Equipment Committee Minutes

The Equipment Committee met from 09:30 – 18:00 hours on Saturday 18 May 2019 at Chelsea Football Club, London, Great Britain

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.

2. Apologies for Absence & Alternates
The apologies for absence and Alternates appointed were noted.

3. Declaration of Interests
Declarations of interest from Equipment Committee Members:

Bill Abbott declared that after a lifetime in the boating industry it is inevitable that he has had a fair amount of business contact with the companies involved (the Olympic equipment tenderers), it is a past association. He did not feel conflicted.

Markus Schwendtner – as representative of the World Sailing Classes will abstain from all voting on equipment matters.

Barry Johnson – 49er Class Chief Measurer.
Equipment Committee Minutes (cont.)

Bruno De Wannemaeker: Board member of the International Funboard Class Association and International Kiteboarding Association (IKA).

Murray Jones: his daughter is competing in the NACRA 17 Class.

2. Minutes

The minutes of the Equipment Committee meeting of 31st October 2018 (circulated and approved after the meeting) were noted. On a proposal by Barry Johnson, seconded by Markus Schwendtner the minutes were approved.

Matters Arising

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

3. Reports from World Sailing

   a) A verbal report from the Executive Office on World Sailing Classes Annual Reports was noted.

   Jaime Navarro reported that World Sailing Classes are requested to complete a yearly questionnaire relating to checks against Regulation 10, all 2018 reports have been received apart from the International 14, 12 Metre, NACRA Infusion, NACRA F20, Melges 20, Melges 32.

   The Regulation 10 Working Party (Cédric Fraboulet and Cathy MacAleavey) are requested to review the Regulation in terms of the information that the Committee feels is needed from the Classes. Next year’s form will include a declaration that any reportable safety incidents have been reported via the incident report portal: http://www.sailing.org/sailors/safety/incident-reporting-portal.php

   Markus Schwendtner has found helpful the Excel file pre-filled form with the previous year’s form.

   b) Equipment Cheating Review Group.

   Jon Napier (World Sailing Director of Integrity & Governance) explained the work of a Review Group that was appointed in February by the Board. A paper will be published soon that will be sent to all the classes affected, relevant committees, stakeholders for consultation and feedback. Feedback will be reviewed and a final proposal put before the Board and necessary committees. The draft was discussed.

   The group consisted of: The Director of Integrity & Governance, the Head of Technical & Offshore, measurers from professional events, an International Measurers Subcommittee member, a Class representative and a Race Officials Committee member.

   Looking at four main areas:

   i) Historic review of equipment cheating cases that World Sailing has dealt with. The views on those have been reported to the Board.

   ii) More widely, improvements that can be made in investigation and prosecuting equipment cheating

   iii) How to use discretionary penalties (DP) for equipment infringements and in particular whether the increased use of DPs has encouraged sailors and teams to take the risk of cheating in exchange for the potential downside of a DP.

   iv) Whether there are sufficient consequences for those who present their boats for inspection and which do not comply with the class rules and equipment control procedures.
The draft paper will be consulted with the classes and they should be approved by the appropriate committees within World Sailing.

The Group also addressed how World Sailing investigates equipment cheating cases and welcomed the opportunity of seeing the governance commission proposal on that front.

Markus Schwendtner noted that there was a proposal from the Governance Commission to have a central group managing all the Olympic Classes but wondered how this would be achieved having the Technical Department already heavily understaffed and commented that the system is not fully broken and that a solution could be found to fit all classes.

He noted the distinction between measurement classes and classes that the measurements are not public and the fact that cases are not consistently protested with the bigger problem of the Jury not applying consistent penalties.

Bill Abbott applauded the work, as an International Measurer it is difficult to find minor breaches and not have Juries do something about it and noted that it is not a question of deciding is it an accident or intentional. If the equipment fails it fails and starting the culture at the top would hopefully filter down from the Olympic classes into all of our sailing.

c) Jaime Navarro reported recent developments to Olympic Class Building Specifications:

- There have been one new set of approved moulds for a 470 builder in Japan and another Japanese 470 builder which has updated its laminate specification.
- The NACRA 17 Class Rules have been updated with the proposals notified to this Committee at the last meeting.

