The Equipment Control Sub-committee met at 09:30 – 13:30 hours on
Tuesday 8 November 2016 at the Hotel Renaissance Barcelona Fira,
Barcelona, Spain.

Please refer to the World Sailing website [www.sailing.org](http://www.sailing.org) for the details of the submissions in these minutes.

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. Submissions
4. Equipment Rules of Sailing
5. The Equipment Control Process
6. 2016 Olympic Sailing Competition & Paralympic Sailing Competition
7. Committees with Cross-representation – Reports & Opinions
8. Annual Report
9. Any other Business

Please refer to the World Sailing Council minutes of 12 & 13 November 2016 for the final Council decision on all recommendations and opinions contained within these minutes.

Present:
- Jan Dejmo (Chairman)
- Jurgen Cluytmans (World Sailing Classes Rep)
- Quanhai Li (World Sailing Vice President)
- Dick Rose (Racing Rules Rep)
- Bas Edmonds (Windsurfing & Kiteboarding Rep)
- Guy-Rolland Perrin
- Ken Kershaw (Oceanic & Offshore Rep)
- Haluk Suntay
- Agnes Lill (Class Rules Rep)
- Brian Todd (Para World Sailing Rep)
- Jacob Jan Korpershoek

Absent due to meeting conflict:
- Dimitris Dimou (Vice Chairman)

Also Present:
- Rob Taylor (World Sailing Technical Specialist)
- Jason Smithwick (World Sailing Director of Technical & Offshore)
- Javier Blanco (World Sailing Technical Specialist)

1. Opening of the Meeting
Chairman, Jan Dejmo, opened the meeting by welcoming all committee members and giving a short introduction.

2. Minutes of the Previous Meeting
The minutes of the Equipment Control Sub-committee meeting of 10 November 2015 were noted and approved. There were no matters arising that were not already covered in the agenda.

3. 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 Sub-committee.

Recommendation to the Equipment Committee: Approve
(b) Regulation 20.4.1 - Event Advertising

The Sub-committee discussed submission 012-16 from the International Topper Class Association regarding event advertising permitted by the Advertising Code. Concerns were raised regarding the wording in the submission and how 'low freeboard' was to be defined. If this was defined as a ration of boat length to sheerline height above the waterline, it may have unintended consequences.

It was suggested that a minimum height above the water of around 300mm could provide the desired solution, but the submission in its current format could not be supported as the wording was ambiguous.

Recommendation to the Equipment Committee: Reject

Refer the matter to the joint working party set up by submission 269-15 for further work.

Olympic Equipment

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

Submission 024-16 from the Russian Yachting Federation regarding the selection of events and equipment for the Olympic Sailing Competition was noted by the Sub-committee; however, it was considered this was much more a political submission and not a technical submission and as the Equipment Control Sub-committee is a technical committee it was decided to have no opinion on this submission.

Recommendation to the Equipment Committee: No opinion

Racing Rules of Sailing

(d) Rule 50.1

The Sub-committee noted submission 064-16 from the Deutscher Segler-Verband regarding the Racing Rules of Sailing regarding the changing of sails.

Dick Rose informed the members of the opinion of the Racing Rules of Sailing Working Party was to reject all the equipment-related submissions on the Racing Rules Committee’s agenda, noting that they were too late for inclusion in the rule book for 2017-2020 and not deemed sufficiently urgent to warrant inclusion this time. The content of the submissions would be taken forward by the new RRS Working Party and worked on for inclusion in the 2021-2024 edition of the Racing Rules.

Bas Edmonds thanked the Deutscher Segler-Verband for bringing both the ERS and RRS submissions to the conference and their diligence in this area and welcomed the content to be worked on for inclusion in four years’ time.

Note: this submission was withdrawn after this meeting.

Recommendation to the Equipment Committee: Reject

Refer the matter to the joint working party set up by submission 269-15 for further work

(e) Rule 87

Submission 068-16 from the International Laser Class Association regarding the Racing Rules of Sailing was discussed by the Sub-committee who unanimously agreed that allowing bodies other than the rule authority to change class rules at an event was dangerous and had potentially undesirable consequences.

Recommendation to the Equipment Committee: Reject
The Equipment Control Sub-committee support the recommendation of the Racing Rules Working Party to reject this submission.

(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, the Sub-committee supported the opinion of the 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 the Equipment Committee: Reject

Referring the matter to the joint working party set up by submission 269-15 for further work

4. Equipment Rules of Sailing

The Sub-committee discussed the mechanisms by which the Equipment Rules of Sailing can be updated in the future. 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 Dejmo agreed to 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.

5. The Equipment Control Process

Jurgen Cluytmans gave a short verbal update on the development of the Guide to Equipment Control, noting that a final draft should be ready by 15 November 2016. Bas Edmonds raised the question “who was the guide aimed at”. Also raised was what style is the guide taking, is it going to be similar to the IMSC Measurers Manual or based around more educational material? These questions would be referred to Dimitris Dimou as the Chair of the Working Party for further clarification.

