The Equipment Committee met over ‘Bluejeans Events’ from 11:00 – 14:00 UTC/GMT on Sunday and Monday, October 25th and 26th 2020. Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda

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Attendees:
Dina Kowalyshyn - Chairman
Murray Jones – Vice Chair
Cédric Fraboulet
Cathy Mac Aleavey
Bill Abbott
Stan Honey
Brian Todd
Barry Johnson

Jurgen Cluytmans
Will Apold
Helmut Czasny
Jo Aleh
Bruno de Wannemaeker
David Brookes

Absent:
Edoardo Bianchi
Torben Grael

1 Opening of the Meeting
Dina Kowalyshyn welcomed Committee members, invited speakers and observers to the virtual meeting. Committee members were asked to declare any conflict of interest that would conflict with the agenda and decisions to be taken.

Bruno de Wannemaeker informed that he had been nominated by his MNA (Belgium) to be part of the Executive Committee of the iQFOiL Class application submitted by the IWA and stated that he would not vote on the iQFOiL Class applications.

Barry Johnson noted that he was a non-voting member of the 49er class executive.

2 Minutes
The minutes of the Equipment Committee meeting of 30 October 2019 (circulated and approved after the meeting) were noted and approved. The minutes can be downloaded at www.sailing.org/meetings

There were no matters arising not covered elsewhere on the agenda.

3 Chairman’s report
Dina Kowalyshyn presented a review of the work carried out during 2020 by the Equipment Committee.

The Equipment WP for the 2024 Mixed Two Person Offshore Keelboat progressed the discussions for the selection process of equipment. A Request for Information saw 12 manufacturers expressing interest and contributing to the discussions leading to the
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Equipment Criteria proposed to Council in Submission 030-20. Work will continue around the tender process to be initiated in 2021 with a clear focus on equipment equalization.

The new ERS 2021-2024 version was reviewed and published effective 1st January 2021.

Members of the Committee helped support the WS technical services while the staff was furloughed. A series of Working Parties where appointed to progress different areas (Class rule changes WP, Quality Control WP, reg 23 review WP, class applications WP) and a total of 27 class rule changes were approved throughout the year.

The progress on strategy for Quality Controls of Olympic Equipment and the promotion of best practices among World Sailing Classes was highlighted and will be a priority for the Committee in the year to come.

4 World Sailing Speed Record Council

The Committee received a report from Stan Honey, Vice Chair of the World Sailing Speed Record Council. Despite the drop in activity caused by the pandemic there were interesting results:

- Francis Joyon with the IDEC Sport claimed a world record in the singlehanded Lorient / Mauritius regatta and set the record for Hong Kong to London.
- Bill Hatfield successfully concluded his fourth attempt to circumnavigate singlehandedly westwards around the world in his 40 ft yacht, claiming a Guinness Record as the Oldest to have sailed around the world at the age of 79.
- Two around Britain and Ireland records were recorded, with Simon Koster claiming the fastest.
- In the 500m and Nautical Mile Outright Speed Record category there were two sets of activities: One in Lauderits and one in La Palme, France, where two world records were set; The World Nautical mile Windsurfer record, 43.4kts and the World nautical mile Kitesail record at 39.1kts.

The World Sailing Speed Record Council annual report can be accessed here.

5 Applications for World Sailing Class Status

Dina Kowalyshyn invited Jaime Navarro, World Sailing’s Director of Technical and Offshore to summarise the class application review process and regulatory requirements.

To be designated as a World Sailing Class Association, a class must be recommended for designation by the Equipment Committee, and must receive a majority vote of Council. Traditionally, the Executive Office reviews the supplied documentation against the requirements and provides a report to the Committee. This year a Working party formed by David Brookes and Cedric Fraboulet was appointed to assist the office during furlough.

The following requirements for classes applying for designation of World Sailing status were noted:

- must be existing classes already offering a high standard of international sailing,
- must be an active class/owners association,
- have a constitution passed by class/owners association,
- have class rules in Standard Class Rules format adopting ERS,
- demonstrate minimum requirements of global distribution.

