Equipment Committee Minutes

The Equipment Committee will meet at 09:30 – 18:00 hours on Wednesday 31 October 2018 at the Hyatt Regency Sarasota, Florida, USA.

Please refer to the World Sailing website [www.sailing.org](http://www.sailing.org) for the details of the submissions on this agenda.

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. World Sailing Speed Record Council
4. Applications for World Sailing Class Status
5. World Sailing Class review
6. Received Submissions
7. Safety
8. 2024 Olympic Event and Equipment Decisions
9. Olympic Equipment
10. Equipment Control and Inspection policies
11. Youth Equipment
12. Paralympic Equipment
13. In House Certification (IHC) Status Report & Path Forward
14. Reports from Working Parties
15. Annual Report
16. Any Other Business

Meeting attendees:
Dina Kowalyshyn – Chair
Murray Jones – Vice-Chair
Torben Grael- reporting VP
Bill Abbott
Will Apold
David Brookes
Jurgen Cluytmans
Helmut Czasny-Bonomo
Cedric Fraboulet
Matt Allen (substituting Stan Honey)
Barry Johnson
Cathy Mac Aleavey
Bruno de Wannemaeker
Brian Todd
Jo Aleh

Apologies received:
Stan Honey
Eduardo Bianchi
Betsy Alison

1. Opening of the Meeting

Dina Kowalyshyn welcomed observers and Committee members and invited anyone who intended to speak to a submission to register.

Members were asked to introduce themselves and to state conflict of interest:

Murray Jones: Family member sailing Nacra17.
Bruno de Wannemaeker: Chief measurer for the Funboard Class & VP of Kiteboard Class.
Jurgen Cluytmans: Technical committee member and IM of 470 Class and 420 Class and IM of the Optimist Class.
Barry Johnson: Chief Measurer for 49er and 29er and IM of 420 and Kiteboard Classes.
Cathy Mac Aleavey: family member sailing in 49er FX

It was noted that the Equipment Committee (EQ) is composed of technical experts.

2. Minutes of the Previous Meeting
Equipment Committee Minutes (cont.)

(a) The minutes of the Equipment Committee meeting of 13 May 2018 (circulated and approved after the meeting) were approved. The minutes can be downloaded at www.sailing.org/meetings

(b) Minutes Matters Arising

The following matters not covered on the agenda where added:

- Late submissions from the Board (037-18 and 058-18)
- Re-evaluation Procedure for the Men and Women’s Windsurf equipment
- World Sailing Olympic Equipment Strategy

3. World Sailing Speed Record Council

Simon Forbes presented a report on behalf of the Chairman of the World Sailing Speed Record Council, Claude Breton. The activity concerning speed sailing events increased compared to previous years. The following records were presented:

- World Women’s Windsurf: Record by Zara Davis GBR, and four other National Speed Records.
- 5 World Nautical Mile records and 12 National Nautical Mile records.
- Singlehanded Round the World record of Francois Gabart in MACIF at a time of 42 days 16 hours, 40 minutes and 35 seconds set the second fastest of any yacht around the world regardless of crew numbers.

It was noted that increased interest in record breaking is shifting towards the smaller classes.

4. Applications for World Sailing Class Status

Diam 24 Class

The deferred application from the Diam 24 Class regarding World Sailing Class status in accordance with May 2018 Council minute 13(a)(ii) was discussed. The committee recognized that the criteria set in regulation 10.2.1 (d) regarding worldwide distribution of boats has been met.

Recommendation:

The Equipment Committee recommends Council approve the Diam 24 Class application subject to signing a contract.

International Windsurfer Class Association (IWCA)

The application from IWCA Class regarding World Sailing Class status was discussed. The committee noted that the application included the required Class Rules and Class Constitution and that the criteria set in regulation 10.2.1(d) regarding the worldwide distribution of boats was met.

Recommendation:

The Equipment Committee recommends Council approve the International Windsurfer Class Association application subject to signing a contract.

