World Sailing
Equipment Committee Meeting Minutes

Meeting Date: October 13th 2026
Location: Virtually via MS Teams
Time: From 22:00 to 23:00 UTC

1. **Opening of the Meeting**
2. **Proposals**
3. **Annual Work Plan**
4. **Other Items of business**

Committee Members Present:
Glen Stanaway Chairman (AUS)
Matteo Plazzi Vice-Chairman (ITA)
Cedric Fraboulet (FRA)
Denise Caffari (GBR) – OOC Rep
Diana Kissane (IRL)
Niall McLeod (GBR)
Peter Vink (NED)
Roman Hagara (AUT)
Andreas Kosmatopoulos (GRE) – WSCC Rep
Sandy Grosvenor (USA) – RRC Rep

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

Apologies Received:
Dimitris Dimou (GRE) – ERSC Chair
Laura Marimon Giovannetti (SWE)
Kimberly Lim Min (SGP) – AC Rep

1. Opening of the Meeting

a. Chair's Opening Remarks

The Chair, Glen Stanaway, welcomed Equipment Committee members, Observers and relevant staff to the meeting, acknowledging the efforts of participants joining from different time zones.

The Chair noted that the meeting would focus on the equipment criteria for the proposed men's and women's wing foiling events, following the Events Committee's consideration of the Olympic events programme.

The Chair thanked Laura Maramon Giovannetti, Neil McLeod and the Regulation 11.5 working group, for their considerable work in developing the proposals.

b. Apologies for Absence

The following apologies for absence were noted:

- Dimitris Dimou (GRE) – ERSC Chair
- Laura Marimon Giovannetti (SWE)
- Kimberly Lim Min (SGP) – AC Rep

No further apologies were reported.

c. Declarations of Conflicts of Interest

The members were invited to declare any new conflicts of interest not already identified through their Committee appointments.

d. Minutes of last Equipment Committee meeting

The Chair invited Committee members to raise any comments or amendments concerning the minutes of the the Equipment Committee Meeting held on 21 August 2026.

No comments or amendments were raised.

2. Regulation 11.5

2.1 Decisions under Regulation 11.5

Background and scope of the decision

The Chair explained that four events had been placed under review in November 2025: the mixed multihull, mixed dinghy, men's kite and women's kite.

The Events Committee, at its last meeting held on October 13th 2026, had agreed to recommend the following to Council:

- Retention of the mixed multihull event, using the Nacra 17.
- Retention of the mixed dinghy event, using the 470.
- Introduction of men's and women's wing foiling events, replacing the men's and women's kite events.

The Chair clarified that the Equipment Committee's task at this meeting was limited to considering the equipment criteria for the proposed men's and women's wing foiling events. The Committee was not being asked to determine equipment for mixed team racing or the mixed team tournament, as neither was proceeding as a recommended event at that stage.

In response to a question from Niall McLeod concerning a possible additional medal for team racing, the Chair explained that the Events Committee had identified a need for further work. Questions remained regarding the most appropriate event format and the applicable regulatory process. Further consideration would therefore be required before any proposal could progress.

It was also clarified that the final arrangements for equipment supplied for the retained mixed multihull event would be addressed through the relevant contractual process between the Board, Manufacturer and Class.

Proposed equipment criteria for men's and women's wing foiling

The Chair introduced the proposed equipment criteria pulished as supporting paper of this meeting, explaining that their purpose was to provide a transparent and objective basis for assessing equipment submitted through the tendering process.

The criteria were intended to support the selection of equipment that met the needs of the sport, while recognising that no single tender was necessarily expected to satisfy every criterion. The Committee would

ultimately need to exercise judgement when comparing proposals and determining the relative importance of individual criteria.

The following principal considerations were highlighted:

1. Athlete suitability and performance

Equipment should be designed to suit the intended athlete population, with appropriate target crew weights and equipment dimensions. The Chair noted that factors such as board volume, foil design, foil dimensions and wing sizes would influence the suitability and performance of the equipment. The proposed target weights would need to be examined through technical assessment and, where appropriate, practical trials.

