The Equipment Committee met from 09:30 – 18:00 hours on Wednesday 30 October 2019 at the Fairmont Southampton Hotel, Bermuda.

Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda.

1 Opening of the Meeting
Dina Kowalyshyn welcomed Committee members and observers. The apologies for absence and Alternates appointed were noted.

Members were asked to introduce themselves and to state conflict of interest:

Bill Abbott declared that after a lifetime in the industry it is inevitable that he has had a fair amount of business contact with companies involved in the current Olympic equipment tenderers. However these relationships were past associations and there is no conflict.

Markus Schwendtner declared that as representative of the World Sailing Classes would abstain from all voting on equipment matters.

Barry Johnson declared that he is currently the 49er & FX Class Chief Measurer.

Bruno de Wannemaeker: Board member of the International Funboard Class Association. Noted that he would abstain from voting on windsurfing equipment matters.
Torben Grael noted his conflicts were noted formally to WS. The most important being the member of the Brasilian council.

It was noted that the Equipment Committee (EQ) is composed of technical experts and any and all conflicts have already been formally notified to the Executive Office.

2 Minutes

The minutes of the Equipment Committee meeting of 18th May 2019 (circulated and approved after the meeting) were noted and approved. The minutes can be downloaded at www.sailing.org/meetings

There were no matters arising not covered elsewhere on the agenda.

3 Chairman’s report

Dina Kowalyshyn presented a review of the work carried out during 2019 by the Equipment Committee. The initiatives outlined by the Terms of Reference were progressed reporting that considerable time was spent in equipment evaluations for the 2024 Olympic Games of which the members of the Committee have been active participants:

a. Men’s and Women’s Windsurfing Evaluation - Following Council’s decision to conduct sea trials before selecting the equipment for the Men’s and Women’s Windsurfer events, the Equipment Committee has been engaged with the Events Committee evaluating the equipment options including document phase evaluations and sea trials on Lake Garda in September of 2019.


d. Together with the Oceanic and Offshore Committee, the Equipment Committee has worked around the equipment selection process for the 2024 Olympic Offshore Keelboat event. Some preliminary equipment specifications have been drafted by a joint Working Party of these two Committees with future work anticipated in 2020.

This year being the last to include changes to the ERS 2021-2024 rule book, the ERS Working Party met at the WS office in March and put forward submissions for the Equipment Committee’s review.

The Committee received a paper on equipment cheating at its May meeting and is continuing to discuss the action items suggested.

World Sailing’s Technical and Offshore team staff has increased its presence at events, attending Offshore Racing Congress, 2019 Tokyo Test Event and World Cup Series events and reporting to the Equipment Committee Chair to increase feedback regarding Equipment Quality Control at events.

The regulations governing the World Sailing Classes have been reviewed by a Working Party and a submission has been put forward by the Equipment Committee to update and clarify the requirements and responsibilities of the classes to maintain World Sailing Class status.

In 2019, 25 class rules have been updated with work undertaken by the Staff and the Equipment Rules Sub-Committee.

4 World Sailing Speed Record Council

The Committee received a report from Stan Honey, Vice Chair of the World Sailing Speed Record Council. The reported outstanding achievement was the singlehanded Transatlantic voyage of Alan Roura of Switzerland where he broke the outright 60 ft mono-hull record with a time of under 8 days averaging a speed of 15.57 knots. The number of successful
attempts to break speed records are expected to increase as foiling technologies emerge. There has also been continuing activity over the 500 meter and 1 Nautical Mile courses. The Committee noted that the WSSRC is self-supported by record attempts fees. The World Sailing Speed Record Council annual report can be accessed here.

5 Applications for World Sailing Class Status
   a. L30 Class
      The Committee reviewed the application of the L30 and noted that the requirements stated in the regulations in regards to equipment distribution numbers were not met. Jurgen Cluytmans noted that the class rules had been reviewed by the EQRSC and noted that further work is required to meet the Standard Class Rule format in regard to wording and definitions.
      Bill Abbott asked if the applicant had requested to waive the requirements stated in the regulations and Dina Kowalyshyn clarified that no formal request had been made. David Brookes recommended to reject the application. Bill Abbott asked if the applicant had been advised by the Office that the criteria was not met. Simon Forbes, Offshore Technical Manager was invited to the table and noted that the Office had received the distribution list following payment of the application fee. The Office then informed the applicant that the criteria was not met and a list of Association Members was then provided by the applicant with more numbers and a request for dispensation.
      The Committee unanimously voted to reject the application of the L30 class.
      Recommendation:
      The Committee recommends Council to reject the application and invites the submitter to apply once the distribution numbers are met.
   b. Funboard Youth Racing Class
      The application of the Funboard Youth Racing Class was noted and reviewed. The EQRSC Chairman, Jurgen Cluytmans gave an update of the review of their class rules and noted that the rules and equipment for the Youth and non-youth where similar, questioning therefore the need for a standalone class.
      Bruno de Wannemaeker noted that in addition to a limited maximum sail size, the Youth class rules included a limitation in equipment items compared to the non-youth class.
      Markus Schwendtner, World Sailing Classes Committee Chairman was invited to the table and explained that when requesting additional World Championship titles, classes were being instructed to apply for their own World Sailing Class recognition which includes the right to award World Championships.
      The application was voted and approved on a motion presented by Will Apold and seconded by David Brookes with the abstention of Bruno de Wannemaeker.
      Recommendation:
      The Equipment Committee recommends Council approve the Funboard Youth Racing Class application subject to signing a contract.