International Twelve Metre Association (ITMA)

The President of the ITMA Dyer Jones presented the request to be granted the right to hold a World Championship under each of their five Class Divisions (A,B,C,D & E). The Committee noted that it required to consider the request as an application of each Division to be awarded World Sailing Class status. The Class representative agreed to this.
The committee noted that the criteria set in regulation 10.2.1(d) regarding the, worldwide distribution of boats was met for Divisions A, B, C, D and that Division E met the criteria set in regulation 11.1 to be awarded Classic Status.

Recommendation:

The Equipment Committee recommends Council approve the International Twelve Metre Association application to have Divisions B, C and D awarded World Sailing Class Status and Division E awarded Classic Status subject to signing a contract.

5. World Sailing Class review

A presentation was given by the Executive Office regarding World Sailing classes compliance with Regulation 10 on requirements to retain World Sailing status, to hold World Championships and to submit an annual report.

It was noted that Regulation 10 requires all World Sailing Classes to be reviewed by the Equipment Committee every three years. The Technical and Offshore team reported the challenge to review the Classes with the existing wording and outdated requirements in the regulations and noted the need to update sections of Regulation 10.

It was decided that the existing World Sailing Class Review Working Party would be put to the task to work with the Executive Office and relevant Committees to review the required updates to Regulation 10 and 25 that would allow the effective evaluation of compliance.

The Committee welcomed any improvement of the reporting method and the proposal of using an online form that would ease the task for Classes and acknowledged the need to separate the evaluation of each Class World Championship (preferably to be carried on a date following the Championship) from the other technical requirements (to be carried at the beginning of each year).

Regarding Class status resignations, it was noted that Farr 30, RS 100 and Formula Experience had resigned their World Sailing Class status through 2018.

6. Received Submissions

The submissions can be found at: http://www.sailing.org/meetings

The committee note that the following submissions that appeared in the Agenda had been withdrawn:

- Submission 061-18 from the International Laser Class Association.
- Submission 191-18 from the Chairman of the Race Officials.

Deferred Submissions

a) Deferred Submission M22-17 from the Romanian Sailing Federation regarding Olympic Events and Equipment was noted.

Dina Kowalyshyn explained that M22-18 as submitted was considered invalid by the Constitution Committee and therefore had recommended some minor changes to M22-18 in its yellow paper. For M22-18 to be valid the equipment column had to be changed from “retain” to “Select New Equipment” on those events where a “New Event” was proposed. Council approved the Constitution Committee recommendations and therefore the approved M22-18 submission proposed to “Select New Equipment”.

Opinion: No Opinion
Submissions regarding World Sailing Regulations

b) Submission 008-18 from the Hungarian Yachting Association, Romanian Yachting Federation, Trinidad and Tobago Sailing Association, International 420 Class Association, and the International 470 Class Association regarding Olympic Event and Equipment Voting Processes was noted.

Opinion: Reject

c) Submission 030-18 from the Hungarian Yachting Federation, Israel Sailing Association, Federacion Mexicana de Vela, Romanian Yachting Association and the Trinidad and Tobago Yachting Association regarding changes of electronic vote decision of Olympic Events and Equipment was noted.

Opinion: Reject

d) Submission 014-18 from the Hungarian Yachting Association regarding Antitrust Policy decisions on selection of Olympic Events and Equipment was noted.

Opinion: Reject

e) Submission 049-18 from the Chairmen of the Events Committee and World Sailing Classes Committee regarding Olympic Event Names was noted.

Opinion: Reject

f) Submission 110-18 from the Chairmen of the World Sailing Classes Committee regarding participation requirements for Large Keelboats and make a recommendation to Council was considered.

Recommendation to Council:
To reject. The Committee agrees in principle, but the submission wording requires major amendments.

Submissions regarding Anti-trust Policy

g) Submission 013-18 from the Federación Argentina de Yachting and Real Federación Española de Vela regarding the adoption of an Antitrust Compliance Programme for the Olympics, WS Events and Regional Games Equipment was noted.

Opinion: Reject

h) Submission 015-18 from the Israel Sailing Association, Romanian Yachting Federation and the Trinidad and Tobago Sailing Association regarding placing the 49er and 49erFX equipment under review was noted.

Opinion: Reject

i) Submission 016-18 from the Israel Sailing Association, Federacion Mexicana de Vela, Romanian Yachting Federation and the Trinidad and Tobago Sailing Association regarding placing the 49er, 49erFX and Nacra 17 equipment under review was noted.