The Committee noted that it may approve an exemption to this requirement if in its opinion the class rules are satisfactory and well established,
It was noted that Council may waive this requirement upon recommendation of the Equipment Committee, when considering a class which serves a unique aspect of sailing.

a. RS21 class application:

The Committee noted that the class is actively sailing and has wider distribution than the regulatory requirements, however the Equipment Rules Sub-Committee (EQRSC) in its review of the class rules considered that some definitions were in conflict with the ERS and gave the opinion that the current class rules are not satisfactory and that the application should be deferred.

The Committee debated whether the recommendation should be to approve pending an update to the class rules or whether the recommendation should be to defer. Bill Abbott put a motion seconded by Barry Johnson to defer the application. The Committee voted 11 in favour of the deferral, one to reject the deferral and one abstention. The recommendation to Council was to defer the application.

b. IKA Arrows Foil Youth class application:

The Committee noted that the class presented a list of global distribution that met the minimum requirements and noted that although the classes first events had not taken place throughout 2020 due to the pandemic, the equipment was actively racing in other IKA open classes. David Brookes put a motion to approve the application seconded by Bruno de Wannemaeker.

Jurgen Cluytmans noted that the EQRSC in its review of the class rules noted minor issues and made recommendations for minor clarifications. The Committee voted 12 in favour of the approval, one to reject the approval. The recommendation to Council was to approve the application.

c. IKA Snowkite class application:

The Committee considered that the application met the requirements of Regulation 10, but noted that there is no reference within the regulations that confirms World Sailing as the governing body of the sport of sailing on snow, ice or land. The Executive Office and members of the committee expressed the opinion that Council should debate this matter through submissions addressing changes to the regulations to confirm whether World Sailing is the governing body of the sport on snow, ice or land, and allowing World Sailing to inform ASOIF and GAISF of its intentions rather than deciding on the matter through a class application.

Barry Johnson put a motion to defer the application seconded by David Brookes with a recommendation for Council to first decide on the wider policy discussions. The Committee will reconsider the application once these policy decisions are made by Council.

d. L30 class application:

The Committee noted that the application had been previously deferred for not meeting the minimum global distribution requirements. The submitter had requested that the Committee waive this requirement under regulation 10.2(e) that the class serves a unique aspect of sailing, and recommend to Council the approval of the class application on this basis.

The discussion of the unique aspect of the class was presented by Rodion Luka, Class representative, CEO of L30 One Design LLC. He stated that the class provides a pathway to the new Offshore Doublehanded Olympic event and runs its events with chartered equipment in which even a participating boat owner would compete with equipment assigned after a draw. The submitter noted that the class also allows any manufacturer to produce the equipment, further promoting the development of the discipline.

Jurgen Cluytmans noted that the EQRSC in its review of the class rules considered that some changes were required to its structure. David Brookes put a motion to accept the application seconded by Cedric Fraboulet. Jurgen Cluytmans requested an amendment to
the motion, approved by David Brookes, to reflect that a recommendation to approve would be subject to updating the class rules.

The Committee voted 5 in favour of the approval, 8 to reject the approval. The recommendation to Council was to reject the application, noting that the Committee did not believe that the class serves a unique aspect of sailing, and did not recommend waiving the distribution requirements. The application will be considered again once the class is able to meet the minimum global requirements.

e. The Laser Class

The Committee considered that not all the requirements of Regulation 10 were met or confirmed. The Working Party noted that the class had held no international competitions and that the presented global distribution included boats that could be accounted for by an already existing World Sailing international class.

The EQRSC review noted that the class rules require updates to adhere to the Standard Class Rule format and to fully adopt the Equipment Rules of Sailing.

The Committee discussed the idea that unless equipment is significantly different from an already existing World Sailing Class Association, it should not recommend new class applications for designation of World Sailing status.

Barry Johnson put a motion to reject the application seconded by Brian Todd. The Committee voted 13 in favour of rejecting. The recommendation to Council was to reject the application.

f. iQFOiL junior

Jurgen Cluytmans noted that the EQRSC in its review of the class rules found minor issues and made recommendations for minor clarifications. Cédric Fraboulet put a motion to approve the application seconded by Jurgen Cluytmans.

