

Report of 2020 EQ Committee Activities

Following on from 2019 when the Equipment Committee managed two equipment trials, 2020 seems like a slower year. This may have been true if not for the disruption of COVID-19 on the global community and World Sailing. I'd like to thank the dedicated members of the equipment committee who helped keep our technical services at least somewhat functional while the staff was furloughed. There was not a lot of progress made for at least a month, but then things started moving. Below are items of interest from the Equipment Committee for 2020

1. Equipment WP for 2024 Mixed Two Person Offshore Keelboat – Major focus in 2020. Working Party members came from both OOC and EQ. Work began just after the new year.
 - a. Request for Information: After initial phone meetings it was decided to engage industry by using a request for information to get their feedback for the equipment criteria and what they felt was a reasonable boat. 12 manufacturers responded and this progressed into a joint conference call with all the parties. Communicating WS needs was a goal in these discussions.
 - b. Sharing the vision of the Offshore event was a key component for this period. Alastair Fox presented that vision to the manufacturer's. He talked about timetables, qualification regattas and test events. This was very important for the manufacturers to advance their understanding of the Olympics. It also has sparked event and discipline discussions within World Sailing committees to help MNA's bring this event to their sailors.
 - c. The Working Party discussed equipment equalization in two parts: production quality control and equalization of rigging, sails and others. Both these topics need to be progressed as WS moves into an Invitation to Tender for the 2024 Equipment.
 - d. One on one meetings were scheduled to follow the initial group conference but were delayed due to the pandemic affecting our focus and the staff's availability. They have happened and a clearer picture of the manufacturer's needs as well as WS's and the MNA's has emerged.
 - e. Discussions with the Working Party after the RFI responses focused in on the criteria and allowed us to eliminate the Class Mini as not the type of boat we see capturing the public. All of the production boats have been working on ways to affordably meet the Olympic equipment requirements.
 - f. The final criteria were circulated through both the Equipment Committee and the Oceanic and Offshore Committee before the submission was drafted and finally submitted.
2. Remaining available to Classes during the pandemic furlough. The Chairman was contacted by classes needing urgent reviews of class rule changes and with the help of other committee members we were able to progress these so that there were comments returned to the staff once they returned to work.
3. Committee Working Parties Refocus in July after informal committee meeting in June. The committee reviewed the standing working parties and renewed commitment to progressing the work while the staff was furloughed. The WP's are review of class rules, review of class applications, Personal Safety, One-Design Quality Control, Equipment Controls, standard class

rules update and a WP to review Regulation 23 with the Events committee. Reports will be made at the annual meeting for most of these WP's.

4. The ERS book was reviewed for publication by the ERSC, and was published. Minor edits have been requested and are in process.
5. Review of Olympic Equipment Evolutions: April 2020 – EQ Chairman was updated at this time. Relayed information to committee in June.
6. Representation of Offshore Discipline at Olympic Classes – an Event group was engaged on the Offshore event during the staff furlough. Promotion of the discipline by World Sailing seemed key to answering the many questions of MNA's on how to prepare sailors for the Offshore. The Chairman of the Equipment, Events and Oceanic and Offshore committees, along with the Vice Chairs began discussing ways to promote the event and then helped form the Offshore Doubles Sailing Association that has just launched.
7. One Design Controls Working Party – Real good progress has been made in establishing processes. Remember that this effort is the outcome of the Equipment Cheating Review that this Board authorized and was reported in 2019. Lead by Jaime Navarro and supported by myself and a WP of EQ and Olympic Classes Representatives, this work will be a major focus for the next few years. Starting first in the Olympic classes there is a need to push these out to all the International Classes for use of best practices and for further discussions. Discussion will be reported at EQ meeting.
8. Support given to International Classes. The Chairman has, from time to time, been asked to review international class equipment controls or class disputes. These are often accomplished with the aid of the staff, but this year there has been interchange with a class and their Technical Committee and Chief Measurer. The Board has been made aware that the Chairman had been engaged and that the office was responsive to the classes efforts to resolve a measurement issue. The efforts are ongoing.