Opinion: Reject

j) Submission regarding Regulation 23 Equipment Criteria

The Equipment Committee considered the Submissions regarding Equipment Criteria for the selection of equipment under regulation 23 by grouping and making recommendations Event by Event.
Dina Kowalyshyn noted that many Submissions included under the proposed Equipment Criteria multiple items referred to format, Class Rules requirements or other event considerations not strictly related to Equipment Criteria.

It was noted that the Equipment Committee would consider only the Equipment Criteria related items, leaving out of the discussions and recommendations the non-equipment related considerations or the proposed evaluation methods.

(The following recommendations refer only to the section of the submission regarding each event)

**k) Submissions with Equipment Criteria for the Mixed Kite event**

It was noted that Submissions 058-18, 094-18, 095-18, 096-18, 097-18, 098-18 & 099-18 all contained the same Equipment Criteria related to this event.

In addition, it was also noted that Submission 100-18 contained the same Equipment Criteria as the previous but included changes in non-EQ related considerations.

The Equipment Committee noted the 2024 Events & Equipment WP Recommendation to consider equipment suitable for a mixed kite short track relay event as described in submission 97-18.

The President of the International Kiteboarding Association, Markus Schwendtner explained the proposed Equipment Criteria common to all submissions and the associated registered series production scheme. It was explained that currently around 20 builders register to produce kites and boards, resulting in 3 to 4 widely used builders that end up covering up to more than 95% of the fleet.

The criteria in Submission 097-18, was proposed and seconded and unanimously approved with the Class Representative abstaining from the vote.

**Recommendation to Council for the Mixed Kite event Equipment Criteria:**

To approve Submission 097 from the International Kiteboarding Association with the following amendment:

Delete criteria for other Events except Mixed Kite and to note that the above equipment criteria are similar to Submissions 058-18, 095-18, 096-18, 098-18 and 099-18.

**l) Submissions with Equipment Criteria for the Mixed Two Persons Dinghy event:**

It was noted that there were three distinctive submissions with different Equipment Criteria related to this event: Submission 058-18, Submission 072-18, Submission 075-18 presented different Equipment Criteria for the event.

Submissions 076-18, 078-18, 098-18, 100-18, 101-18 & 103-18 all contained the same Equipment Criteria related to this event and changed from Submission 075-18 only in non-EQ related considerations.

In addition, Submission 077-18, 099-18, 102-18 & 104-18 contained all the same Equipment Criteria related to this event and changed from Submission 075-18 only in non-EQ related considerations

The Equipment Committee noted the 2024 Events & Equipment WP Recommendation to consider equipment criteria suitable for windward/leeward and trapezoid fleet racing with the possibility of additional downwind slalom and/or middle gate.
A representative of the Japanese Sailing Federation spoke in support of Submission 075-18, and described it as being fit for the 470 boats.

A representative of the 470 Class spoke in support of those submissions including criteria for this event fit for the 470.

The Committee noted that without knowing the format proposal for the event, the equipment evaluation to be carried following approval of the Equipment Criteria would have to consider any updates in format available on the time of the evaluation.

The only difference in Equipment Criteria between Submission 058-18 and all others except 072-18 was the proposed skipper weight range which started at 50kg in 058-18 as opposed to 55kg in the rest.

Cedric Fraboulet proposed the criteria in Submission 075-18, seconded by Cathy Mac Aleavey. Murray Jones proposed the criteria in Submission 075-18, seconded by Jo Aleh. Submission 072-18 had no proposer.

Dina Kowalyshyn noted that the difference in both submissions being considered where very subtle. It was noted that the approved criteria would be taken in future equipment evaluations as guidance for the Committee to evaluate the equipment selection. However, it was noted that the criteria were not to be used to exclude equipment that met the requirements for the event and that could meet the criteria in general, and that therefore the invitation to tender for selection would be open.