6 2020 Olympic Event Preparations
   a. Tokyo 2020 Olympic Games Preparations
      World Sailing Director of Events, Alastair Fox gave an update on the preparations ahead of the 2020 Olympic Games.
      The high number of events held in Enoshima during 2019 such as the 470 Class World Championship, followed by the Ready Steady Tokyo sailing Test Event, the Hempel World
Cup Series and the Enoshima Sailing Week has helped the local organisers prepare for the Olympic event.

Regarding the Test Event, a series of challenges around the venue were raised about the organisation and safety plans, including the need to have contingency plans for equipment inspections in case of typhoon threats. However, the Committee noted that the areas related to the Field of Play, race management and volunteers were considered successful.

The increased heat saw a Jury interpretation of the Racing Rules to allow the use of cooling jackets when not intended to increase personal equipment weight. The use of watches with GPS saw some questions around the class rules that need to be further considered.

b. Supplied Equipment For The 2020 Olympic Event

Equipment for the Men’s and Women’s One Person Dinghy events will be supplied by the Organizing Authority as has been the case for previous Olympics. The supplier will be Performance Sailcraft Japan. Alastair Fox, noted that Neil Pryde, supplier of the RS:X equipment had informed World Sailing that they would be unable to commit to supplying equipment for the 2020 Olympic Games. The Committee noted that the decision to open the selection of 2024 equipment for evaluation had caused challenges to the manufacturer who would be unable to engage in supplying equipment without the assurance of a market following the Olympic event. Alastair Fox informed the Committee that as a consequence, athletes at the 2020 Olympic Event would require to bring their own equipment. Bill Abbot noted that the current equipment being manufacturer controlled had been previously arranged to be supplied to minimize the risk of having differences in equipment. Jurgen Cluytmans explained that the Tokyo 2020 Technical Committee was already aware of this decision and working to address the technical challenges.

The Committee urged the Office to work with the Class and relevant World Sailing groups to implement the required equipment controls to ensure the technical integrity of the competition.

c. 2020 World Sailing Offshore World Championships

Alastair Fox gave a verbal update on the 2020 WS Offshore World Championships and the plans and options for the qualifiers leading to the Worlds. Following continued discussions with Jeanneau (Sunfast 3300), Beneteau (One Design non-foiling Figaro 3), Dehler (Dehler 30), Rodion Luka (L30) and J Yachts (J88 and J99) there is a great deal of enthusiasm for supporting the Offshore Worlds and qualification events as well as the Mixed Two Person Offshore Keelboat event at the Paris 2024 Olympics and the Los Angeles 2028 Olympic Games.

It is anticipated that to allow all interested MNAs from each continent to compete there might need to be multiple qualification events. The Office has been communicating with MNAs to evaluate the opportunity to host qualification events for their Continent using a fleet of one-design boats. Although this is a system that is expected to work moving forward, in the short term the Office has come to the conclusion that the urgency of the 2020 World Championship requires the consideration of inviting teams from all continents to qualify in a single venue in Europe.

Alastair Fox noted that Les Sables d’Olonne has suggested a window between Mid-April and the end of June 2020 to host the qualification events and that World Sailing would be forwarding a communication to all MNAs to understand the interest in participation before proceeding with quota requirements. The Committee noted that the discussions with manufacturers and the interest built around this event would serve to prepare for the 2024 Olympic Offshore event.
7 2024 Olympic Equipment

a. Olympic Equipment Strategy

Jaime Navarro gave an update on behalf of the Office on the implementation of the Olympic Equipment Strategy, approved by Council at the 2018 Annual Conference following the recommendation from the Equipment Committee. It was noted that the approved document included multiple proposals to seek access for qualified manufacturers to produce Olympic equipment. It described an indicative timeline that would see an implementation in all Olympic classes by 2022. The strategy had proposals that could be interpreted either as:

a) to seek an increase in the number of manufacturers, aiming to create a wider choice for sailors in the hopes of reducing prices and increase the quality, or;

b) to seek to avoid structures that could potentially strengthen or create dominant positions

It was noted that there are two levels of Olympic equipment decisions affecting manufacturers:
1. The selection of an equipment type assigned to an Olympic Event, and;
2. The selection of manufacturers of the type of equipment assigned to the Olympic Event

Regarding the first level, in addition to the equipment selection process undertaken when selecting equipment for a new event, World Sailing regulations include a process referred to as ‘re-evaluation’ that is used to evaluate the equipment assigned to each Olympic Event every eight years.

Two re-evaluations have taken place so far, one for the Men’s and Women’s One Person Dinghy Events and one for the Men’s and Women’s Windsurfer Events. The outcome of both re-evaluations has been World Sailing organizing sea trials before Council was asked to select equipment from among the tenderers. These re-evaluations constitute an opportunity of access for manufacturers of new equipment suitable to the events.