4. Recommendations Not Based on Submission

The Committee received and considered recommendations not based on submissions. On a proposal by Jurgen Cluytmans, seconded by Cédric Fraboulet it was unanimously agreed that equipment selection voting would be by secret ballot.

World Sailing Board
i) Men and Women’s Windsurfer Re-evaluation

It was noted that the equipment was put under Re-evaluation in January 2018 but work only commenced once Council decided to retain the Event last November. Following the decision to retain the event and the equipment in November 2018, the criteria approved by the Equipment Committee for the Re-evaluation took the current equipment as reference. Following Council’s approval of the evaluation procedure, an invitation to tender was published. A Working Party appointed by the Board consisting of Scott Perry, Yann Rocherieux, Dina Kowalyshyn, Jurgen Cluytmans, Ana Gamulin, Jaime Navarro and Hendrik Plate evaluated 5 tenders received from:

- Neil Pryde – RS:X equipment
- Technic Devotion Ind. – Glyde equipment
- Windsurfer Class Association
- Starboard – iFoil equipment (Foiling)
- BOW-4Z (Foiling)

Following the evaluation of the tenders and having considered the relevant information and commitment from Neil Pryde to allow other manufacturers to
access the market the Board recommended to Council that World Sailing should retain the current Equipment (RS:X) subject to the Olympic Classes Contract.

Bruno De Wannemaeker asked for clarification as to why there had been a sea trial for the One Person Dinghy Event and not a sea trial for the Windsurfer Event, and what would happen if the Council decides not to retain the RS:X equipment?

He noted that the Equipment Committee at its last meeting had recommended to Council the Submission 091-18 which proposed new equipment for the Men’s and Women’s Windsurfer and he felt this issue had been overlooked in the focus on the late submission from the Board on the Offshore Event.

On a proposal by Bruno De Wannemaeker to reject the Board’s recommendation, seconded by Murray Jones and a vote of 0 to approve the recommendation, 11 to reject and 2 abstentions:

Having considered the recommendation to Council from the Board, the Equipment Committee makes the following recommendation to Council:

**To reject the Board recommendation.**

**The Equipment Committee recommends that the Board recommendation to Council should be to ‘select new equipment’ as the outcome of the re-evaluation to conduct sea trials against an updated set of criteria.**

**Reasons**

1. The Committee believes that the Board’s reasons are sound but considers that there is a need to conduct Sea Trials before selecting the equipment for 2024.

2. The Committee noted that the Regulations require the outcome of the re-evaluation to be to ‘Select new equipment’ in order to conduct Sea Trials. This outcome could come with an additional recommendation to consider the current equipment as a full option in the evaluation.

3. The updated criteria would seek to evaluate foiling and non-foiling equipment equally.

**Council Decision: Reject Board’s Recommendation of Selecting RS:X**

Evaluation Panels

ii) Mixed Kiteboard - Equipment Selection

It was noted that following the selection of the Mixed Kite event in November 2018, Class Associations and manufacturers were invited to tender for equipment to be selected for 2024 Olympic Sailing Competition. A Working Party of Dina Kowalyshyn, Torben Grael, Cathy MacAleavey, Barry Johnson, Sofia Tedin, Jaime Navarro and Hendrik Plate evaluated 3 tenders received from:

- IKA Formula Kite Class – Series production scheme that can see any manufacturer licensed which complies with measurements, quality and production requirements.

- Ozone Kitesurf Ltd – which submitted its tender only for a RAM-Air foil kite, ‘which is compatible with all foil boards in the market from other suppliers’.

- Fly 4 All SA and its Taaroa brand – who produce hydrofoil systems and decided to withdraw their tender during the process.

Following the evaluation of the tender documents and having inspected the equipment at the 2019 World Championship, the Evaluation Panel considered the
IKA-Formula Kite tender fully compliant with all the criteria requirements and recommends the selection of their equipment for the 2024 Mixed Kite event.

On a proposal by Bruno De Wannemaeker, seconded by Cathy MacAleavey to recommend the IKA-Formula Kite there was a vote of 11 in favour, 0 reject, 1 abstention, 1 invalid vote.

