The Equipment Committee met at 09:30 – 18:00 hours on Thursday 5 May 2016 at the Maison du Sport, Lausanne, Switzerland.

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.

2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 7 May 2015 were noted and approved. There were no matters arising not covered elsewhere on the agenda.

3. Applications for ISAF Class Status

(a) M32 Catamaran

The deferred application from the M32 Catamaran Class for World Sailing Class status was reviewed by the committee.

It was noted that the worldwide distribution now met the requirements of the Regulations, as the class had a delivery of boats shipped to Australia since the last meeting which brought the number of boats up to the requirement. All other aspects of the application were in order.
Bill Abbott proposed that it should be a requirement of the M32 Class Agreement that the World Championship be awarded for fleet racing only, and not for racing as part of the World Match Race Tour. This proposal was seconded by Georg Fundak and unanimously agreed.

The committee were reminded of the minute from the 2015 November meeting which empowered the Equipment Committee to approve the application at this meeting should the M32 Class fulfil the requirements:

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vi) Equipment Committee Agenda Item 4(g) – M32 Class Application

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.

Decision

Council unanimously approve once distribution has been finalised when transported in May (34 participants)

It was unanimously agreed to approve the Class application for World Sailing Class status in accordance with the minutes from the November meeting of Equipment Committee and Council, subject to signing the World Sailing Classes contract.

4. Review of World Sailing Class Associations

(a) World Sailing Class Review

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

Jason Smithwick reported that the SL16 Class status had been removed by the Executive Committee at their meeting in February for non-payment of the annual subscription fees. It was also reported that the Class Status of the J22, J24, Swan 45, Kona One Design, Techno 293 and Platu 25 classes would all be under review at the November meeting for failing to meet the requirements of the Regulations.

Kim Andersen highlighted that Class compliance with the Regulations is a major concern, which wastes a significant amount of Staff and Committee time; however, 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.

5. Technical Session on Foiling

The current state of foiling and the technical design, safety, the future of foiling, as well as the application for offshore boats, foiling in the Olympics (RS:X, Nacra17) were all discussed and a number of presentations were given to the committee:

Julian Bethwaite gave a presentation on the process of getting the 49er foiling, describing the development of foil configurations and the testing that has taken place in order to achieve stable flight.

Jason Smithwick gave a short presentation on the application of foiling technology for offshore racing boats, giving examples of the latest generation of IMOCA 60s and Ultime Class multihulls that are now using curved daggerboards as a means of increasing boat speed.

Dina Kowalyshyn gave a presentation on behalf of Pete Melvin of Morelli & Melvin Design & Engineering on how foiling in catamarans has developed in more recent years. The different configurations of daggerboard were shown with examples of the work done on developing foils for the Nacra 15, Nacra 17 and America’s Cup boats.
There were two presentations from Neil Pryde representatives: Manu Messiaen presented their new foiling windsurfing board, known as the RS:X Convertible and Mike Raper presented the new CR:X foiling kiteboard. Both the foiling RS:X and the CR:X kiteboard were described as convertible as they would remove the foiling fin and replace with conventional fins for racing in windier conditions when it would become unsafe to sail in foiling configuration, thus extending the wind range over which these boards could race.

6. **Evolution of Olympic Equipment**

Manu Messiaen provided an update on the proposed evolution of the RS:X equipment, noting that whilst the RS:X Convertible is a more radical evolution of the RS:X equipment, a more gentle approach to evolution was also planned which would modernise the current equipment without changing the way in which the equipment was currently used.

Gunnar Larson of Nacra Sailing gave the committee an update of the proposed evolutions of the Nacra 17 equipment. He outlined two possible options for evolution:

Firstly, there was an upgrade package that would be available after the Rio Olympics that would retrofit all existing boats and which would solve all the current build issues the fleet have been experiencing, but the boat would remain in its current configuration. The cost of this package would be €2300.

