

The World Sailing Classes Committee met at 09:30 – 18:00 hours on Sunday 27 October at the Fairmont Southampton, Bermuda

Please refer to the World Sailing website www.sailing.org for the details of the submissions on this minutes.

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Present:

Markus Schwendtner – Chairman
Corinne Rolland-McKenzie – Vice-Chair
Ben Remocker – Events Committee Rep

Curly Morris – Equipment Rules Rep
David Brookes – Equipment Committee Rep
Torben Graef – Vice President
Quanhui Li – Vice President

Apologies:

Bruno de Wannemaeker – International Measurers Sub-Committee Rep

Raema von Reiche – Developments and Regions Rep

Class Representatives:

12mR - William H Dyer Jones
420 - Nino Shmueli
470 - Dimitris Dimou
49er, 49er FX - Marcus Spillane
Cadet - Jan Martin Wilschut
Etchelles, Soling - Bill Abbott
Far East 28R - Mats Runström
Finn - Andy Denison
Hansa 2.3, Hansa 303, Hansa Liberty - Bob Schahinger

IOD - Peter Rugg
Laser - Eric Faust
Lightning - David Sprague
M32 Catamaran - Mattias Dahlstrom
OK Dinghy - Robert Deaves
Optimist - Fiona Kidd
RS:X - Ewa Jodlowska
Topper - Bill Brassington
Zoom 8 - Ingrid Anita Yngve

1. Opening of the Meeting

World Sailing Classes Committee Chair (WSCC) - Markus Schwendtner opened the Meeting at 9:30h.

Memorial for Jeff Martin, who served the World Sailing Classes Committee as Chairman and Vice Chairman, outlining his contribution to the sport of sailing in different areas.

2. Minutes of the Previous Meeting

Minutes

To note the minutes of the World Sailing Classes Committee meeting of 26 October 2018 were circulated and approved. The minutes can be downloaded at <http://www.sailing.org/meetings>

World Sailing Classes Committee Minutes (cont.)

Minutes Matters Arising

No matters were reported.

3. Committee Reports

- (a) To receive an activity report from the Committee Chairman.

A key topic in 2019 was the proposed Governance Reform in its various proposals, and to ensure that the World Sailing Classes can contribute to the decision-making processes as in the past. World Sailing Classes bring with them a vast amount of experience and knowledge, especially in the technical aspects of the sport.

World Sailing Classes have continued their work on class contracts, class rule changes and interpretations, equipment inspection, measurement and application of the rules. This is done through representation on technical committees and working parties and close communication with the Executive Office.

The joint working party with Events committee, Equipment Committee, Youth Events and Women's Forum continues their work on the review of regulations 10 and 25 to reflect the developments of the sport in terms of requirements for World Sailing Class status and World Championship eligibility. It has resulted in a submission to revise regulation 10 for large keelboats. The working party will continue their work in 2020 with the review of age categories and requirements for classes with multiple distinct disciplines.

Another area of work has been the review of regulation 10 in terms of simplifying and streamlining the reporting process required by the classes, with a focus on more relevant information and reducing workload from the office.

- (b) To receive an activity report from the Chair of the Olympic Classes Sub-committee

The Olympic Classes Sub-Committee Chair gave a report on the work in 2019. The sub-committee focussed on the Olympic Class contracts for Paris 2024, related FRAND compliance as well as the implementation of a manufacturer policy fee.

The sub-committee, in collaboration with the World Sailing office joined resources to find solutions against equipment cheating, focussing on event equipment control and sanctions for sailors.

Furthermore, the future Event Strategy and Olympic Qualification Events were topics the Sub-Committee discussed.

- (c) To receive an update from the World Sailing Classes Committee representative to the Events Committee

Events Committee Representative – Ben Remocker gave an overview about the Event strategy paper 2021-2028. The foundation of the strategy is to segment the year in two terms to avoid conflicts between major class events and other multi class sailing events. The paper suggests that perpetual multi class regattas run in the first half of the year, so the second half can be used for major international class events. The detailed report looks into annual schedules for the considered years and proposes a related and updated ranking system.

The Events Committee related Quota and Qualification working party is also elaborating the quota places for the De Hague 2022 World Championships.

