

The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 9 November 2016 at the Hotel Renaissance Barcelona Fira, Barcelona, Spain.

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

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Please refer to the World Sailing Council minutes of 11 & 12 November 2016 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)
George Andreadis (World Sailing Vice President)	Stan Honey (Oceanic & Offshore Rep)
David Brookes (World Sailing Classes Rep)	Will Apold (Special Regulations SC Rep)
Yann Rocherieux (Athletes Commission Rep)	Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep)
George Fundak	Brian Todd (Para World Sailing Rep)
Dick Batt	Leocadio Sanchez Soto
Cédric Fraboulet	Barry Johnson
Iulia Fulicea	
<i>Absent due to meeting conflict:</i>	
Patrick Lindqvist	Dick Rose (Racing Rules Rep)
<i>Also Present:</i>	
Jason Smithwick (World Sailing Director of Technical & Offshore)	Rob Taylor (World Sailing Technical Specialist)
Norbert Marin (World Sailing Technical Specialist)	Javier Blanco (World Sailing Technical Specialist)

1. Opening of the Meeting

Kim Andersen welcomed committee members to the meeting and noted those committee members who were absent due to a conflict of meetings. Yann Rocherieux was welcomed as the new chairman of the Athletes Commission.

Committee members were reminded of their obligation to disclose any conflicts of interest when discussing any of the topics on the agenda.

2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 5 May 2016 in Lausanne, SUI were reviewed with several key points highlighted for further discussion which were all on the agenda.

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 on record activities during the past year.

The report in 2015 mentioned about the forthcoming Around the World attempts by two 100 foot Trimarans. Unfortunately, both were unsuccessful despite being lodged by very well prepared, proven yachts and crewed by skilled dedicated sailors so this indicates that the bar has been raised for this premier of all record routes.

The last 12 months has been a very active year for offshore record attempts with some notable achievements much of it dominated by the MOD 70 Phaedo 3 (Thornburg/Thompson USA/GBR) which has collected 6 world records since this time last year. Also notable is the 24-hour singlehanded record by MACIF (Gabart FRA) covering 784 NM at an average speed of 32 knots in 24 hours and the Transatlantic monohull record of 5 days 14 hours by Comanche (Clark/Smith USA) - navigated by WSSRC Vice Chairman, Stan Honey.

This year saw the first serious attempt on an offshore record by kitesurfers when the Bridge family (GBR) - mother and two sons - mounted a serious attempt fully under the WSSRC rules on the Around the Isle of Wight record. They successfully set the Singlehanded and Women's records for this world record course at average speeds of 19 kts and 16 kts respectively. For this project, the WSSRC developed a small waterproof battery operated Black Box carried by each sailor.

4. Applications for World Sailing Class Status

(a) Viper 640 Class

The application from the Viper 640 Class for World Sailing Class status was reviewed 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. The class rules were in the Standard Class Rules format, but there were some small concerns regarding the use of the Sailor Classification Code which were being worked on by the Class and the Executive Office Technical staff.

It was unanimously agreed to recommend the Viper 640 Class for World Sailing Class status, subject to signing the World Sailing Class agreement.

Recommendation to Council: Approve

Subject to signing a contract and resolving class rules concerns.

(b) International One Design Class

The application from the International One Design Class for World Sailing Class status was introduced as 'welcoming an old friend back to the family'. The committee were reminded that the IOD had previously been an ISAF Classic Class before losing status in 2015 for failing to meet the World Championship attendance requirements of the Regulations. Peter Rugg, President of the International One Design Class was present to introduce the IOD Class and answer any questions.

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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. Peter Rugg assured the committee that the IOD Class would meet the requirements for World Championship attendance in the future.

It was unanimously agreed to recommend the International One Design Class for World Sailing Class status, subject to signing the World Sailing Class agreement.

Recommendation to Council: Approve

Subject to signing a contract.

(c) Nacra 15 Class

The application from the Nacra 15 Class regarding World Sailing Class status was considered by the committee, noting that it had been selected for use at the Youth Olympic Games and Youth Sailing World Championships.

As the Nacra 15 is a relatively new class that had only recently started building boats it was noted that the worldwide distribution did not yet meet the requirements of the World Sailing regulations, but it was anticipated this would be met in early 2017 and that the class was asking for dispensation as permitted by Regulation 10.2.1(e).