6. 2016 Olympic Sailing Competition & Paralympic Sailing Competition

Jason Smithwick gave a presentation to the Sub-committee on the Equipment Inspection processes used at the Rio 2016 Olympic Sailing Competition and Paralympic Sailing Competitions, noting the wide range of documentation, both pre-competition and in-competition documentation as well as details of the Medal race quarantine process, the supplied equipment and the on-board cameras and tracking unit applications as well as several recommendations on how to improve in the future.

7. Committees with Cross-representation – Reports & Opinions

(a) International Measurers Sub-committee

Jurgen Cluytmans gave a report on behalf of the Chairman of the International Measurers Sub-committee who was absent attending the Race Officials Committee that was running concurrently.
There were 7 new applications for first time IM status, 7 IMs adding a class to their portfolio, 35 renewals, 3 retirements and around 10 non-responses who will either retire or be permitted to reapply next year under Regulation 31.18.

IM seminars and clinics have been well attended by 430 participants. Of these, around 200 IM tests have been taken by both current IMs and first time applicants with approximately 61% pass rate. Around 20 people are currently working towards IM status. Discussions are ongoing in the IMSC to make attendance at a clinic before attending a seminar mandatory. This is currently focused on the World Sailing IM Clinic, but this could be expanded to allow MNA based clinics as a feeder course into the IM seminar.

(b) Class Rules Sub-committee

Agnes Lill, Class Rules Sub-committee Representative, gave a short verbal report from the meeting held on Saturday 5 November noting in particular the class rules of the applying classes were in a suitable format for adoption as a World Sailing Class.

(c) World Sailing Classes Committee

A brief verbal report from Jurgen Cluytmans on activities in the World Sailing Classes Committee meeting held on Sunday 6 November was received. The main focus after discussing the submissions was the election of officers. Jurgen informed the sub-committee he had been reappointed as Classes representative to the Equipment Rules Sub-committee going forward, but if subsequently appointed by MNA nomination then Curly Morris as 2nd placed candidate may represent the Classes in the new Equipment Rules Sub-committee for the next four-year period.

(d) Oceanic & Offshore Committee

Ken Kershaw gave a report from the Oceanic and Offshore Committee, noting that this meeting will occur on Thursday 10 November. It was highlighted that 22 submissions to amend the Equipment Rules of Sailing had been made by the UMS Working Party over the four-year period and that these would positively impact the offshore sailing community, including a table of nomenclature for sail parameters has been added as Appendix 2 to the ERS. The Oceanic and Offshore Committee thank the EQSC for their close cooperation on work to update the Equipment Rules of Sailing and hope this may continue in the future with the new committee structure.

(e) Racing Rules Committee

A verbal report from Dick Rose, Racing Rules Committee Representative was received, noting that the Racing Rules Working Party had already had their meeting and those opinions had been shared with this Sub-committee during the discussion on the Racing Rules submissions; however, the Racing Rules Committee was yet to meet. The joint Working Party set up last year to work on rules in both books has yet to be appointed, but personal circumstances have precluded this process from starting. John Doerr is aware of the necessity of this working party and the new committee will appoint members to that working party once the new committee structure is known.

(f) Para World Sailing Committee

Brian Todd noted that the Rio Paralympics was the last Games the current Paralympic equipment would be used before sailing was removed from the Paralympic program; and that World Sailing had been working very hard to ensure it was reinstated for the 2024 Paralympics.

He went on to update the Sub-committee on the Para World Sailing equipment evaluations that had taken place over the summer and 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 program. The Para World Sailing Committee
were still working through race format ideas that would be suitable for the types of boat selected.

8. Annual Report

A draft report from the Equipment Control Sub-committee Chairman covering the period 1 January 2016 to 31 December 2016 would be published with the Equipment Committee report in due course.

9. Any other Business

Bas Edmonds commented that he did not want his four-year term on this sub-committee to be defined by a blue batten; however, since 094-15 was approved by Council and adopted into the ERS which aimed at increasing consistency in sail measurement, noting that classes could amend this method in their respective class rules. It was highlighted that the Soling Class had recently changed their class rules to amend this methodology but in doing so did not provide a specific specification of batten, only a reduced length and that it shall be of equal flexibility. Having undertaken numerous tests on different thicknesses of batten, the thickness makes a big difference to the result and classes were encouraged to provide a complete specification including both length and thickness if they wish to amend this part of the Equipment Rules of Sailing in order to maintain consistency in sail measurement.

Dick Rose asked how this method was working and if many classes had requested to amend it within their class rules. It was reported that the Soling was the only known class to amend this at the time and that this system was working well with minimal impact as it was already the training method for IHC and some Official measurers for some time, so impact was minimal. Dick Rose thanked both Bas and Ken Kershaw for their work in this area, who Bas affectionately referred to as the ‘blue batten wierdos’, with Dick continuing that a solution had been a long time coming and they should be congratulated. Bas thanked the committee for their support.

There being no further business, Jan Dejmo thanked the Sub-committee for their work during the four-year period. He asked how many of the current sub-committee members had been nominated to the new Equipment Rules Sub-committee and the majority had been so some continuity of ongoing work was assured.

There being no further business the meeting closed at 1145.