The Equipment Control Sub-committee met at 14:30 – 18:00 hours on Monday 5 November 2012 at the Royal Marine Hotel, Dun Laoghaire, Ireland.

Please refer to the ISAF website www.sailing.org for the details of the submissions in these minutes.

1. Opening of the Meeting
Dina Kowalyshyn gave a warm welcome to the committee, and thanked them for the excellent attendance of members over the past four years.

2. Minutes of the Previous Meeting
(a) Minutes
The minutes of the Equipment Control Sub-committee meeting of 7 November 2011 were noted and approved.

(b) Matters Arising
Ken Kershaw raised the discussion on item 6 of the previous minutes regarding measurer and inspector training and introduced a paper written in light of the decision to disband the Measurer and Equipment Inspector Working Party in 2011.

Dina Kowalyshyn did not want to discuss the matter further at this time and would like to defer this as a year has gone by with no conversation or work done on this project.

Georg Tallberg raised his concerns on how this problem was to be solved now the working party had been disbanded despite the majority of the sub-committee agreeing it was a good idea and essential work, adding it was not important to know why the work was stopped but how we could progress work in this area in the future.
Alberto Predieri explained the reason for disbanding the working party was that the Executive Committee believed it exceeded its terms of reference and was trying to amend those of another committee.

Dimitris Dimou noted that it was the responsibility of the IMSC, along with other Race Officials Committee sub-committees to assist the MNAs with training of measurers and inspectors. It was also noted that 50% of the IMSC members were also involved in the EQSC and they had access to all the training materials used and could give any comments and feedback as necessary at any time.

Ken Kershaw highlighted that the paper presented also related to Official Measurers and In-House Official Measurers, both of whom could not be considered as Race Officials when they were not working at events and so do not fall under the terms of reference of the IMSC or ROC and that the disbanding of the working party has set back the development of the training and training materials of these measurers by a year.

Jan Dejmo believed that the Equipment Control Sub-committee was responsible for all elements of equipment control and as such the solution to this issue was to reinstate the working party and let the EQSC discuss the findings in a timely manner.

Dick Batt noted that any on-going issues could be carried forward into the next quadrennial and it was his opinion that the work of the working party was not outside its remit and that some of the concerns of the ROC were overstated and misrepresented at times. The EQSC should concentrate on the work that goes on outside of events as this is very important and serves the classes well and this is well within the terms of reference of the EQSCAs much as the EQSC should liaise with IMSC in the events side, the ROC should liaise with the work of the EQSC.

3. **Submissions**

   **Advertising Code**

   (a) Bibs at ISAF Events - Regulation 20.3

   Submission 015-12 from The Chairman of the Events Committee regarding the ISAF Advertising Code was noted and discussed by the Sub-committee. It was the general opinion that all bibs should be visually enforceable and should not require measurement to prove compliance with any rule. Ken Kershaw raised the question of whether bibs were included as ‘personal equipment’ as defined in the 2013-2016 ERS, as this had an impact on equipment inspection at events.

   **Opinion: Approve**

   *All bib specifications should be consistently applied and be enforceable on the water visually without measurement.*

   (b) Advertising on Rear of Competitor Supplied Bibs at ISAF Events - Regulation 20.3

   Submission 016-12 from US SAILING regarding the ISAF Advertising Code was discussed alongside 015-12. Richard Hart informed the sub-committee of the ISAF Classes Committee opinion which was to approve 015-12 but reject 016-12 as it was considered too restrictive.

   It was generally agreed that any bib specification should be visually enforceable and should not require measurement to establish compliance.

   **Opinion: Approve**

   *All bib specifications should be consistently applied and be enforceable on the water*
Regression 20  Table 1- Events Advertising

Alberto Predieri explained the background and reasons for submission 017-12 from the Executive Committee regarding the ISAF Advertising Code.

Ken Kershaw sighted a number of difficulties with the proposed wording as it was impossible to apply to larger yachts which may carry different sized headsails on different days of a regatta depending on the conditions.

There was a general discussion on the term ‘overlapping’ as applied to headsails and how this should be dealt with by the individual classes in their class rules. Concern was also raised about the unintended consequence of restricting competitor advertising further.

Richard Hart gave the opinion of the ISAF Classes Committee which was to defer pending further investigation.

**Opinion: Defer**

*There are questions on the definition of headsail and the further limitation on competitor's advertising*

**Olympic Sailing Competition**

(d) Reduce Costs for Olympic Sailing Campaigns

The sub-committee discussed submission 085-12 from the Swedish Sailing Federation in some detail. It was suggested a Working Party be set up with good cross-representation to look into the costs of Olympic campaigns and how we could reduce them.

Richard Hart informed the sub-committee that the ISAF Classes Committee’s opinion was to reject this submission.

Dick Rose noted that the technology used in sailing was improving all the time and that the nature of the sport was changing based on the limitations of technology rather than developments in the sport itself. It was this that added cost to campaigns rather than the basic costs of equipment.