The Committee voted the following recommendation:

**Recommendation to Council for the Mixed Two Persons Dinghy event:**

To approve Submission 058 from the Board with the following amendment:

Delete criteria for other Events except Mixed Two Person's Dinghy

m) Submissions with Equipment Criteria for the Men and Women Windsurf event:

Submissions 087-18, 088-18, 089-18, 090-18, 091-18, 092-18, 093-18, 100-18 and 101-18 all offered different Equipment Criteria related to this event.

It was also noted that Submission 058-18 and 071-18 proposed to retain the current equipment.

The Equipment Committee noted the 2024 Events & Equipment WP Recommendation to consider equipment for the windsurf events that would be suitable for traditional fleet racing, long distance (possibly with an off the beach start) and slalom. And to note that foiling equipment could provide a more interesting and exciting event at the lower end of the wind range while noting that non-convertible foiling equipment may limit formats with off the beach starts/changeovers.

An RS:X Class representative spoke in support of Submission 071-18 which proposes to retain RS:X and requested to consider the negative effects in universality that would result from changing the equipment.

Bruno de Wannemaeker spoke of the benefits of foiling, claiming that current foils can already be used in combination with existing windsurf pathway classes such as the Techno class, 2020 would mark the 4th Olympic cycle of the RS:X. Would allow to unite with the professional world windsurfing association, tested already, RS:X 80% of the time sailors are pumping, need to go for slalom and foiling. Slalom can be done in 6 knots.
Jo Aleh noted that windsurf foiling is already a proven and tested event being practiced worldwide.

Dina Kowalyshyn reminded that the 2024 Events & Equipment Working Party is still looking into the format for this event and the need to have an open set of criteria that would allow to adapt to the format deemed required to the event.

It was noted that if the decision from Council is to retain the current equipment that would automatically trigger the Board's action to re-evaluate windsurf equipment under Regulation 23.6.

The following submissions where dully proposed and seconded: 088-18, 091-18, 092-18.

The Committee noted that the differences in these submissions was in the number of items of equipment to be allowed in events.

It was suggested that the equipment criteria should give enough flexibility to have these decisions tested at Sea-trials where tendering equipment that require less items number of boards would be scored positively.

Bill Abbott suggested that given the cost implications and the uncertainty in format the ideal outcome of the selection should be a single convertible board.

Jurgen Cluytmans noted that are currently no proven convertible boards in the market but that it could be the outcome of selection trials in the near future.

Recommendation to Council for the Men and Women Windsurf event:

To approve Submission 091 from the Board with the following amendment:

a) To indicate that the permitted equipment items are the “Maximum” number of items and to add the “Convertible Boards” as one of the permitted board concepts.

b) To delete criteria for other Events except Men and Women's Windsurfer.

n) Submissions with Equipment Criteria for the Mixed Single Person Dinghy:

Submissions 098-18, 101-18 and 103-18 all offered the same Equipment Criteria related to this event and so did Submissions 099-18, 102-18 and 104-18 which were different from the previous group only in non-equipment related considerations, the same happened for Submission 100 only different to previous groups in non-equipment related considerations regarding the Equipment Criteria for this event.

The following Submissions offered all different Equipment Criteria related to this event: 064-18, 079-18, 082-18, 083-18, 084-18, 086-18.

The Equipment Committee noted the 2024 Events & Equipment WP Recommendation to consider that there are more format options if the same or similar equipment is used than if different equipment is used. If the same or similar equipment is used, there are a number of interesting format ideas that could create a very compelling event: Team Race with already qualified athletes, Team Relay with already qualified athletes, Team Scoring which could be a 2 x 2 team race embedded in a fleet race, etc.

If different equipment is used, the WP’s current view is that it will be more difficult to create a compelling event if the men and the women race at the same time on the same course either from the same start or separate starts and whether in a fleet race, team sailing event or relay format.
A representative of the Europe Class spoke on behalf of Submission 084-18 and urged the Committee to consider options for lower range weights for female sailors to sail single handed dinghies at Olympic levels.

It was noted that the Constitution Committee had deemed this submission invalid unless amended to be considered together with 083-18 since they required each other to provide Equipment Criteria for both the Men and Women’s events. The submitters of each of these submissions agreed to these amendments.

A representative of the Zoom 8 Class Association spoke on behalf of Submission 086-18 and presented the criteria as fit to choose Zoom 8 as the equipment option for the Women’s single-handed dinghy boat for this event, a boat that would accommodate light weight sailors.

