

Equipment Committee Minutes



The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 11 November 2015 at the Kempinski Hotel, Haitang Bay, Sanya, China.

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

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Please refer to the ISAF Council minutes of 13 & 14 November 2015 for the final Council decision on all recommendations and opinions contained within these minutes

<i>Present:</i>	
Kim Andersen (Chairman)	Bill Abbott (Class Rules SC Rep)
Dina Kowalyshyn (Vice Chairman)	Jan Dejmo (Equipment Control SC Rep)
David Brookes (ISAF Classes Rep)	Stan Honey (Oceanic & Offshore Rep)
Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep)	Will Apold (Special Regulations SC Rep)
George Fundak	Yann Rocherieux (Athletes Commission Rep)
Dick Batt	Brian Todd (Disabled Sailing Rep)
Cédric Fraboulet	Patrick Lindqvist
<i>Apologies:</i>	
George Andreadis (ISAF Vice President)	Dick Rose (Racing Rules Rep)
Barry Johnson	Leocadio Sanchez Soto
Iulia Fulicea	
<i>Also Present:</i>	
Jason Smithwick (ISAF Head of Technical & Offshore)	Rob Taylor (ISAF Technical Co-ordinator)
Norbert Marin (ISAF Technical Co-ordinator)	

1. Opening of the Meeting

Kim Andersen welcomed committee members to the meeting and noted those committee members who had sent their apologies for absence, including Vice President George Andreadis who wished the committee well in the meeting.

New to the committee was Brian Todd who was invited by the Chairman to introduce himself and his involvement in the Disabled Sailing Committee.

2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 7 May 2015 were noted.

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

3. World Sailing Speed Record Council

Stan Honey gave a report from the World Sailing Speed Record Council, noting in particular the

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high profile record setting campaigns of the 103' trimaran 'Lending Club' (formerly Groupama 3) and the MOD 70 'Phaedo 3' which have both taken significant time off existing offshore race records this year.

Also of interest was the increase in number of yachts making record attempts during offshore races, including the MOD 70 'Oman Sail' breaking the Round Ireland record, the 131' maxi trimaran 'Spindrift 2' breaking the Cadiz to San Salvador record and the 100' maxi yacht 'Comanche' setting a new monohull 24hr distance record of 618 miles during the transatlantic race.

It was noted that there were two high profile yachts currently on standby to attempt to break the Jules Verne record for sailing non-stop round the world in 45 days, and that Guo Chan had set the North Sea record for passage between Murmansk, RUS to the Bering Strait, compelling the WSSRC to now recognise record attempts through the North East and North West Passages due to an increase in demand for these attempts.

Windsurfing and kiteboarding record attempts continue in Lüderitz, Namibia which has seen nine national speed records set during the last year and another one set already this year.

4. Applications for ISAF Class Status

(a) VX One

The application from the VX One Class for ISAF Class status was reviewed by the committee. It was noted that the VX One Class had deferred their application from November 2014 due to not meeting the worldwide distribution requirements; however the class has seen slower uptake in countries such as USA and so still did not yet meet the distribution requirements for ISAF Class status. The committee were informed of the class' wish to defer the application until such time it fully met the requirements. This was unanimously approved by the committee.

(b) RS Aero

The application from the RS Aero Class for ISAF Class status was reviewed by the committee. Martin Wadhams from RS Sailing was present to introduce the RS Aero and answer any questions.

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee.

Bill Abbott informed the committee that although the class rules were in the Standard Class Rules format, there were some minor amendments required which the class were working through with the ISAF Technical Department Staff. These amendments were not insurmountable and should not prevent the application from being approved.

It was unanimously agreed to recommend the RS Aero for ISAF Class status, subject to signing the ISAF Class agreement.

Recommendation to Council: Approve subject to signing a contract.

(c) Far East 28R

The application from the Far East 28R Class for ISAF Class status was reviewed by the committee. A representative from Far East Boats was invited to introduce the boat. It was noted that the class rules were in line with the ISAF Standard Rules format and that the worldwide distribution met the requirements of the Regulations.

It was unanimously agreed to recommend the Far East 28R for ISAF Class status for approval, subject to signing the ISAF Class agreement.

Recommendation to Council: Approve subject to signing a contract.

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(d) Volvo Ocean 65

The application from the Volvo Ocean 65 Class for ISAF Class status was discussed by the committee. James Dadd, Class Manager for the Volvo Ocean 65 Class was present to introduce the boat and to answer any questions.

It was noted that the worldwide distribution did not meet the requirements of the Regulations, but that the class was seeking dispensation under Regulation 10.2.1(e) as the boat serves a unique aspect of sailing as it is the class used for the only professional, crewed, round the world race.

