The Equipment Control Sub-committee met at 14:30 – 18:00 hours on Monday 8 November 2010 at the Divani Caravel Hotel, Athens, Greece.

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) Dina Kowalyshyn gave a warm welcome to the committee, noting this was the first time all members had been present during the annual meeting.

   The 4 year plan was reviewed for the remaining 2 years until 2012. It was noted that the ERS Working Party was now organised and had already met to produce a number of submissions for changes to the current book. The WP members are Dick Rose, Ken Kershaw, Dina Kowalyshyn and Jan Dejmo, Chairman.

2. Minutes of the Previous Meeting
   The minutes of the Equipment Control Sub-committee meeting of 9 November 2009 were noted and approved. There were no matters arising not covered elsewhere on this agenda.

3. Submissions
   **Equipment Rules of Sailing**
   The submissions relating to the Equipment Rules of Sailing were presented to the committee by Jan Dejmo, Chairman of the ERS Working Party.
   (a) Equipment Rules Administration

   Submission 009-10 from the Chairman of the Equipment Committee regarding Regulations 15 and 32 on Equipment Rules administration was reviewed and discussed.

   Dina Kowalyshyn raised the concerns of US Sailing regarding submission 009-10 which objected to the proposal that the Oceanic and Offshore Committee should report to the
Equipment Control Sub-committee.

Opinion
Approve.

(b) The Equipment Rules of Sailing: Introduction – Preamble
Submission 067-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.

(c) The Equipment Rules of Sailing: Introduction – Terminology
Submission 068-10 was reviewed by the committee which agreed with the work of the ERS Working Party; however it was suggested that the proposal be amended for further clarity.

Opinion
Approve with the following amendment:
A term used in its defined sense is printed in “*bold*” type if defined in the ERS and in “*italic*” type if defined in the RRS. Other words and terms are used in the sense ordinarily understood in *nautical* or *general* use in English.

(d) The Equipment Rules of Sailing: Introduction – Status
Submission 069-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.

(e) The Equipment Rules of Sailing: Introduction – Applicability
Submission 070-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.

(f) The Equipment Rules of Sailing: Introduction – Changes
Submission 071-10 was reviewed by the committee which approved of the work done by the ERS Working Party, but were concerned that the proposal may have unintended consequences and suggested that the proposal should be deferred for further consideration by the working party.

Opinion
Defer. *The implications of removing the right of Class Rules to amend Section H needs further work.*

(g) The Equipment Rules of Sailing: Part 1 – USE OF EQUIPMENT and new APPENDIX 1
Submission 072-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.
(h) The Equipment Rules of Sailing: B.10 CENTRE OF GRAVITY
Submission 073-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.

(i) The Equipment Rules of Sailing: New B.1 – POSITION OF EQUIPMENT
Submission 074-10 was reviewed by the committee which agreed with the proposal made by the ERS Working Party.

Opinion
Approve.

(j) The Equipment Rules of Sailing: C.2.1 Class Rules
Submission 075-10 was reviewed by the committee which generally agreed with the proposal made by the ERS Working Party however a friendly amendment was suggested for consistency between parts of the rule. This was agreed by the committee.

Opinion
Approve with the following amendment:

C.2.1 Class Rules
The rules that specify:

the boat and its use, certification and administration.
the crew.

the personal equipment, and its use, certification and administration.
portable equipment, and its use, certification and administration.
any other equipment and its use, certification and administration.
changes to the Racing Rules of Sailing as permitted by RRS 86.1(c).

The term includes rules of handicap and rating systems.

(k) The Equipment Rules of Sailing: C.3.2 Certify
Submission 076-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(l) The Equipment Rules of Sailing: C.3.3 Certificate
Submission 077-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(m) The Equipment Rules of Sailing: C.3.4 Certification Mark
Submission 078-10 was reviewed by the committee which discussed the proposal made by the ERS Working Party. There was an amendment proposed to insert the word
“applied” to make it clear within the rule that the mark is still required to be added to the equipment. This was agreed by the committee.

Opinion

Approve with the following amendment:

C.3.4 Certification Mark

Proof of successful certification control of a part requiring certification, attached or made by an official measurer, applied as required by the class rules or a certification authority.

(n) The Equipment Rules of Sailing: C.4.4 Official Measurer

Submission 079-10 was reviewed and discussed by the committee which generally agreed with the proposal made by the ERS Working Party.

Opinion

Approve with the following amendment:

C.4.4 Official Measurer

A person appointed or recognised, by the MNA of the country where the control takes place, to carry out certification control and when the class rules permit, certification. An MNA may have delegated this responsibility.