On a proposal from Jan Dejmo, seconded by Georg Tallberg and a vote of 13 in favour and 1 abstention it was recommended the submission be approved.

**Opinion: Approve**

*To look at the costs and nature of the sport and ask how deeply do we want technology to control the game?*

**ISAF Sailing World Cup & ISAF Sailing World Championships**

(e) Nation Flags at ISAF Events

Submission 086-12 from the Chairman of the Events Committee regarding ISAF events and class rules of Olympic classes was discussed by the Sub-committee. Georg Tallberg recounted the Class Rules Sub-committee discussion on this topic, noting that the flags on the sails at the Olympic Sailing Competition and on the supplied equipment at the ISAF Sailing World Championships looked good.

Richard Hart added that as second hand equipment is sold on from those at Olympic level, so the national flags on sails appear at lower level racing as well; this raised some concern about how easy they would be to remove from the sails and that this aspect...
should be considered in any specification. This was generally agreed with Bruno de Wannemaeker adding that youth sailors loved having the flags on the sails.

On a proposal from Ken Kershaw, seconded by Bruno de Wannemaeker and a unanimous vote in favour it was recommended the submission be approved.

**Opinion: Approve**

*The removal of the national flag from the sail or kite should be considered in any specification.*

### Racing Rules of Sailing

(f) **New Appendix SY – Superyacht Racing Rules**

Dick Rose explained the background to submission 117-12 from the Chairman of the Racing Rules Committee regarding addition of a new Appendix SY specifically for Super Yachts.

Ken Kershaw noted that IMO recognition stops at 24m and was concerned with the implications regarding Offshore Special Regulations compliance and yacht structural review. He also added that this effectively added a definition of the term Superyacht, which may cause problems with other classes seeking ISAF Class status.

Richard Hart noted this was probably a good thing to include in the Racing Rules as these large yachts do require special rules when racing in close quarters; however agreed with Ken that the limit of 30.5m was confusing and potentially problematic.

Dina Kowalyshyn led a discussion on the terminology and inclusion of the definition and suggested that “For the purposes of these rules…” was added for clarity and that the restriction of 30.5m was removed as this could cause further unknown issues.

It was agreed not to make any recommendation on this submission.

**Opinion: No Recommendation**

*The Equipment Control Sub-committee does not understand the restriction of 30.5 metres as it could be used by other length large yachts. It would benefit from removing this definition.*

### 4. 2016 Kiteboard Event Equipment Evaluation

(a) **The committee received the report from Georg Tallberg on the Kiteboard Equipment Evaluation event that took place in Santander in March.** It was noted there was only one Kiteboarding class which was a ‘formula’ kite class with licensed builders to produce a range of different equipment to a set of class rules, as opposed to a one design set of equipment. This has been proven to work well over the past 3 world championships and the class rules were well established and worked well. The format of the events was an on-going discussion.

Bruno de Wannemaeker noted that having multiple licensed manufacturers would keep costs down which should also reduce any undesirable developments going forward.

Georg Tallberg thanked the Secretariat Staff who were involved in the evaluation. Dick Batt thanked the evaluation panel for the excellent work done in a very short space of time.

(b) **Selection of Equipment - IKA Formula Kite**

In considering submission 048-12 from the International Kiteboarding Association regarding 2016 Olympic events and equipment, the sub-committee agreed with the recommendations of the evaluation panel which was to approve the ‘formula kite’ option.
ahead of the ‘one-design’ alternative.

Ken Kershaw noted that without some control over costs and development in place, the more wealthy countries would spend considerable amounts on development. Bas Edmonds (RYA, observer) asked the sub-committee if they had considered how the equipment control of the equipment, especially the kites would be carried out.

On a proposal from Bruno de Wannemaeker, seconded by Dick Rose and a vote of 10 in favour, 1 against and with 2 abstentions, it was recommended to approve the submission.

**Opinion: Approve**

(c) Cost Control – New Regulation 23.1.9

Submission 049-12 from the Royal Yachting Association regarding the Olympic Kiteboarding equipment was considered at the same time as 048-12 as they relate to the same issue. Ken Kershaw was asked to speak to the submission, who in turn asked Bas Edmonds to comment.

Ken Kershaw proposed the submission be approved; however this was not seconded. On a proposal by Bruno de Wannemaeker, seconded by Dick Rose and a vote of 11 in favour, 1 against and 1 abstention it was recommended the submission be rejected.

**Opinion: Reject**

The Equipment Control Sub-committee prefer the proposal in submission 048-12.

5. **Equipment Rules of Sailing**

(a) **ERS Working Party Report**

The Sub-committee was presented with a copy of the 2013-2016 ISAF Equipment Rules of Sailing book and shown the new iOS app for iPad and iPhone which has been developed.