Bill Abbott informed the committee that the class rules had been developed in the ISAF Standard Class Rules format and were acceptable; however the Class Rule Authority made no reference to ISAF and that this should be included. James Dadd was happy to include this.

It was unanimously agreed that the Volvo Ocean 65 Class did serve a unique aspect of sailing and to recommend the Volvo Ocean 65 for ISAF Class status for approval provided that the Class remains the boat for the Volvo Ocean Race or until it satisfies the worldwide distribution requirements of Regulation 10 on its own merit and subject to signing the ISAF Class agreement.

Recommendation to Council:

- *The Equipment Committee agree the class satisfy the requirement of Regulation 10.2.1(e) that it satisfies a unique aspect of sailing and is the pinnacle of around the world sailing.*
- *The status shall be conditional that the Class remains the boat for the Volvo Ocean Race until it satisfies the worldwide distribution requirements of Regulation 10 on its own merit.*
- *The Volvo 65 Class Rules Authority shall include ISAF in its definition.*

Approve subject to the above and signing a contract.

(e) Twin Tip Freestyle Kiteboard

The application from the Twin Tip Freestyle Kiteboard Class for ISAF Class status was discussed by the committee.

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee.

Bill Abbott informed the committee that the class rules were in the Standard Class Rules format and were acceptable for being approved.

It was unanimously agreed to recommend the Twin Tip Freestyle Kiteboard class for ISAF Class status, subject to signing the ISAF Class agreement.

Recommendation to Council: Approve subject to signing a contract.

(f) Kite Foil

The application from the Kite Foil Class for ISAF Class status was discussed by the committee.

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee.

Bill Abbott informed the committee that the class rules were in the Standard Class Rules format and were acceptable for being approved.

It was unanimously agreed to recommend the Kite Foil class for ISAF Class status, subject to signing the ISAF Class agreement.

Recommendation to Council: Approve subject to signing a contract.

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(g) M32 Catamaran

The application from the M32 Catamaran Class for ISAF Class status was discussed by the committee. Mattias Dahlstrom from the M32 Class was present to introduce the boat and to answer any questions.

It was noted that the worldwide distribution did not meet the requirements of the Regulations, but that the class had a number of boats currently being shipped to Australia that would bring the number of boats up to the requirement.

Bill Abbott informed the committee that the class rules had been developed in the ISAF Standard Class Rules format and were acceptable.

It was unanimously agreed to defer the Class application for ISAF Class status until such time that it met the distribution requirements, and if that was in time for the Mid-Year meeting of the Equipment Committee in 2016, then the application could be approved without seeking further approval from the ISAF Council.

Recommendation to Council: The Equipment Committee request Council's permission to approve the M32 Class application at the Equipment Committee 2016 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2016 subject to signing a contract.

(h) Nacra F20 Carbon

The application from the Nacra F20 Carbon Class for ISAF Class status was discussed. Peter Vink from Nacra was present to introduce the F20 Carbon Class and answer any questions.

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee.

Bill Abbott informed the committee that although the class rules were in the Standard Class Rules format, there were some minor amendments required which the class were working through with the ISAF Technical Department Staff. These amendments were not insurmountable and should not prevent the application from being approved.

It was unanimously agreed to recommend the Nacra F20 Carbon for ISAF Class status, subject to signing the ISAF Class agreement.

Recommendation to Council: Approve subject to signing a contract.

5. Review of ISAF Class Associations

(a) ISAF Class Review

A report from the Secretariat regarding classes with issues with complying with ISAF Regulation 10 or ISAF contractual requirements was received by the committee.

Kim Andersen noted that non-payment of fees due to ISAF was one of the items for action from the Mid-Year meeting, and that there was a submission on the table this year that changes the need to report matters of classes not fulfilling the Regulations to the Council to one of more general housekeeping. Classes not paying their fees that were due in January may already have held a World Championship this year without paying. If any of those classes didn't pay because they could not afford it in January, there is no way they could afford to pay it now the next years fees are due.

It was noted that the list of classes failing to comply with the regulations was shorter than in previous years and that the work to enforce these regulations should continue.

David Brookes highlighted the difficulty in making sure the letters and invoices went to the correct people within the Class Association and that it was important for Classes to keep the Secretariat up to date with the relevant contact details.

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A proposal from Kim Andersen, seconded by Dina Kowalyshyn that if classes have not paid any outstanding fees due by the end of January 2016 then their status should be revoked. Jason Smithwick outlined the process by which Classes are invoiced, reminded and chased for payment of fees and also outlined the regulations that govern classes in respect of fee payments, noting that if a class was to have its class status withdrawn it was entitled to representation at Council, meaning any class put on notice in January could only speak at Council in November. It was however noted that there was a submission that would restrict the ability of a class association to hold a World Championship if fees due had not been paid.