The amendments proposed by the Constitution Committee to deem this submission valid were accepted by the submitter.

The following submissions were duly proposed and seconded: 082-18, 099-18, 102-18, 104-18.

The committee noted that submission 082-18 proposed a same hull for both events with different rig size to accommodate men and women.

It was noted that Submissions 099-18, 102-18 and 104-18 all proposed the same criteria with changes only in non-equipment related considerations.

These submissions only included proposed criteria for the men equipment leaving the criteria for the women equipment to be selected from other Submissions.

The Committee noted that the only option being proposed and seconded with equipment criteria for the Women equipment would be Submission 082-18.

After an extended discussion on the challenges that the unknown format presented, the Equipment Committee considered not making a recommendation to Council.

Dina Kowalyshyn noted that it was the Committee’s task to make a recommendation based on the submissions on the table, and that the committee had to bring a recommendation to Council.

After further discussions evaluating the options, the Committee moved to vote between Submission 082-18 and Submission 099-18.

**Recommendation to Council for the Mixed Single Persons Dinghy:**

To approve Submission 082 from the International Musto Skiff Class Association with the following amendment:

Delete criteria for other Events except Mixed One Person Dinghy.

**o) Submissions with Equipment Criteria for the Mixed Two Person Keelboat Offshore:**

Torben Grael spoke in support of the late Submissions from the Board 037-18 regarding the introduction of this event and the potential to attract a great percentage of the sailing community who is not as interested in the current events presented in the Olympics.

Submission 037-18 was proposed and seconded.

Matt Allen spoke in favour of this submission and noted that the event had the potential to meet the demands from the IOC hopefully enabling World Sailing to
move from group D to groups C or B. The importance of the number of viewers for the IOC was acknowledged and the event was presented as a unique opportunity to meet these demands. For the first time an Olympic sport could be transmitted throughout the night, modern tracking and broadcasting systems combined with an e-sailing would further contribute to this goal, bringing increased audience and that would at the same time increase the interest and participation in the sport as a whole that would at the same time enable to have commercial interest and sponsorships that would reduce or potentially avoid costs to the MNAs.

**Recommendation to Council regarding submission 037-18:**

To approve.

Submission 058 was presented as the only Submission that included Equipment Criteria for this proposed event. Bill Abbott requested that the evaluation of the equipment would be carried in close collaboration with the Oceanic and Offshore committees.

On behalf of the Offshore Special Regulations Sub-committee, Matt Allen requested that the equipment that is selected meets the relevant Offshore Special regulations and that attention is given to its category with the consequent plan reviews and safety considerations.

The Equipment Criteria regarding this event from Submission 058-18 was duly proposed and seconded.

**Recommendation to Council for the Mixed Person Keelboat Offshore:**

To approve Submission 058 from the Board with the following amendment: Delete criteria for other Events except Mixed One Person Dinghy.

p) **Other Regulation 23 Submissions**

The Equipment Committee noted the Constitution Committee advice that a number of submissions are invalid. Some of these are capable of being valid if amendments are made. The Equipment Committee considered these submissions amended as advised by the Constitution Committee in case Council considered to propose and second any. These amendments are set out in the Constitution Committee Recommendations to Council.

**Recommendation to Council:**

If the Committee’s main recommendations on Regulation 23 submissions are not accepted, the Equipment Committee recommends that the Constitution Committee advice is applied to all relevant Regulation 23 submissions to ensure that they can be considered if proposed and seconded.

q) **Other Submissions:**

Submission 111-18 from the Chairman of the Equipment Committee regarding Onboard Technology was considered.

