



The Equipment Committee met at 09:30 – 18:00 hours on Tuesday 10 November 2009 at the Paradise Hotel, Busan, South Korea

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

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<i>Present:</i>	
Dick Batt (Chairman)	Jan Dejno (Class Rules SC Rep)
Dina Kowalyszyn (Vice Chairman)	Patrick Lindqvist (Special Regs SC Rep)
Alberto Predieri (ISAF Vice President)	Dick Rose (Racing Rules Rep)
David Brookes (ISAF Classes Rep)	Dimitris Dimou (Equipment Control SC Rep)
Bruno de Wannemaeker (Windsurfing Rep)	George Fundak
Kim Anderson	Carolijn Brouwer
Barry Johnson	Bill Abbott
<i>Apologies:</i>	
Georg Tallberg	Marta Weöres
Riccardo Simoneschi	Ali Hulki Oruz
Boris Hepp	Stan Honey
Henri Samuel	
<i>Also Present:</i>	
Jason Smithwick (ISAF Head of Technical & Offshore)	Henry Thorpe (ISAF Technical Co-ordinator)
Rob Taylor (ISAF Technical Co-ordinator)	Norbert Marin (ISAF Technical Co-ordinator)

1. Opening of the Meeting

The Chairman opened the meeting by welcoming the new Committee members. Alberto Predieri spoke to the Committee about the submission process and how any future submission made by the Chairman of a committee should be distributed to that committee for comment and agreement prior to lodging with the ISAF Secretariat.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the Equipment Committee meeting of 25 April 2009 were noted and there were no matters arising not otherwise covered on the agenda.

3. World Sailing Speed Record Council

(a) There was no representative from the World Sailing Speed Record Council present at the meeting; however a written report was distributed and it was noted by the

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Committee that the outright sailing speed record was now held by Alain Thébault and the crew of L'Hydroptère at a speed of 51.36 knots over the 500m course and 50.17 knots over the 1NM course.

4. Applications for ISAF International Status

(a) International One Metre Class

The application from the International One Metre Class was withdrawn as the Class' negotiations with the Radio Sailing Division continue. It was noted by the Committee that when the class is ready to submit an application for ISAF Class status, the International One Metre class would be very welcome as they already far exceed the numeric and worldwide distribution requirements of Regulation 26.

(b) RS Tera Class

The application from the RS Tera Class to upgrade from Recognised to International Status was considered and the revised worldwide distribution figures were noted by the Committee which exceed the requirements of Regulation 26.

Recommendation to Council:

Approve

(c) Maxi Class

The committee received the application from the Maxi Class for International Class status.

It was noted that a 2nd world championship for the Maxi division of the International Maxi class was awarded by the ISAF Executive Committee in their meetings in September.

The Committee were informed of the ongoing correspondence between the Class and the ISAF Staff and how they were working towards conforming with the necessary regulations. This was reiterated to the Committee by Fabrizio Pirina (Maxi Class representative and observer) who said the class were very keen to become involved in ISAF and were committed to gaining ISAF Class status.

It was noted that the class rules are still contained within their by-laws and not in a suitable ISAF rules format, and that they still had some considerable work to be done in order to make this happen. Questions were raised over the distribution of boats, especially those that attended the Class World Championship earlier in the year. Concern was raised over the owner/driver and professional divisions in the class and that there was confusion over which division was actually awarded the World Championship title. It was noted the class had stated that they would be only one World Championship in each of the two divisions (Mini Maxi and Maxi) in a letter sent to the Secretariat

It was agreed by the Committee to defer awarding ISAF International Status to the Maxi Class until such a time that they fully meet the requirements of the regulations and that the class would use this time to continue working with the ISAF Staff to achieve this.

Recommendation to Council:

Defer

Maintain Provisional status until such time that they fully meet the requirements of ISAF International Status

5. Applications for ISAF Recognised Status

(a) Laser Vago

The application from the Laser Vago Class regarding Recognised status was considered by the Committee.

It was noted that the class rules were in the Standard Class Rules format and had been drafted by the ISAF Staff in consultation with the Class Association, there was sufficient worldwide distribution and they meet the numeric requirements of Regulation 26.

It was also recommended that for any class applying for ISAF Class status their approval as an ISAF Class should be subject to signing the ISAF Classes agreement, this was unanimously agreed within the Committee.