Bill Abbott questioned classes that were failing to pay the plaque fees due on new boats built and how the administration of those classes could be changed from reporting plaque sales to requiring them to purchase plaques up front for each new boat built.

Dick Batt asked about the Class 40 class which was on the list for failing to comply with the requirements for structural plan review, noting in particular two Class 40s which had keel failure during an offshore race. Jason Smithwick clarified that the two boats in question had undergone structural plan review and that the matter was currently being handled by the French courts. Further information would be available once this process had been finalised. The bigger problem was that whilst plan review is required in the Class 40 class rules for yachts competing in races invoking the Offshore Special regulations, this is not a requirement for all yachts; however it is known that the Class 40 class may have allowed some yachts which have not undergone plan review to compete in these races which is the bigger issue to resolve.

Other issues relating to classes non-compliance with the ISAF Regulations include making class rule changes and interpretations without consultation with and approval by ISAF and classes without a signed agreement between ISAF and the Class Association.

Kim Andersen summarised the discussion noting that any future list of non-compliances should be listed in order of three priorities: 1, Safety issues such as plan review etc. 2, payment of fees due and 3, any other class rule non-compliance issues.

It was unanimously agreed to ask the Secretariat Staff to write to the Class 40 class requesting a full report of all boats with plan review in time for the Mid-year meeting in May.

6. Submissions

ISAF Committees

(a) Changes to Committee Structure for 2017-2020

Submission 019-15 from the Executive Committee regarding proposed changes to the ISAF Committee structure was noted by the committee.

Jan Dejno proposed the submission be approved with the amendment made during the Equipment Control Sub-committee which was to change the name of the Sub-committee from Equipment Rules to Equipment Control. Dina Kowalyshyn highlighted that this would still be the Sub-committee responsible for the Equipment Rules of Sailing and it was this that had driven the decision on what name to use, although admitted both rules and control were equally important aspects of the sub-committee work.

On a proposal from Dina Kowalyshyn, seconded by Brian Todd and a vote of 10 in favour and 1 against, it was the committee opinion to approve the submission.

Opinion:

Approve

(b) Sub-Committee Recommendations to Council

Submission 020-15 from the Executive Committee regarding sub-committee reporting and recommendations was noted by the committee.

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On a proposal from Dina Kowalyshyn, seconded by David Brookes and a unanimous vote in favour, it was the committee opinion to approve the submission.

Opinion:

Approve

- (c) Equipment Control and Class Rules Sub-Committee

Submission 027-15 from the Executive Committee regarding proposed changes to the Equipment Sub-committees structure was noted by the committee.

Jan Dejmo again proposed the submission be approved with the amendment made during the Equipment Control Sub-committee which was to change the name of the Sub-committee from Equipment Rules to Equipment Control. Dina Kowalyshyn noted this was the same discussion as had for 019-15 and proposed a committee vote on if that was supported before voting on the submission itself. On a vote of 10 in favour and 1 against, it was agreed to accept the submission as presented by the Executive Committee and not as amended by the EQSC.

On a further proposal from Dina Kowalyshyn, seconded by David Brookes and a vote of 10 in favour and 1 against, it was the committee opinion to approve the submission.

Opinion:

Approve

ISAF Regulations

- (d) Delete the Definition of Event Measurer

Submission 051-15 from the Koninklijk Nederlands Watersport Verbond regarding the definition of Event Measurer was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion:

Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

Continental Associations

- (e) OSAF Executive Board 11th July 2015

Submission 034-15 from the Sailing Cook Islands, the Fiji Yachting Association, Guam Sailing Federation, and Vanuatu National Sailing Federation regarding outcomes from the OSAF CA MNA Working Party Forum was noted by the committee.

On a proposal from Dick Batt, seconded by Bill Abbott and a vote of 3 in favour and 7 against, it was the committee opinion to reject the submission.

Opinion:

Reject

Equipment Rules of Sailing

- (f) C.3 Certification

Submission 061-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

- (g) C.4 Equipment Control, C.4.2 Certification Measurement, C.4.3 Event measurement, C.4.4 Certification Measurer, C.4.6 Event Measurer, H.1 Certification Measurement, H.2 Event Measurement

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Submission 063-15 from the Chairman of the Race Officials Committee, the Hellenic Sailing Federation, the International 420 Class Association, the International Lightning Class Association, the International Cadet Class, the International 29er Class Association and the International 470 Class Association regarding the Equipment Rules of Sailing was considered by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Recommendation to Council: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

(h) C.4.6 Equipment Inspector

Submission 064-15 from the Koninklijk Nederlands Watersport Verbond regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Dina Kowalyshyn and a unanimous vote in favour, the committee recommended to reject the submission.