Dick Batt was not in favour of granting dispensation, but proposed that the Equipment Committee seek approval from Council to approve the application of the Nacra 15 Class at the Mid-Year meeting in 2017, subject to fulfilling the requirements of the regulations regarding worldwide distribution. This approach has been successfully done in the past for other World Sailing Classes and it was considered an appropriate way of encouraging the class to grow. This proposal was seconded by Dina Kowalyshyn and unanimously approved by the committee.

Recommendation to Council: The Equipment Committee request Council's permission to approve the Nacra15 Class application at the Equipment Committee 2017 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2017 subject to signing a contract.

(d) Neil Pryde CR:X Class

The application from the Neil Pryde CR:X Class regarding World Sailing Class status was also considered by the committee. The Class acknowledged that they did not yet meet the requirements for worldwide distribution; however, much like the Nacra 15, were close to attaining the required numbers.

It was unanimously agreed to seek Council approval to approve the application of the Neil Pryde CR:X Class at the Mid-Year meeting of the Equipment Committee subject to meeting the numerical requirements for worldwide distribution in the Regulations.

Recommendation to Council: The Equipment Committee request Council's permission to approve the CR:X Class application at the Equipment Committee 2017 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2017 subject to signing a contract.

5. Review of World Sailing Class Associations

A report from the Executive Office on World Sailing Classes issues highlighted four classes that were failing to comply with World Sailing Regulation 10 or World Sailing contractual requirements: The J/22, J/24, Kona One Design and Swan 45 classes.

The committee were informed that since sending out the committee papers prior to the meeting, the J/22 and J/24 class office had been in contact with the Technical Department

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staff and had worked to resolve the outstanding issues and as such they could be removed from the list of classes under review.

Correspondence with the Kona One Design Class continues to be difficult and the building specification is still outstanding. Barry Johnson reminded the committee that they had acted strongly in the past with classes failing to meet the requirements of the regulations and that the same approach should be adopted this time, proposing that World Sailing Class status be removed. This proposal was seconded by Cedric Fraboulet. A friendly amendment was proposed by Bill Abbott which was to delay the removal of status until the Mid-Year meeting of the Equipment Committee to give the class time to resolve the issues and that status should be removed if this requirement is not met. This was accepted by Barry Johnson and unanimously agreed by the committee.

Jason Smithwick outlined the issues with the Swan 45 Class not paying fees due on boats attending the World Championships and requested more time to work with the class on resolving these issues and would report back to the Mid-Year meeting of the Equipment Committee in 2017.

6. Submissions

World Sailing Regulations

(a) Regulation 20 - Manufacturer and Sailmaker Marks

Submission 011-16 from the Chairman of Oceanic & Offshore Committee regarding the size of manufacturer marks permitted by the Advertising Code was discussed by the committee.

David Brookes informed the committee that the opinion of the World Sailing Classes Committee was to reject this submission. Stan Honey commented that the current manufacturers marks are almost invisible when applied to super yacht sails and that this submission simply allows the large yacht sails to carry a correspondingly sized manufacturers mark. This was generally agreed by the committee who unanimously voted to approve the submission.

Opinion: Approve

(b) Regulation 20.4.1 - Event Advertising

Submission 012-16 from the International Topper Class Association regarding event advertising permitted by the Advertising Code was discussed. There was some sympathy for the classes with low freeboard which are directly affected by this part of the Advertising Code and some concern that it may be subjective and implemented on boats it should not apply to. The Committee were reminded that this would only be granted upon application to World Sailing and that these requests would be handled by the Executive Office who would apply a consistent policy in this matter.

On a proposal from Dina Kowalyshyn, seconded by Cedric Fraboulet and a vote of 9 in favour and 3 against, it was recommended to approve this submission.

Opinion: Approve

(c) Regulation 24.5.3(b) – Youth Worlds Equipment

The Committee noted submission 041-16 from the Board regarding equipment for use at the Youth Sailing World Championships.

David Brookes informed the committee that the opinion of the World Sailing Classes Committee was to reject this submission and proposed the committee also recommend this submission be rejected. This was seconded by Iulia Fulicea and on a vote of 4 in

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favour of rejecting, 1 against and 9 abstentions the committee recommended the submission be rejected.

