In preparation of Agenda Item 3 – ‘Committee Reports’ of the World Sailing Classes Committee Meeting 2020 the following Reports have been submitted by the representatives.

3. Committee Reports

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

Markus Schwendtner – ‘The Governance Reform remained a key topic after the 2019 AGM rejection in order to secure what had been achieved for the classes and further increase our scope for designing the future of sailing with strong class influence.

Our proposals for the May 2020 redraft were accepted, however the midyear meeting did not happen in the end and therefore the next quad will follow the regulations of the current constitution and regulations.

For this years annual conference, we have worked with a number of classes to make further proposals to improve the governance of World Sailing, some of which we will discuss during the WSCC meeting on 18 October.

After the beginning of the pandemic, the main work for the chair was to keep the classes informed about the discussions that took place in the various townhall meetings (initially only open to council and MNAs). After long discussions we achieved direct participation rights for all classes in the townhall meetings (and this has been extended also to committee members).

Also as a result of the pandemic, WSCC was involved in discussions about class event submissions and the impact on race official appointments (for classes especially International Measurers).

Further work has been done on Regulation 10, especially regarding world championships for mixed teams. Regulation 10 needs further review, both in reviewing age categories and for classes with multiple disciplines, but also with regard to further cleaning up the regulations and adjust to „real life“.

Meanwhile, World Sailing Classes have continued their work on class contracts, class rule changes and interpretations, equipment inspection, measurement and application of the rules. As the executive office was on furlough for large parts of 2020, classes representatives have assisted the equipment committees with class rule change requests and other work. I would like to thank all the volunteers that have contributed and supported our organisation in these difficult times.’

(b) To receive an activity report from the Chair of the Olympic Classes Subcommittee

Corinne McKenzie – ‘Since the last conference, the OCSC have been mainly concentrating on topics regarding the appointment of race officials, the equipment quality control, and discussions around the 2020 /2024 Events strategy.

With events cancelled this year and next, the situation for the Olympic classes has been difficult especially in regards with the postponement of Olympic qualifications to finalise entries at the Tokyo Olympic Games.

The calendar for the next years remains an issue as Olympic classes have been asked to schedule world championship with little notice in a supposed narrow calendar time frame.

Following the regulations in regards with the 2024 Olympic events format, quotas, selection... is proving difficult as well as we advance without information on overall quotas and events confirmation by the IOC.'
This year has made us realise that national classes are a vital part of our organisation as they can keep operating and organise events when international travel is restricted or prohibited.

Flexibility and adaptation have been and will remain two pillars of classes organisation whether Olympic or not.

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

Ben Remocker – “The events committee continues to have a busy agenda within world sailing.

With the change of the World Sailing Championship from 2022 to 2023 the near-term calendar needed updating.

Once the IOC assigns sailing our Paris 2024 event and athlete quota, the Quota and Qualification working party will prepare a recommendation. Preliminary concept discussions look like the trend will be for more qualification later in the quadrennial, with the addition of a last chance qualifier added to ensure more teams can keep engaged as long as possible in the quadrennial.

An overhaul of the rankings has been prepared to marry with the new calendar scheme, but it seems due to lack of World Sailing resources to code it, the existing ranking system may continue.

Formats and event presentation remain critical for all Olympic sports, and it is likely that sailing will need to revisit our efforts again in the near term. It is critical that sailing be digestible and entertaining for a

TV audience and secondarily, a live audience. If sailing is to maximize the opportunities of being an Olympic sport there is work to be done on formats.”

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

David Brookes – ‘The annual report from the World Sailing Classes representative on the Equipment Committee

COVID-19, unfortunately, affected the flow of work from the World Sailing Equipment Committee. Regrettably, many of the World Sailing Technical Staff were placed on furlough leave. With the staff being on furlough, it was difficult for many classes to update their class rules. To assist the Equipment Committee, formed a Working Party to support the process of updating class rules. A big thank you to those class representatives that stepped forward to assist the process and assist the classes that needed help to have their class rules updated.

With the Annual Meeting fast approaching, Working Parties formed to ensure the Equipment Committee can complete our work this year.

At present, it looks as if Submission 11-20 and 24-20 are the only two submissions on both agendas. There are no submissions to update the 2020-2024 ERS.

The meeting in 2020, the Equipment Committee will discuss the application for World Sailing Class status for six classes:
iQFOil IQFOil Junior RS21
IKA Arrows Foil Youth IKA Snowkite The Laser Class

Again, thank you to the class volunteers to assist in the various Working Parties also to the World Sailing Technical staff for working in this uniquely difficult period.
Respectfully submitted,

David’

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

Curly Morris – ‘Report of EQRSC representative to WSCC

For the past six months for most classes (other than single handed classes) in many countries the main issue has been “How do we pursue our sport”. Many events, particularly International have been cancelled or postponed by a year in the hope we may return to times where travel, racing and socialising with one’s competitors is once again relatively straightforward.

Nevertheless the work of the EQRSC has continued. Some of this is covered in agenda items and so will not be covered in this report e.g. Class rule changes and IHC. A considerable amount of time has been spent on revision of the ERS with the effect that items such as spinnaker poles, whisker poles, jockey poles and bumpkins are now defined for the first time. Many other minor changes will hopefully make the ERS easier to use. A number of comments received following publication are being discussed by the EQSC during conference.

One item of importance requiring an urgent vote will be the with respect to RRS 50.1(b) - Quick release harnesses. The current weight limit is seen as being too high and a submission will be voted on urgently to correct the weight limit in the rules.

Finally, in the past days World Sailing has launched a draft “One Design Equipment Charter” to promote best practices among One Design Classes and their manufacturers. All classes should consider this document and how it may affect their specific rules (or possibly lack of rules).

Curly Morris
President, GP14 Class
WSCC representative EQRSC’

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

Bruno De Wannemaeker –

‘Covid-19 impact op de applications

Due to the pandemic some applications and re-applications as IM are postponed/delayed. A lot of IM’s missed some events to acquire the mandatory "principal" events as prescribed in the regulations. The Race Officials committee is looking into this to find a new « rule » to cover this, hopefully temporary, problem.

Classes with lack of IMs

The International measurers Subcommittee wants to emphasis that every World Sailing Class should have at least one International Measurer. Classes with worldwide participation are encouraged to have at least one IM in every continent where they are active.

Standard Class rules format

Incorporating the class rules into the Standard class rules format is also a must for all classes to make life for all involved (competitors, equipment inspectors, IM’s,…) easier.’