Secondly, there would be an upgrade to a fully foiling configuration, including the package to solve all existing build issues. The fully foiling configuration has been developed following the request for proposal set out at the November meeting of the Equipment committee and is based on the foil development work that has gone into the Nacra 15, supported by Morelli & Melvin Design. The cost of this package would be €6862.

Both packages would retrofit onto all existing boats and all new boats built would include at least the upgrade to building specification to solve current build issues.

Bill Abbott commented that it made more sense to upgrade to full foiling in one go, rather than upgrade to fix issues at one cost, only to then upgrade again to full foiling at a later date and further costs to sailors and teams.

Kim Andersen proposed that the recommendation to the Nacra 17 Class be that they adopt the second option of upgrading to a fully foiling configuration including the construction improvements, and that the transition period between old boats and new be properly managed. This proposal was seconded by Bill Abbott and on a vote of 6 in favour and 3 abstentions was approved. The Class was requested to provide their recommendation by June/July 2016 in order for a final decision at the November 2016 meetings.

7. **Youth Multihull Equipment**

The committee received an update on the Nacra 15 equipment for the Youth Sailing World Championships Multihull Event from Gunnar Larson of Nacra Sailing.

It was noted that nearly all of the first 75 build slots had been allocated and that the first boats built had already been delivered.

Kim Andersen picked up on the use of helmets and body protection by the sailors in the presentation and asked if this was a good thing to be introducing to the sport, especially for youth sailing, and how this was to be controlled or mandated? Should this requirement, and other safety considerations, be included in the class rules?

Whilst the committee considered this to be a good thing to be introducing, especially for boats where full foiling is an option or highly likely, it was noted that mandating protection of this kind in class rules requires sufficient international standards on which the class rules can rely, such as those that are in place for PFDs. Whilst such standards exist for kayaking helmets for example, unfortunately these international standards are not yet available for sailing.
8. **2016 Olympic Sailing Competition & Paralympic Sailing Competition**

An update on the Rio 2016 Equipment Inspection Regulations and Policies was received by the committee.

A discussion was had regarding the use of ‘may’ and ‘shall’ with regard the Equipment Inspection Committee decision whether or not to protest a boat for non-compliance with class rules or Rio 2016 Equipment Regulations. Kim Andersen suggested that after a boat had passed through equipment inspection the EIC should definitely protest any non-compliance and so this should be written as ‘shall protest’; however before and during equipment inspection this should be at the discretion of the EIC and therefore should be written as ‘may protest’. This was agreed by the committee.

9. **Paralympic Equipment Evaluation**

Jason Smithwick reported on the Disabled Sailing Committee evaluation of the new boats that was about to start on Lake Garda, ITA noting this was the first of two evaluation events with the second being held immediately following the Para World Sailing Championships in Medemblik, NED. Further details and decisions will be made available at the November meeting.

Bill Abbott explained the concept of adopting a simple platform exchange whereby sailors could transport their seats and other adaptations between venues where they could then be fitted to a fleet of boats that would already be at the venue. This would reduce the shipping costs associated with transporting boats and equipment and make it easier to increase participation.

George Andreadis highlighted the importance of showing the IPC how active Paralympic sailing is around the world and how this development could help in getting sailing reinstated into the Paralympics in the future.

10. **2020 & 2024 Olympic Event and Equipment Decisions**

Jason Smithwick introduced the Agenda 2020 paper from the IOC which had been distributed to committee members prior to the meeting.

Kim Andersen noted that certain evolutions had been discussed at the November meeting in China in 2015 and asked if evolution was sufficient for the IOC

Dick Batt noted that when it comes to change; perception is key, and that minute technicalities would largely go unnoticed. Jeff Martin urged the committee and World Sailing not to rush into drastic change for the sake of trying to satisfy the IOC at the cost of the sport of sailing.

Andrus Poksi noted that changes need managing and clear instruction should be provided on how much change can be made to a class before it is effectively a new and different class.

Kim Andersen recommended the formation of a joint working party with the Events Committee to evaluate the criteria for change in time for November, and that classes and manufacturers are contacted for their input for the Olympic venue going forward.