2. Affordability and cost control

It was emphasised that the equipment should be affordable for sailors and should not impose unnecessary costs on national authorities, National Olympic Committees or athletes seeking to compete internationally.

The Committee discussed the risk that equipment costs could increase when a class becomes Olympic equipment. Andreas Kosmatopoulos questioned how prices could be controlled and noted that the optimal athlete weight and performance characteristics might change in an Olympic environment.

The Chair acknowledged that World Sailing could not directly control all prices but could learn from previous equipment-selection processes and consider factors such as manufacturing arrangements, the number of manufacturers and the extent of equipment standardisation.

Jaime Navarro advised that further research was being undertaken, with the legal team reviewing potential mechanisms for controlling price increases through the tendering process. Possible measures included requiring tenderers to specify price-adjustment mechanisms linked to public indices and formulas reflecting changes in manufacturing costs and raw materials.

It was noted that these considerations were being developed further for inclusion in the procedures to be discussed at the annual conference.

3. Reliability and durability

The Chair emphasised the need for robust and reliable equipment that was fit for use when supplied. Equipment should withstand the demands of wing foiling and avoid unnecessary maintenance, failures or replacement costs.

4. Wind range and operating conditions

Roman Hagara raised the importance of equipment being capable of operating across a sufficiently wide wind range, suggesting a range beginning at approximately 5 knots and extending to 25 knots or more. He also highlighted the potential cost implications of requiring multiple wing sizes.

The Chair acknowledged the need to balance the ability to sail in a wide range of conditions against equipment affordability. He noted that this would require further judgement during the equipment-selection process in 2027.

5. Practicality, accessibility and global availability

The Chair highlighted the importance of equipment that could be launched and recovered without requiring a dedicated coach boat for each sailor. The criteria also considered the ability to display national insignia and colours, the number of units already sold, and the geographical spread of equipment use.

The intention was to encourage equipment that was accessible to a broad international sailing community and did not create excessive costs for participation or event delivery.

6. Application and weighting of the criteria

Sandy Grosvenor asked whether criteria expressed as binary, yes-or-no requirements would be mandatory or preferred.

The Chair explained that, at this stage, all criteria were presented as preferred considerations. Their relative importance would be assessed during the tendering process. Some criteria could nevertheless prove essential to the event format, particularly the ability of equipment to withstand jumping and other demands associated with the intended discipline.

The Chair also noted that existing World Sailing Class status would be relevant but would not necessarily exclude a new equipment option if it performed strongly against the wider criteria.

Dee Caffari observed that the practical assessment of competing equipment would be challenging and expressed interest in seeing the proposals that manufacturers would submit.

The Chair reiterated that the criteria were intended to communicate World Sailing's expectations clearly to potential tenderers. The Committee would need to assess the evidence provided and use its judgement to determine which equipment best met the sport's objectives.

Tendering process and equipment trials

The Chair explained that, following the Committee's recommendation, the proposal would proceed through the relevant Council and General Assembly processes.

He identified the Annual Conference as an important next stage, when the Committee would need to consider recommendations to the Board concerning the tendering process and whether practical equipment trials should be undertaken.

The Chair expressed support for conducting trials in some form, noting the importance of validating manufacturers' claims under real sailing conditions before national authorities, National Olympic Committees, families and athletes made significant investments in equipment.

The Committee was encouraged to consider these issues ahead of the Annual Conference.

Vote and decision

The Committee proceeded to a formal vote through Nemo Vote on whether to recommend approval of the equipment criteria for the men's and women's wing foiling events.

The vote was opened after the Chair confirmed that the required participation level had been reached. Obi Groombarke confirmed that the vote had closed and reported the following result:

Decision: The Equipment Committee unanimously approved the recommendation of the equipment criteria for men's and women's wing foiling, with 10 votes in favour.

The Chair welcomed the outcome and reminded members that further work remained concerning the tendering process, practical trials and issues to be addressed at the annual conference.

3. Other Items of Business

The Chair invited members to raise any additional items of business.

No additional items were raised.