It was questioned if it would be possible to add a search function and hotlinks to other definitions in the app. The Secretariat staff would discuss this with the app developer and would be released as a future update if it was possible.

Dick Rose noted that the stability of classes and their rules depended on stability of the Equipment Rules of Sailing and that the ERS had undergone some significant changes in the past few years and some caution should be taken not to change too much too quickly.

It was noted that the new edition of the ERS had five new advertisers and thanks were extended to Nautivela, Zaoli Sails, Dimension Polyant, Ullman Sails GZ(Italy) and North Sails One Design for their contribution to the ERS.

(b) **ERS Issues to be solved**

There were no reported issues with the ERS that will need addressing in the 2017-2020 edition to date; however the Equipment Rules of Sailing Working Party would continue this work once the new members of the EQSC were known and new WP members recruited as required.

(c) **RRS 50.4 Working Party Report**

The RRS 50.4 Working Party would work closer with the Racing Rules of Sailing Working Party over the next four year cycle to ensure better use of RRS 50.4 and limit the effectiveness to only certain rules.
6. **Equipment and Event Equipment Inspection Policy**

Dick Batt gave a brief report on developments relating to the Event Equipment Inspection Policy highlighting the need to be trustworthy is required in all elements of training and certification of equipment.

Bengt Gustafsson added that this had been widely discussed at the International Measurers Seminar that took place prior to the start of the Conference.

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<th>7. <strong>Committees with Cross-representation – Reports &amp; Opinions</strong></th>
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<td><strong>(a) International Measurers Sub-committee</strong></td>
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<td>Haluk Suntay gave a verbal report on the International Measurers Sub-committee meeting held on Saturday 3 November noting there were a good number of new appointments for IM status this year. There were also a number of applications rejected, but this was largely due to lack of event experience or lack of support from the class association and not necessarily the ability of the candidates.</td>
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<td><strong>(b) Class Rules Sub-committee</strong></td>
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<td>Georg Tallberg gave a verbal report on the Class Rules Sub-committee meeting held on Sunday 4 November. He informed the committee of his decision not to stand again as Chairman of the CRSC and that he would be taking time away from ISAF work, but urged the CRSC to be more proactive.</td>
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<td>The recent issue of ‘tower trapezing’ was also highlighted as an urgent matter which needed prohibiting before serious injury occurred. The CRSC was working on suitable wording for classes to use in their class rules.</td>
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<td><strong>(c) ISAF Classes Committee</strong></td>
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<td>Richard Hart gave a verbal report on the ISAF Classes Committee meeting held on Saturday 3 November, where the amount of fees the classes paid to ISAF was discussed.</td>
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<td>Richard also announced his retirement from ISAF committee work noting that Jurgen Cluytmans would be his successor as ICC representative on the EQSC.</td>
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<td>All other matters had been already discussed in this meeting and there were no further updates.</td>
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<td><strong>(d) Oceanic &amp; Offshore Committee</strong></td>
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<td>Nils Nordenstrøm gave a brief report on Oceanic and Offshore Committee activities, noting that this meeting was due to take place on Wednesday 7 November. The sub-committee were informed of little progress that had been made between ORC and IRC in developing a common measurement rule but there had been progress on a common measurement database to make rating boats easier.</td>
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<td>Dina Kowalyshyn thanked those committee members representing other committees for their updates. She noted that the development of the new High Performance Rule (HPR) was progressing and appreciates the use of the Equipment Rules of Sailing definitions in rules such as the IRC rule; however noted the ERS was lacking in some areas which may cause some classes not to use it at all.</td>
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8. **In-House Certification**

Jason Smithwick reported on the ISAF In-House Certification Seminar held on Friday 2 November. It was noted that the large majority of attendees were very familiar with the details of the scheme already and the format of the seminar was changed to reflect this and a good discussion was had with ideas and plans to further develop the scheme.
Haluk Suntay questioned the non-compliance reporting system and how effective this had been and examples of how this has been used were given. It was also explained that IHC was just another form of certification and should be treated exactly the same as any other certified item of equipment.

9. **Annual Report**

The Chairman informed the committee that the annual report covering the period 1 January 2012 to 31 December 2012 would be distributed in due course.

10. **Any other Business**

Georg Tallberg asked for the Inspector Training Working Party to be reinstated to start work on 1 January 2013 as this was invaluable to consistency in measurement and equipment inspection.

The Equipment Rules of Sailing Working Party and Standard Class Rules Working Party are to continue and members would be recruited once the new sub-committee members are known.

Dina Kowalyshyn suggested that work on the event equipment inspection policies and developing the Guide to Measurement Manual based on the latest version of the Equipment Rules of Sailing should continue in the next four year cycle. This was widely agreed by the committee.

Dick Batt presented certificates to members of the Sub-committee in recognition of their contribution to the Equipment Control Sub-committee.

There being no further business, the meeting closed at 18:00