The Equipment Committee agrees with the recommendation from the Evaluation Panel and makes the following recommendation to Council:

To select the IKA-Formula Kite equipment as equipment for the Mixed Kiteboard event subject to the Class Association agreeing to the Olympic Classes Contract for 2024.

Council Decision: Approve IKA-Formula Kite equipment

iii) Mixed Two Person Dinghy – Equipment Selection

It was noted that following the selection of the Mixed Two Person dinghy event in November 2018, Class Associations and manufacturers were invited to tender for equipment to be selected for 2024 Olympic Sailing Competition.

Tenders were received from:
- International 470 Class
- Melges Boat Works who withdrew their application for the Melges 15

A Working Party of Dina Kowalyshyn, Torben Grael, Bill Abbott, Cédric Fraboulet, Riccardo Simoneschi, Jaime Navarro and Hendrik Plate evaluated the tender received from the International 470 Class Association. Having found the 470 Class tender compliant with all requirements and the equipment well suited against all criteria, the Evaluation Panel recommended to the Equipment Committee that the 470 is selected as the Mixed Two Person Dinghy Event Equipment subject to the Olympic Classes Contract for 2024.

On a vote of 12 in favour and one abstention:

The Equipment Committee agrees with the recommendation from the Evaluation Panel and makes the following recommendation to Council:

To select the International 470 Class Association equipment as the equipment for the Mixed Two Persons Dinghy event subject to the Class Association agreeing to updates to the Olympic Classes Contract for 2024.

Council Decision: Approve 470

iv) Men’s and Women’s One Person Dinghy – Equipment Selection

The Committee noted the November 2018 Council decision to select equipment from the four presented options as the outcome of the Re-evaluation of the Men’s and Women’s One Person dinghy equipment to be selected for 2024 Olympic Sailing Competition. Following the decision from Council the Equipment Committee nominated an Evaluation Panel to run Equipment trials under Regulation 23 and to further evaluate the equipment against the criteria stated in the re-evaluation Invitation to Tender document. The Evaluation Panel members were: Dina Kowalyshyn, Jurgen Cluytmans, Stefan Rahm, Yann Rocherieux, Nadine Stegenwalner, Torben Grael, Jo Aleh, Bernard Destrube, Rob Holden, Jaime Navarro and Hendrik Plate.

As defined by Council the equipment would be selected from:
An Equipment Selection report was received detailing the Evaluation and the Sea Trials held in Valencia, Spain 11-15 March 2019.

Tenderers were invited to submit in writing their comments on the Equipment Selection Report and these were received by the Committee.

The Evaluation Panel concluded that there are two suitable items of equipment for the event: The RS Aero equipment presented by RS Sailing and the Laser equipment presented by ILCA.

Dina Kowalyshyn gave a verbal summary of the report, and thanked the boat suppliers, MNA sailors, host club staff and volunteers at Real Club Nautico de Valencia and the Evaluation Panel members.

In response to questions, Dina Kowalyshyn highlighted the scoring matrix detailed in the report and that it would have been hard to say that the current equipment (Laser) was not suitable.

Evaluation Panel members, Yann Rocherieux and Jurgen Cluytmans assisted in answering Committee members questions about the evaluation. Bill Abbott questioned whether all the boats were subjected to capsize recovery tests?, Did the sailors de-rig the boats after sailing?, Were there discussions with the boat builders regarding the history of their start up and what needed to be fixed? Was there polarisation in scores for each boat between the men and women sailors?

Jaime Navarro responded that in addition to planned capsize recovery tests at the sea trials, the sailors tested capsizing boats on their own initiative. Sailors de-rigged the boats after sailing and checked the equipment with the Evaluation Panel. It was highlighted that the manufacturers building facilities had been visited where the manufacturers had informed of the challenges throughout the design and initial manufacturing periods. Regarding any differences in score between the men and women sailors, it was explained that both the big and small rigs had been tested by men and women and the conversations and feedback had been discussed in combination. Some feedback referred to either the men’s or women’s configuration, but because the Invitation to Tender requested tenderers to present the same hull for men and women the score of the evaluation was presented as a whole.

Barry Johnson questioned can the Evaluation Panel say whether they have a total preference for one boat or the other?