Bruno de Wannemaeker asked to clarify which events had taken place already as his understanding was that there had only been a number of clinics. Jaime Navarro noted that the submitters had informed that clinics had taken place in Belgium and The Netherlands and that events had taken place in Spain, Thailand, China, Norway and USA, the same countries that had provided the required distribution. The report included a Class Constitution presented as approved by the class members in the minutes of their inaugural meeting.

Jo Aleh commented on behalf of the Athlete Commission, that they supported the application.

Bruno de Wannemaeker put a motion to defer the application, seconded by Jurgen Cluytmans. The Committee voted 5 in favour of deferring and 8 rejecting the deferral. The Committee then moved to vote on the motion to approve the application, which received 8 votes in favour and 5 against. The recommendation to Council was to approve the application.

g. iQFOiL

Two applications were received by World Sailing for consideration by the Equipment Committee. Cédric Fraboulet noted on behalf of the Working Party that the iQFOiL already offered high standards of international sailing, met the global distribution requirements, and had class rules following the SCR format as required by the regulations. Jurgen Cluytmans confirmed on behalf of the EQRSC review that the class rules only required minor updates.

The Committee received presentations from Piotr Oleksiak on behalf of the International Windsurfing Association (IWA) application, and Antonio Cozzolino on behalf of the “Steering Committee” application.

Barry Johnson put a motion seconded by Cathy Mac Aleavey to approve the application from the Steering Committee. The Committee noted that it met all the regulatory requirements and
voted 8 to approve, 1 to reject, and 4 to abstain to accept the application submitted by the representatives of the successful tender selected by Council in 2019, supported by the iQFOiL class manager and the manufacturer which provides an independent Class Association in line with the agreement made in October 2019 between the tenderer, World Sailing and the IWA.

The Committee noted that the Class Association can contract the IWA to provide administrative services should the members of the class wish to.

6 Submissions

Following a test vote through the Bluejeans poll system, the Committee proceeded with the submissions:

6.1 Regulations

a) Submission 031-20 from the Chairman of the International 420 Class Association, International 470 Class Association, International Lightning Class Association, International Platu 25 Class Association, and the Chairman of the World Sailing Classes Committee on Regulation 10.5(f)(iii) on requirements to maintain World Sailing Class designation.

The Committee noted that the Equipment Committee is the reporting committee.

Recommendation to Council: Approve

b) i) Submission 028-20 from the Chairman of the Equipment Committee on Equipment for Windsurfing events at Regional Games

Opinion to Council: Approve

b) ii) Submission 034-20 from the Chairman of the Equipment Committee on Equipment for Windsurfing events at Youth Sailing World Championships

Opinion to Council: Defer

With the following comment: The Committee noted that more foiling options should be considered before including any particular one in the list.

b) iii) Submission 029-20 from the International Formula Kite Class Association on Equipment for Kiteboarding events at Regional Games

Opinion to Council: Approve

b) iv) Submission 033-20 from the International Formula Kite Class Association on Equipment for Kiteboarding events at Youth Sailing World Championships

Opinion to Council: Approve

b) v) Submission 011-20 from the Chairman of the Equipment Committee on Advertising Code – Manufacturers’ Marks

Opinion to Council: Approve

b) vi) Submission 024-20 from the International 470 Class Association, International Formula Kite Class Association, and the Chairman of the World Sailing Classes Committee on Regulation 6.7.4 on the Composition on the Olympic Classes Sub-Committee

Opinion to Council: Approve

With the following comment: The Committee proposed that until a class/equipment is selected for the Mixed Two Persons Offshore Keelboat event, the Olympic Classes Sub-Committee includes a member appointed by the Oceanic and Offshore Committee.