Opinion: Reject

Olympic Equipment

(d) Selection of Events and Equipment

Submission 014-16 from the Bulgarian Sailing Federation regarding the selection of events and equipment for the Olympic Sailing Competition was considered by the Committee.

George Fundak noted that this was a political submission and not a technical submission and as the Equipment Committee is a technical committee and proposed the committee held no opinion on this submission. This was seconded by David Brookes and unanimously agreed by the committee.

Opinion: No opinion

(e) Against the Monopolisation of Production of Boats of Olympic Classes

The Committee considered submission 024-16 from the Russian Yachting Federation regarding the selection of events and equipment for the Olympic Sailing Competition.

Bill Abbott proposed a motion to defer this submission which was seconded by Iulia Fulicea. The committee were reminded that deferred submissions will come back in the same form at the next meeting and that committees have been strongly advised not to defer submissions but to decide on them at the meeting. On a vote of 2 in favour and 9 against, it was agreed that this submission would not be deferred and that the committee would provide a recommendation to Council.

Although sympathetic to the content of the submission, it was generally agreed that there was no proposal within the submission that could be supported or developed further. Kim Andersen proposed a working party be established to consider the rules controlling equipment. The working party should make recommendations on any changes that may be required to regulations, the Olympic Classes contract and the management of classes, manufacturers and copyright holders for all current and future Olympic equipment and that this working party should report back to the Mid-Year meeting of the Equipment Committee.

Dick Batt proposed the committee recommend rejecting this submission, but that this work be continued by the proposed working party. This was seconded by Dina Kowalyshyn. The committee voted 11 in favour of recommending reject, 0 against and there were 2 abstentions.

Recommendation to Council: Reject

The Equipment Committee recommends to set up a working party to secure quality, service and supply of Olympic Equipment. The working party should make recommendations on how to control manufacturers and suppliers and analyse and make recommendation on:

- *Any Regulation changes (including Regulation 10 and 23)*
- *Olympic Class contracts*
- *Interface management between World Sailing, Classes, Manufacturers and Copyright Holders*

The working party should report back at the 2017 mid-year meeting.

Racing Rules of Sailing

- (f) Rule G1.2(a), G1.3(d) and G1.3(e)

Submissions 070-16, 071-16 and 072-16 from the Deutscher Segler-Verband regarding the Racing Rules of Sailing were discussed as a group, noting that these were all 'late' submissions in 2015 and thus were included on this years' agendas.

On a proposal from Dina Kowalyshyn, seconded by Jan Dejmo, the Committee unanimously supported the opinion of the Equipment Control Sub-committee and Racing Rules of Sailing Working Party to reject these submissions and refer the content to the new RRS/ERS working party for further consideration and inclusion in the 2021-2024 edition of the Rules.

Recommendation to Council: Reject

The submission should be referred to and considered by the RRS working party

7. Head Protection in Sailing

Jason Smithwick presented a paper from the Executive Office on use of head protection in sailing, highlighting the currently available standard for helmets used in canoeing and white water sports as the most relevant to the type of sailing that would require such head protection. It was noted that the EN 1385 standard was widely used by America's Cup teams, the GC32 Class and M32 used on the World Match Race Tour.

Furthermore, the EN 1385 standard seems to be accepted on a worldwide basis and any helmet manufacturer selling a helmet into the EU would have to comply with this standard. So far the empirical evidence at this point is that this standard of helmet is used throughout the sport from the America's cup through to teaching young people to sail.

The paper concluded by recommending that if a sailing class, event or sail training establishment recommend or requires sailors to wear personal protective headwear for sailing that this current standard is invoked. Ken Kershaw, speaking as an observer asked the committee if this standard could be incorporated into Category 6 of the Offshore Special Regulations and added to the Standard Class Rules template as an option for classes to look at in the future. This was unanimously agreed by the committee. David Brookes informed the committee that the Classes Committee fully supported this approach, and thanked the Executive Office staff for undertaking the work in this area.

8. Evolution of Olympic Equipment

- (a) The committee noted the paper by the Executive Office detailing the recent developments to Olympic Class Building Specifications that had been provided by the Classes.
- (b) Representatives of the Olympic Classes were invited to the table to give an update on their respective class' evolution of Olympic Equipment through to 2020.

