The Equipment Control Sub-committee met at 14:30 – 18:00 hours on Monday 9 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.

1. Opening of the Meeting
   (a) The Chairman, Dina Kowalyshyn, welcomed the new committee members who all gave brief introductions to their background. Apologies were received from those committee members unable to attend the meeting.
   (b) Dina Kowalyshyn gave a brief review of the Sub-committee’s Terms of Reference highlighting the Equipment Rules of Sailing and Standard Class Rules responsibilities as areas of work that are ongoing and require further development.
   (c) During the outline of 4 year plan and the work to be done through to 2012 the need to develop guides to equipment control was highlighted as a priority. Also included was the Standard Class Rules Working Party for which a Chairman was sought. Committee members were requested to put themselves forward for both the guide development role and to be included on the Working Party, and the Equipment Rules of Sailing Working Party which would be Chaired by Jan Dejmo. Ken Kershaw asked if the Working Party members could be from outside the Sub-committee group. Dina Kowalyshyn agreed this could happen. Ken thanked her and would consult his MNA before reporting back to the Committee.

2. Minutes of the Previous Meeting
   The minutes of the Equipment Control Sub-committee meeting of 10 November 2008 were noted and approved. There were no matters arising not covered elsewhere on this agenda.
3. Submissions

(a) Advertising Code – Regulation 20.4.1.2

Submission 012-09 from the International Kiteboarding Association regarding Regulation 20.4.1.2 was noted by the Committee. It was noted that simply referring to the “kiteboard” was not prescriptive enough as this would include the kite under the Equipment Rules of Sailing definition and this had been amended to read “kiteboard hull” by the Chairman of the Constitution Committee during the ISAF Classes Committee meeting. This was amendment was unanimously agreed by the Committee.

Approve with the following amendment

The EQSC support the amendment made by the Chairman of the Constitution Committee during the ISAF Classes Committee to amend the submission to read “kiteboard hull”.

(b) International Measurers – Regulation 33.13.2.(b)

Submission 122-09 from the International Measurers Sub-Committee regarding Regulation 33.13.2 (b), appointment of International Measurer, was discussed by the Committee. Ken Kershaw suggested that the term “assessment” may be preferable since a practical test is sometimes a much better method of assessment than a written test. Dimitris Dimou replied that the IMSC preferred a written test. The written test is already a requirement for other Race Officials and the introduction of a test for Measurers would bring them into line with this, as well as ensuring they were trained to a satisfactory level.

Approve

The EQSC recognise the need for formal training and the test is necessary to ensure satisfactory qualifications.

(c) Racing Rules of Sailing – Rule G.1.2

In considering submission 151-09 from the Royal Netherlands Yachting Union regarding RRS G.1.2 Specification and Identification on sails the Equipment Control Sub-committee reviewed the current wording of RRS G.1.2 and were unanimous in their agreement that the current wording was satisfactory since if the numbers were of the same colour to that of the body of the sail, it would no longer be “clearly legible” and so it was agreed to recommend rejection of this submission on the basis it was not necessary.

Reject

It was felt the current wording of Appendix G was sufficiently clear and the amendment was not necessary.

(d) Racing Rules of Sailing – Definition of Finish

The Committee considered submission 162-09 from the Fedération Française de Voile regarding the Racing Rules of Sailing definition of “finish”. Dick Rose explained the impact of all racing rules and how this change was wanted by the Match racing community, but not by the Fleet racing community. He went on to propose the Sub-committee support submission 147-09 as this is only relevant to match racing and that submission 162-09 should be rejected on the basis that match racing should not dictate how the whole sport is run. This proposal was unanimously agreed by the rest of the committee.

Reject
Support the recommendation of the Racing Rules Working Party by supporting submission 147-09 and recommending the rejection of 162-09

4. Equipment Rules of Sailing

   (a) ERS Working Party Report

   The committee received an update from the Chairman of the Working Party on developments of the Equipment Rules of Sailing. The Working Party members were confirmed as Ken Kershaw, Dina Kowalyshyn, Dick Rose and Jan Dejmo as chairman. A meeting of the working party was requested in the near future in order to begin addressing the list of reported issues. It was suggested that it may be possible for this to coincide with the Miami OCR in January 2010 or some other location and time in the New Year. This would be investigated further by the Chairman.

   (b) ERS Issues to be solved

   The Chairman of the Working Party reported that there had been a number of issues with the ERS that need addressing as soon as possible but rather than try to solve the issues round the table, the preferred solution was to agree a meeting of the Working Party to address them in greater detail.