6.2 Olympic Sailing Competition and Olympic Equipment

Recommendations to Council on the following submissions for which the Equipment Committee is the Reporting Committee:
i) Submission 036-20 from the Czech Sailing Association on 2024 Olympic Sailing Competition – Events and Equipment

**Recommendation to Council: Reject**

No member of the Committee proposed the submission

ii) Submission 037-20 from the Hungarian Sailing Federation, Korea Sailing Federation, Serbian Sailing Association, and the International RS:X Class Association on 2024 and 2028 Olympic Sailing Competition

**Recommendation to Council: Reject**

No member of the Committee proposed the submission

iii) Submission 030-20 from the Chairman of the Equipment Committee and the Chairman of the Oceanic and Offshore Committees on Mixed Two Persons Keelboat Offshore – Equipment criteria

**Recommendation to Council: Approve with the following amendment**

Proposal 1 amended to read as follows:

2. Hull Length 7.6.5 to 11 meters.

6.3 Urgent Submissions

a) The committee noted Submission 046-20 from the Chair of the World Sailing Classes Committee on Racing Rules of Sailing RRS 50.1 – harness weight

**Opinion to Council: Approve**

The Committee noted that the submission was required to revert a previous decision which intended to increase the allowable harness weight to accommodate quick release harnesses, however in doing so, the change had seen the maximum weight of all harnesses increased to 6kg and it removed the opportunity of classes to change the maximum weight through the class rules. The Committee debated whether retaining the 6kg as maximum and allow classes to reduce the weight through their class rules or whether reverting to maximum 2kg, allowing classes to increase the weight. The later was preferred as it would require less classes to amend their class rules.

7 Regulation 23 update

a) Jaime Navarro gave a verbal report on the effect that the postponement of the Tokyo 2020 Olympic Games has had on the review and re-evaluation processes of Regulation 23. The Committee noted that Regulation 23 timeframes are linked to the end of the Olympic cycle and therefore the dates by which Council is required to select events for review are postponed until 2021. It was also noted that re-evaluation of equipment would only take place once an event is either not selected for review or the outcome of the event review is to retain the event.

b) The Committee received an update from the joint Equipment and Events Committee Regulation 23 Working Party from Barry Johnson and Dina Kowalyshyn and noted that recommendations to update the regulation would be prepared for the 2021 Mid-year meeting to implement any changes before the Olympic Events and Equipment Selection processes begins in November 2021.

8 Equipment Rules of Sailing and Class rules

a) Jurgen Cluytmans reported that the ERS Working Party meeting had not taken place this year and recommended that the future composition of the Working Party includes a representative of the World Sailing Classes Committee. Jurgen noted that the Standard Class Rules require reviewed every 4 years to reflect the updates to the ERS and highlighted the need for the Standard Class Rules Working Party to update the current outdated version. The joint RRS/ERS Working Party was encouraged to continue progressing the work in 2021.
Barry Johnson noted that throughout the year class rule changes had been delayed pending reviews of the EQRSC / ERS WP. Jurgen Cluytmans acknowledged that there had been delays. World Sailing Technical Specialist – Hendrik Plate presented the plan to introduce a standard process including clear instructions, standardised forms and to establish estimated timelines with assistance of the EQRSC to support classes with the implementation of class rule changes.

b) Hendrik Plate gave an overview of the changes to the 2021-2024 Equipment Rules of Sailing. He grouped the changes in three types;

a. New Definitions; 7 new definitions which are not expected to be already in use or invoked in any of the current class rules. It was noted that Classes wishing to use these new definitions have to process class rule changes.

b. 22 Changes related to the new definition ‘connected’. Classes using one of the terms where the wording is changed to ‘connected’ have to review their class rules and ensure that the intention of their rules is not changed.

c. 8 Amended definitions which are already in use in class rules. Classes are required to review their class rules and ensure that the intention of their rules is not changed.

A list of changes and a document showing the old and new version of changed definitions is available as a supporting paper at the World Sailing website.

Jurgen Cluytmans noted that the EQRSC will work in close collaboration with the Technical and Offshore Department to support classes implementing the changes.

c) The Committee noted that the ERS 2021-2024 had recently been updated to implement two minor corrections and that these were published in the website.

9 2021 Olympic Event preparations

Alastair Fox, Director of Events gave an update on the preparations ahead of Tokyo 2021 and noted that the updated Notice of Race and Equipment Regulations would be published in mid-November. The technical deliveries and preparations for the event were presented as not being affected by the resulting cost saving measures from the Tokyo organisers as result of the pandemic.