Recommendation to Council:

Approve subject to signing the ISAF Class agreement

(b) RS 500 Class

The Committee considered the application from the RS 500 Class for Recognised Status.

It was noted that the class rules were in the Standard Class Rules format; however there was some work still to be done and the Class would continue to work with the ISAF Staff to resolve these issues, there was sufficient worldwide distribution and they meet the numeric requirements of Regulation 26.

Recommendation to Council:

Approve subject to signing the ISAF Class agreement

(c) RC44 Class

The Committee considered the application from the RC44 Class for Recognised Status. Bill Abbott informed the Committee of the views of the Class Rules Sub-Committee, which expressed concerns over certain class rules invoking the ISAF Sailor Classification Code. It was felt these issues were by no means insurmountable and the application should be accepted subject to addressing the class rule issues and signing of the ISAF Classes agreement

Recommendation to Council:

Approve subject to signing the ISAF Class agreement

(d) Kona One Design Class

The application from the Kona One Design Class for Recognised Status was considered by the Committee. It was noted there was a large distribution of boards that far exceeded the numeric and worldwide distribution requirements of Regulation 26. There were no concerns raised over the class rules and it was agreed to approve the application subject to signing the ISAF Classes agreement.

Recommendation to Council:

Approve subject to signing the ISAF Class agreement

(e) Class 40

The application from the Class 40 for Recognised status was discussed in some detail by the Committee.

The Committee were informed that the class were already paying plaque fees on new boats built and had already held a successful World Championships earlier this year.

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Concern was raised about the class rules and it was noted that the class were working with the ISAF Staff on redrafting them into the Standard Class Rules format; however this was taking some time since the template was not properly set up for this type of boat. Whilst it was considered unfortunate that this class had a further delay in gaining Recognised Status, it was felt better to use this opportunity to develop the class rules and improve the template for future classes of this nature rather than rush into ISAF recognition. The class were thanked for their continued work on these rules and their patience in awaiting ISAF Status.

Recommendation to Council:

Defer

Maintain Provisional status until such time that the class rules are in an acceptable standard

6. Review of ISAF Class Status

(a) International Nacra F18 Catamaran Class

Background papers had already been distributed to the Committee detailing the correspondence between the Class and the ISAF Staff and how there has been no payment of fees for any boats built since the class was first recognised by ISAF in 2004. The Committee were made aware that the class annual subscription fee was paid and up to date, if not always paid on time.

David Brookes informed the rest of the Committee that the opinion of the ISAF Classes Committee was that the Regulations should be applied evenly to all classes, and that as a representative of Hobie Cat he would be abstaining from any vote on this matter.

Hugh Styles (Nacra Class representative and observer) representing the Nacra F18 Class informed the committee that the Nacra F18 as recognised by ISAF was an old design and that they were no longer being built, although there were still a number of boats actively racing.

The Committee were asked if they would consider the Nacra Infusion to also be the 'Nacra F18' as Recognised by ISAF. After a long discussion, this was not felt to be appropriate since the Infusion was a significantly newer and different design than the original and this would be an unfair advantage on classes such as the Hobie Tiger where Hobie Cat have developed a newer design but are not trying to substitute the new boat for the existing ISAF class. It was unanimously agreed that if the Nacra Infusion met the requirements of ISAF Regulations, it would be very welcome to apply for Class status in its own right, however it could not be accepted in place of the existing Nacra F18. This opportunity was welcomed by Hugh Styles who asked how this process took place and what was the earliest opportunity for the Infusion to become an ISAF Class. It was discussed that if there was to be a mid-year meeting of the Equipment Committee in May 2010, any application from the Nacra Infusion Class may be considered then, otherwise it would be included on the agenda for the Equipment Committee meeting in November 2010. The class should deal directly with the ISAF Staff in making the necessary application.

Recommendation to Council:

Withdraw ISAF Class Status on the basis they no longer meet the requirements of Regulation 26

(b) International A-Class Catamaran

The Committee were informed that since the agenda was published there has been a further correspondence with the A-Class Catamaran Class who, although they have never bought any plaques since becoming an ISAF Class, has now agreed a system of

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implementing this from 1 January 2010 and have included this requirement in the latest changes to the class rules. It was felt the best option was to defer recommendation of removal of ISAF Class status whilst the class continue to work with the ISAF Staff on payment of fees due on new boats and review at a future meeting – Mid-year if one is scheduled, or the next Annual Conference. This was voted unanimously in favour.

