

Equipment Committee 2026 Mid-Year Meeting Minutes



World Sailing Equipment Committee Meeting Minutes

Meeting Date: May 6th 2026

Location: Virtually via MS Teams

Time: From 21:00 to 23:15 UTC

1. Opening of the Meeting
2. Proposals
3. World Sailing Class Status Review
4. Class Applications for World Sailing Status
5. Regulation 11
6. Equipment Updates
7. The Equipment Committee's Annual Work Plan

Committee Members Present:

Glen Stanaway Chairman (AUS)
Cedric Fraboulet (FRA)
Diana Kissane (IRL)
Ganapathy Kelapanda Chengappa (IND)
Haluk Suntay (TUR)
Jo Aleh (NZL)
Laura Marimon Giovannetti (SWE)
Niall McLeod (GBR)
Peter Vink (NED)
Roman Hagara (AUT)
Szymon Wierzbicki (POL)
Andreas Kosmatopoulos (GRE) – WSCC Rep
Dimitris Dimou (GRE) – ERSC Chair
Sandy Grosvenor (USA) – RRC Rep

In Attendance:

Dave Hughes (WS Vice-President)
Jaime Navarro (WS Technical and Offshore Director)
Francesco Gulizzi (WS Technical Manager)
Antonio Saporito (WS Olympic Equipment QC Manager)
Obi Groombarke (WS Technical Specialist)
Pilar Lopez (WS Classes Manager)

Apologies Received:

Corinne Migraine (WS Vice-President)
Matteo Plazzi Vice-Chairman (ITA)
William Abbott (CAN)
Kimberly Lim Min (SGP) – AC Rep
Denise Caffari (GBR) – OOC Rep
Alfred Pelinka (AUT) – PSC Rep

1. Opening of the Meeting **a. Chair's Opening Remarks**

Glen Stanaway opened the Equipment Committee Mid-Year Meeting 2026 and welcomed committee members, staff, and observers attending online.

The following was acknowledged and thanked:

- Vice Presidents Dave Hughes and Corinne Migraine for their support and engagement with the Committee.
- Wolfgang Mayrhofer and the Events Committee for the strong collaboration between the Equipment and Event committees.

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- Jan Martin Wilschut and the World Sailing Classes Committee for the positive and constructive working relationship.
- The Equipment Rules Subcommittee, chaired by Dimitris Dimou, for its ongoing leadership and important contribution to the governance framework for equipment regulations.

It was confirmed that Nemo Vote would be used for the three decision items scheduled during the meeting.

b. Apologies for Absence and Declarations of Conflicts of Interest

Glen Stanaway confirmed that apologies for absence had been received from: Corinne McGrane, Bill Abbott, Kimberly Lim, Matteo Palazzi, Denise Kafari, Alfred Pelinka.

It was noted that, the meeting remained quorate.

Members were invited to declare any additional conflicts of interest not already known to the Committee. No further declarations were made.

c. Minutes of the February 2026 Equipment Committee meeting

Glen Stanaway noted that the Equipment Committee met in February 2026. The minutes of that meeting had been included within the supporting papers for the current meeting.

Members were invited to raise any questions or comments regarding the February 2026 meeting minutes. No questions or comments were raised by the Committee.

d. Review the Annual Work Plan

Glen Stanaway noted that this agenda item also appeared later in the meeting (Agenda Item 7), but would be addressed at this point and not repeated.

It was reported overall satisfaction that the Committee is delivering on its agreed work programme, stating that the Committee is progressing the work it had committed to undertake. While some activities may not be fully aligned to preferred timelines, all planned areas of work are currently being addressed.

Key updates included:

- The equipment evolution task team is examining equipment use in events not currently under formal review, alongside ongoing consideration of potential equipment evolution for those events.
- Close collaboration is ongoing with the Events Committee in relation to the four Olympic events currently under review, with relevant Committee members actively involved.
- Glen Stanaway thanked the relevant contributors and World Sailing staff for their support, particularly highlighting the technical and administrative assistance provided by the office.
- Work on equipment-related governance has been advanced and is scheduled as a separate agenda item for further discussion.
- Routine and ongoing matters, including class association applications and related processes, continue to be managed through the ongoing business task team led by Dimitris Dimou.