   (c) RRS 50.4 Working Party Report

   The Committee were informed that a joint working party with members from both the Racing Rules Committee and Equipment Control Sub-committee with Eva Andersson as a consultant was working towards producing a submission for consideration at the 2010 Annual Conference.

5. Equipment and Event Equipment Inspection Policy

   Dick Batt 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.

   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. Dina Kowalyshyn questioned the need for fundamental measurement training as part of the requirements. Ken Kershaw highlighted the need for fundamental measurement training as the backbone to successful equipment inspection as without this background knowledge, it would be difficult to apply the knowledge to other areas of equipment inspection. Richard Hart questioned the different roles required within equipment inspection and noted that different training may be required. Ken Kershaw explained that any training scheme would be modular in order that it can be specific enough for the roles to which the training was focused.

   Dimitris Dimou suggested that ISAF should force the MNAs to take up suitable training. Dick Batt said the need for training should be included in the strategic plan and not lost in Working Party work. A good policy leads to good practice which should filter down to all fleets from the Olympic Sailing Competition to club racing.

6. Committees with Cross-representation – Reports & Opinions

   (a) International Measurers Sub-committee

   Dimitris Dimou gave a verbal report from the IMSC meeting held on Saturday 7th November. The Committee were informed that there had been five new applications to become an International Measurer (IM) which were approved, and seventeen
reappointments, of which only one was rejected on the grounds of not attending sufficient events. The role of the IM was discussed during their meeting and how the latest edition of the IM Manual would be ready by November 2010.

(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.

(c) ISAF Classes Committee

Richard Hart reported on the meeting of the ISAF Classes Committee held on Saturday 7th November. The issue of Class Championship rules was mentioned and it was the opinion of the ICC that these should apply to the race management rules only.

(d) Oceanic & Offshore Committee

Nils Nordenstrøm gave a very brief review of the work done throughout the year and it was noted that the Oceanic and Offshore Committee had not yet had their meeting which was scheduled for 11 November 2009.

7. Working Group Reports

(a) Dina Kowalyshyn began a review of work on the Manuals for Equipment Control by outlining the four different areas needed. These were noted as: Event Inspection, Certification Control, the Equipment Rules of Sailing and In-House Certification. It was noted that there had been very little work done on these so far and the need to increase the level of work in this area was now becoming urgent.

Bengt Gustafsson gave a presentation on the work done so far towards the ERS manual which outlined the areas of work necessary for Equipment Inspectors, Official Measurers In-House Official Measurers and International Measurers. Ken Kershaw agreed with Bengt and spoke on how best to develop the structure going forwards and that an initial draft should be ready by January 2010.

(b) Barry Johnson (observer) reported on the development of equipment inspection forms for the ISAF Sailing World Cup Events. Plans were to have simple sailor declaration forms that the competitors would sign to confirm the equipment they were using at the event was compliant with the class rules. This approach would significantly reduce the time and expense required by event organisers in pre-event inspections. Dick Rose suggested an increase in event entry fees could be implemented in order to support greater equipment inspection at events. This was not considered a popular solution as it put more financial pressure on sailors and events.

Bruno de Wannemaeker noted that if equipment inspection was to take place at every Sailing World Cup event, this should be advertised to the competitors to make them more aware.

Bas Edmonds (observer) reported to the committee that this approach had already been used at the Sail for Gold regatta earlier in the year with great success and how he had worked with Barry Johnson on the forms. These had been developed from those used initially at the Sail for Gold event. The use of discretionary penalties for post-race inspection agreed prior to the event with the Jury for infringements of class rules was also described. This was used successfully at the Sail for Gold regatta where penalties ranging from an additional three points per race to DNE for each race sailed that day had been applied.
(c) Nils Nordenstrøm gave a brief review of the work done regarding Standard Parameters & Notations for Descriptions of Boats. It was noted that 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 Control Sub-committee supported the Equipment Committee minute from the mid-year meeting that members of the working party were to be revised.

8. **In-House Certification**

The Committee received a short presentation 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.

It was noted that 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. There was a discussion on why take up had been slow and what could be done to increase participation. The Committee were informed that the ISAF Staff were in discussion with a number of sailmakers and MNAs but the current economic situation meant they were reluctant to spend any money at this time.

The ISAF staff remain positive the scheme will continue to be successful and 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](http://www.sailing.org.ihc) as it becomes available.

9. **Annual Report**

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

10. **Any other Business**

There was some concern raised over wording used in the Standard Class Rules template which was in need of updating and amending in line with the revised Racing Rules of Sailing. It was agreed that there was no action required by the Equipment Control Sub-committee and editorial amendments such as updating the current document in line with the revised Racing Rules could be made by the ISAF Staff.

There being no further business, the meeting closed at 1745.