Recommendation to Council:

Defer

Continue working with the class to set up and implement the plaque system and monitor payment

(c) International Vaurien Class

The Committee were informed that since the agenda was published there has been some correspondence with the Vaurien Class who have now purchased a number of plaques for boats built this year. It was felt the best option was to defer recommendation of removal of ISAF Class status whilst the class continue to work with the ISAF Staff on payment of fees due on new boats and review at a future meeting – Mid-year if one is scheduled, or the next Annual Conference. This was voted unanimously in favour.

Recommendation to Council:

Defer

Continue working with the class to set up and implement the plaque system and monitor payment

(d) Micro Class

The Committee were informed that communications between the class and the ISAF Staff had recently reopened and that they had proposed to pay plaque fees on every boat attending the class world championships. Kim Andersen felt the Micro class had ignored the regulations for many years and that the proposed solution was not in line with the regulations and should therefore not be accepted.

On a proposal by Kim Andersen, seconded by Georg Fundak and a vote of nine in favour, one against and one abstention it was recommended that the Micro Class have its ISAF Class status withdrawn for non-payment of fees on new boats built.

Recommendation to Council:

Withdraw ISAF Class Status on the basis they no longer meet the requirements of Regulation 26

***NOTE:** Later on in the meeting information was received from those connected with the class that the Micro class would comply with the regulations, the committee gave approval for the Chairman and secretariat to gain written confirmation and review the committee decision before Council. Subsequent to the meeting and prior to the Council meeting, written confirmation was received from the Micro Class that they would endeavour to meet the requirements of regulation 26 and work with the Secretariat staff to implement a system of getting ISAF plaques onto the boats.*

(e) ORMA 60 Class

It was noted by the Committee that the ORMA 60 class no longer has an active Class Association, no boats actively racing and no new boats being built. It was agreed on a vote of eleven in favour, one against that the ISAF Class status of the ORMA 60 be removed for failing to meet the requirements of Regulation 26.

Recommendation to Council:

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Withdraw ISAF Class Status on the basis they no longer meet the requirements of Regulation 26

7. Future Planning

The Chairman led a discussion on the development of equipment strategy and policy for the next three years.

David Brookes raised the question of the need for input from the ISAF Classes. Jan Dejmo commented that the user group was considerably larger than just the ISAF Classes as this policy would have to extend to all other classes as it would cover equipment inspection at many different events from club sailing to national events which may not have an ICA or NCA membership requirement.

Dick Batt highlighted the benefits of an online certification system which were considered by the committee. The principle aim is to make equipment inspection at events simpler, less time consuming and more effective. Training was highlighted as critical to the success of any scheme such as this and although there was still work to be done, it would need timeframes to be established in order to complete the scheme.

8. Submissions

Youth Olympic Sailing Competition

(a) Classes and Equipment for the Youth Olympic Sailing Competition

The Committee noted submission 094-09 from the Federación Argentina de Yachting and the Yacht Club Ypacarai proposing a new regulation 16.5 regarding selection of classes and equipment for the Youth Olympic Sailing Competition. Dina Kowalyshyn felt this was premature to include in the regulations at this stage since the Youth Olympic Games had no confirmed future after the event in August 2010. On a proposal by Dina Kowalyshyn, seconded by Kim Andersen it was agreed that if this event was to continue, any selection of equipment should be done through the normal committee structure and approved by Council.

Opinion: Reject

This is premature. However, when equipment is chosen for any IOC event this should go through the ISAF Committees and Council.

Windsurfing and Kiteboarding

(b) Kiteboarders – Obtaining designation as an International or Recognised Class

Submission 073-09 from the International Kiteboarding Association was reviewed by the Committee. It was agreed that kiteboards should be included in the regulations since they were now an ISAF Class and it was widely thought that bringing the requirements for kiteboards in line with the windsurfer requirements was a good idea. It was noted that there were no numeric requirements in the submission for Kiteboarding Recognized Class Worldwide numbers. On a proposal by David Brookes, seconded by Bruno de Wannemaeker and voted unanimously it was recommended that the kiteboard requirements are brought into line with windsurfing requirements in the regulations.