**Recommendation to Council: To approve.**

r) **Equipment Rules of Sailing Submissions:**

The following submissions from the Chairman of the Equipment Committee regarding the Equipment Rules of Sailing where presented by the Chairman of the Equipment Rules Sub-committee.
The Committee agreed to the amendments proposed by the Equipment Rules Sub-committee:

s) Submission 112-18 regarding the definition of Bumpkin from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve with the following amendment:
Change ‘bumpkin to bumkin’

t) Submission 113-18 regarding the definition of Foil and Wing from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To reject.

u) Submission 114-18 regarding the definition of Mast Spar Weight from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve with the following amendment:
Move from F.2.3 to F.1.3

v) Submission 115-18 regarding the definition of Mast Tip Weight from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve.

w) Submission 116-18 regarding the definition of Spinnaker Pole from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To defer (it requires further review)

x) Submission 117-18 regarding the definition of Spreader from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve with the following amendment:
Use ‘standing rigging’ instead of ‘rigging’ in F.1.5.

y) Submission 118-18 regarding Housekeeping from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve

z) Submission 119-18 regarding the addition of new definition of Jockey Pole from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To defer (it requires further review)

aa) Submission 120-18 regarding the addition of new definitions of Modification, Maintenance and Repair from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve with the following amendment:
C.7.1 fitting - component(s) (such as backing plates or spacers)

bb) Submission 121-18 regarding the addition of new definition of Outrigger from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To approve

c) Submission 122-18 regarding the addition of new definition of Spinnaker & Headsail from the Chairman of the Equipment Committee was considered:

Recommendation to Council: To defer (it requires further consideration)

dd) Submission 123-18 regarding terminology from the Chairman of the Equipment Committee was considered:
Recommendation to Council: To approve with the following amendment:
Change “other tenses of the word” to “other forms of the verb”

e) Racing Rules of Sailing Submissions:

ff) Submission 164-18 from the Royal Yachting Association regarding adding a new rule 43.1 (c) to the Racing Rules of Sailing was noted.

The committee debated the use of quick release harnesses and the consideration in safety. It was noted that in some cases like the Nacra 17 Class, several serious accidents happened following accidental release from harnesses and therefore this should be taken in consideration in the design of the quick release models.

It was noted that the proposed ISO standard includes testing against inadvertent releases and that the proposed rule allows Class Rules to change this Rule.

Opinion: To approve with the following amendment:

43.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time.

Comment: Definition of trapeze harness does not apply to Kites, Windsurfers and Keelboats which should be considered on future submissions.

gg) Submission 179-18 from the Chairman of the Racing Rules Committee regarding adding a new Part 8 to the Racing Rules of Sailing was noted.

The Equipment Rules Sub-committee Chairman transmitted the recommendation from the Sub-committee to approve the Submission with one comment:

That the Equipment Committee and the Racing Rules Committee evaluate whether the proposal in the submission meets the requirements established in Submission 269-15 which described the creation of a Working Party guiding the work to be done in relation to this scope.

Opinion: To approve

7. Safety

Carlos de Beltran, Director of Technical and Offshore gave an update on behalf of the Safety Panel regarding Safety Reporting and updated the Equipment Committee on behalf of the Sailors Safety Equipment Working Party.

The Safety Panel formed by the Director of Events, Director of Integrity and Governance, Director of Technical and Offshore, the Offshore Technical Manager and the CEO was created following a recommendation last year.

The Panel met every month to discuss updates to the Incident Reporting Portal which was first tested in February and available from March onwards.

The mid-year meeting saw a regulation being approved mandating MNAs to report incidents.

Since then a total of have been 35 incidents reported, from which around 35% refer to offshore cases and the rest to dinghy classes.
As a result of the reporting exercise, the Panel has been able to investigate the incidents, updating classes and manufacturers and coming up with policies for events and proposals to implement design considerations to reduce risk of accidents.

The Safety Panel has suggested to categorize Classes based on risk to allow to implement different safety policies among the categories.

The Safety Panel has approached equipment and clothing manufacturers and initiated projects regarding personal safety equipment, working to create hailing helmet Standards, the use and design of protective gear, cut resistant clothing and cutting devices.

8. 2024 Olympic Event and Equipment Decisions
   a) Men and Women’s One Person Dinghy

The Technical and Offshore Director summarized the Re-evaluation of Equipment carried for the Men and Women’s One Person Dinghy. The Committee discussed the Antitrust Re-evaluation Procedures and supported the recommendation from the Board as outcome of the re-evaluation:

<< The Board recommends to Council that World Sailing should proceed to select new equipment with an additional recommendation that the existing equipment (Laser/ILCA) is included as a full option in this process.