Recommendation to Council: Reject

Refer the matter to the new ERS/RRS Working Party

(i) C.5.2 Skipper

Submission 065-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(j) C.6.3(b) Measurement Trim

Submission 066-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(k) C.6.3(c) Waterline

Submission 067-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(l) C.6.3(c) Flotation Trim

Submission 068-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

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(m) C.6.4(a) BOAT LENGTH

Submission 069-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission as amended.

Recommendation to Council:

Approve with the following amendment

C.6.4 (a) BOAT LENGTH

The longitudinal distance between the aftermost point and the foremost point of the **boat, excluding sails,** with ~~sails and~~ spars set as appropriate.
See H.3.4.

(n) C.6.4(h) Boat Weight

Submission 070-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

(o) C.6.4(i) Wingspan

Submission 071-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

(p) C.6.4(j) List Angle

Submission 072-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

(q) C.6.5 Boat Age

Submission 073-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

(r) D.1.1 Hull

Submission 074-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council:

Approve

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(s) D.3.3 Hull Depth

Submission 075-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(t) E.1.2(l) Wing

Submission 076-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(u) E.1.2(m) Foil

Submission 077-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(v) F.1.7 Rigging Types

Submission 078-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(w) F.1.4, F.1.7 & G.1.3 Kiteboarding Terms

Submission 079-15 from the Chairman of the Equipment Committee and the International Kiteboarding Association regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(x) F.2.3(d) MAINSAIL LUFF MAST LENGTH

Submission 080-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(y) F.2.3(e) FORESTAY HEIGHT

Submission 081-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

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Recommendation to Council: Approve

(z) F.2.3(k) HEADSAIL HOIST HEIGHT

Submission 082-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(aa) F.6 FORETRIANGLE MEASUREMENT DEFINITIONS

Submission 083-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(bb) F.7 Sail Setting Measurement Definitions

Submission 084-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission as amended.

Recommendation to Council: Approve with the following amendment

F.7 SAIL SETTING MEASUREMENT DEFINITIONS

F.7.1 Spinnaker Tack Distance

The ~~maximum~~ longitudinal distance from the ~~forward face fore side~~ of the mast **spar** to the end of the longest **spinnaker pole** or the **bowsprit outer point** measured on or near the **boat** centreplane; or the longitudinal distance ~~from the fore side of the mast spar, extended as necessary, and the deck including any superstructure, forward face of the mast spar at deck level~~ to the spinnaker tack point on deck; whichever is the greatest.

(cc) G.1.1 Sail

Submission 085-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(dd) G.1.4(k) BATTEN POCKET

Submission 086-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(ee) G.4.2(b) Headsail Head Point

Submission 089-14 from the Chairman of the Equipment Committee regarding the

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Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

The diagram contained in the reasons of the submission is to be included in the final Equipment Rules of Sailing for 2017-2020

(ff) Sail Dimension Abbreviations

Submission 090-15 from IRC and ORC regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

Equipment Rules of Sailing Working Party to determine the most appropriate location of abbreviations within the Equipment Rules of Sailing.

(gg) H.1.3 CERTIFICATION CONTROL

Submission 091-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to reject the submission.

Recommendation to Council: Reject

(hh) H.2.1 EQUIPMENT INSPECTION

Submission 092-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

(ii) H.5.4 – Sail Measurement extended as necessary

Submission 094-15 from the IRC regarding the Equipment Rules of Sailing was discussed in some detail by the committee.

Jan Dejmo introduced the submission giving a brief review of the different methods of extending sail edges to determine the sail corner points and informed the committee that the Equipment Control Sub-committee had recommended rejecting this submission and that the submission detailing the method that was preferred by the EQSC had subsequently been withdrawn.

Mike Urwin as submitter was invited to the table to speak to the submission. Mike presented that it was the purpose of the submission to formalise the current, actual practice of determining sail corners that has been used by sailmakers for many years. It is the method taught to In-House Official Measurers involved in the ISAF IHC scheme and it is the same method as taught to Official Measurers, and has been used by IRC for at least 10 years for determining sail corners and has received zero complaints or comments on its use within IRC.

Dick Batt declared his occupation as a sailmaker and as an In-House Official Measurer involved in the IHC scheme and noted that whilst this system, may not be entirely perfect, it was repeatable and gave good consistent results and that there was no alternative method presented and believed this method should be supported by the committee.