Recommendation to Council: Approve with the following amendment

That kiteboarding worldwide distribution should be brought into line with the Windsurfing worldwide distribution.

(c) Windsurfers – Obtaining Designation as an International or Recognized Class

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Submission 074-09 from the International Formula Windsurfing Class was considered alongside submission 073-09 as it deals broadly with the same issues. On a proposal by David Brookes, seconded by Bruno de Wannemaeker and voted unanimously it was recommended that the kiteboard requirements are brought into line with windsurfing requirements in the regulations.

Recommendation to Council: Approve with the following amendment

To match the numeric requirements for kiteboards to those of windsurfers.

(d) Kiteboarding – Participation and World Titles

Submission 092-09 from the International Kiteboarding Association to change regulation 18.2.1 to include Kiteboarding in the criteria for minimum participation at World Championships was noted by the Committee. Following the previous discussion on submissions 073-09 and 074-09 it was agreed that any requirements for kiteboards should match those already in place for windsurfers.

On a proposal by Kim Andersen, seconded by David Brookes and voted unanimously it was recommended to approve the submission.

Opinion: Approve

Advertising Code

(e) Advertising Code

There was some confusion regarding submission 011-09 from the Executive Committee on the removal of redundant event definitions in regulation 20.1. Alberto Predieri had informed the Committee this submission may be withdrawn with the exception of those parts effecting regulation 20.6.5; however this would not be confirmed until after the Executive Committee meeting.

Opinion: Approve with the following amendment

Approve proposal 1

Only approve the amendments to 20.6.5 of Proposal 2

(f) Advertising Code – Classes and Rating Systems

Submission 013-09 from the Executive Committee regarding the addition of regulation 20.5.8 to include the responsibilities of a National Class Association when entering into a sponsorship contract was discussed by the Committee. Caroljin Bouwer raised some concern over the practicalities of this and how it would be administered but generally this submission was supported by the Committee.

Opinion: Approve

(g) Advertising Code – Advertising Code – Supplementary Entry Fee

The Committee noted submission 015-09 from the Executive Committee regarding the addition of regulation 20.8.3 to permit variable entry fees for boats carrying advertising. This was discussed in some detail with Bill Abbott giving the opinion of the Class Rules Sub-committee which was that this may be suitable for larger offshore boats with a fully professional team onboard; however it was inappropriate to apply this to smaller boats with much less of a budget. As an indiscriminate code applying to all boats it should be written in such a manner that suits all users.

As the submission did not clearly determine the type of boat that may be charged additional fees, it was difficult to support a proposal that may seriously affect a large number of competing sailors around the world and so the Committee were agreed that this submission should be rejected.

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Opinion: Reject

Support the opinion of the Class Rules Sub-committee which is as follows:

The regulation may be appropriate for Offshore Racing boats but the Committee believe additional entry fees should not be charged for others events. The regulation should be redrafted to consider this opinion.

ISAF Regulation 26

(h) ISAF Plaque Fee Calculation

Submission 027-09 from the Executive Committee regarding ISAF plaque fee calculations was noted by the Committee. Bill Abbott declared a conflict of interest since he was still a licensed boat builder of ISAF Classes and would not take part in any subsequent vote. It was agreed that this submission was a tidy up of the existing regulation and therefore the opinion of the Committee was to approve the submission.

Opinion: Approve

(i) Class Rules Changes and Interpretations

Submission 075-09 from the Chairman of the Equipment Committee regarding class rule changes and interpretations was discussed in some detail by the Committee. Bill Abbott expressed the need for manufacturer controlled classes to allow access to how the equipment is to be used, whilst maintaining the need for a confidential building specification. Dina Kowalyshyn informed the committee the Equipment Control Sub-committee would review and address the agreement with manufacturer controlled classes with a view to maintaining a confidential building specification whilst allowing some details on rigging set up and areas controlled by equipment inspection to be open for use by sailors and event organisers.

Dick Batt commented that the proposed friendly amendment of changing "Equipment Committee" to "ISAF" was not considered friendly and changed the intent of the submission. There followed a general discussion on how other regulations refer to "ISAF" rather than any specific committee or area of responsibility in a general sense, making it more generic, and that once referred to ISAF, it would be then be delegated to the correct body.