The selection of equipment will be made from amongst the D-Zero, ILCA (Laser), Melges 14 and RS Aero following equipment trials (sea trials) to be scheduled at the earliest opportunity with evaluation against the criteria stated in the invitation to tender.

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It was noted that the decision from Council would constitute the end of the re-evaluation and that if the decision from Council were to approve the recommendation, the Committee would be required to form an Evaluation Panel to proceed to the Selection of Equipment phase and further evaluate the proposals to make a recommendation to Council following the Sea-trials.

Dina Kowalyshyn reminded the Committee members that such evaluations require dealing with sensible information such as confidential building specifications, evaluation criteria, manufacturer’s business details, etc, and reminded the Committee of the importance and obligation of keeping all documentation regarding re-evaluations confidential.

b) Men and Women’s Windsurfer

It was noted that the re-evaluation of the equipment for the Men and Women’s Windsurfer event had been postponed until the outcome of the equipment proposal was known. If the decision requires to select new equipment the re-evaluation becomes unnecessary.

The Committee therefore noted the need to set the Re-evaluation Procedure to seek Council approval, that in compliance with regulation 23.6 would guide the Re-evaluation if the associated equipment was retained under Regulation 23.1(c).

It was noted that the Procedure follows the previous re-evaluation and proposes a Working Party in line with previous re-evaluations. Dina Kowalyshyn asked for volunteers for the additional Equipment Committee member.

-2 Vice-Presidents

-Chairman of the Equipment Committee
- One additional Equipment Committee member.
- Inshore Technical Manager
- One Technical and Offshore Department Technical Specialist
- A representative of the Constitution Committee

It was noted that the Equipment criteria for the Re-evaluation Procedure to be approved by the Equipment Committee would be prepared only if the re-evaluation takes place and would therefore be discussed via email in time for the publication of the invitation to tender.

It was noted that the Invitation to Tender document would include further criteria for the evaluation. The Re-evaluation Procedure was approved to be presented to Council.

c) World Sailing Olympic Equipment Strategy

The introduction of a World Sailing Equipment Strategy as a process for providing access for licensing to interested and qualified builders to manufacture Olympic Equipment was presented to be presented for Council approval. (here)

The document was approved unanimously to be presented to Council.

Recommendation to Council:

- To approve the Re-evaluation procedure for the Men and Women’s Windsurf event.
- To approve the “World Sailing Equipment Strategy”

9. Olympic Equipment

The Technical and Offshore team gave an update on recent developments to Olympic Class Building Specifications.

The Finn and the 470 Class both reported to have no updates to their building specifications. The 49er and 49erFX reported that they were considering a minor future change for the mainsail track feeder.

RS:X has updated the design of their board fins from mark 3 to version 4. The Class permitted the manufacturer to implement changes in the design as an attempt to stop the damages encountered on previous models and gave the manufacturer until the end of the year. If issues with the produced equipment were not resolved, the Class would evaluate tendering for other suppliers of equipment.

A representative of Nacra updated the Committee on updates regarding the Nacra 17 equipment. The items presented as covered in their published newsletter included a change to the rigging of the lower bearings to increase safety margins and avoid breakage of the system. An update to the plastic shape of the bearings has resolved some cracks discovered in high load areas. The rose-bearing that sits in the transom has been updated to a replaceable stainless housing with a marine grade bronze ball to avoid usage tear and wear. An insert has been produced to resolve the buckling of cross beams that some boats have experienced in the past. The builder urges the Class to resolve the contradiction between the maximum permitted bend of these beams in the Class Rules to bring it to the recommended maximum in the building manual.

The manufacturer is currently investigating in collaboration with team GBR the repositioning of the rudders for safety reasons. The investigations show that wake from the daggerboards does not allow to position the rudders further inboard but further investigation will continue to study other alternatives.
The Laser Class presented their written report presenting the small incremental changes to improve the quality of the boats and proposing future changes such as a new modern rig (C5 rig) and a Radial lower composite mast.

The Technical and Offshore team appreciated the collaboration of the Classes and Manufacturers and reminded all parties of the requirement of all World Sailing Classes to seek World Sailing’s approval to any change of building specifications before implementing or presenting them. Multiple implications such as interpretation of changes within Class Rules, use of changes at events and consequences to sailors with older equipment require consideration and time that cannot be disregarded.