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Bill Abbott believes submission 094-15 would work for all classes as there were aspects of the submission that allowed classes to determine their own method and to have it written into their class rules, and believes and if it was found to need further work later on then it can be amended, but this is a submission that could be approved.

Kim Andersen summarised the discussion noting that this issue had been ongoing for too long without resolution. The submission detailed a process that has been used for many years and the market has proven that it works as there have been no reported issues or complaints from the sailmakers. Rejecting this submission now would leave sailmakers not knowing how to go forward with determining sail corner points and that is not a good position to be in.

On a proposal from Dick Batt, seconded by Bill Abbott and a vote of 11 in favour and 1 abstention, the committee recommended to approve the submission.

Recommendation to Council: Approve

(jj) H.7 Boat Measurement

Submission 095-15 from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing was considered by the committee.

On a proposal from Jan Dejmo, seconded by Bruno de Wannemaeker and a unanimous vote in favour, the committee recommended to approve the submission.

Recommendation to Council: Approve

ISAF Youth Sailing World Championships

(kk) Youth Multihull Equipment – Regulation 24.4.9

Submission 108-15 from the Chairmen of the Equipment and Events Committees regarding changes to the Regulations on equipment used for the ISAF Youth Sailing World Championships was noted by the committee.

On a proposal from Dina Kowalyshyn, seconded by Bruno de Wannemaeker and a unanimous vote in favour, it was the committee opinion to approve the submission.

Recommendation to Council: Approve

(ll) ISAF Regulation 24.4

Submission 106-15 from the Executive Committee regarding housekeeping of ISAF Regulation 24.4 was noted by the committee.

On a proposal from Dina Kowalyshyn, seconded by George Fundak and a unanimous vote in favour, it was the committee opinion to approve the submission.

Recommendation to Council: Approve

Noting and accepting that 108-15 changes the Open Multihull equipment to the Nacra15

Youth Olympic Games

(mm) Inclusion of Laser 4.7 in 2018 Youth Olympic Games

Submission 030-15 from the Laser 4.7 Class about the inclusion of Laser 4.7 in 2018 Youth Olympic Games was discussed by the committee along with 033-15 as they are on the same topic.

It was unanimously agreed to hold no opinion on these submissions as the decisions on events for the Youth Olympic Games has already been made by the IOC.

Opinion: No opinion

The events are already accepted by the IOC for the Youth Olympic Games

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(nn) Events to be included in the Youth Olympic Games

Submission 033-15 from the Sailing Cook Islands, Fiji Yachting Association, Guam Sailing Federation, Korea Sailing Federation, Malaysia Sailing Federation, Pakistan Sailing Federation and UAE Sailing and Rowing Federation regarding events to be included in the Youth Olympic Games was discussed by the committee along with 030-15 as they are on the same topic.

It was unanimously agreed to hold no opinion on these submissions as the decisions on events for the Youth Olympic Games has already been made by the IOC.

Opinion:

No opinion

The events are already accepted by the IOC for the Youth Olympic Games

Right to Hold Championships

(oo) Regulation 25.5.2

Submission 114-15 from the International Funboard Class Association about Major Events – Regulation 25.5.2 was noted by the committee.

On a proposal to approve from Bruno de Wannemaeker, seconded by Brian Todd and a vote of 2 in favour and 7 against, it was the committee opinion to reject the submission.

Opinion:

Reject

(pp) Regulation 25.5.1

Submission 116-15 from the International Kiteboarding Association regarding Major and Recognised Events was noted by the committee.

On a proposal to approve from Bruno de Wannemaeker, seconded by Brian Todd and a vote of 2 in favour and 7 against, it was the committee opinion to reject the submission.

Opinion:

Reject

ISAF Rating Systems

(qq) Regulation 25.5 – Rating Systems World Championships

Submission 136-15 from the IRC regarding world championships for ISAF Rating Systems was noted by the committee.

It was unanimously agreed to hold no opinion on this submission.