Regarding the second level, following the approval of the Olympic Equipment Strategy, the Office has been working with the relevant parties to develop a policy for the appointment of manufacturers of the equipment selected for an event.

The Olympic Classes agreements have been updated to include a policy that requires the Class to select its manufacturers under Fair Reasonable And Non-Discriminatory (FRAND) terms allowing access to qualified manufacturers.

Each Class will therefore be responsible for the implementation of the policy ensuring that there are opportunities for new manufacturers to be licensed in FRAND terms. The Class rules will be updated to require that equipment is from approved World Sailing manufacturers and such approval will only be granted if manufacturers are selected by the Class in accordance with the Policy. Further details of the Policy can be found [here](#).

b. Olympic Classes Manufacturers Quality Controls.

Following from the above item, Jaime Navarro noted that World Sailing is likely to move to a scenario with additional new manufacturers. Dina Kowalyshyn noted that this will require further technical resources for the Office to implement the required quality controls to ensure that multiple manufacturers of an equipment type build to the same specifications.

Jaime Navarro noted that although there are different models in sailing competition regarding the relationship with the equipment (one designs, box rules, handicap ratings,
The Office reported that it is currently unknown if the existing tolerances among one design equipment is the result of current production tolerances or the result of classes allowing tolerances established years ago and saw merit in considering implementing new independent systems that could allow establishing control processes at different phases of production.

It was noted that although one design equipment is supposed to be identical, sailors continue to purchase multiple items of equipment to use the one that they perceive as best and that complaints from sailors regarding discrepancies in purchased equipment where increasing. Because most of these cases relate to manufacturer controlled classes, International Measurers are left with no means to evaluate the equipment or verify the claims and can only refer the sailors back to the suppliers.

Jaime Navarro stated the need for World Sailing to implement an independent World Sailing quality control programme to evaluate and confirm the current quality control systems in place for Olympic Classes, to implement improvements where required and to report and transfer lessons learned to improve Equipment Inspections at events.

It was noted that when a measurement controlled class gains World Sailing Class Status the class rules are reviewed to make sure that they include the relevant design specifications including measurements and tolerances but there is no review over time to reduce these tolerances. In the case of manufacturer controlled classes, upon application for World Sailing Class Status the review only ensures that the requirement to have equipment provided by the licensed manufacturer is reflected in the class rules without any evaluation of the tolerances.

Dina Kowalyshyn stated that World Sailing is moving to adopt a position to take more control over Olympic equipment, something that many will claim is long overdue. While one should consider the builder’s point of view too, the Committee was reminded how these plans aligned with the original vision around the In House Certification scheme that is in place for sails today. Dina Kowalyshyn stated that following the introduction of these controls, with today’s technology, manufacturers could implement tracking systems in the equipment to link them to the measurements, allowing for future event inspections.

Will Apold asked how the costs would be managed. Jaime Navarro explained that the Olympic Undertakings contracts with the manufacturers of Olympic classes would include a Manufacturer Fee Policy used to finance the costs of this new scope of work.

The Policy will include for each class a fee for each equipment item that needs to be controlled that will not be greater than 1% of the retail price of the equipment. Each manufacturer of a class would contribute to the ‘Class budget’ in proportion to the number of equipment items built. Any surplus not used for the Quality Control scope of work stated in the Policy shall be returned to the manufacturers of the class in the same proportion.

Bill Abbot noted that in the past all the contracts included a requirement that manufacturers paid for site visits and inspections and asked what would be checked for manufacturer controlled classes when currently the technical specifications are not disclosed and requested that the Equipment Committee and each Class International Measurers are consulted to specify the scope of work of the inspectors undertaking this tasks.

Jurgen Cluytmans supported Bill Abbot’s comments about these inspections at manufacturer’s sites and requested a joint approach between the Technical Staff and the use of International Measurers to ensure a turnover of knowledge for inspections at events.
Torben Grael stated that the urgency and need to implement these controls was the result of a lack of control from some Classes on equipment, regardless of the nature of the interaction with measurement or manufacturer controlled rules and reminded the Committee that Classes have within their powers the opportunity to include limitations within the rules regardless of who is the manufacturer.

David Brookes welcomed the initiative but reminded that the manufacturers would be increasing the cost of the equipment in proportion to the fee, effectively resulting in sailors paying for the inspections and quality controls. He noted that this would still be beneficial for the sailors if equipment is improved but proposed considering returning any surplus to the class instead of to the manufacturers.

Jaime Navarro noted that the return of the surplus had to be to the manufacturers as it could not constitute a source of income for the class.

c. Update On The Status Of International Laser Class Association Licensed Manufacturers.

The Class Secretary, Eric Faust, was invited to give an update on the subject and explained that as required by the 2024 Olympic Class Agreement they are required to comply with the Olympic Equipment Policy ensuring that qualified manufacturers are considered to become manufacturers.

The class has therefore implemented a plan where the current builders will grant licenses to qualified manufacturers under FRAND terms to sell equipment with no territorial restrictions.