Glen Stanaway concluded that the annual work plan is on track and that the Committee is meeting its intended objectives. Members were invited to raise questions or comments on the work plan. No questions were raised.

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e. Decisions by Email since last meeting

Francesco Gulizzi reported on decisions taken by email since the February 2026 Committee meeting.

The urgent request received in April 2026 from Nacra Sailing concerning a modification to the mainsail and jib specifications, prompted by the unavailability of the current sail cloth, was outlined. The World Sailing Office, in consultation with the Chair of the Equipment Rules Subcommittee, determined that the request met Policy D11 criteria.

The Office recommendation was circulated to Committee members for approval by email. The Committee subsequently voted in favour of the request, and the building specification change was approved.

Glen Stanaway also formally acknowledged Peter Vink's participation in the meeting in his capacity as IP holder for the Nacra 17 class. It was noted that Peter Vink appropriately declared his interest and did not participate in the related decision-making process. It was commended this approach as consistent with the Committee's standards for managing conflicts of interest, allowing the Committee to proceed independently with the matter.

2. Proposals

Glen Stanaway introduced this section by explaining that, following changes introduced under the 2024 governance review, proposals are now formally required to be made by the relevant committee rather than by the Chair. As such, the items in this section were presented to the Committee for discussion and endorsement prior to submission to the proposal portal.

It was also explained that Agenda Items 2A and 2B represented two distinct sets of work, with 2A covering class rules interpretations and 2B covering proposals developed by the Equipment-Related Governance Task Team.

a. ERSC Proposal for a new Policy: Procedure for Class Rules Interpretations

Glen Stanaway introduced the proposal developed by the Equipment Rules Subcommittee (ERSC), noting that it addresses inconsistencies identified between existing regulations and policies relating to class rules interpretations. The proposal was described as largely "housekeeping" in nature, intended to correct referencing errors and ensure that the policy framework aligns with established practice.

Dimitris Dimou confirmed that the proposed policy was intended to reflect the existing working approach, where a panel involving a ERSC representative, the Class representative, and the World Sailing office representative reviews interpretation requests.

Niall McLeod, raised a question regarding a perceived inconsistency between the proposed policy panel structure and existing Regulation 15, which refers to decision-making by the full ERSC.

It was clarified that the intention was to maintain the established practice of a smaller panel structure while ensuring alignment with the regulatory framework.

It was confirmed that Regulation 15 supports delegation of procedures to the ERSC and that the proposed policy would align with this approach while preserving class involvement in the decision-making process.

Niall McLeod indicated that this clarification was satisfactory.

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The Committee raised no further questions and the Chair confirmed that the proposal would proceed to the portal.

b. Proposals under development by the “Equipment Related Governance” Task Team

Glen Stanaway introduced the second set of proposals arising from the Equipment-Related Governance Task Team, noting that the work represented a substantial review of equipment governance policies, regulations, and associated procedures.

i. Policy D1: Amending constitution standards

Proposed enhancements to guidance for class association constitutions were outlined, including provisions relating to legal structure, conflict of interest management, term limits, and alignment with World Sailing strategy. It was further proposed that constitutional approval responsibility be formally assigned to the Governance Committee, rather than the Equipment Committee.

Diana Kissane supported the proposal, noting that it aligned with ongoing work to strengthen governance standards in collaboration with class associations.

The Committee raised no objections and it was agreed upon to proceed with the proposal.

ii. Policy D2: Cancelling builders

Glen Stanaway presented the proposal as a housekeeping measure, including corrections to drafting errors and removal of references to the builder licensing system, which would instead be consolidated in Policy D4.

The Committee raised no questions and supported progression of the proposal.

iii. Policy D4: Cancelling builders and changing constitutions

Glen Stanaway outlined several amendments, including:

- Clarification that approval of constitutional changes and measurement-related documents requires explicit World Sailing approval rather than informal comment;
- Delegation of constitutional approval to the Governance Committee;
- Delegation of measurement form and certification document control to the ERSC;
- Removal of outdated date references;
- Clarification of approval and cancellation processes for licensed builders;

Niall McLeod, queried consistency between approaches taken in different governance processes.