(o) The Equipment Rules of Sailing: C.5.4 Personal Floatation Device

Submission 080-10 was reviewed by the committee which agreed with the work of the ERS Working Party but was of the opinion there were a number of minor amendments which were made that made the rule easier to read and understand such as the order of the text and the use of ERS defined terms in bold where appropriate.

Opinion

Approve with the following amendment:

C.5.4 Personal Flotation Device

Personal safety equipment, as required by the rules, as specified in the sailing instructions to assist the user to float when immersed in water as required by the rules.

(p) The Equipment Rules of Sailing: C.6.1 Boat

Submission 081-10 was reviewed by the committee which generally agreed with the work of the ERS Working Party however it was agreed that as “portable equipment” had not yet been defined, it would be premature to include it in bold in this definition at this time.

Opinion

Approve with the following amendment:

C.6.1 Boat

The equipment used by the crew to take part in a race.

It comprises includes

- hull(s),
- structure(s) connecting hulls,
- hull appendage(s),
ballast,
rig.
sail(s),
fittings,
boat corrector weights and
all other items of sports equipment used,
but excludes
excluding consumables, and
personal equipment and
portable equipment.

(q) The Equipment Rules of Sailing: F.1.4 Spar Types
Submission 082-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(r) The Equipment Rules of Sailing: G.1.3 Sail Types
Submission 083-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(s) The Equipment Rules of Sailing: G.1.4(b) Ply
Submission 084-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(t) The Equipment Rules of Sailing: G.1.4(m) Windows
Submission 085-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(u) The Equipment Rules of Sailing: G.3 SAIL CORNERS
Submission 086-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

(v) The Equipment Rules of Sailing: H.1 CERTIFICATION CONTROL
Submission 087-10 was reviewed by the committee which agreed with the work of the ERS Working Party.
Opinion
Approve.

(w) The Equipment Rules of Sailing: H.5.1 Conditions of Sail
Submission 088-10 was reviewed by the committee which was of the opinion that the opening sentence could be re-ordered to make it easier to read and understand.

Opinion
Approve with the following amendment:
H.5.1 Conditions of the Sail

For measurement The condition of the sail for measurement shall:

be dry,
not be attached to spars or rigging,
have all battens removed,
have pockets of any type flattened out,
have just sufficient tension applied to remove wrinkles across the line of the measurement being taken, and
have only one measurement taken at a time.

(x) The Equipment Rules of Sailing: H.5.3 Excluding Attachments
Submission 089-10 was reviewed by the committee which agreed with the work of the ERS Working Party.

Opinion
Approve.

Advertising Code

(y) ISAF Advertising Code – Regulation 20
Submission 015-10 from the Executive Committee regarding the ISAF Advertising Code was reviewed by the committee which generally agreed with the work that has been carried out on the Advertising Code and the use of the Equipment Rules of Sailing where possible throughout the document was appreciated by the committee.

Opinion
No Recommendation. The Equipment Control Sub-committee appreciates the use of the ISAF Equipment Rules of Sailing throughout the revised Advertising Code.

(z) ISAF Advertising Code – Sail Stickers for Sailor Identification
Submission 017-10 from the International 470 Class Association to allow each Olympic Class to have a space reserved on the sailors' sails for a national flag or a national flag and sailors' names was reviewed by the committee who were generally in agreement with the work that has been carried out on the Advertising Code and the use of the Equipment Rules of Sailing where possible throughout the document was appreciated by the committee.

Opinion
No Recommendation. The Equipment Control Sub-committee appreciates the use of the ISAF Equipment Rules of Sailing throughout the revised Advertising Code.
4. **Equipment Rules of Sailing**

   (a) **ERS Working Party Report**
   Jan Dejmo briefly reported on the work of the ERS working party to date and that a successful meeting had occurred in Southampton earlier in the year where the submissions had been drafted, and encouraged further communication and discussion of items within the ERS requiring further development.

   (b) **ERS Issues to be solved**
   The submissions which the EQSC recommended to be deferred will be worked on in more detail and represented at the 2011 Annual Conference along with any further areas of the current book that require further development. Committee members are encouraged to provide input to the development of the ERS.

   It was noted that the ERS working party hoped to meet early in 2011 and that this would be the last year for submissions to change the ERS for 2013-2016.

   (c) **RRS 50.4 Working Party Report**
   Dina Kowalyshyn reported that there had been discussions with Dick Rose and the Racing Rules Committee regarding RRS 50.4 and that it was hoped there would be a resolution to the issues by the annual conference in 2011.