As part of the process the Class would be collecting a license fee which will be implemented through a QR code system applied to each equipment item to track the major parts of the boat. This system is expected to allow both improvements in quality control and to serve to compile the license fees.

In addition, the Class is evaluating hiring two or three technical officers to assist with audits and inspections and has entered into a supply agreement with the Australian manufacturer to supply boats to main sailing events where equipment has traditionally been supplied.

Regarding the process for new builders, a public process available through the Class website was presented. The Committee was informed that the Class had received 25 preliminary applications to be reviewed by a panel. The panel will assess the bids based on criteria published publicly. Successful applicants will then be invited to submit a formal application with a deposit of 5k USD to cover travel and review process costs and will receive a non-disclosure agreement to access the construction manual.

The panel will then review the formal application. Successful applications will be granted a provisional license and will be required to purchase moulds. A total of 10 mould sets were currently in production.

It was explained that once manufacturers obtain the tooling, they will each be required to produce 10 prototypes to be inspected by the class technical officers who would be in the facility during production.

Upon successful final inspection of the prototypes, new builders will be granted a license to start producing, selling and advertise that they are approved licensed manufacturers.

Dina Kowalyshyn asked if there will be any geographical boundaries considered in the criteria. Eric Faust explained that to comply with the Fair Reasonable and Non-Discriminatory terms no boundaries could be implemented and therefore there would be no territory rights for manufacturers.

Dina asked if the evaluation Panel would be independent from the Class, to which Eric Faust mentioned that there would be a Class and Builder representative but the process was still under development.
Will Apold asked if manufacturers of limited parts of equipment would be considered. Eric mentioned that the class would continue with the current supply models.

Jurgen Cluytmans asked regarding the timeline for the process. Eric Faust explained that the process is expected to take 18 months, early enough to consider equipment from new manufacturers ahead of 2024.

d. Report And Recommendation From The 2024 Windsurfer Evaluation Working Party

Dina Kowalyshyn invited all members of the Working Party (WP) to the table; Ana Sanchez, Dina Kowalyshyn, Sarah Kenny, Bruno de Wannemaeker, Barry Johnson, John Derbyshire, Yann Rocherieux, Mayaan Davidovich, Jaime Navarro, Hendrik Plate and Rob Holden.

Following a video of the trials, Dina Kowalyshyn, as chair of the Working Party gave a description of all the equipment options. Sarah Kenny, chair of the Events Committee and member of the Working Party was invited to represent the Event input.

Noting that the Events Committee would discuss this agenda item the following day, it was noted that the context of her comments would be from the Working Party who had two Event Committee members present at the trials.

The report focused on the evaluation criteria regarding suitability of equipment for multiple formats and the general appeal of equipment regarding format options.

Sarah Kenny reminded the Committee of the work carried out in the past regarding the 2024 Olympic slate to ensure that sailing remained strong in the Olympic Games. One of the comments that followed the report was that the group considered that the current windsurf event did not maximise the potential to showcase that side of the sport.

Each tender had supported the move to different formats including slalom, course racing, and long distance events. Although the foiling options also had proposed formats around GPS speed, with the potential to allow for activities during otherwise dead time at events, the trials evaluated slalom and course racing only. However, the WP noted that this allowed them to extrapolate to long distance events and the group concluded that all equipment options were suitable for the different disciplines.

The key differences between foiling and non-foiling options were presented as the impact of the equipment in different wind ranges, where the foiling option gives a very attractive product in the lower range, making foiling slalom very attractive in 5 to 8 kts as tested in Torbole. The WP noted that this low wind range currently makes it difficult to showcase sailing. Looking at the whole slate of events, the foiling option gives an opportunity to produce attractive content for the Olympics at the low wind range.

The racing format was presented as extremely dynamic and quick compared to non-foiling, including course racing of 15min and downwind slaloms of 3min with tournament style competition and the potential to reducing the total number of sailing days.

The Committee was reminded that the IOC continues to implement dynamic formats and urban sports. The WP considered that the foiling option best suited these requirements.

The WP noted that there were offers to support the emerging nations that would allow to WS to re-engage many MNAs without windsurfing programmes.

Following Sarah Kenny’s presentation, Dina Kowalyshyn proceeded to state the recommendation from the WP report:

‘Following comprehensive on-water testing and evaluation against the approved criteria, the Working Party recommends the selection of the Starboard iFoil as the equipment for the windsurfer events in 2024.

A new foiling windsurfer event for 2024 can best utilize its strengths and appeal to elite windsurfers and the broader windsurfing community, the youth, media and
The Working Party noted that at the trials, 17 out of the 19 sailors preferred the selection of foiling equipment for 2024 and 16 of the 17 stated that they would support a recommendation to foiling even if the equipment recommended was not their first choice.