World Sailing Classes Committee Minutes (cont.)

- (d) To receive an update from the World Sailing Classes Committee representative to the Equipment Committee

The Equipment Committee Representative - David Brookes reported that major topics have been the latest Olympic Equipment evaluations for Paris 2024 and the upcoming ERS update for the 2020-2024 quadrennial,

- (e) To receive an update from the World Sailing Classes Committee representative to the Equipment Rules Sub-Committee

The Equipment Rules Sub-Committee Representative – Curly Morris updated the committee about new implemented definitions and required clarifications in the ERS. Morris highlighted the good collaboration between the RRS Committee and the ERS Sub-Committee as well as the joined work done to use the same wording in both documents, leading to clarification and benefits for all users.

- (f) To receive an update from the World Sailing Classes Committee representative to the International Measurers Sub-Committee

Due to the absence of the International Measurers Sub-Committee representative; Bruno de Wannemaeker, the report of the representative was summarised by Dimitris Dimou.

The implementation of a grouping system for international measurers was reported. The grouping system is currently mainly applicable to Olympic Classes but will possibly influence other classes and their international measurers as well. It was noted that classes should inform their IMs about the grouping system to get appointed for certain events in future.

The lack of classes with IMs was stressed and the concomitant level of equipment control at major class events was challenged.

The report underlines that the criteria to renew an IM status will change. The change requires that applicants have served as Event Technical Committee Chair or Vice-Chair, to proof their active contribution.

The Classes Committee Vice Chair – Corinne Rolland-McKenzie commented on the difficulty for class IMs to attend the few IM Seminars worldwide and the related costs for the classes. To reduce costs, it was suggested to introduce modern technology to digitalise the theoretical part of the seminar.

In the following discussion Dimou pointed out that the seminar attendance is required over a period of four years and in consequence a good cover of seminars around the world is provided. It was also discussed that the seminars and clinics are run by MNAs and that the demand might not big enough to supply more courses, which led to the suggestion to organise the seminars by a centralised body.

The executive office commented on the awareness of the lack of IMs and the requirements for classes given by the World Sailing regulations. Moreover, different ways to train IMs were suggested, so interested parties could get involved at World Sailing and major class events.

David Brookes noted the number of IM seminars and highlighted the ones in Toronto and the Netherlands. In addition, he called the attention to multiple class IMs and IMs who would like to become class measurer for additional classes. The classes were asked to publicise their needs and work with the measurers sub-committee to match measurers with classes.

4. Executive Office Report

- (a) To receive an update on the work of the Technical and Offshore Department.

World Sailing Classes Committee Minutes (cont.)

World Sailing Technical Specialist – Hendrik Plate summarised the work of the Technical and Offshore department in 2019. The main tasks in the past year have been equipment evaluations and sea trials for the Olympic Men and Women One Person Dinghy, Men and Women Windsurfer, the Mixed Two Person Dinghy and the Mixed Kite events. The work in liaison with the different Evaluation Panels included the development of evaluation criteria, invitations to tender, document-based evaluations, manufacturer inspections, organisation and execution of sea-trials as well as drafting the related reports and documents.

The department dealt with class administration handling, class rule changes, plaque distribution, board registrations and other technical requests.

Regulation 10 and the related annual report requirements for classes were reviewed which led to submission 046-19. The update of the regulation is based on the feedback given by the classes in 2018 and reduce the workload for the classes.

The Technical and offshore department collaborated with the Equipment Rules Sub-Committee to prepare the update of the 2020-2024 publication of the ERS. Several definitions were updated and added, leading to the submissions considered in agenda item 6.

The technical and offshore department is also involved in the preparation of the 2020 Offshore World Championship as well as the 2024 Mixed double handed Offshore event. For 2020 a qualification system is developed and open for entries. For 2024 the department worked closely together with the Mixed double handed Offshore 2024 Working Party to develop equipment and event criteria.

World Sailing Technical Manager - Jaime Navarro pointed out that it was a challenging year for the department due to staff shortage and appreciated the classes patience during the year.