Yann Rocherieux responded that if one boat had been in front of the other then there would have been only one boat recommended.

Cathy MacAleavey noted that two boats are suitable and asked if the Committee felt that one is far superior to warrant a change, and mentioned that the equipment should not change for the sake of change.

Bruno De Wannemaeker asked if the ideal crew weight range for the other equipment was heavier than for the current equipment. Dina Kowalyshyn responded these ranges were the sailors opinions after the Trials, not facts and that all optimum crew weight ranges come down as crew get used to a new boat. The introduction of carbon fibre masts and sailors familiarization with their
Equipment Committee Minutes (cont.)

depowering techniques also have an effect in lowering the weight range. The sailors were not necessarily sailing the boats to their full potential at the trials. Bill Abbott noted that both boats proposed are existing World Sailing Recognised International Classes.

Issues relating to the classes compliance with FRAND (monopoly issues) and developments since the report was written relating to the relationship between ILCA and Laser Performance were not considered part of this debate about equipment.

Women’s One Person Dinghy – Equipment Selection

On a vote of 9 for the RS Aero, 3 ILCA Laser, 0 Melges 14, 0 D-Zero and 1 Abstention:

Having considered the recommendation from the Evaluation Panel, the Equipment Committee makes the following recommendation to Council:

**To select the RS Aero equipment as equipment for the Women’s One Person Dinghy event subject to the Olympic Classes Contract.**

Reasons:

1. The Equipment Committee supports the evaluation process and the outcome of the Sea Trials.
2. The Committee recognized the suitability of the RS Aero equipment for the event as Olympic equipment and its suitability to serve as youth and pathway equipment.
3. Regardless of the challenges between the tenderer, ILCA and Laser Performance, the Equipment Committee recommended the RS Aero in its own merits.

Men’s One Person Dinghy – Equipment Selection

On a vote of 9 for the RS Aero, 3 ILCA Laser, 0 Melges, 0 D-Zero and 1 Abstention:

Having considered the recommendation from the Evaluation Panel, the Equipment Committee makes the following recommendation to Council:

**To select the RS Aero equipment as equipment for the Men's One Person Dinghy event subject to the Olympic Classes Contract.**

Reasons:

1. See same as for the Women's One Person Dinghy event
2. The Equipment Committee recommends the selection of the same equipment as the Women’s One Person Dinghy equipment.

**Council Decision: Reject Equipment Committee’s recommendation. Select the ILCA Laser for both the men’s and women’s event.**

v) Mixed Two Person Offshore Keelboat

Dina Kowalyshyn explained that following the selection of the Mixed Two Person Offshore Keelboat event in November 2018, The Board created 4 Working Groups to define the event and to provide some key guiding principles for the event: Equipment, Qualification, Field of Play/Format and Broadcast & Technology.
Regarding Equipment, the topics in the following section were debated by the WG and recommendations are made to the Equipment Committee and Offshore & Oceanic Committee to be used to develop criteria for evaluation of nominations from manufacturers and MNA’s.

Following the considerations from the Equipment and Qualification Working Groups, a Working Party composed with members from the Equipment Committee and the Oceanic and Offshore Committee is working to define the criteria against which manufacturers and MNA’s equipment nominations shall be evaluated. An excerpt from the report provided by Eq Chair Dina Kowalyshyn is provided:

“I joined a Working Group along with members from Oceanic and Offshore Committee including Stan Honey, Matt Allen, Will Apold (Special Regulations Chair) the 4 working groups presented a paper in draft form that was discussed by the Events Committee regarding the scope and vision for the event. Will Apold and others discussed where the criteria for equipment selection might come from and the evolving procedure for the selection of equipment for the event and how it would be different from the other nine events at the Olympics.

Focusing on how we select equipment, when we select equipment, what guidance we can give our MNAs to help them train and start competing in Two Person Mixed offshore events. In the next six months we need to develop two different criteria:

- That will feed a notional list of equipment that MNAs can find in their region and those boats would go on a notional list published for guidance these are boats that meet the criteria
- The other list that needs to be developed is a list of boats that will result in a boat that will be sailed in the Olympics.