Manu Messiaen from Neil Pryde updated the committee on the changes to the RS:X equipment, noting there would be an updated colour scheme for both the sails and the board and a new construction process for the fins which would improve consistency and longevity. George Fundak asked if there was any associated increase in costs to which Manu replied that there would not be any increase in the cost of equipment as a result of the planned evolution.

Rory Barnes updated the committee on the Finn Class proposals to simplify the certification process and have started work on setting up a new database of all hulls and centreboard measurement forms so that Equipment Inspectors can obtain confirmation of hulls certification at any event. The IFA are also researching ways to

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control campaign costs to all sailors and are looking at the possibility of introducing a limitation on equipment that can be used at SWC or Olympic events. This being one hull with one centreboard, one sail, one mast, one boom and one rudder.

Barry Johnson gave a short update on the 49er and 49erFX equipment noting the new design gennaker for the 49er and a number of 'housekeeping' type updates to the building specification to provide increased strength in a number of key, high load areas of the boat such as the chain plates, wing mounting points and rudder fittings.

Dimitris Dimou spoke about the proposed updates to the 470, specifically the plans for a two-piece carbon mast and laminate sails that were currently being trialled by the class. It was planned that the new mast section would provide equal bend characteristics to the existing aluminium section, but allow for easier and less expensive transportation as the mast could be made to fit within the length of the hull. This would allow boats to be shipped in 20' containers rather than requiring a 40' container. The class decision on whether to pursue this would be decided at the 470 AGM that would take place on Sunday 13 November. NOTE: the 470 Class AGM subsequently voted not to approve the proposal to adopt carbon masts.

There was no update provided by the Laser Class; however, the committee were reminded that the Mk 2 sail was now widely used as well as a number of building specification changes that had previously been made to improve the hull construction and longevity.

- (c) Dina Kowalyshyn introduced a paper produced outlining the history and background of World Sailing's work with the Mixed Multihull event and the Nacra 17 equipment, which presented the necessary building specification modifications that are being made to the builder's manual to ensure production quality and longevity of the hulls. The paper went on to introduce the Class accepted additional changes that allow the Nacra 17 to become a fully foiling multihull for the 2020 Olympic Games.

Kim Andersen invited Peter Vink from Nacra Sailing to the table to further update the committee on developments. Peter outlined the timescales of the development

In October 2015 Nacra evaluated build issues etc. and noted all the issues teams were now experiencing with the boats that were never conceived at the beginning which initiated a major update to the hull build specification and class rules. This update was supported by the Equipment Committee at November conference 2015. Since then, Nacra have contracted Morelli and Melvin and North Sails to undertake a complete design investigation into the fully foiling option. Additionally, the Class Association, which had previously been largely under the control of Nacra Sailing as a fledgling class, now has a newly elected Class President in Marcus Spillane and a new Class Manager in Ben Remocker.

In October 2016 Nacra and the Class started trials of fully foiling boats by a number of teams. At the end of October and the conclusion of these trials, the class members voted in favour of adopting full foiling. Teams very excited by the upgrade to full foiling. Stability improved in high winds and sea state over previous version.

Peter also updated the committee on the different packages that were available for teams and MNAs to use in order to obtain the new version of the boat. Boats have retrofit package option which contains all parts necessary to convert an original boat to a fully foiling boat which would cost in the region of €7,900 to update. There was the platform option, which was to take the rig, sails rigging etc. from any existing boat and put onto new platform with new trampoline and foils and upgrade that way. This would cost €14,500 ex tax. It was acknowledged that teams had a lot of existing equipment and that they may wish to sell on, so Nacra have a Club race package which takes old platforms that have been converted, uses the original aluminium masts, adds fins to the rudder blades to increase stability downwind and can be sold to club sailors or

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youth sailors starting in the class. It was expected this upgrade option would cost teams €825 and the Nacra dealer network was set up to help teams sell on older equipment. The price for a brand new complete boat would be €22,250 which included the new structural arrangement and carbon inner skin and patching construction throughout to take the increased loads and increase the safety margins over existing boat.

Brian Todd asked how the foiling boat handled in manoeuvres. Was it possible to foiling tack or gybe. Teams at the trials noted that whilst they couldn't do it after the 8 days of the trials, they were confident that it would be possible within a month of training.