The Committee Chair – Markus Schwendtner confirmed the challenges described above and underlined that additional tasks and responsibilities requested by the organisation require additional resources for the department. Otherwise class services will suffer further. This additional office resources would also help to realise additional tasks requested by the Classes Committee like guidelines for new classes on how to become a World Sailing Class, Event Equipment Inspection Guidelines, Safety Equipment recommendations and suggested Class Rule wordings for safety related items as well as an equipment cheating incident report portal similar to the safety incident report portal.

The discussion led to the following Recommendations to Council Not Based on Submission

Agenda Item 4

The committee notes that the World Sailing Technical Department urgently needs more staff, despite the new staff member that will join World Sailing after the annual conference, to provide the services and work required.

- (b) To receive and update on event equipment inspection concepts and their benefits / disadvantages (Day Zero, Full Measurement etc)

This agenda item was discussed in a joined session with the International Measurer Sub-Committee (IMSC), represented its Chair Jurgen Cluytmans, who appreciated the invitation and joined discussion.

The first discussed topic related to measurement manuals, measurement procedures at regattas and how best practice is shared between the classes and internally.

World Sailing Classes Committee Minutes (cont.)

Curly Morris described the equipment inspection at Optimist events, where all equipment items are checked before sailing to avoid a disqualification or penalty during the Event. On the water safety equipment is checked as well as the limits of adjustable equipment items. The class also developed a list of discretionally penalties (DP).

Ben Remocker gave a brief introduction to the Nacra 17 and 49er Classes, as one design classes it is not allowed to change any equipment items as long it is not permitted in the class rules. He shared his worry that too tight measurement manual based procedures could exclude certain equipment items from measurement and that sailors might exploit this. He raised the question if manuals shall focus on a strict list of equipment items or if it gives a guideline for measurers how to measure certain equipment items.

World Sailing Technical Manager - Jaime Navarro clarified that the intention of the current proposal tries to deal with the lack of International Measurers in some classes, by simplifying the transfer of international measurers between the classes. A standardised ERS based measurement system, used by most World Sailing classes, should enable the possibility for any International Measurer to work for different classes. However, there are measurement procedures and common practices which are not described in the class rules. The intended document would close the gap between the rules and event measurement procedures to further standardise equipment inspection and simplify the exchange of knowledge and international measurers between different classes.

International Topper Class representative - Bill Brassington reported how the class struggles to find measurers for Topper class Events leading to time-consuming equipment inspections for larger fleets. He requested advice by the International Measurers Sub-Committee on how to develop a 'self-certification' system and DPs.

International Optimist Class representative - Fiona Kid underlined the importance of sharing best practice between the classes and class internally. Different event levels were described as important when coming up with measurement guidelines. She reported that the class is using a digital, online based equipment registration scheme which simplifies the management of equipment inspection for large fleets. It was also reported that equipment inspection at national level vary and supports the initiative of sharing guidelines.

International 470 Class representative - Dimitris Dimou reminded the classes that that it is also the classes responsibility to develop measurement procedures for their class and share best practice to classes at national level. The 470 class is using pictorial manuals on how to set up different measurement stations and measure different equipment items.

International One Design Class representative - Peter Rugg requests an exception of the International Measurement requirement for World Championships if the Championship is a "Round-Robin" event where teams sail on provided boats and swapping equipment between the Races.

IMSC Chair - Jurgen Cluytmans replied that an equalisation of the fleet is still necessary to ensure a fair field of play and led the discussion to equipment inspection policies. In his opinion equipment policies are circumstantial, meaning that the implementation of policies is strongly dependent on the local circumstances at the host venue. Therefore the implementation will have an influence on event organisers which have to provide the equipment, required by the policy.

WSCC Chair – Markus Schwendtner supported the idea of event equipment inspection policies based on the just before mentioned issues. Venues have to provide the necessary equipment for each class, which was described to be an issue at multiclass events, where one piece of measurement equipment (e.g. a scale) is provided, but it doesn't fit all classes. Further he requested that, the measurement equipment requirement should be criteria for awarding an event to a host.

World Sailing Classes Committee Minutes (cont.)

International 49er Representative – Marcus Spillane pointed out that policies can be just as good as far they can be implemented. Developing policies will take the classes time and the fear is that this time might be wasted if the policies are not feasible.