Phillip Tolhurst reported the views of the Constitution Committee which involved a number of changes to the wording which he did not believe changed the intent and could be taken as friendly amendments. These changes were drafted round the table during the meeting and agreed by the Committee. David Sprague (observer) commented on a number of articles of the Constitution that may cause problems for this submission to go ahead and Phillip Tolhurst acknowledged these and would work on the issues with the Constitution Committee.

Recommendation to Council: Approve with the following amendment

Support the amendments made round the table by the Chairman of the Constitution Committee below:

26.11 International and Recognized Class Associations shall change their Class Rules in accordance with the following procedures (unless otherwise approved by the ~~Equipment Committee~~ ISAF and provided for in the agreement defined in Regulation 26.3).

26.11.9 Changes to manufacturing/building specification shall be handled as per Class Rule changes except that for equipment with a confidential building specification the change shall be ~~authorized~~ handled by the ISAF Secretariat after consultation with the Chairman of the Class Rules Sub-committee (if he is

~~conflicted, another committee member) instead of the Class Rules Sub-committee.~~

26.12 International and Recognized Class Associations rule interpretations shall be made in accordance with the following procedures unless otherwise provided for in the agreement defined in Regulation 26.3. Any alternative procedure shall be approved by ISAF the Equipment Committee.

Classes

(j) ISAF to Protect the Design Characteristics and Integrity of Their Classes

Submission 034-09 from the Chairman of the ISAF Classes Committee regarding a new regulation to govern how ISAF shall further protect the design characteristics and integrity of their classes was introduced by Jeff Martin, Chairman of the ISAF Classes Committee.

It was noted that Article 8 of the Constitution already covers the need for ICA members to be responsible for protecting the design characteristics of their classes. Jeff Martin replied that it was often very difficult to find these clauses within the Constitution and the classes may be better served with this written into the regulations. There was some agreement around the table for this; however it was felt that the wording of the submission was somewhat strict and since there was no defined method of implementing fines or suspensions it was suggested amending the wording to "may impose penalties" rather than a definite clause as this allowed some leeway in how individual cases were handled.

On a proposal by Dick Batt, seconded by Dina Kowalyshyn and voted unanimously by the committee it was recommended to approve the submission with the amendments that were made during the meeting.

Opinion: Approve with the following amendment

"That ISAF shall further protect the design characteristics and integrity of their classes with new regulation(s) or a change to an existing regulation(s) that specifically prohibits an Organising Authority or ISAF member to organise a one design class race using substantially ISAF class equipment with all or part of that ISAF class rules amended or deleted unless that class permits such use. Such regulation(s) ~~shall include~~ **may impose** penalties ~~that shall at least include a fines and suspensions.~~"

Equipment Evaluation and Selection

(k) High Performance 2 Person Women's Trial

The Committee received submission 070-09 from the Danish Sailing Federation regarding a further High Performance 2 person women's evaluation event alongside submission 071-09 from the Royal Yachting Association on the same matter.

Kim Andersen raised the question of whether the event should be decided before the equipment was assigned, in particular with the limited event descriptions used, it was important to separate the selection of equipment from the selection of events. With this in mind though, the event selection process should be made earlier than it currently is with events selected in 2011 and the equipment in 2012, this only gives a four year lead time on any new equipment for the Olympic Sailing Competition.

The previous equipment trials held in 2007 were discussed and it was noted the results of these trials proved there was suitable equipment available for a women's high performance two person dinghy. Barry Johnson noted that further to the trials in 2007, a number of boats had been further developed to make improvements on their original design. Dina Kowalyshyn acknowledged this and noted it was difficult to get finalised

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products to trials where the final direction and outcome is unknown to the manufacturers.

Jen Glass (observer) asked the Committee to give serious consideration to selection of a high performance dinghy for women. As a sailor already competing in this type of boat she asked for a defined pathway from sailing boats such as the 29er at the Youth Worlds to something equally exciting at the Olympic Sailing Competition.

On a proposal by Kim Andersen, seconded by Dina Kowalyshyn on a vote of six in favour, three against and one abstention it was agreed to recommend approval of submissions 070-09 and 071-09.