Opinion:

No opinion

ISAF Race Officials

(rr) International Equipment Inspector – Regulations and Racing Rules

Submission 141-15 from the Chairman of the Equipment Committee regarding the creation of a new ISAF Race Official role was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion:

Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

(ss) Equipment Inspectors

Submission 147-15 from the Koninklijk Nederlands Watersport Verbond regarding the introduction of a new term “equipment inspection committee”, to adjust relevant

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regulations accordingly was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

- (tt) Racing Rules of Sailing - Rules 62.1(a), 85, 89.2(b), new Rule 92, New Rule 60.4, Change of Definition Party, Protest, 60.2, 61.1(b), 61.3, H2, J2.2(9), K Header, K7.2, L20 and RRS 43.1(c) and 78.3

Submission 216-15 from the Chairman of the Race Officials Committee, the Hellenic Sailing Federation, the International 29er Class Association, the International 420 Class Association, the International 470 Class Association, the International Cadet Class Association and the International Lightning Class Association regarding the term "measurement committee" was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

- (uu) Racing Rules of Sailing - Rules 62.1(a), 85, 89.2(b), new Rule 92, New Rule 60.4, Change of Definition Party, Protest, 60.2, 61.1(b), 61.3, H2, J2.2(9), K Header, K7.2, L20 and RRS 43.1(c) and 78.3

Submission 217-15 from the International Optimist Class Association regarding the term "measurement committee" was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

- (vv) Racing Rules of Sailing - 43.1(c), 62.1(a), 78.3, 85, 89.2(b) and new Rule 92

Submission 218-15 from the Koninklijk Nederlands Watersport Verbond regarding the term "equipment inspection committee" was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

- (ww) Racing Rules of Sailing - H2, J2.2(9), K Header, K7.2 and L20

Submission 219-15 from the Koninklijk Nederlands Watersport Verbond regarding the term "equipment inspection committee" was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the

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submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

- (xx) Equipment Inspection Committee - New Rule 60.4, Change of RRS Definitions Party, Protest, 60.2, 61.1(b) and 61.3 and Delete RRS 43.1(c) and 78.3

Submission 220-15 from the Koninklijk Nederlands Watersport Verbond regarding the term “equipment inspection committee” was noted by the committee.

On vote of 10 in against and 1 abstain; it was the committee opinion to reject the submission and refer the matter to a working party for further consideration.

Opinion: Reject

Refer submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

Racing Rules of Sailing

- (yy) Introduction Terminology

Submission 156-15 from Chairman of the Racing Rules Committee regarding amendments to the Terminology paragraph in the introduction was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion: No opinion

- (zz) Introduction – Terminology – Definition Boat.

Submission 157-15 from the Federacion Venezolana de Vela regarding the definition of Boat was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion: No opinion

- (aaa) New Definition of Boat

Submission 162-15 from the Koninklijk Nederlands Watersport Verbond regarding a new definition of boat was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion: No opinion

- (bbb) Rule 40

Submission 194-15 from the chairman of the Racing Rules Committee regarding amendments to Rule 40 was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion: No opinion

- (ccc) Rule 48.1

Submission 198-15 from the Chairman of the Racing Rules Committee regarding Rule 48.1 was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

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Opinion:

No opinion

(ddd) Rule B9

Submission 227-15 from the International Funboard Class Association regarding Rule B9 was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion:

No opinion

(eee) RRS 78.1

Submission 211-15 from the Chairman of the Racing Rules Committee regarding the applicability of Racing Rule of Sailing 78.1 was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion:

No opinion

(fff) RRS 78.2

Submission 212-15 from the Chairman of the Racing Rules Committee regarding Racing Rule of Sailing 78.2 was noted by the committee.

It was the unanimous opinion of the committee to have no opinion on this submission.

Opinion:

No opinion

(ggg) Rule G1.2(a)

Submission 250-15 from the International Funboard Class Association regarding simplification of the sail number typeface rule was noted by the committee.

The committee heard representation from the Racing Rules Committee that their recommendation was to reject this submission believing the current rule is sufficiently clear just not enforced.

On a proposal from Dick Batt, seconded by Georg Fundak and a vote of 10 against, it was the opinion of the committee to recommend this submission be rejected.

Opinion:

Reject

(hhh) RRS Appendix G1.2(c)

Submission 251-15 from the International Lightning Class regarding the proper image of country flags on sails was noted by the committee.

The committee heard representation from the Racing Rules Committee that their recommendation was to reject this submission as there are only limited events that specify national flags are required and that the current events requiring national flags on sails should adequately specify their requirements in the Notice of Race.

On a proposal from Kim Andersen, seconded by Dick Batt and a vote of 10 against and 1 abstention it was the opinion of the committee to recommend this submission be rejected.

Opinion:

Reject

(iii) Racing Rules of Sailing & Equipment Rules of Sailing - Joint Working Party

Submission 269-15 from the Chairmen of the Racing Rules Committee, Equipment Committee and Race Officials Committee regarding a joint working party on the Racing Rules of Sailing and the Equipment Rules of was discussed by the committee.

On a proposal from Jan Dejmo, seconded by Dick Batt and a unanimous vote in favour, it was the committee recommendation to approve this submission.