World Sailing Technical Manager - Jaime Navarro raised the question if currently, the level of equipment control at a World Sailing Class World Championships is depended on the local facilities and technical committee? And if it could be the case that there are differences in the quality of equipment control from one major class event to another major class event? He said that a policy could also give advice on measurement procedures independent of the facilities on site.

Vice President - Torben Grael shared his concern of one general policy covering the diversity of classes in the Upcoming Olympics in 2020 and beyond. Grael mentioned the issue may be also controlling one design classes, where the class rule compliance is given by the manufacturer and not by measurement.

- (c) To receive an update on the In-House Certification Programme.

World Sailing Technical Specialist – Hendrik Plate reported that the IHC is in good shape but requires more attention which was not possible due to other prioritised tasks like the equipment evaluations. Two lofts were visited since the last Annual Conference, UK Sailmakers in Hong Kong and Ullman Sails in South Africa. About 11000 stickers were sold in the last 12 Months.

5. Other reports

- (a) To receive a report on general issues regarding safety.

Technical and Offshore Manager – Simon Forbes gave an overview of the work of the safety panel and reported incidents at the incident reporting portal (Link to portal: <https://www.sailing.org/sailors/safety/incident-reporting-portal.php>). Classes were reminded to report relevant incidents via the portal and to have a look at the published reports and findings (<https://www.sailing.org/sailors/safety/reported-safety-incidents.php>).

- (b) To receive a report from the Sailor Safety Equipment *Working Party*.

Committee Chair – Markus Schwendtner explained that the intended focus of this working party was to develop a chart with recommended safety equipment for different classes and wording for NOR and SI. There hasn't been any progress reported to the World Sailing Classes Committee.

The discussion led to the following Recommendations to Council Not Based on Submission

Agenda Item 5(b)

Finalising the Guidance on Safety Equipment is urgently required.

- (c) To receive an update on professionalising Race Officials

This topic has been described as part of the broader scope of the Equipment Cheating Working Party, further details or progress were not discussed.

- (d) To receive an update on Conflict of Interest of Race Officials.

Committee Chair – Markus Schwendtner reported that a working paper has been distributed by the Race Officials Committee, proposing that any class executive member serving as a race official has a conflict of interest which would stop them from being a Race Officials at their own class events. This paper has been reviewed and changes were suggested. There hasn't been an official update on the document by the Working Party. The classes were reminded to be aware of the possible implications and to contribute in the current discussion.

World Sailing Classes Committee Minutes (cont.)

The discussion led to the following Recommendations to Council Not Based on Submission

Agenda Item 5(d)

International Class Associations' officials and employees do not have a conflict of interest because of their position, when appointed as race officials in their class events, or in multi-class events for their class.

National Class Associations' officials and employees have a conflict of interest because of their position, when appointed as race officials in their class' international events or international multi-class events, only where their National Class Association is involved with training of athletes and selection of national teams. The general conflict of interest criteria such as athletes related to the official competing at the event etc. apply at all times.

- (e) To receive an update on the Equipment Cheating Review Group report for Consultation dated 27 June 2019

This agenda item was discussed in a joined session with the International Measurer Sub-Committee (IMSC), represented its Chair Jurgen Cluytmans, who appreciated the invitation and joined discussion. He commented on the Equipment Cheating Report, that the report focusses on one side on the Olympic classes, but mainly uses examples from non-Olympic classes. Moreover, he saw the scope of the working party changing without clear communication to the stake holders. The initially set topics were described as improvements of investigation and prosecution of equipment cheating, not considering actual cases, the use of discretionary penalties and whether this is stimulating equipment cheating or not and the consequences for sailors who present equipment which doesn't comply.

It was criticised that the report showed several parts in relation to the topics above but gives the impression that it focussed more on dismantling current practices of pre-event inspections. The report addresses mainly Olympic Classes so it should also focus on cases of this classes and not creating cases based on other classes.

The Classes Committee Vice Chair – Corinne Rolland-McKenzie supported the general intention of the paper to improve the fairness in the sport of sailing but pointed out that it should be a joined effort of everyone who is involved in the process of making the sport fair. Classes and Race Officials have to work together to develop common objectives based on their experience with the variety of classes. Standards for Equipment control must be developed at event and manufacturer level without disregarding current practices of classes.