Recommendation to Council: Approve

- (l) High Performance 2 Person Women's Trial

Submission 071-09 from the Royal Yachting Association regarding a further High Performance 2 person women's evaluation event was discussed with submission 070-09 from the Danish Sailing Federation on the same matter.

Recommendation to Council: Approve

- (m) Windsurfing Equipment Evaluation

Submission 072-09 from the International Funboard Class Association regarding an evaluation of equipment available for the windsurfing event in the Olympic regatta was discussed with submission 083-09 which broadly covers the same topic.

It was agreed unanimously by the Committee that it would be best to wait for the recommendations of the Olympic Commission on this matter.

Recommendation to Council: Defer

The Equipment Committee is waiting for the final report from the Olympic Commission

- (n) Selection of Windsurfing Equipment

Submission 083-09 from the Polish Yachting Association regarding a working party to support selection of Windsurfing Equipment for the 2016 Olympic Sailing Competition was discussed with submission 072-09 from the International Funboard Class Association on the same matter.

Opinion: Defer

The Equipment Committee is waiting for the final report from the Olympic Commission

- (o) Selection of Equipment for 2016 Olympic Sailing Competition

Submission 084-09 from the International Laser Class Association regarding selection of the Laser and Laser Radial as the equipment for the 2016 Olympic Sailing Competition under regulation 16.1.1(d) was debated by the Committee. It was felt this submission was a little premature since the events for 2016 were not yet decided and there was a proposal by Bill Abbott to defer this submission until such a time. This motion was seconded by Georg Fundak; however, following further discussion this motion was withdrawn by Bill as the discussion concluded it would be some time until the events were confirmed and a new submission should be made nearer the time.

On a proposal from Dick Batt, seconded by Dina Kowalyshyn and with just one abstention by David Brookes, it was agreed to recommend rejection of this submission until such a time where the events for the 2016 Olympic Sailing Competition were decided.

Opinion: Reject

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The Equipment Committee was uncomfortable recommending equipment where there is no certainty of the events for the 2016 Olympic sailing competition.

Tracking Systems

- (p) Suggested Tracking System, Controlling of Starting Line and the Course

The Committee discussed submission 082-09 from the Hungarian Yachting Association and the Russian Yachting Federation, submission 088-09 from the Deutscher Segler-Verband and submission 089-09 from the Polish Yachting Association regarding use of tracking systems for Olympic and ISAF events at the same time.

Kim Andersen noted this was part of the media strategy for future events. Dina Kowalyszyn commented that although there had been significant development in recent years on the technology used in tracking, it would be premature to move forwards with these submission as there was still much work to do in developing the technology to a satisfactory level. Kim Andersen agreed with this and commented that using tracking to call boats OCS was still a long way off being feasible.

Bruno de Wannemaeker said that the use of tracking systems was a good idea for the future; however it was not yet ready. There was general agreement that a standard should be developed for all different tracking systems to use that would be accurate enough for use in sailing competitions; however, until such a time this was available, these submissions would have to be rejected. This was unanimously agreed by the Committee.

Opinion: Reject

The Equipment Committee believes in this project, but do not believe the technology is ready yet. We are waiting for a standard to be proposed

- (q) Tracking System (SWC and Grade 1/2)

Submission 088-09 from the Deutscher Segler-Verband (DSV) regarding Introduction of standards for the usage of tracking systems for tracking and race management was discussed along with submission 082-09 on the same subject.

Opinion: Reject

The Equipment Committee believes in this project, but do not believe the technology is ready yet. We are waiting for a standard to be proposed

- (r) Tracking System

Submission 089-09 from the Polish Yachting Association regarding prescribing mandatory use of a tracking system for ISAF Events including ISAF Sailing World Cup Events was discussed along with submissions 082-09 and 088-09 on the same subject.

Opinion: Reject

The Equipment Committee believes in this project, but do not believe the technology is ready yet. We are waiting for a standard to be proposed

Racing Rules of Sailing

- (s) RRS 87 Changes to Class Rules

Submission 142-09 from the Royal Netherlands Yachting Union regarding RRS 87, changes of the Class Rules within the notice of race and sailing instructions was discussed by the Committee. There was a long discussion about how changes to class rules stated in the notice of race, which may be published far in advance of the event, could change the design characteristics of equipment such as sails used by

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the competitors which would be an undesirable consequence of approving this change to the Racing Rules. By requiring any change of class rules to be included in the notice of race, it takes away any flexibility in making emergency changes in the run up to an event, or at the event itself, and whilst it was agreed that changing the class rules for an event was not ideal, the ability to change them in the case of an emergency at an event should be maintained.