Kim concluded the discussion noting that ISAF/World Sailing have always been playing catch up with the IOC, only doing just enough to meet their requirements for maintaining Olympic status.

11. **Equipment Rules of Sailing**

The committee received a short verbal report from Jan Dejmo regarding the World Sailing Equipment Rules of Sailing, noting that the 2017-2020 edition was now finalised and ready for publication. Jan concluded by thanking Rob Taylor for the work in producing the final fully formatted version.
12. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

The committee received a short verbal report from Jan Dejmo who explained that the ERS administration was different to that of RRS and so following same regulation structure doesn’t work as well for the ERS, therefore changes to regulations are required and will be put forward as submissions to the November conference.

The Equipment Rules of Sailing Case Book model was also based on that of the Racing Rules of Sailing; however this also has shown to operate in a different way, often requiring Q&A to be published that should be changes to the ERS which cannot always wait 4 years for the next revision.

Some of the new definitions do not follow the current aims and objectives of the ERS as closely as previous additions to the book, therefore the aims and objectives will require some amendments in order to remain relevant for future editions.

(b) Class Rules Sub-committee

The committee received a verbal report from Bill Abbot, Chairman of the Class Rules Sub-committee highlighting a number of issues that had come to light with classes not enforcing their own class rules at events. Equipment not complying with the rules should not be used at events.

Barry Johnson noted that part of the problem was perhaps that class measurers had gotten too close to the particular class and their competitors and were not applying the rules as thoroughly as they should.

Dick Batt suggested that the culture of class rule compliance had gone wrong, and that it was now almost seen as acceptable to compete with equipment that didn’t comply with the class rules.

George Andreadis commented that this was a very important issue to resolve and that it shouldn’t matter if it was a club race or an international championship, the rules should always apply and be enforced.

Dina Kowalyshyn added that there was often a commercial pressure put on the equipment inspectors at events, especially with manufacturer controlled classes when a brand new boat does not comply with the rules. Jan Dejmo suggested that manufacturers be approached early in their production processes to solve any issues prior to mass production and before the boats are delivered to the sailors.

Barry Johnson noted that the integrity of the sport was at stake and that class rule compliance was inherent to the integrity of the sport. He further suggested a Working Party be established with Bill Abbott as Chair, in order to help in drafting a discussion paper for further consideration at the November meeting. This was agreed by the committee.

Kim Andersen concluded the discussion by stating that “culture eats strategy for breakfast” and that a change in the culture of class rule compliance was required and that any strategy to ensure this happens mattered little if this was not adopted by the class associations and their sailors.

13. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

A written report from Will Apold was presented to the committee by Jason Smithwick, 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

A written report from Stan Honey was presented to the committee by Jason Smithwick 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 UMS project between RORC, ORC and US Sailing and has again made good progress with a number of good submissions incorporated into the new edition of 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.

14. Any other Business

The Class status of the IOD Class was revisited by the committee on a request from the class to regain World Sailing Class status in order to hold a World Championship. The Class requested the committee look at participation "at qualifying events leading up to the" World Championship events as part of the criteria. Barry Johnson commented that the IOD Class had lost their status for failing to meet the requirements of the Regulations and so unless that has changed the situation should remain. Dina Kowalyshyn asked whether the committee should consider if the total number of teams at events could meet the requirements rather than relying on the number of boats at an event, for classes such as the IOD where boats are shared between competing teams. Kim Andersen noted that all classes were required to comply with the current regulations and that the IOD Class should put forward an application to regain Class Status in November, with a possible submission to review the criteria for gaining or maintaining World Sailing Class Status.

Dick Batt raised the question of the use of ‘digital 8’ sail numbers and national letters and their compliance with the Racing Rules of Sailing. It was noted that the latest RRS Q&A on sail numbers did not add clarification as to the legality of this font and that a number of class associations had, or were considering class rules changes to specifically permit this type of font for use in their national letters and sail numbers.

There being no further business, the Chairman thanked the committee members, everyone who had given presentations and input to the meeting and to the Staff and the meeting closed at 1755.