The matter was discussed and it was confirmed that the intent remained to preserve class involvement while ensuring appropriate delegation and decision-making structures.

Dimitris Dimou and Jaime Navarro clarified the practical intent of maintaining existing operational models while formalising governance structure.

Diana Kissane supported the proposed delegation of constitutional oversight, noting alignment with existing governance practice.

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A drafting issue relating to a broken hyperlink in clause 4.2 was identified and noted for correction prior to publication.

The Committee raised no further questions.

iv. Policy D6: Correcting broken citations

Glen Stanaway noted that the proposal consisted of corrections to broken citations and references introduced during the 2024 governance restructuring.

The Committee raised no questions and supported progression.

v. Policy D10: Correcting broken citations

Glen Stanaway confirmed that this proposal also addressed citation and referencing errors arising from the governance restructuring process.

No comments or objections were raised.

vi. Regulation 12: Fixing conflicting dates with Policy D4

Glen Stanaway presented amendments aligning regulation and policy regarding submission deadlines for World and Continental Championships. The change harmonises the regulatory deadline from 1 August to 1 October and removes duplication between regulation and policy.

It was explained the historical rationale for the 1 October date as providing class associations additional time following seasonal competition cycles to finalise submissions.

The Committee raised no objections and supported the amendment.

c. To note the status of Proposals allocated to the EQ and ERSC

Francesco Gulizzi confirmed that no additional proposals were currently known to be allocated to the Equipment Committee or the ERSC, aside from the CO-2026-005 Proposal to Amend Policy D3 which will be addressed at the end of the meeting.

Glen Stanaway confirmed the need for the Equipment Committee to provide an opinion on CO-2026-005 Proposal.

d. To note and discuss other Proposals

Glen Stanaway invited members to raise any additional proposals of relevance to the Committee. No further proposals were identified or discussed.

3. World Sailing Class Status Review

a. Classes proposed to be placed under review following the 2025 Annual Report

Glen Stanaway introduced the item noting the requirement for World Sailing Classes to be reviewed on a regular basis. The ongoing business task team had conducted the annual assessment and brought forward a recommendation for Committee consideration.

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It was reiterated that placing a class “under review” does not indicate loss of World Sailing class status. Instead, it initiates a formal process whereby the recommendation proceeds to the World Sailing Board and ultimately to the World Sailing General Assembly for final decision later in the year.

It was noted that experience from the previous year indicated that classes placed under review often responded constructively by engaging with World Sailing staff and addressing identified issues prior to final decisions being taken.

The recommendation covered the following classes:

- International Formula 16 Class Association
- International Hansa 2.3 Class Association
- International Hansa Liberty Class Association
- International kite foil open class Association
- Viper 640 Class Association
- Melges 32 Class Association

Dimitris Dimou explained the methodology underpinning the selection process. He outlined that the review process is based on a regulatory requirement to periodically assess all classes using a scoring system administered by World Sailing staff. Classes are assessed against compliance criteria, with higher scores indicating greater levels of non-compliance or missing information.

It was noted that the threshold for inclusion in the review list had been adjusted to ensure an appropriate number of classes were captured, and that incomplete or inaccurate reporting by classes could influence their scoring outcome.

Pilar Lopez confirmed that the process is governed by regulation requiring periodic review and clarified that inclusion on the list does not affect a class’s existing status, but ensures compliance monitoring.

Glen Stanaway highlighted that two Para Sailing-related classes were included in the list, and noted correspondence requesting consideration of their exclusion. He clarified that Olympic equipment classes are generally excluded from this process due to their distinct status and confirmed that Para Sailing remains a strategic priority for World Sailing.

Dave Hughes supported the process and noted that the review mechanism has historically proven effective in encouraging classes to address compliance issues and improve alignment with World Sailing requirements.

Jaime Navarro raised a broader governance consideration regarding the classification framework for Para Sailing classes. He suggested that the Committee may benefit from reviewing whether a distinct recognition framework for Para Sailing classes should be developed, rather than applying identical criteria used for all World Sailing classes.