On a proposal by Bill Abbott, seconded by Dina Kowalyshyn and a vote of five in favour, three against it was agreed to recommend rejecting this submission.

Opinion: Reject

It takes away the flexibility of making emergency changes to the class rules close to an event

(t) RRS 87 Changes to Class Rules

Submission 143-09 from the Royal Netherlands Yachting Union regarding RRS 87, changes of the Class Rules within the sailing instructions by a national class association was discussed and it was thought that submission 144-09 presented a better solution and so it was unanimously agreed to recommend rejecting 143-09 in favour of 144-09.

Opinion: Reject

Submission 143-09 was rejected in favour of 144-09

(u) RRS 87 Changes to Class Rules

Submission 144-09 from the Royal Netherlands Yachting Union regarding RRS 87, changes of the Class Rules within the sailing instructions with permission of the class rules authority as opposed to the class association was discussed in more detail as it was felt that whilst it presented a better solution than submission 143-09, there was some concern over the use of the expression "Class Rules Authority". Jan Dejmo thought it would be possible to use the definition of "**Class Authority**" from the ERS in the Racing Rules, but was unsure on how far it should be taken at an event...

Jeff Martin (observer) gave the opinion of the ISAF Classes Committee.

On a proposal by Bill Abbott, seconded by Bruno de Wannemaeker and a vote of six in favour, three against, it was agreed to recommend this submission be approved.

Opinion: Approve

(v) RRS G1.2 Specification Identification on Sails

The Committee briefly discussed submission 151-09 from the Royal Netherlands Yachting Union regarding RRS G1.2 to include the requirement for sail numbers to be contrasting to the colour of the sail. It was noted that the current wording of the rule included the phrase "clearly legible". It was felt that if sail numbers were of a similar colour to the body of the sail, then it was not clearly legible and already in contravention of this rule and as a result, the additional wording was not necessary. This was unanimously agreed by the Committee.

Opinion: Reject

The Equipment Committee supports the opinion of the Equipment Control Subcommittee in that it was felt the current wording of Appendix G was sufficiently clear and the amendment was not necessary.

9. Submissions Deferred from the November 2008 Council Meetings

(a) 2016 Olympic Sailing Competition - Events

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Submissions 084-08, 085-08, 086-08, 087-08 and 088-08 regarding events for the 2016 Olympic Sailing Competition were all considered together.

Georg Fundak asked if kiteboarding should be considered different to windsurfing. Bruno De Wannemaeker and Dick Batt both agreed that they should be considered separately.

Dina Kowalyshyn suggested it would be best to wait for the recommendations from the Olympic Commission on events for future Olympic Sailing Competitions and that it would be premature to select equipment on the basis that future events were not yet confirmed. This was agreed by the rest of the committee who voted, in favour of rejecting these submissions, with eleven in favour and one abstention, until such a time that the Olympic Commission have made their recommendations.

Opinion: Reject

To wait for the deliberations of the Olympic Commission

10. Regulations Regarding ISAF Classes & World Championships

A report from the joint Events and Equipment Committee Working Party was received and discussed by the Committee.

Bruno de Wannemaeker questioned the revision of age and gender requirements and Caroljin Brouwer raised concerns that sailing could become centred on Europe if the right to hold a World Championship was dictated by the number of boats attending the event since there are always more boats attending European events rather than the more remote nations. The Committee were thanked for their contribution and all comments would be passed onto the Working Party as they continue their work.

11. Championship Rules

- (a) Bill Abbott gave a brief verbal report on the developments of the Championship Rules Working Party during the year. It was noted that although work on producing a template for Championship rules within the Standard Class Rules format was progressing well, there was still some work to be done on the details of the proposal to move Championship rules away from the class rules.
- (b) A paper prepared by the Star Class on the use of coach boats at events was discussed by the Committee. Bill Allen, President of the Star Class, was invited to the table to be involved in the discussion.