In the next six months the plan is to develop 2 sets of criteria for equipment:

- ‘List of Boats’ v ‘List of Criteria’
- Concept of Class Selected for 2028
- Theme of the Event”

It was agreed that the Working Party should continue, and that guidance should be given to MNAs on suitable equipment for training, qualification events and the criteria for the Olympic Competition.

Submission M01 was then discussed – see Item 5 below.

5. Received Submissions

The following urgent submission was received:

M01-19 2024 Olympic Sailing Competition – Mixed Two Person Keelboat Offshore – Regulation 23

Dina Kowalyshyn noted that in discussing the event it became clear that no one was prepared to select the equipment by 31 December 2019 and that the Board had subsequently accepted a proposal to change the date in (a) to 2020.

Stan Honey considered that approval of the submission is essential due to the current situation of Regulation 23 which forces a decision on the equipment to be used at the 2024 Olympics to be made by 31 December 2019, which part (b) moves back to 2023.

It was noted that when the Oceanic and Offshore Committee (O&O) first started discussing this submission, requiring to have the list of equipment by December 2019 was frighteningly early since the submission requires that the eventual Olympic equipment could only come from
that list. Stan Honey stated that if the list must be approved in December 2019, then there should be mechanisms to allow additions to the list on December 2021 and 2022. As the discussions evolved the O&O became convinced that the better approach is not a list of boats but a list of criteria. One would be an inclusive set of criteria that be used for qualification and another set of criteria that the eventual Olympic equipment would then have to meet.

O&O made that recommendation to the Board on their Yellow Paper. The Board did not accept the suggested changes but following the proposal the Board presented an amendment to submission M01 in part a) to change the date to 2020. Stan Honey noted that this would allow to better develop the proposal and better present the suggestion to change to require a list of criteria instead of boats in the next meeting.

Cédric Fraboulet noted concerns regarding the timeline in part b) of the submission and that the Paris 2024 organising authority might wish to organise the Test Event in 2023 with the equipment chosen for the Olympic Games.

Noting that the event organizers would require time to have a fleet of boats ready for a supplied equipment event and the required time for manufacturers and suppliers, taking the decision on 31 December 2023 would be too late, however it was noted that the deadline to select the boat in part b) says 'no later than therefore allowing to select equipment earlier.

Jurgen Cluymans questioned how do you inform interested parties on how they can get a type of boat on the list?

Dina Kowalyshyn felt that there would need to be a review process for boats which are to be used for qualification events, which should be fairly inclusive.

Markus Schwendtner felt that the list of boats should be as inclusive as possible and that this would be best achieved by criteria that allows every region in the world to use boats that they have which meet the defined minimum criteria. Noting that for qualification events, World Sailing would be involved to approve boats used following negotiations with the host organisers like in Match Racing events. For selecting the boat to be used in the Olympic Event, then there is a mix of technical requirements in addition to the commercial considerations. In addition Markus Schwendtner suggested that once the qualification regattas were concluded, a boat is selected as soon as possible for the Olympics.

Bill Abbott felt there was a fundamental flaw in the connection between part a) and b) of the Submission. To enact b) the selected equipment supplier will have to have his boat designed and ready to go by 31 December 2020, otherwise it wouldn't be on the list. In addition he noted that the Paris 2024 organising authority might not have the contract to supply the boats in place by that time, and that therefore the system should consider these contractual requirements.

Cathy MacAleavey asked if Paris 2024 as organising authority would have a say on the boat being selected.

Stan Honey noted that the Working Party will develop a list of criteria for boats for qualification amendable for 2021 and 2022, the second list of Olympic equipment criteria would have to be met by the boat chosen by the Paris 2024 organising committee.

Torben Grael noted that the selection of the equipment should consider the fact of having the event also in 2028 and the cost of changing the equipment.

Bill Abbott questioned whether the Los Angeles 2028 organising authority would commit to a commercial arrangement to use the same boat.

Cathy MacAleavey questioned whether after the 2024 Olympics, competitors would have to race the 2024 Olympic boat.