Bill Abbott asked if Nacra had tried to 'break a boat' by crashing it or sailing it as hard as the Olympic sailors have been using the equipment in the past. Peter replied that some of the components used have been transferred from the foiling Nacra 20 Carbon and that has been crashed a lot with minimal damage. The foiling Nacra 17 had not been crashed to date as there were only two available and they didn't want to stop the trials should it be damaged, but the laminate around the Nacra 17s daggerboard case area was stronger than the Nacra F20 Carbon which has been run aground at speed with no damage to the hulls. Design loads for the Nacra 17 were developed from the Nacra F20 Carbon and as stated earlier there is a large safety margin.

Dick Batt noted that the boat had come a long way since the early multihull trials in Santander and that was fantastic progress. The concerns were regarding the time line for implementation given that Olympic selection events begin in approximately 20 months' time which is a major concern for some MNAs and they will need reassurance on how that is to be managed. Peter Vink stated that boats would be ready for shipping in February 2017. Nacra stated there will be full production capability within 2-3 months 12-14 boats per month. New QC procedures mean boats take longer to assure final assembly before shipment. There will be a significant waiting list but teams are waiting for confirmation from World Sailing as to events for 2020.

Bruno de Wannemaeker asked what the lower wind limit for foiling would be. Peter Vink replied that the boat will be able to foil in 7 knots of wind.

George Fundak commented that a lot of time, money and energy from the sailors had gone into making the previous version of the Nacra 17 usable and that there were concerns that the knowledge gained by sailors in how to sail the Nacra 17 would not be transferrable to the new foiling platform. George expressed thanks to Nacra Sailing for the work undertaken in developing the structure of the boat, but noted that with only 21 months until the first Olympic qualifying regattas, it did not give sufficient time for teams to really test the new boats and that the progression to the new foiling platform was too soon for the Olympic Games in 2020.

Marcus Spillane informed the committee that the class had had a long conference call with teams and the designers and builders and that the majority of the class had voted (59% for/ 41% against) to adopt the full foiling configuration. The 2017 Europeans and World Championships had been delayed in order to give the manufacturers time to build and supply boats so those championships can be sailed in the new fully foiling configuration.

Kim Andersen summarises that the equipment needs to change to go forward. The structure needs updating and the board cases need to change with or without the change to fully foiling configuration. Dina Kowalyshyn agrees that the structural changes are absolutely necessary but that the changes to the daggerboards from C shaped boards to Z shaped boards and addition of ailerons to the rudders was as much of a safety aspect that was required to keep the boat sailable in bigger winds.

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Kim Andersen concluded the discussion noting that the Equipment Committee needed to either support or reject the direction the Nacra 17 Class and manufacturer are taking. On a vote of 9 in favour, 1 against and 2 abstentions, the committee support the decision to adopt a full foiling configuration for the Nacra 17 going into the next Olympic cycle.

9. Youth Multihull Equipment

Kim Andersen invited Gunnar Larson from Nacra Sailing to the table to provide an update on the Nacra 15 equipment for the Youth Multihull Event. 2016 has been the launch year for the Nacra 15 and things have progressed very well so far. Many lessons have been learned from the introduction of the Nacra 17, and all Nacra 15 boats have been built and delivered without any issues arising.

There are currently 22 Nacra 15s on their way to New Zealand for use at the Youth Sailing World Championships where there will be 21 countries competing. In response to the committee's requests for Nacra Sailing to provide clinics on how to sail these new boats, Gunnar informed the committee that there were plans for a clinic in New Zealand at the time of the Youth Sailing World Championships.

Nacra Sailing are planning for a total number of 180 Nacra 15s to be built by the end of 2017, which would include the 75 initial orders which have been to date, noting that demand has been overwhelming for this youth equipment which is very pleasing for Nacra. In summary, production is going well with no quality issues and they are ready for an excellent event in New Zealand at the end of the year.

Barry Johnson asked that of the 75 boats built to date, 22 of which are in New Zealand, have the remaining boats been sent to other countries or are they still at the factory? Gunnar replied that they are either in transit, or have been delivered.

Kim Andersen was happy with the progress and hopes Nacra Sailing are keeping on top of the quality control issues and continue to monitor the equipment and if there are any arising issues.