The Working Party was satisfied that the tender from Starboard offered:

- An affordable package option for all MNA’s
- Competition in different formats from 5 knots to 35 knots
- Easy transport to competitions and training venues
- Proven quality products and supply chain management
- Support for emerging nations
- One design equipment allowing all nations to start on a level playing field with equipment
- That will reward skill and tactical knowledge
- Youth appeal and complement to the existing pathways
- Supports a unique signature event that will attract media coverage with the possibility of dynamic formats and short competition timelines
- Impressive sustainability program in place today and a future commitment to our oceans
- A closer connection to the wider windsurfing community both for sailors and industry
- A recommendation supported by a large majority of sailors at the trials

Bill Abbot moved to vote the recommendation of the WP, seconded by Cedric Fraboulet. The Committee moved to discuss the recommendation. Dina Kowalyshyn noted that one of the highlighted areas of evaluation was the athlete weight ranges suitable to each equipment. It was noted that the recommended option proposes the same equipment for men and women with different sail size for each gender.

Cathy Mac Aleanavey asked if the presented package cost included the traveling bags. It was noted that it did.

Note: [Change of name of equipment to iQFOIL]

Following the Annual Conference, World Sailing has been informed by Starboard that the Olympic equipment will be branded under iQFOIL, standing for Innovation and Quality. Going forward the class will be referred to as the iQFOIL Class. (more information here)

e. Recommendation to Council on the selection of equipment for the Men’s and Women’s Windsurfer events for the 2024 Olympic Sailing Competition.
Cedric Fraboulet requested to have a secret vote. Barry Johnson seconded the motion. The Committee voted in favour of a secret vote with one abstention.

The Committee voted to endorse the recommendation of the Working Party with 8 votes in favour, 2 abstains and 2 invalid votes.

Recommendation:
The Equipment Committee recommends the selection of the Starboard tender as the equipment for the for the 2024 Olympic Men’s and Women's windsurfer events.

f. To Discuss The Equipment For The 2024 Mixed Two Person Keelboat Offshore And Qualifier Events.

Following a video showcasing the Offshore Olympic event for 2024, Dina Kowalyshyn presented the progress of the Working Party formed with members of the Equipment and Oceanic and Offshore Committee and noted the importance of working with the industry. The Committee discussed submitting a request For Information (RFI) for manufacturers and noted that Equipment Inspection policies will have to be developed and inspections during the building process would be required to ensure standardization among the fleet.

Stan Honey noted that although the decisions had not been made formally yet, the Olympic equipment should seek to reflect the type of sailing that people do around the world, should be offshore capable and suitable to be raced by a two person crew. It is envisaged to be a non-foiling, non-canting keel production boat, Offshore Special Regulations Category 2 (including scantling and stability), around 10m length, with simple electronics and an event structure with no option for redress so teams will have to take care of the boat.

7.1 Regulations
i. Submission 047-19 on World Championships participation requirements for Large Keelboats from the International Six Metre Class Association, The International J/111 Class Association and the Chairman of the World Sailing Classes Committee.

The submission follows a submission deferred from last year. Peter Rugg noted that the submission seeks to consider the displacement of heavy keelboats in addition to length as criteria for World Championship participation requirements.

Recommendation to Council: Approve

ii. Submission 046-19 from the Chairman of the Equipment Committee on Regulation 10.

The Executive Office explained that that regulation 10 needed to be updated to properly reflect the Annual Reports supplied and compiled by Class Associations.

Recommendation to Council: To approve with the following combined reported changes from the Constitution Committee, World Sailing Classes Committee and Equipment Rules Sub-Committee:

10.4(d) appoint an International Measurer to the Technical Committee for the world championships unless otherwise agreed with World Sailing.

10.4(f) Send a report on the class world championship(s) to the Executive Office within 8 Weeks after as soon as possible after the championship but no later than the 1st February annual report, including information required by World Sailing. Failure of a class to submit this report may result in World Sailing reviewing the Class’s right to hold World Championship, notwithstanding other Regulations below. The information required by World Sailing shall include:

(i) a full set of results for each awarded title, stating the nationality of each entry;
an evaluation on the event organization, the overall quality of the event, the venue and the standards of the racing.

10.5(a) **Properly** administer its affairs and maintain its objectives in accordance with its constitution, Class Rules, its agreement with World Sailing and these Regulations;

**10.5(b) Submit changes to the Class Constitution and measurement forms for review and comment by World Sailing**

10.5(c) request World Sailing approval for changes to the Class Constitution, Class Rules, measurement forms, one-design specifications and Registration Schemes (if applicable) unless otherwise stated in the class agreement and ensure that these changes are published and distributed to the members of the class before the amendments come into effect.

**Comments:** Requirements for changes to constitution and measurement forms should be consistent with current regulation. Review should be optional ("may") should give discretion for i.e. a one-day delay in submitting the report. Timeline for submitting the event report allows immediate (preferred) reporting, otherwise with the annual class report due on 1st February.

iii. Submission 044-19 from the Chairman of the Equipment Committee on Terms of Reference – regulation 6.5.4

Jurgen Clutmans explained that this submission together with 048-19 seeks to manage the review and modifications of Equipment Rules of Sailing in a similar manner as the Racing Rules of Sailing where the Equipment Committee would effectively be the decision making body of submission regarding ERS changes.

David Brookes noted that the World Sailing Classes Committee rejected this submission as it considered that the Equipment Committee was not formed of sufficient Equipment Rules of Sailing experts to undertake the role.