Opinion:

Approve

7. Youth Multihull Event Equipment Evaluation

The committee received an update on the Nacra 15 equipment for the Youth Sailing World Championships Multihull Event from Gunnar Larson of Nacra Sailing, noting there had been a number of minor developments to design of the boat since the first boat was built in order to refine the product ready for mass production.

The boat has been 'pre-ordered' by 50 dealers in 26 countries and 70 boats waiting for final confirmation that this will be the boat selected for the Youth Worlds.

Dina Kowalyshyn asked if there had been any impact on costs since the boat was first presented. Gunnar Larson noted that Nacra were committed to the costs presented and were trying to find ways of reducing costs wherever possible without compromising on the quality of the final product. As with the launch of the Nacra 17 the price of these initial boats was at a special rate for MNAs ordering the first 75 boats.

Kim Andersen asked if the production timescale was still on track. Gunnar noted that the internal planning within Nacra had slipped by approximately 1 month due to the developments made to the boat; however they were still on track to have the first production boats delivered to customers in January 2016.

8. Evolution of Olympic Equipment

- (a) A paper on recent developments to Olympic Class Building Specifications was distributed to the committee members which detailed recent manufacturer controlled building specification changes on the 49er, 49erFX, Laser, Laser Radial and Nacra17.
- (b) The committee received a paper on the Evolution of Olympic Equipment through to 2020. It was noted that following the Mid-year meeting of the Equipment Committee, all Olympic Classes had been asked to provide an update on evolution in their class; however no such report had been received from the 470, Laser, Finn, 49er and Nacra 17 classes.

The committee received an update on the Nacra 17 from Peter Vink with regards the plans for developing the boat for full foiling in the future, and the work needed to be done in order to allow this to happen.

On a proposal from Dick Batt, seconded by Cedric Fraboulet and a unanimous vote in favour, it was agreed to support the development of the Nacra 17 to a fully foiling configuration for the 2020 Olympic Sailing Competition.

The Equipment Committee request support from the Council to proceed with the manufacturer to evaluate and evolve the Nacra17 to a foiling configuration for the 2020 Olympic Sailing Competition.

9. Equipment Limitations at the Olympic Sailing Competition

An update on the limitations of equipment for use in the Nacra 17, 49er and 49erFX Classes at the Rio 2016 Olympic Sailing Competition was received by the committee, noting in particular that there would be no equipment limitations for the Nacra 17 class and that only 49er/49erFX hull numbers greater than 1465 would be permitted for use.

10. Equipment Control

Kim Andersen introduced a paper on the concept of 'Day Zero' equipment inspection that has been implemented at ISAF Sailing World Cup events, and the implications of the discretionary penalties applied as a result of finding any issues of non-compliance, and asked the question; is this change of approach to equipment inspection at major events to what has been done in previous years something the Equipment Committee feels is the right way forward.

Dick Batt asked at what level were discretionary penalties and Day Zero to be applied. Was it only for use with the Olympic Classes at major events, or should they be applied to more Corinthian classes at any of their events. Kim Andersen clarified that this was aimed at the

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Olympic and Paralympic classes at the major events, Olympic/Paralympic qualifiers and Sailing World Cup events.

Bruno de Wannemaeker noted that the windsurfing classes he has been involved in all use this method of checking equipment during an event and allow sailors to check measure equipment before the event begins is “spoiling” the sailors and if they are found with non-compliant equipment they should simply be disqualified from the event.

Yann Rocherieux noted that from a sailor’s point of view having the processes and penalties clearly documented and available for them would help with greater understanding of their responsibilities and the consequences of non-compliance.

George Fundak noted that consistency between events was critical for this to succeed and cited an example where a boat had been found to be non-compliant at the Sailing World Cup final, but was using the same equipment that had been used at the Class World Championships without any issue. In general more responsibility for rule compliance on the sailors was a good thing which should be continued.

Dina Kowalyshyn strongly believed that the sailors should be educated in ways of avoiding the discretionary penalties in the first place. Day zero should empower the classes who should look at it as a way of educating their sailors. It should be used to utilise the more experienced sailors in their classes to help educate the less experienced in the ways of being responsible for their equipment and to make sure they are in compliance with the class rules. Cheating has become acceptable and this provided a mechanism for change that will empower the sailors and allow them to maintain their equipment in compliance with the class rules.

Kim Andersen summarised the discussion noting the number of good points raised during the debate. There is general support for the day zero concept, the adoption of discretionary penalties and the rejection of submissions 051-15, 063-15, 141-15, 147-15, 216-220-15 and the content and principles behind these submissions should be referred to a Working Party of Race Officials, Racing Rules, Equipment Committee and Olympic Classes to produce a report and submissions for November 2016.