George Fundak noted that while youth catamaran sailing is increasing, many smaller MNAs have difficulties bringing together a multihull program and so the introduction of programs for emerging nations would go a long way to supporting the development of youth multihull sailing.

Gunnar updated the committee on the development of the fully foiling Nacra 15 for use at the Youth Olympic Games in 2018. The 4-foil configuration whereby both daggerboards remain in the fully lowered position at all times provides safer foiling for youth and less experienced sailors. The development of this configuration has been used for the Nacra 17 foiling configuration.

In designing the foiling Nacra 15, it was decided that it should not be as aggressive as the Olympic Nacra 17 and so it has been designed to be exciting enough for the youth sailors but safe enough for all stakeholders to get involved in the class. As a result, it is not fully foiling upwind and won't fly 1m above the water, but it is a foiling boat albeit in a much less extreme and safer way. The fully foiling Nacra 15 will become available from mid-2017 onwards and boats supplied for the Youth Olympic Games will be distributed to teams 8 days before the start of the competition so teams can get used to how the boat handles, although it should be noted that the same platform was used regardless of foil configuration and that both the C-boards (non-foiling) and Z-boards (foiling) were used on the same platform.

10. 2016 Olympic Sailing Competition & Paralympic Sailing Competition

Jason Smithwick gave a presentation on the Equipment Inspection at the Rio 2016 Olympic and Paralympic Sailing Competitions, noting the wide range of documentation, both pre-competition and in-competition documentation that had been produced in order to ensure equipment inspection ran smoothly, as well as details of the Medal race quarantine process, the supplied equipment and the on-board cameras and tracking unit applications concluding with several recommendations on how to improve in the future.

Barry Johnson provided further details on the 49er equipment inspection, highlighting the open and transparent process used in inspecting all the boats being key to minimising innuendo and rumour around the boat park. He informed the committee that templates had been used to check hulls and rudder angles and that an endoscope had been used to look inside the hulls to check for any non-compliance with the building specification and was pleased to inform that no issues had been discovered.

Jason Smithwick informed the committee that equipment inspection had gone very well during the Games, with issues found in only two boats; one Nacra 17 that failed to meet the building specification with regards distance between daggerboard cases which was subsequently replaced, and one 49erFX which was under the class minimum weight and which was corrected by the addition of lead shot and resin into the hull, in accordance with the manufacturer guidelines. Thanks were given to the whole Equipment Inspection team for a well-managed and executed event.

The Paralympic Sailing Competition was, by comparison, much more organised by Rio2016 and prepared for Equipment Inspection. The location for inspections had moved to a more central position in the marina which was easily accessible for all sailors and equipment. The only issue with regards equipment inspection at the Paralympics was that the Organising Authority had not provided suitable weighing scales for the Sonar Class and so no Sonars were able to be weighed before the competition.

Brian Todd added that the Paralympic Sailing Competition was well run and organised and it was sad to be losing sailing from the Paralympic program, but updated the committee on the work World Sailing has been doing to reinstate sailing in the Paralympics at the earliest opportunity.

11. Paralympic Equipment Evaluation

Brian Todd updated the committee on the Paralympic Equipment Evaluation events that took place over the summer in Torbole (ITA) and Medemblik (NED). It was reported that the Hansa 303 (one person, non-technical), Weta Trimaran (two person, non-technical) and 2.4 Norlin One Design (one person, technical) had been selected as the equipment to be used should sailing be reinstated into the Paralympic programme. The Para World Sailing Committee were still working through race format ideas that would be suitable for the types of boat selected.

Kim Andersen noted that in the future, all Paralympic equipment should be included in the Olympic equipment working party discussions and recommendations.

12. 2024 Olympic Event and Equipment Decisions

Jason Smithwick presented the Price Waterhouse Coopers analytical review of the World Sailing Classes to the committee, explaining that it was an opportunity to review the Olympic Games programme based on the IOC's Agenda 2020 recommendations.

One of the areas analysed was innovation. Dina Kowalyshyn commented that innovation is difficult to judge and what data do we have in order to make such a judgement, and furthermore, what additional data is required to yield meaningful results? Continuing, she also asked what it meant to move from a sport based program for the Olympic Games to an

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event based program. The response was that a 'sport based' Olympic program is the current structure of the Olympic Games with each of the 28 sports holding a number of different events. An 'event based' Olympic program is one where the total number of events and athletes is controlled, regardless of the number of sports to which they belong.