Recommendation to Council: Approve

iv. Submission 045-19 from the Chairman of the Equipment Committee on ERS Working Party Terms of Reference - Regulation 6.5.5.4

Recommendation to Council: Approve as amended by the Constitution Committee.

### 7.2 Equipment Rules of Sailing

i. Submission 048-19 from the Chairman of the Equipment Committee on Regulation 29

Recommendation to Council: Approve

ii. Submission 049-19 from the Chairman of the Equipment Committee on the definition of Bumpkin

Recommendation to Council: Approve with the following amendment:

F.1.4(c)(ii) **BUMP**KIN

iii. Submission 050-19 from the Chairman of the Equipment Committee on ERS C.4.6(k)

Recommendation to Council: Approve

iv. Submission 051-19 from the Chairman of the Equipment Committee on the definition of Foil from the Fédération Françoise de Voile.

The submitter asked to speak and was invited to the table. He noted the need to include definitions to address the use of foils in the Equipment Rules of Sailing.
Jurgen Cluytmans explained that the Equipment Rules of Sailing Sub-Committee considered the objective of this submission covered by the proposed updates to the existing definition in submission 053-19.

Recommendation to Council: Reject

v. Submission 052-19 from the Chairman of the Equipment Committee on the definition of Jockey Pole:

Recommendation to Council: Approve with the following amendment:

A spar attached to the boat hull or mast spar, extending transversely and connected to a spinnaker guy.

vi. Submission 053-19 from the Chairman of the Equipment Committee on the definition of Hydrofoil & Winglet

Recommendation to Council: Approve

vii. Submission 054-19 from the Chairman of the Equipment Committee on the definition of Outrigger

Recommendation to Council: Approve with the following amendment:

A hull spar extending transversely connected to a sheet clew.

viii. Submission 055-19 from the Chairman of the Equipment Committee on the definition of Rigging:

Recommendation to Council: Approve with the following amendment:

Any equipment attached at and/or connected to at one or both ends of to spars, sails or other rigging and capable of working in tension only. Includes associated fittings which are not permanently fixed to a hull, spar or spreader.

ix. Submission 056-19 from the Chairman of the Equipment Committee on the definition of Spar.

Recommendation to Council: Approve

x. Submission 057-19 from the Chairman of the Equipment Committee on the definition of Spinnaker and Headsail

Recommendation to Council: Approve

xi. Submission 058-19 from the Chairman of the Equipment Committee on the definition of Spinnaker Pole

Recommendation to Council: Approve with the following amendment:

A spar attached to the mast spar and connected to a spinnaker guy tack to set a spinnaker.

xii. Submission 059-19 from the Chairman of the Equipment Committee on the definition of Whisker Pole.

Torben Grael noted that for some classes the proposed definition will not apply. The Committee noted that the purpose of the ERS is to align the use of the wording where possible but that any Class may still choose in their Class Rules not to invoke this definition and to use their own.

The Committee voted to approve the submission with a proposed change to use “connected” instead of “attached”, however, Bill Abbot noted that this definition would not be consistent with the other approved definitions and requested to vote again.
Stan Honey noted that most sailors would refer to outriggers as those connected to leeward and to whisker poles as those connected to windward and to the mast. However, some years ago, the terminology changed and now whisker poles can be either at leeward or windward and therefore a pole to leeward is either a whisker pole if connected to the mast or an outrigger if connected to anywhere else in the hull.

Recommendation to Council: Approve

xiii. Submission 060-19 from the Chairman of the Equipment Committee on the definition of Wingspan

Recommendation to Council: Approve

xiv. Submission 061-19 from the Chairman of the Equipment Committee on the use of ‘Connect’

Recommendation to Council: Approve with the following amendment:

Add new definition: C.6.3 (g) Connect:
To bring together or into contact so that a real link is established by which one item effects the function of the other; therefore includes “attached to” and “sheeted to” the corner of the sail

xv. Submission 062-19 from the Chairman of the Equipment Committee and from the International 470 Class Association on ERS C.6.4

Recommendation to Council: Approve

xvi. Submission 063-19 from the Chairman of the Equipment Committee and from the International 470 Class Association on ERS C.6.8

Recommendation to Council: Approve with the following amendment:

A mark placed by a technical Committee on equipment whose replacement at the event is controlled by the class rules.

xvii. Submission 064-19 from the Chairman of the Equipment Committee on ERS F.4

Recommendation to Council: Approve

7.3 Submissions on Olympic Sailing Competition and Olympic Equipment

i. Submission 041-19 from the International RS:X Class Association on the Olympic Windsurfing Equipment for the 2024 Olympic Sailing Competition.

Recommendation to Council: No opinion (The Committee noted the Constitution Committee considered the submission invalid).

ii. Submission 042-19 from the Croatian Sailing Federation on supplied equipment.

The Submitter requested to speak and was invited to the table. The Committee did not move to discuss the submission.

Recommendation to Council: Reject

iii. Submission 043-19 from the Chairman of the Equipment Committee and Oceanic and Offshore Committee on the Mixed Two Person keelboat Offshore equipment.