The following discussion between the class representatives pointed out that there must be a distinction between professional managed classes using a Day-0 concept followed by in-event-inspection and other classes with less resources. Further the importance of a difference between non-compliance and deliberate equipment cheating was made, which has to be covered in future discussions.

An additional topic discussed was the need of a way to exchange measurement best practices and lessons learned after events in order to improve equipment inspection and standardise procedures. Past Measurement Symposia were used as positive example as well as the benefit of being an Olympic class measurer where a cyclic exchange between measurers is ensured by the reoccurring event. This underlines the lack of such an opportunity for the majority of the classes. Moreover, classes asked for general and class specific measurement guidelines for their events to use it as a basis to implement updates and share lessons learned. Assistance on this topic is requested from the executive office. A report form like at the incident report portal was requested as an initial solution to share information between classes.

World Sailing Classes Committee Minutes (cont.)

The discussion led to the following Recommendations to Council Not Based on Submission

Agenda Item 5(e)

The committee requests that representatives of the WSCC and the IMSC are added to the Equipment Cheating Review Group

(f) To receive an update report from the Class Worlds Working Party

The Classes Committee Vice Chair – Corinne Rolland-McKenzie gave an overview about the work done, including a change of Regulation 10. The Technical and Offshore Department reported that the intention was to reduce the work for the classes. This was done by reordering the regulations in distinctive, chronological sections regarding Class Events and other Class Administration as well as updating or deleting outdated regulations.

The discussion followed the presentation of the changes led to the amendments of the submission shown in agenda item 6. below. The classes would also appreciate a simple online reporting form with prefilled data from a linked World Sailing database. Moreover, the purpose of requesting the data was scrutinised, showing that a better analysis and publication of the gathered data is necessary to justify the reports.

(g) To receive a report from the ERS Working Party

It was reported that the work of the ERS Working Party is reflected in the ERS Submissions outlined in agenda item 6. Moreover, it was pointed out that the upcoming ERS update will be the main task for 2020.

6. Submissions

The submissions listed below were noted and when relevant a recommendation was made to Council.

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

Making World Sailing More Relevant to Sailors - New Governance Working Party/Commission

005-19 **Reporting Committee: Board**
Other Committee: Constitution
Opinion: Approve

Safeguarding - New Policies

007-19 **Reporting Committee: Board**
Other Committee: Constitution
Opinion: Approve

Olympic Equipment - Fees

008-19 **Reporting Committee: Board**
Other Committee: Classes, Constitution, Equipment

World Sailing Classes Committee Minutes (cont.)

Opinion: Approve

Olympic Equipment - Fees

Reporting Committee: Board

009-19 Other Committee: Classes, Constitution, Equipment

Opinion: Approve

Training & Development - Emerging Nations Program

Reporting Committee: Development & Regions

035-19 Other Committee: Board

Opinion: Approve

Equipment Committee - Terms of Reference - Regulation 6.5.4

Reporting Committee: Equipment

Other Committee: Constitution

044-19 Opinion: Reject

The Equipment Committee has a less equipment rules expert composition as this is the case for the Racing Rules Committee. Number of ERS submissions is significantly lower than RRS submissions. No need to change current process.

World Sailing Regulations - Regulation 10

Reporting Committee: Equipment

Other Committee: Classes, Constitution

Opinion: Approve with the following amendment

- 046-19 10.4 (f): Send a report on ~~that~~ **the Class World** championship(s) to the Executive Office ~~within 8 Weeks after~~ **as soon as possible after the championship but no later than 1st February**, including information required by World Sailing. Failure of a class to submit this report ~~will~~ **may** result in World Sailing reviewing the Class's right to hold World Championship, notwithstanding other Regulations below. The information required by World Sailing shall include:
- (i) a full set of results for each awarded title, stating the nationality of each entry;
 - (ii) an evaluation on the event organization, the overall quality of the event, the venue and the standards of the racing.

10.5 (b) Submit changes to the Class Constitution and measurement forms for review and comment by World Sailing

10.5 ~~(b)~~ (c) request World Sailing approval for changes to the ~~Class Constitution~~, Class Rules, ~~measurement forms~~, one-design specifications and Registration Schemes (if applicable) unless otherwise stated in the class agreement and ensure that these changes are published and distributed to the members of the class before the amendments come into effect.