Dina Kowalyshyn acknowledged that the current proposed changes to regulation 23 would apply for only one quadrennium and that further considerations would be required before the next meeting.
Stan Honey noted that the O&O Committee felt that the only organisation that could do an attractive deal with manufacturers of boats to supply equipment would be the organising authority of the Olympic Games and that any business deal that the Paris 2024 Organising authority does would be likely to be different from the 2028 Los Angeles Organising authority and therefore recommended that there should be no commitment to have the same boat from quadrennium to quadrennium and that the inclusive equipment criteria should live on after 2024.

Murray Jones felt that from the perspective of the competitors, it would probably be a big advantage to keep the same boat from 2024 for 2028. He imagined a lot of people would have invested in the boats.

Markus Schwendtner commented that to reduce cost, the process should follow that proposed for 2024, like Match Racing events.

Dina Kowalyshyn felt these were good discussions and perspectives that could be for submissions for the next meeting.

It was concluded that there is a submission on the table to be voted on, the preference and the intention is not to have a list of equipment in the Regulation but to have a list available where sailors, MNAs and builders can know the criteria and what the equipment looks like that is eligible to race in qualifiers.

On a proposal by Stan Honey and seconded by Betsy Alison it was unanimously agreed to approve Submission M01-19 as amended:

Recommendation to Council: Approve with the following amendment:

23.1.9 Notwithstanding any other Regulation, for the Mixed Two Person Keelboat Offshore Event at the 2024 Olympic Sailing Competition:

(a) no later than 31 December 2020, Council shall select a list of different equipment which it considers meets the key criteria for the Event and may therefore be approved by Council at later dates for qualification for the Event;

(b) no later than 31 December 2023, Council shall select the Equipment for the Event from the list approved under Regulation 23.1.9(a).

The Equipment Committee will bring forward a submission for the 2019 Annual Conference to change Regulation 23 with respect to process and criteria following further consultation with the appointed Working Party.

Council Decision: Approved

6. Working Parties

An update from the Equipment Rules of Sailing Working Party was received from Jurgen Cluytmans. The Working Party met at the end of March, 14 submissions were considered, some of which are to align the RRS and ERS in the future.

It was requested that the draft submissions be circulated to the Equipment Committee prior to the submission deadline to obtain further input.

An update from the ERS/RRS Working Party was received from Helmut Czasny. The main topics are the alignment of the ERS and RRS documents and the re-drafting of equipment rules in the RRS including a re-drafted Appendix G.

7. Development of Equipment Committee Submissions – November 2019

Equipment Committee considered topics that it may wish to make in time for the submission deadline of 1 August 2019:
Jurgen Cluytmans advised of a draft submission to adopt the Racing Rules administration to the ERS administration including keeping approval within the expert committee. Also a house keeping submission relating to the composition of the Equipment Rules Sub-committee and the ERS Working Party.

A submission relating to the mixed Two Person Offshore Keelboat.

A submission relating to Regulation 10 – World Sailing Class Associations, noting that the Working Party of Cédric Fraboulet and Cathy MacAleavey and the World Sailing Classes Committee should be consulted.

8. Other Committee Working Parties
No reports were received.

9. Any Other Business

Governance
The Committee noted the document ‘Refreshing the Foundations for our Future’ – A summary of the Proposal to Reform the Governance of World Sailing dated 3 May 2019.

Yann Rocherieux felt that a change in the organisational structure is needed, the proposal gives a framework to set up an order of topics.

Marcus Schwendtner felt that the established concept of the World Sailing Classes as one of the key pillars of the organisation had been removed. The change of organisation structure would remove the current guaranteed class representation. Non-Olympic classes would have no representation, the non-Olympic classes will not have a committee anymore. Some classes could go into the offshore, majority are in development and regions. It would be a shame if the classes and their knowledge is removed in a shake-up to make a more efficient organisation.

It was noted that on page 33 of the document it is proposed that a ‘Rules Commission’ would be responsible for reviewing and deciding changes to the Racing Rules, Equipment Rules and Class Rules. It will incorporate the areas of work currently undertaken by the Racing Rules Committee and Equipment Rules Sub-committee.

10. Next Meeting
The dates of the 2019 Annual Conference are 26 October – 3 November in Bermuda and the next meeting of Equipment Committee 30 October 2019.

There being no further business the meeting concluded at 15:54.