Dina Kowalyshyn explained that the Submission seeks that the criteria for suitable equipment for the Offshore Olympic event will be published no later than 31 December 2020. The equipment for the Offshore Olympic event would be selected no later than 31 December 2023 and the criteria for suitable equipment for the qualification events would be published no later than 31 December 2020.
A list of equipment that meets the qualification criteria would be published no later than 31 December 2020.

Recommendation to Council: Approve

iv. Submission 099-19 on removing the Mixed Kite event and reinstate the Heavyweight Men’s One Person Dinghy event from the International Finn Class Association.

Barry Johnson moved to take submissions 099-19 to 106-19 as a block. A speaker on behalf of the submitter was invited to the table and argued that the current slot of Olympic Events excluded heavy weight and height athletes. The submission aimed to have a combination of Olympic Events that would allow for a wider range of physics whilst ensuring gender equity.

Bill Abbot noted that if this was to be considered, it would require to select each event separately and assign an equipment to each event. Dina confirmed it and explained that the submission included several proposals some of which would require processes to select the equipment for some of the new proposed events.

The Committee noted that the process defined in the regulation had been followed and had already allowed for multiple proposals that would have seen the Finn retained. However, these had all been rejected previously and the current slot of events was the result of the process and decisions from Council.

The Committee did not move to propose the submission.

Recommendation to Council: Reject

v. Submission 100-19 on retaining the Finn as equipment for the Heavyweight Men’s One Person Dinghy event from the International Finn Class Association

Recommendation to Council: Reject

vi. Submission 101-19 on removing the Men’s Windsurfer event and replace with the Mixed kite event from the International Finn Class Association

Recommendation to Council: Reject

vii. Submission 102-19 on retaining the IKA Formula Kite as the equipment for the Men’s Kite Event

Recommendation to Council: Reject

viii. Submission 103-19 on retaining the IKA Formula Kite as the equipment for the Mixed Kite Event

Recommendation to Council: Reject

ix. Submission 104-19 on removing the Women’s Windsurfer event and replace with a Mixed Windsurfer event from the International Finn Class Association

Recommendation to Council: Reject

x. Submission 105-19 on removing the Mixed Two Person Dinghy – 470 – and replace with a Lightweight Women’s Event

Recommendation to Council: Reject

xi. To give an opinion on Submission 008-19 from the Chairman of the World Sailing Classes Committee on Fees.

The Committee noted that the Constitution Committee had considered Proposals 1 and 2 invalid and therefore only Proposal 3 was to be considered.
Corinne Mckenzie asked to speak to the submission and was invited to the table. She explained that the submission aimed to ensure transparency around fees and noted that the Board had welcomed alternatives to address these issues.

Bill Abbott asked how the fees would be implemented.

Dina noted that the discussions around the table was not addressing the wording of the submission but rather to note that there is a need for the funds and a need to pursue the quality controls discussed under item 7b and welcomed a model that would allow the quality control programmes to move forward.

Dina Kowalyshyn explained that Proposal 3 would not allow to prescribe any new fee on Olympic Equipment. Will Apold noted that the intended quality controls would bring a new scope of work and would require resources not covered by current fees. The Committee moved to reject the proposal.

Opinion: Reject - Proposal1&2: Committee noted the Constitution Committee considered it invalid. Proposal 3: rejected.

xii. To give an opinion on Submission 009-19 from the Chairman of the World Sailing Classes Committee on Fees

Opinion: No opinion - The Committee noted the Constitution Committee considered it invalid.

xiii. To give an opinion on Submission 084-19 from the Techno 293 Class Association on the equipment for Boys and Girls windsurfers events - Youth Sailing World Championships.

The Committee noted that having an alternative as an option would be beneficial.

Opinion: Approve

xiv. To give an opinion on Submission 086-19 from the RS Aero Class Association on regulation 24.5.3 - Youth Sailing World Championships

Submission withdrawn

xv. To give an opinion on Submission 163-19 from the Chairman of the Racing Rules of Sailing on RRS – rule 43.1(c)

Opinion: Approve with the following amendment:

43.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. **A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release trapeze harness comply with ISO 10862. Class rules may change this rule, but not any ISO standard mentioned in this rule.**

86.1 A racing rule shall not be changed unless permitted in the rule itself or as follows:

(c) Class rules may change only racing rules 42, 49, 50, 51, 52, 53 and 54.

xvi. To give an opinion on Submission 167-19 from the Chairman of the Racing Rules of Sailing on RRS – rule 50.3

Opinion: Approve with the following amendment:
50.3 Sheeting Sails

(a) No sail shall be sheeted over or through any device that exerts outward pressure on a sheet or clew of a sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck, except:

(1) over or through a bumkin used to sheet the boom of a sail;
(2) over or through a boom that is regularly used for that sail of a boomed headsail that requires no adjustment when tacking; or
(3) as permitted in rule 50.3(b) or 50.3(c).

An outrigger, except as permitted in rule 50.3(b) or 50.3(c). An outrigger is any fitting or other device so placed that it could exert outward pressure on a sheet or sail at a point from which, with the boat upright, a vertical line would fall outside the hull or deck. For the purpose of this rule, bulwarks, rails and rubbing strakes are not part of the hull or deck and the following are not outriggers: a bowsprit used to secure the tack of a sail, a bumkin used to sheet the boom of a sail, or a boom of a boomed headsail that requires no adjustment when tacking.