It was acknowledged this as an important strategic consideration but clarified that it should be treated separately from the current decision.

Glen Stanaway proposed that the Committee proceed to vote on the recommendation as presented by the task team, noting that:

- Inclusion in the review process does not imply immediate loss of status;

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- The Board may subsequently amend recommendations;
- Classes may address identified issues during the process; and
- Further considerations regarding Para Sailing classification may be addressed separately in future work.

The motion to place the listed classes under review was approved unanimously (13 votes in favour).

It was noted that the approved recommendation would proceed to the World Sailing Board, with the Committee's discussion, particularly regarding Para Sailing classification considerations to be recorded for context.

4. Class Application for World Sailing Status: WASZP

Glen Stanaway confirmed that one application for World Sailing class status had been received from the WASZP International Class Association.

It was noted that the class had previously applied for World Sailing status and had since re-engaged with the process following updates to its class rules and supporting documentation.

The recommendation was presented as follows: approval of the WASZP International Class Application, subject to:

- Approval of the class rules by the ERSC
- Submission of outstanding building specification information required by the World Sailing Office
- Signing of the agreement

Jaime Navarro provided an overview of the application history, noting that the class had engaged with World Sailing over a multi-year period to align with requirements for class recognition.

He noted that the class undertook a comprehensive revision of its class rules to align with the standard World Sailing format. These had been reviewed by the ERSC, with only limited outstanding matters remaining.

Dimitris Dimou confirmed that the technical content of the class rules had been agreed by the ERSC; Outstanding issues related only to advertising and branding provisions under World Sailing's regulatory framework; Final confirmation was required from the World Sailing Legal Department, as the matter falls outside the scope of the ERSC.

Jaime Navarro further clarified that approval of the class rules was contingent on legal confirmation and that, if accepted, implementation would be governed through the relevant contractual arrangements between World Sailing and the Class.

It was also noted that earlier concerns regarding the governance structure of the class had been resolved through revisions to the constitution, which had been reviewed and accepted by the Governance Committee.

Diana Kissane, confirmed that the constitutional review process had been completed positively and that the class had worked constructively with the Governance Committee to align its constitution with World Sailing requirements.

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The Committee unanimously approved (13 votes in favour) the recommendation to grant World Sailing class status to the WASZP International Class Association, subject to the stated conditions.

Glen Stanaway thanked the Committee and the World Sailing Office for their work on the application.

8. Regulation 11

Glen Stanaway introduced Agenda Item 5, noting that three task teams and one Board-appointed working group are actively progressing work under Regulation 11.

a. Regulation 11.5 Working Group Update

Glen Stanaway noted that the Regulation 11.5 Working Group had been established by the Board and includes representation from both the Events Committee and the Equipment Committee, as well as the Athletes' Commission. Contributors for the proposals received were thanked, noting that over 30 submissions had been reviewed by the group.

Niall McLeod reported that the group had:

- Established its working framework;
- Begun detailed review of submitted proposals; and
- Commenced weekly meetings to develop recommendations.

It was noted that the group would reconvene weekly in order to prepare recommendations for the August joint committee meetings.

It was also confirmed that updates would continue to be shared with the wider sailing community throughout the process.

Szymon Wierzbicki added that the analysis includes inputs from MNAs, class associations, IOC-related requirements, broadcaster feedback, and prior Events Committee work, forming the basis for recommendations.

It was noted that the process is broad in scope, with proposals ranging from no change to significant structural change, and confirmed that all options remain under consideration.

Glen Stanaway emphasised that:

- The Working Group will independently assess proposals in the context of the Olympic sport;
- The Events Committee will lead the process where event structure is concerned; and
- The Equipment Committee will lead where equipment-related matters arise.

He highlighted the importance of alignment between both committees prior to August meetings to ensure coherent recommendations are presented to Council.

He also acknowledged World Sailing staff contributions, including support from Michael Downing and the wider Office.

Andreas Kosmatopoulos suggested that all Olympic classes should be subject to regular review (e.g., every eight years) to ensure consistency and fairness across classes, rather than focusing only on a subset.