Comments: Requirements for changes to constitution and measurement forms should be consistent with current regulation. Review should be optional ("may") should give discretion for i.e. a one-day delay in submitting the report. Timeline for submitting the event report allows immediate (preferred) reporting, otherwise with the annual class report due on 1st February.

World Championships for World Sailing Classes - Participation Requirements for Large Keelboats - Regulation 10.4(b)

Reporting Committee: Equipment

047-19 Other Committee: Classes, Constitution, Oceanic & Offshore

Opinion: Approve

Equipment Rules of Sailing - Regulation 29

Reporting Committee: Equipment

Other Committee: Constitution, Oceanic & Offshore

048-19 Opinion: Reject

The Equipment Committee has a less equipment rules expert composition as this is the case for the Racing Rules Committee. Number of ERS submissions is significantly lower than RRS submissions. No need to change current process.

Equipment Rules of Sailing - Definition Bumpkin

Reporting Committee: Equipment

049-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Reject

Equipment Rules of Sailing - Definition ERS C.6.4(k)

Reporting Committee: Equipment

050-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - Definition Foil

Reporting Committee: Equipment

051-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Reject

Equipment Rules of Sailing - New Definition Jockey Pole

Reporting Committee: Equipment

052-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve with the following amendment

A spar attached to the ~~boat~~ **hull or mast spar**, extending transversely and connected to a spinnaker guy.

Equipment Rules of Sailing - Definition Hydrofoil & Winglet

Reporting Committee: Equipment

053-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - New Definition Outrigger

Reporting Committee: Equipment

054-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - Definition Rigging

Reporting Committee: Equipment

Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve with the following amendment

055-19 Any equipment attached ~~at~~ and/or connected ~~to at~~ **to** one or both ends ~~of to~~ **to** spars, sails or other rigging and capable of working in tension only. Includes associated fittings which are not permanently fixed to a hull, spar or spreader.

Change Reason 1: To refine the definition of ~~spinnaker pole~~ rigging.

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Equipment Rules of Sailing - Definition Spar

Reporting Committee: Equipment

056-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - New Definition Spinnaker and Headsail

Reporting Committee: Equipment

057-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

The RRS should use the same definition for spinnaker and headsail, or refer to the ERS definition.

Equipment Rules of Sailing - Definition Spinnaker Pole

Reporting Committee: Equipment

058-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve with the following amendment

A spar attached to the mast spar and connected to a spinnaker ~~tee~~ guy.

Equipment Rules of Sailing - Definition Whisker Pole

Reporting Committee: Equipment

059-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve with the following amendment

A spar attached to the mast spar and ~~connected~~ to sheet a sail and/or attach running rigging a headsail clew.

Equipment Rules of Sailing - Definition Wingspan

Reporting Committee: Equipment

060-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - Use of 'Connect'

Reporting Committee: Equipment

061-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

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Equipment Rules of Sailing - ERS C.4.6

Reporting Committee: Equipment

062-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Equipment Rules of Sailing - ERS C.4.8

Reporting Committee: Equipment

063-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve with the following amendment

A mark placed by a technical committee on equipment whose replacement at the event is controlled by the ~~class~~ rules.

Equipment Rules of Sailing - ERS F.4

Reporting Committee: Equipment

064-19 Other Committee: Oceanic & Offshore, Race Officials, Racing Rules

Opinion: Approve

Racing Rules of Sailing - ERS Definitions

Reporting Committee: Racing Rules

138-19 Other Committee: Equipment, Race Officials

Opinion: Approve

Racing Rules of Sailing - Rules G1.2, G1.3 and G5

Reporting Committee: Racing Rules

Other Committee: Race Officials

Opinion: Approve with the following amendment

216-19 G.1.2(a) (iv): of a ~~non-serif~~ typeface such that each letter and number shall be clearly discernible when viewed from either side of the sail when the sail is set.