(b) Any sail may be sheeted to or led above a boom that is regularly used for a sail and is permanently attached to the mast from which the head of the sail is set.

(c) A headsail may be sheeted or attached connected at its clew to a spinnaker pole, or whisker pole, provided that a spinnaker is not set.

xvii. To give an opinion on Submission 168-19 from the Chairman of the Racing Rules of Sailing on RRS – rule 50.4

Opinion: Approve with the following amendment:

50.4 Headsails

For the purposes of rules 50 and 54 and Appendix G, a headsail and a spinnaker is defined in the Equipment Rules of Sailing the difference between a headsail and a spinnaker becomes is that the width of a headsail when the measurement measured between the midpoints of its luff and leech, is less than 75% of the length of its foot.

xviii. To give an opinion on Submission 216-19 on Racing Rules of Sailing - Rules G1.2, G1.3 and G5

Opinion: Approve with the following amendment:

G.1.2(a) (iv): of a non-serif typeface such that each letter and number shall be clearly discernible when viewed from either side of the sail when the sail is set.

(a) Mainsails

(i) The class insignia, national letters and sail numbers shall, if possible, be wholly above an arc whose centre is the head point and whose radius is 60% of the leech length.
(ii) The class insignia shall be placed abo the national letters. If the class insignia is of a design that it may be placed back to back, then it may be so placed.
c) Headsails and Spinnakers

(ii) The national letters and sail numbers of headsails shall be displayed wholly below an arc whose centre is the head point and whose radius is 50% of the luff length and, if possible, wholly above an arc whose radius is 75% of the luff length.

(iii) The national letters and sail numbers of spinnakers shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is 60% of the foot median.

G.5 Changes by Class rules: World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing. Other boats may change the rules of this appendix provided the changes have been approved by their Class Rules Authority or national authority as appropriate.

Comment: current typeface is requiring Helvetica or better legible. Helvetica is a non-serif typeface.

Comment: Current positioning is 60% and should be retained, otherwise there will be problems with small boat spinnakers.

8 Equipment Rules Sub-Committee

The Committee received a verbal report from the Equipment Rules Sub-Committee and ERS Working Party Chairman covering the period since the previous Annual Conference.

The Committee noted that no progress had been made on the Standard Class Rules (SCR) Working Party. The Chair noted that this should be a priority for the Equipment Committee and asked for volunteers. David Brookes asked if the World Sailing Class could be considered to nominate a volunteer which Dina Kowalyshyn welcomed.

9 Equipment Cheating Review Group

The Office gave an update on the Equipment Cheating Review Group report that was forwarded for Consultation dated 27 June 2019. The group sought feedback on several areas related to equipment control. The report was later circulated to Committees and other working groups. Two items were largely supported, one dealing with disciplinary investigations which resulted in a submission to Council and the other regarding the use of Discretionary Penalties in the Class Rules. The other areas covered by the report received negative feedback. The Board saw merit in the scope of work and requested that there would be further consultation with relevant bodies.

Jurgen Cluytmans offered to draft a proposal of members to be consulted.

10 Youth Equipment

Dina Kowalyshyn gave an update on behalf of the Youth Equipment Sub-Committee. It was noted that the Subcommittee was in the process of developing a strategic plan.

11 Paralympic Equipment

Brian Todd gave an update on the Para World Sailing Committee, the discipline has been included in the quadrennial World Sailing Championship starting in 2022 and Para world sailing classes will be included in the Hempel World Cup Series.

The Para World Sailing Championship can now be held in conjunction with open class world championship to promote inclusion. MNAs encouraged to establish national para
sailing and support national championships and have developed simple format template for conducting local and national events.

Develop a proposal for a qualification system to enable developing nations to qualify athletes to future combined para world sailing championships. There are two classes, the RS Venture Connect doublehanded and the Hansa 303 single handed non-technical were boats are supplied and the Committee is working with suppliers to ensure that boats are available for emerging nations.

12 In House Certification (IHC) Status Report
The Office gave an update on the In-House Certification Programme. World Sailing is currently managing 9 lofts and several MNAs. This year has seen an audit to UK sailmakers in Hong Kong, and two in South Africa. Since the previous annual conference there have been 11000 IHC stickers sold. In terms of MNAs, Japan is the MNA that is purchasing stickers mainly to serve North Sails Japan. In terms of lofts, North Sails Sri Lanka is the main buyer. There has been interest from other lofts however unfortunately the staff has been unable to visit these lofts during this year.

13 Safety
The Committee received an update from the Safety Panel regarding the Safety Reporting system available online here: https://www.sailing.org/sailors/safety/incident-reporting-portal.php
Changes have been proposed to the regulation to spread awareness and to ensure that classes are responsible to inform their members of the reporting of known cases.
On the Sailors Safety Equipment Working Party, the Committee noted that due to the equipment evaluations that had taken place throughout the year, no progress had been made on this important scope of work.

14 Any Other Business
There being no further business the meeting concluded at 18:30