Kim Andersen thought the study into World Sailing Classes was useful and provided good feedback on the state of the classes, but felt that producing the report now for decision making on events and equipment for the 2020 Olympic Sailing Competition was too late and that it would be more beneficial going forward to the 2024 Games instead.

13. Equipment Rules of Sailing

Jan Dejno introduced the committee to a concept by which the Equipment Rules of Sailing could be updated more regularly than every four years which was discussed in the Equipment Control Sub-committee. There was some concern that allowing amendments to current definitions or rules for equipment control would be confusing and would potentially have great effect on the large number of classes invoking the ERS in their class rules. It was noted that any amendments to the ERS in between the current four yearly cycle would be limited to the addition of new definitions only, and that classes could pick up and use the newly approved definitions immediately without having to wait for the end of the cycle.

Jan Dejno informed the committee he would produce a paper outlining the possible ways forward to allowing the Equipment Rules of Sailing to be updated more regularly than every four years and would bring this back to the newly formed Equipment Rules Sub-committee in the next cycle.

14. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

The Chairman of the Equipment Control Sub-committee, Jan Dejno, had nothing further to add to the report on the Equipment Rules of Sailing.

(b) Class Rules Sub-committee

The Chairman of the Class Rules Sub-committee, Bill Abbott, updated the committee on the number of class rules changes that had been made during the last year, noting that the current system of staff processing class rule changes was working well with the CRSC involvement in policy decisions.

15. Annual Report

A draft report from the Equipment Committee Chairman covering the period 1 January 2016 to 31 December 2016 would be distributed to Committee members and published in due course.

16. Any other Business

Bill Abbott raised a question on the Nacra 15 configurations that would be allowed within the class event structure, given that the boat had a foiling and non-foiling option depending on the choice of daggerboards used. It was agreed that status would be granted regardless of the configuration and was for the class in its entirety. This was also true for the CR:X Class which also has foiling and non-foiling options available.

Dick Batt commented that safety whilst sailing and the use of helmets and protective clothing was an important part of the sport going forward and that World Sailing should remain alert to developments in this area and further work should be done to update the rules as necessary. Jason Smithwick agreed this was an excellent idea and that World Sailing would continue seeking further advice and this topic should be brought back to the Mid-Year meeting of the Equipment Committee in May 2017 for a more in-depth discussion on how the Equipment

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Committee can best to lead this going forward. Barry Johnson noted that classes specifying the use of helmets and protective clothing should be reminded of the Racing Rules of Sailing Appendix H and ensure their sailors can remain in compliance with the Racing Rules as well as the Class Rules.

Bruno de Wannemaeker queried the PwC report, commenting that it had not been widely known about before the meeting and only seeing it for the first time here meant many committee members were unprepared for it and could not fully digest the content or implications. Jason Smithwick explained that it was an opportunity to review the Olympic Games programme based on the IOC's Agenda 2020 recommendations with a need for fact-based and impartial recommendations on existing events and equipment to the World Sailing Council. This review of the events and equipment would help to confirm the Tokyo 2020 Olympic Games programme taking the IOC's 'Agenda 2020' topics into account. Bruno asked if the purpose of this review was to find any alternative classes or events that could replace any of the existing events. The way forward was unclear; however, by having this data available it would allow Council and committees to make fact-based decisions on any events or equipment that may be selected for use at the Olympic Sailing Competition in the future. Brian Todd added that the Para World Sailing Committee did not have this type of information available to them when asked to provide a Paralympic Review and having this in place, updated on a regular basis, will be very useful for all aspects of sailing going forward. Kim Andersen commented that this report and structure had a lot of merit going forward, but aiming for 2020 was too soon and did not leave any time before the first qualifying events and whilst there was support for the report and the direction it was taking, it would be more appropriate for the 2024 Olympic Sailing Competition.

There being no further business, Kim Andersen thanked the Committee and World Sailing Technical Department Staff for their work and support during the four-year period. George Andreadis thanked Kim Andersen for his chairmanship over the past four years and expressed his pleasure at sitting on this committee during his time on the Board and wished the committee well for the new term. The meeting closed at 1625.