10. Equipment Control and Inspection policies

Jurgen Cluytmans gave a brief update on World Sailing Event Policy and actions from the International Measurers Sub-Committee IMSC/ROC. The Committee was updated on a proposal discussed with Board members, Class and Committee representatives to introduce a WP composed with Race Officials, Equipment Committee members and Class representatives to further consider the introduction of a scheme to professionalize Equipment Control at events.

The option of increasing the athlete’s responsibility regarding equipment compliance by adapting the policy that all equipment presented to be registered at all World Sailing Classes events should be Class Rule compliant was considered. It was acknowledged that some Classes would require further training and further considerations to implement such policies. The need to further investigate this option was acknowledged.

11. Youth Equipment

Dina Kowalyshyn updated the Committee on the Equipment for the Youth Worlds Events. The equipment discussions from the Youth Sub-committee meeting were centred around safety, focusing on helmet high visibility and inspections against safety related Class Rules.

12. Paralympic Equipment

Brian Todd referred to his written report to update the Committee on behalf of the Para World Sailing Committee.

13. In House Certification (IHC) Status Report & Path Forward

World Sailing Technical Specialist, Hendrik Plate, updated the Committee on the In-House Certification Programme (IHC).

The reported number of stickers sold was lowered this year, however this should not be taken as a direct measure of the number of sails covered by the scheme. Recent requests for additional stickers could cover the losses and many of the sold stickers on previous years may still remain unused.

The report noted that there is no knowledge of how many stickers are used and that this required changes in the policies.

The introduction described the current status of the scheme, 21 Classes are currently involved, 5 MNAs manage their own lofts, GBR leading with 20 lofts followed by Sweden with 4. Additionally, World Sailing audits and manages the scheme for 9 sail lofts world-wide.

It was noted that some documentation is missing in the archives currently being recompiled however the task required further involvement and resources from the executive office.
A SWOT analysis of the scheme was presented, the Strengths focused on suitability to both sailors and lofts and the potential as an overall quality certificate for the loft with World Sailing as Certification Authority.

The Weaknesses included the lack of awareness and distribution of the scheme and the required workload to bring the scheme up to date. The Opportunities where acknowledged, primarily the benefits of being a universal scheme with potential to simplify pre-event and quality controls. The Threats currently relate to competition against national parallel schemes and lack of interest for smaller sailmakers.

Jurgen Cluytmans noted that the presented SWOT analysis will be used as a starting point to further improve the system. Dina Kowalyshyn reminded that the scheme initially planned to include other items of equipment and that such an expansion would require further consideration during this coming year.

14. Reports from Working Parties

Jurgen Cluytmans updated the Committee regarding the Equipment Rules of Sailing (ERS) Working Party. The ERS WP met in London in March. A set of submissions have been put forward as a result which have been voted by the Committee.

If approved, these changes to the Equipment Rules of Sailing would become effective in the next edition of the ERS. Next year will be the last opportunity to add any changes to the next edition.

It was noted that the ERS/RRS Working Party will continue to work to address the combination of both Racing and Equipment rules.

The discussions regarding the mechanisms to approve the changes to the Equipment Rules of Sailing led to the decision to prepare a submission to be presented next year to apply a similar approach as for the Racing Rules where the final approval of changes would fall under the Equipment Committee.

Jurgen Cluytmans informed on behalf of the Standard Class Rules Working Party that an updated draft to serve as Standard Class Rules template was being produced but required further work.

Barry Johnson reported that on behalf of the Sailing World Cup Working Party he had met with the executive office in London and as a result sent multiple recommendations to the Coaches Commission. It was noted that due to the changes in the executive office, new contacts would need to be assigned.

15. Annual Report

Dina Kowalyshyn referred to her annual report and welcomed questions.

16. Any Other Business

Dina Kowalyshyn on behalf of the Committee thanked Carlos’s de Beltran for his contribution over the last year.

The Chairman noted that there was no other New Business. After requesting if there was any Old Business, and finding none, moved to adjourn the meeting.