Bruno de Wannemaeker informed the Committee that windsurfers really did require their coach boats at events as they looked after food, drinks and spare clothing which the competitor could not carry themselves. They were also needed as somewhere to rest between races. This was understood by the committee.

Further discussion focused on the logistics of including coach boats at events and the impact of a large number of coach boats crowding around the start/finish area.

12. Equipment Rules of Sailing

- (a) Dina Kowalyshyn gave a verbal report on the progress of the Equipment Rules of Sailing detailing a number of areas that needed addressing in the coming months and informed the Committee of a forthcoming ERS Working Party meeting in the New Year, although the dates were still to be confirmed, the possibility of combining this with equipment inspection at the Miami OCR was raised as a possible date and venue.

13. Standard Parameters & Notations for Descriptions of Boats

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An update from the Standard Parameters & Notations for Descriptions of Boats Working Party was received. It was noted that there had been no real development in recent months as the various members of the Working Party disagreed on the best way of moving this forwards. The Equipment Committee recommended to the Oceanic and Offshore committee that members of the working party were to be revised as per their minute at the mid-year meeting.

14. In-House Certification

The Committee received a verbal report from Jason Smithwick on the progress of the ISAF IHC scheme, where it was noted that since the last meeting of the Equipment Committee two of the biggest sailmakers in the world had now signed up to the scheme, these being North Sails Japan and China Sail Factory. ISAF are acting as the Authorizing Authority for both these sailmakers until such a time where JSAF are in a position to take over, it is anticipated this will happen early in 2010. Aside from these two sailmakers, take up to the scheme has been relatively slow again during 2009 with just five sailmakers worldwide and the RYA and ISAF as Authorizing Authorities; however it is hoped that as some of the bigger sailmakers are now involved in the scheme, the volume of IHC certified sails appearing at events would encourage other classes and their sailmakers to get involved. Information is updated on www.sailing.org/ihc as it becomes available.

15. Event Equipment Inspection Policy

The Chairman presented a report regarding Equipment Inspection and the development of a policy for future events. There was some discussion on a centralised database of certified equipment for classes and how this may be used to make equipment inspection easier at events.

Also discussed was the use of discretionary penalties for post-race inspection agreed prior to the event with the Jury for infringements of class rules. This was used successfully at the 'Sail for Gold' regatta in September where penalties ranging from an additional three points per race to DNE for each race sailed that day were applied. This method of equipment inspection places the onus of complying with the class rules firmly on the competitor and competitor declaration forms were used at Sail for Gold for this very reason. It is anticipated that following the success of this it will be used at other Sailing World Cup events in the 2009-2010 series.

16. Reports & Opinions of Equipment Committee Sub-Committees

(a) Equipment Control Sub-committee

Dina Kowalyshyn briefly explained the list of work items to be undertaken by the Equipment Control Sub-committee including the Equipment Rules of Sailing, event equipment inspection and certification control and how this work was to be progressed during the forthcoming year.

(b) Class Rules Sub-committee

Due to the absence of the Class Rules Sub-committee Chairman, Bill Abbott spoke as Vice Chairman on the work carried out by the CRSC during this year. Concern was raised regarding how much support is given to classes from the Sub-committee in developing their class rules.

17. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

The Chairman of the Special Regulations Sub-committee gave a verbal report to the Committee. There was some discussion on the merits of Dyneema lifelines and

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concerns were raised if such lifelines were a good idea when considering the effects of chafe and UV degradation.

(b) **Oceanic & Offshore Committee**

The Chairman of the Oceanic & Offshore Committee reported that work was progressing well and there were no further matters arising that had not already been covered in the agenda.

18. Annual Report

The Chairman informed the rest of the Committee he would distribute the annual report covering the period 1 January 2009 to 31 December 2009 in due course.

19. Any other Business

- (a) The Chairman proposed there should be a change to the regulations such that if a class has their ISAF Class status withdrawn for non-payment of fees, they may not reapply without clearing the outstanding debt of unpaid fees. After a discussion led by Bill Abbott, it was agreed that a submission would be drafted for consideration at the 2010 Annual Conference.
- (b) Kim Andersen spoke about choosing equipment for IOC events such as the Youth Olympic Games and believed the Events, Equipment and Racing Rules Committees should all be involved in the selection process.

Dick Batt thanked the committee for their ongoing work and there being no further business the meeting closed at 1800.