5. **Measurer and Equipment Inspector Training Policy**

   Ken Kershaw presented a paper outlining a number of changes that could be made to streamline the equipment control and inspection processes.

   Bengt Gustafson raised some concerns over adding new definitions which would be contrary to those existing definitions in the ERS; however agreed that there was a confusing situation within the current ISAF Regulations and documents and this would go some way to resolving the problems highlighted in the paper.

   Dimitris Dimou explained to the committee that the next IM Conference was highly likely to occur in 2011 and that developing a standard method of equipment control was the main objective of the Conference.

   The committee unanimously supported the recommendations laid out in the paper and Dina Kowalyshyn then asked the committee for volunteers to join the working party which would be chaired by Ken Kershaw.

**Opinion**

The Equipment Control Sub-committee support the recommendations presented in the supporting paper which are as follows:

1. Circulate this paper to as many stakeholders as possible seeking comment and opinions.

2. Form a Working Party to receive the stakeholders responses and to develop firm proposals and/or submissions for changes in ISAF Regulations and other relevant documents based upon such and the content of this paper. Should any proposals and/or submissions relate to committees other than the Equipment Control Sub-Committee then full consultation with those committees chairman should be undertaken. This work and suggested proposals and/or submissions for change to be reported to Equipment Control Sub-Committee at next year’s conference.

3. Urge the ERS Working Party to consider and adopt the suggestions in this paper concerning the ERS.
4. Urge ICAs to, where possible, adopt standard methods of equipment control. To facilitate this ISAF should host an ICA Equipment Control seminar to enable an exchange of existing control methods with a view to developing standard methods.

6. Committees with Cross-representation – Reports & Opinions

(a) International Measurers Sub-committee

Dimitris Dimou gave a verbal report from the meeting of the International Measurers Sub-committee held on Saturday 6 November. It was noted that there had been more than 60 applications for IM status this year, 18 of which were for more than one class and of these, half were new applicants. In total there are now 100 International Measurers. Dimitris was keen to inform the committee that the IMSC was responsible for more than just applications for IM status and that training courses were also being developed. The IMSC will request to the Race Officials Committee that they be supported by the Technical and Offshore Department Staff in the future as this is more relevant to the technical nature of the committee. Applications and appointments should still be handled by the Race Officials Secretary in the ISAF Office.

(b) Class Rules Sub-committee

Georg Tallberg, Chairman of the Class Rules Sub-committee gave a short report from the meeting held on Sunday 7 November. The class rule change process was explained as well as plans for future revision of the system to include a more staff driven process. It was requested to the Equipment Committee that the Standard Class Rules Working Party could be reconvened to develop the template for more “manufacturers controlled” classes.

(c) ISAF Classes Committee

A verbal report was received from Richard Hart, ISAF Classes representative, who informed the committee that the only relevant submissions of interest to the EQSC were those relating to boat position tracking during races. Progress to date has been good; however the cost of the position tracking units was cited as a problem and as such the project is not ready for implementation just yet.

(d) Oceanic & Offshore Committee

A verbal report was received from Nils Nordenstrøm who explained the conclusion of the current Standard Notations and Parameters for the Description of Boats working party and that the IRC and ORC representatives had withdrawn from the working party. The committee thanked Nils for his report and recorded its wish that work on the project be continued by the ERS Working Party.

7. Working Group Reports

Barry Johnson gave a brief verbal report on the development of event equipment inspection stickers for the ISAF Sailing World Cup events. It was explained that there were sheets of stickers available for each part of the boat and instructions for the competitor on how and where to attach them.

Dina Kowalyshyn added that these were purely for event limitation and was not proof of successful equipment inspection or class rule compliance.

Dimitris Dimou suggested the use of diagrams to show exactly where the limitation stickers needed to be placed to avoid any possible confusion for the competitors. This was agreed by the committee.
8. **In-House Certification**

The Committee were updated on the ISAF In-House Certification Seminar which was held on 5 November at the ISAF Annual Conference and very well attended by representatives from class associations, MNAs, manufacturers as well as those interested in finding out more about the progress of the scheme.

2010 has been a very good year for the IHC scheme with sailmakers in the USA and Italy now involved, The Japanese Sailing Federation has taken over the role of Authorizing Authority for the scheme in Japan from ISAF who had been acting on their behalf.

The ISAF staff continues to remain positive the scheme will be further successful in 2011 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 that the annual report covering the period 1 January 2010 to 31 December 2010 would be distributed in due course.

10. **Any other Business**

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