10 2024 Olympic Equipment

a) Jaime Navarro gave an update on the progress of classes implementation of the Olympic Equipment Policy (OEP). As defined in the Olympic Classes Contracts (OCC), under the OEP, Class Associations and the Copyright Holders are responsible for coordinating the implementation of the Policy within the Class and ensure that Builders that meet the technical and regulatory requirements, and complete an appropriate tender process have the ability to manufacture and sell Olympic equipment.

Jaime noted that as specified in the OCC, classes must update their class rules to require specified equipment items to be built by World Sailing approved manufacturers. World Sailing will only approve these builders items if they were selected by the Class in compliance with the Policy.

The Classes and Copyright holders responsibility to ensure appropriate prototype testing and that equipment is fit for purpose before requesting World Sailing’s approval was noted.

The Executive Office has held informal discussion about the implementation of the OEP with each of the Olympic Classes. Some Classes are well advanced in establishing and updating their processes, and others are still in the early
stages. Given the impact Covid-19 has had on our industry, the Executive Office is still working on a process by which World Sailing will formally engage with each Class to get an understanding of what the intended timelines and processes are. Taking into account the input of the Classes, a timeline will be developed to monitor the implementation of the Policy across all Classes.

b) Jaime Navarro gave an update on reported changes to class building specifications. The committee noted that the Nacra 17 are considering 2 options in their plans to change the rudders. One option is an updated version of the L-type rudders and another option being considered is to retain the T-type rudder but modify the elevator. The ‘torpedo’ at the intersection of the elevator with the vertical rudder would be removed and the elevator would have a blunter leading edge. No changes will be introduced until after Tokyo 2021. The 49er Class has selected new mast manufacturer and there will be a change to the design of the mast for the next quad. The Class is also progressing the tender for the selection of a new sail maker

c) The Committee received an update on the new equipment selected for 2024 Olympic events:

   a. iQFOIL – the update included an overview of the successful Europeans in Silvaplana, (Switzerland). The committee received a report from the technical committee of the event and noted the recommendation that the class continue progressing the implementation of quality controls and improvements to the QR code system

   b. IKA Formula Kite - Hendrik Plate gave an update on the progress achieved throughout the equipment registration phase. Dina Kowalyshyn inquired what the process would be for new manufacturers interested in registering new equipment at this stage. Class president Markus Schweindtner explained the timeframes included in the class rules. New applicants now would only be able to register equipment eligible after 2024.

   c. Mixed Two Person Keelboat Offshore - In addition to the updates presented within submission 030-20 which included three proposals, (one addressing the criteria for the selection of equipment, one defining the process by which Council selects the equipment, and one on equipment criteria for qualifying events) the Committee noted that following the approval of the submission, the next required step would be to publish an invitation to tender. The tender document would require defining the evaluation principles and additional requirements for suppliers of equipment. Barry Johnson noted the urgency to produce such a document to open the tender process in 2021 and allow sufficient time to evaluate and arrange any required sea trials. A proposed draft timeline was presented as follows: Mid-year meeting 2021 – approval of invitation to tender document including detailed requirements for manufacturers and evaluation principles. December 2023 – selection of equipment, allowing manufacturers a year to produce equipment and World Sailing to control the quality and evaluate the production. December 2024 – supply of equipment allowing the fleet to be available from beginning of the year.

d) Larry Rosenfeld, founding President of Offshore Doubles, gave an update on the newly created association www.offshoredoubles.org

The organization started following the request by Stan Honey, Dina Kowalyshyn and Matt Allen, members of World Sailing’s Oceanic and Offshore and Equipment Committees to lead the promotion of the discipline and represent the discipline within World Sailing.
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Created by sailors, for sailors, Offshore Doubles' mission is to strengthen the community of sailors, events and boat classes who are already making Double Handed offshore sailing a fast-growing segment of the sport. The Board of advisors already includes key figures like Loïck Peyron (FRA), Dee Caffari (GBR), Dina Kowalyshyn (USA), Knut Frostad (NOR), Corinne Migraine (FRA), Matt Allen (AUS), Stan Honey (USA), Gilles Chiorri (FRA) and Larry Rosenfeld (USA).