G.1.3(c) (ii): The national letters and sail numbers shall be displayed wholly below an arc whose centre is the head point and whose radius is 40% of the foot median and, if possible, wholly above an arc whose radius is ~~70~~ 60% of the foot median

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G.5: World Sailing Classes may change the rules of this appendix provided the changes have first been approved by World Sailing. Other ~~boats~~ **Classes** may change the rules of this appendix provided the changes have been approved by their Class Rules Authority or national authority as appropriate.

Comment: *current typeface is requiring Helvetica or better legible. Helvetica is a non-serif typeface.*

Comment: *Current positioning is 60% and should be retained, otherwise there will be problems with small boat spinnakers.*

World Sailing Classes Committee - Recommendations to Council Not Based on Submission

Agenda Item 4

The committee notes that the World Sailing Technical Department urgently needs more staff, despite the new staff member that will join World Sailing after the annual conference, to provide the services and work required.

Agenda Item 5(b)

Finalising the Guidance on Safety Equipment is urgently required.

Agenda Item 5(d)

International Class Associations' officials and employees do not have a conflict of interest because of their position, when appointed as race officials in their class events, or in multi-class events for their class.

National Class Associations' officials and employees have a conflict of interest because of their position, when appointed as race officials in their class' international events or international multi-class events, only where their National Class Association is involved with training of athletes and selection of national teams.

The general conflict of interest criteria such as athletes related to the official competing at the event etc. apply at all times.

Agenda Item 5(e)

The committee requests that representatives of the WSCC and the IMSC are added to the Equipment Cheating Review Group

Agenda Item 9

The Committee strongly recommends that the criteria for achieving World Sailing Class status are strictly applied.

7. World Sailing Governance Reform

(Please find the discussed 'Final Summary of the Proposal of Reform the Governance of World Sailing' and further related documents here:

<https://www.sailing.org/about/governance/index.php>)

Vice President - Torben Grael reported that it is challenging to work with the current governance system and that a change is urgently required to support the sport efficiently. He supported the work done and the latest draft governance reform.

Committee Chair – Markus Schwendtner gave an update on the proposed governance structure and the role of the classes in the new structure. He supported the reviewed version of the governance structure based on the improved position for World Sailing Classes. As major improvement compared to the previous version the following was pointed out:

World Sailing Classes Committee Minutes (cont.)

- A class representative at the Olympic council with an Olympic classes sub-committee,
- A world sailing classes sub-committee which is reporting to the participation and development council where the classes have three seats
- A right to nominate members of any World Sailing Committee
- A right to attend every AGM

Seen by him as an improvement for World Sailing Classes to participate in the decision-making processes.

The following discussions by the committee confirmed the disfunction of the current governance system and necessity of a change. However, it was criticised that the proposed governance changes disregard the importance of the classes although they are a major part of the sport. Often mentioned was the financial contribution of the classes to the organisation without seeing the benefit of being part of it.

It was also commented that the proposed decision process for Olympic classes, with a gap between the Olympic council decision in May and the AGM approval in November, could lead to unnecessary 'noise' between the decisions.

The current position of the classes within the organisation was discussed and described as minor compared to the MNAs. The MNAs were described to hold the majority of the 'decision making power'. A comparison between the current situation and the proposed governance structure showed that the classes are currently represented with one seat out of 42 in Council and no representation at the AGM. The proposal was described as an improvement in regard to 'decision making power' due to four seats in the Participation and Development council as well as the representation by the Olympic Classes Sub-Committee Chair in the Olympic Council. The classes scrutinized the power of the Board in the proposal as the final decision-making party.

8. Race Officials at Class Events, Event Sustainability

Agenda Item 8 was moved to the agenda of the Olympic classes Sub-Committee.

9. Applications for World Sailing Class Status

The committee agreed that classes should not take decisions about other classes, therefore the topic was not further discussed.

10. Other Committee's Agenda Items relating to World Sailing Classes

No further topics were discussed.

11. Other Items Related to World Sailing Classes

No further topics were discussed.

12. World Sailing Classes priorities 2019-2020

The following World Sailing Classes Committee priorities for 2019-2020 were discussed:

- Elections 2020 and possible nomination from the Classes Committee
- A class Survey was requested to develop further priorities

13. Any other business

A Keelboat World Championship was announced for March 2020.