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It was noted that such a change would require regulatory amendment and suggested it be discussed through the relevant subcommittees or proposed formally through the appropriate channels.

Jo Aleh, supported the importance of focusing on long-term sport development and cautioned against overly rigid procedural constraints limiting broader strategic thinking.

It was noted that the process is ultimately driven by the objective of improving the sport within the Olympic context.

It was further confirmed that the process is ongoing and that Committee members will be kept informed in the lead-up to the August meetings.

b. Regulation 11.4 “Equipment Evolution” Task Team Update

Francesco Gulizzi reported on the Equipment Evolution Task Team formerly led by Kimberly Lim, which is reviewing equipment used in events not currently under Regulation 11.5 review.

He advised that a stakeholder survey is in its final stages of preparation, the survey will collect feedback on performance, accessibility, and suitability of existing equipment and the findings will inform whether equipment should be retained, evolved, or replaced.

Next steps include:

- Finalising and distributing the survey;
- Collecting responses from sailors and stakeholders; and
- Analysing results to identify potential trends or issues.

Glen Stanaway noted that this work is exploratory in nature and may not necessarily result in changes, but is intended to ensure periodic review of equipment across all events.

c. Regulation 11.7 “Equipment Re-evaluations” Task Team Update

Haluk Suntay reported that the Task Team has:

- Developed a draft procedure for re-evaluation processes;
- Benefited significantly from World Sailing office input and historical knowledge; and
- Circulated draft material for review and comment.

The Task Team is now finalising its report to define how Regulation 11.7 should be implemented in practice.

Ganapathy Kelapanda Chengappa emphasised the importance of maintaining sailor-friendly and cost-effective processes, with sufficient lead time to avoid mid-cycle changes.

Jaime Navarro clarified that this work will define:

- The tender and selection framework for event equipment;
- Criteria for event-specific, generic, and legacy considerations; and
- Governance structures for eligibility, cost control, and lessons learned.

He noted that the resulting document will form a consolidated invitation to tender requiring Board approval.

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Glen Stanaway thanked the task team and Office for their work and confirmed the importance of ensuring alignment between procedural design and Olympic delivery requirements.

d. “Equipment Related Governance” Task Team Update

Glen Stanaway provided an update on the Equipment-Related Governance Task Team, noting that work continues on improving alignment across policies, regulations, and contractual frameworks.

The following was reported:

- Template agreements between World Sailing and classes/builders have been reviewed;
- Confidentiality provisions allow appropriate access to information where required for governance purposes; and
- No immediate policy changes are required for access to confidential contractual information, provided it is used appropriately and on a need-to-know basis.

The following outstanding areas for further work were highlighted:

- Access to technical information for measurers and officials at events;
- Clarification of responsibilities under Regulation 12;
- Review of timelines and processes in Policies D1 and Regulation 15;
- Alignment of procedures in Policies D8 and M1; and
- Ongoing review of the World Sailing Classes framework.

It was acknowledged that further inter-committee collaboration will be required, particularly with the World Sailing Classes Committee, Olympic Classes Sub-Committee, and Governance Committee.

Glen Stanaway concluded that the work has identified additional interrelated issues and confirmed that these will be addressed in subsequent phases of the governance review.

9. Equipment Updates

a. Equipment Rules Sub-Committee Chair Report

Dimitris Dimou provided a report on recent sub-committee activities, noting the significant volume of Class Rule Changes (CRCs) processed since the 2025 Annual Conference.

It was explained that CRCs are reviewed through a structured quarterly cycle, supported by additional informal meetings where required due to workload and technical complexity. While formal decisions are taken in scheduled quarterly meetings, preparatory discussions are undertaken in advance to ensure efficient handling of submissions.

It was highlighted that class rule matters cannot always be resolved by correspondence alone due to their technical nature and require in-person or structured meeting-based discussion. All submissions are stored and managed through the World Sailing office to support transparency and traceability.

The Equipment Committee noted the scale and complexity of the Sub-Committee’s work and recorded its appreciation for the ongoing efforts of its members.