11 Equipment controls and policies

The Committee received an update from Jaime Navarro on the progress made following the discussions of a Working Party to address equipment controls and strategy of quality control of Olympic equipment.

a) The use of One Design Policies: The World Sailings One Design Charter was distributed ahead of the meeting and is available at the World Sailing website. It is a commitment to the integrity of the sport and to ensure that through Class Associations, and manufacturers, World Sailing can support the wider implementation of One Design Policies and best practices. Classes will be invited to a survey to include their feedback and to evaluate the feasibility for each class.

b) World Sailing's Quality Control system for Olympic Equipment: Jaime Navarro updated the committee on the progress to implement a Quality Control strategy for Olympic equipment. A report was distributed ahead of the meeting for committee review. It was prepared following extensive consultation with the classes selected for the 2024 Olympic Games including the intended scope of work and proposed way forward. The objective is to implement a Quality Control system to ensure that equipment is built in strict accordance to the specifications and that there are systems in place allowing to identify alterations both at production stage and at equipment inspections at events. The report notes that due to the different methods of control of equipment among the Olympic classes the structure and specifics of the plans will be different from one class to another. The report acknowledges the need to include the expertise of the different subject matter experts in the relevant areas (IMs, Class management, Builders, copyright, coaches commission, athlete commission, Equipment Committee, etc.)

The Committee noted the importance of implementation of the project ahead of the start of the 2024 campaigns.

12 Safety

a) Will Appold gave an update on the report distributed ahead of the meeting from the Personal Safety Equipment Working Party. The report is available at the World Sailing Website and provides recommendations for Classes to adequately protect participants with personal protective safety equipment.

b) Jaime Navarro noted that the Class Annual reports now included the requirements for classes to confirm that they are actively reporting incidents through the Incident Reporting portal. A list of incidents and reports is published and updated regularly by the Executive Office and can be found at the World Sailing Website.

13 Para Sailing Equipment

Brian Todd provided a report on Para Sailing Equipment. The use of the Hansa 303 and the RS Venture Connect as chartered boats at events has reduced the cost involved in attending an event and has proven to be an attractive and effective model. The 2.4m Class has set up a Working Party to integrate the 2.4OD within the 2.4m Class. The SV14 is still being tested.
14 Executive Office report

a) The In-House Certification report was distributed ahead of the meeting and is available at the World Sailing website. Hendrik Plate summarized the report and underlined the difficulties and limited progress made due to the COVID-19 pandemic. Some lofts remain interested in joining the scheme, unfortunately the staff has been unable to visit these lofts during this year. No questions or comments were received.

b) World Sailing Class Annual Report System - Technical Specialist – Francesco Gulizzi reported that a new Class Annual Report system has been implemented that prefills information that is checked by the classes. A summary review of the annual reports had been distributed and is available as a supporting paper. The regulations require the Equipment Committee to regularly review World Sailing Status for class associations (at least once every three years). It was noted that reviews will commence in 2021.

c) The Committee noted the resignation of World Sailing Class Status due to lack of activity from the Laser 2 class association.

d) Jaime Navarro noted that the implementation of World Sailing Sustainability Agenda 2030 has commitments that affect the equipment of World Sailing Classes and requirements to be met at future equipment selection processes.

e) Jaime Navarro gave an introduction regarding the services provided by the Technical and Offshore Department as well as the main scope of Work for 2021:

- Tokyo 2020 Technical Deliverables
- Invitation To Tender for Offshore equipment for Paris’24
- Regulation 23 - equipment review and re-evaluation processes for LA’28
- Monitor implementation of Olympic Equipment Policy
- Development of ‘One Design Equipment Policies’
- WS Quality Control strategy for Olympic Equipment
- Safety equipment education and awareness
- Modernise, streamline and tailor our admin services
- Sustainability Agenda 2030 – monitor and implement the requirements for classes and manufacturers
- Connect the technical industry

15 Any Other Business

Upon request of Bill Abbott, Chief Measurer for the Etchells Class, the Committee noted the request from the President of the Etchells Class, Jim Cunningham: that the Equipment Committee form a Working Party to address the issues surrounding the origins of the current moulds of the Etchells Class. The Committee discussed the request but concluded that the issue could be handled without a formal Working Party and the matter was referred to the Chairman for resolution with the Executive Office.