11. Equipment Inspection at ISAF Sailing World Cup Events

The discussion on equipment inspection at the ISAF Sailing World Cup events took place as part of item 10 above.

12. Equipment Rules of Sailing

The committee received a short verbal report from the Chairman of the Equipment Control Sub-committee regarding the ISAF Equipment Rules of Sailing Working Party, noting that it had been a busy year for the Working Party as this was the last opportunity to amend the ERS for the 2017-2020 edition.

13. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

The committee received a short verbal report from the Chairman of the Equipment Control Sub-committee, Jan Dejmo who explained that most items had been covered elsewhere in discussions at the meeting.

(b) Class Rules Sub-committee

The committee received a verbal report from Bill Abbot, Chairman of the Class Rules Sub-committee and referred the committee to the annual report for the number of class rule changes over the year. The class rule system and procedures where the staff are administering changes through policy, consulting with the Chairman or members of the committee as appropriate is working.

The development of the Standard Class Rules template is important with specific examples of class rules, particularly the modification, maintenance and repair section already being used by

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a number of classes.

14. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

Will Apold gave a short verbal report on activities, highlighting the work that has gone into a significant rewrite of the Offshore Special Regulations in order to simplify and make the requirements for the different categories of offshore races more easily understandable and more relevant to those types of boat and sailors who use them. Also covered was an update on the work on offshore personal safety training, medical training and stability of offshore yachts.

(b) Oceanic & Offshore Committee

Stan Honey gave a report from the Oceanic & Offshore Committee activities, and started by thanking Will Apold and the Special Regulations Sub-committee for managing to simplify the rules and reduce costs for the sailors.

The introduction of an ISAF Incident Reporting Panel to investigate accidents, which was inspired by incidents such as that of the Vestas Wind VO65 grounding during the last Volvo Ocean Race, has begun.

The UMS project between RORC, ORC and US Sailing and has made good progress again this year with a number of good submissions for inclusion of items into the Equipment Rules of Sailing.

The Rating Systems continue to be vibrant with larger fleets racing under all systems and the professional offshore racing scene is as active as ever before.

15. Annual Report

The Chairman outlined the Equipment Committee Annual Report covering the period 1 January 2015 to 31 December 2015 and the report will be available in the ISAF Annual Report.

16. Any other Business

Georg Fundak spoke on ways of controlling personal buoyancy at Youth and Olympic Class events noting that there are times when sailors are not using life jackets that are adequate for their weight and would like to see greater control on personal buoyancy at these events to maintain greater safety levels for the sailors. It was noted that progress in this area had been good this year between SWC events and this should continue.

George also mentioned the preparation for Race Officials at events, noting in particular that members of the Jury are provided with everything they need whereas Equipment Inspectors are often overlooked in the planning and preparation and are left spending valuable time preparing inspection areas when they could be inspecting boats and there should be parity between all Race Officials at events.

Brian Todd gave an update on Paralympic Sailing, noting that the IPC were about to decide on if there should be a 23rd sport included in the 2020 Paralympics in Tokyo. If the decision is yes, then the likely choice would be between Sailing and 7-a-side Football. If Sailing is to be selected, the Disabled Sailing Committee plans to make a dramatic change to its approach to Paralympic Sailing. It would keep a boat like the 2.4mR as the 'technical boat' and looking at adding two further classes; a two-person boat and single-person boat. These would be more basic boats rather than technical and transportation would be a prime consideration. In keeping these boats basic they could be used as both a training boat as well as a race boat, in order to build the fleet sizes.

There will be 31 countries competing at the Para World Sailing Championships in Melbourne in December. It was hoped there would be 32 countries, but this still represents an increase in approximately 20%, largely thanks to the work ISAF has done with the Paralympic Development Program (PDP) clinics in the build up to this event.

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Dina Kowalyshyn questioned the direction and strategy in selecting a more basic one and two person boat for use at the Paralympics, Dina noted this was a large change in direction from when the SKUD 18 was selected in 2005, and asked if this was simply to increase participation at the Paralympics and to make it more accessible rather than focusing on the more technical elements of the sport? Brian Todd noted that whilst the SKUD 18 was an exciting modern boat to sail, in the past 10 years there have only been 56-57 boats build and the costs of these boats is high. What is desired is a boat that is lower in cost.

Jason Smithwick recommended to the Disabled Sailing Committee that during the evaluation of the new boats that they consider the option of supplied equipment for the non-technical boats, allowing sailors to simply transport their own adaptations that may be required rather than needing to fund transport costs for the whole boat, which may help promote larger fleets.

There being no further business, the Chairman thanked the committee members, working party members and the Staff and the meeting closed at 1750.