Dimitris Dimou also presented an update on the process for managing technical rules queries. An internal routing framework has been developed jointly with the Executive Office to ensure incoming technical questions are directed to the appropriate responsible body.

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This framework clarifies allocation of responsibility across subject areas and supports consistent handling of queries by the Executive Office. A remaining open item relates to identifying responsibility for queries concerning the Advertising Code, which may require further clarification at Board level.

b. L.A. 2028

i. To vote on the Formula Kite Chubanga building specification change request

The Committee considered the building specification change request for the Formula Kite class relating to the Chubanga fuselage-mast connection geometry.

It was noted that the request had been circulated in advance and supported by the class and the Executive Office. It was also highlighted that testing of prototypes indicated that the change resolved the identified failures.

Jaime Navarro explained that the change was initiated following structural failures identified at the connection point, and that a minor adjustment to the radius of the connection had been developed to address the issue.

The Committee approved the Formula Kite Chubanga building specification change (11 votes in favour and 1 abstain)

ii. Update from the Office:

The Committee received an update from Jaime Navarro on a range of LA 2028 equipment-related initiatives:

Use of Augmented Race Management systems for start and finishes. The Committee was informed of ongoing trials of augmented and electronic race management systems, including the use of positioning and timing technologies in recent events such as the 49er event in Palma.

Systems such as Vakaros RaceSense are being evaluated for use in Olympic classes. It was noted that World Sailing has approved a policy framework allowing systems to be assessed and categorised against defined performance requirements.

Work is ongoing to define certification levels, inspection procedures, and governance arrangements, particularly in relation to system accuracy, positioning tolerances, and the implications of competitor-owned equipment in race management.

Supplied Helmets. Jaime Navarro confirmed progress on the development of supplied helmet systems, including engagement with broadcast partners and equipment suppliers. The work includes ensuring compatibility with broadcast requirements and consideration of potential integration of athlete identification features within helmet systems.

Supplied Equipment (ILCA and IQFOiL). The Committee was updated on ongoing discussions with relevant classes regarding supplied equipment for LA 2028, including manufacturer selection processes and logistics/delivery arrangements. Work continues on defining procurement timelines and operational responsibilities.

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Kite identification proposal from IKA class. An update was provided on kite identification work undertaken with the International Kiteboarding Association. The current concept under evaluation includes:

- High-contrast country codes applied to kite surfaces
- Flag identifiers positioned on kite tips
- Adjustments to colour contrast to improve drone and broadcast visibility

It was noted that full national flag designs across kite surfaces were considered impractical due to manufacturing and class specification constraints. The current approach will be tested at upcoming class events, with further evaluation planned before final recommendations are made.

c. Equipment Certification: status update on the Manufacturer Certification System and the In-House Certification (IHC) Programme

The supporting papers published ahead of the meeting were noted. The Committee raised no questions.

d. Cross-Committee Representatives updates and CO-2026-005 Proposal

The Committee considered feedback from cross-committee representation regarding CO-2026-005 Proposal

It was noted that the proposal and associated paper had been circulated to the Committee in advance.

Andreas Kosmatopoulos, as representative of the World Sailing Classes Committee, advised that the Committee had considered the proposal and does not support it in its current form. It was noted that the Classes Committee's position is that World Championship status should remain a single, clearly defined event rather than being derived from a series of events.

The Equipment Committee raised concerns that introducing such a mechanism could have broader implications across all classes, including potential inconsistencies in measurement standards, event quality, and participation criteria. The Classes Committee view was that maintaining a single-event World Championship preserves clarity, governance control, and sporting integrity.

Glen Stanaway noted that, while the proposal was not supported in its current form, certain classes or events, including the IMOCA, may have specific needs that could be accommodated through existing regulatory mechanisms.

It was highlighted that Regulation 12.3 already provides a pathway for classes to seek approval for events to be recognised as World Championships, which may offer a more appropriate and targeted solution for individual cases without requiring a policy change applicable across all classes.

No further objections or alternative proposals were raised by Committee members present.

Glen Stanway thanked the Equipment Committee Members, the Office and the observers and closed the meeting.