Sailing is a technical sport and as such is very equipment-dependent. Equipment performance optimization is at the core of high level sailing competition.

With over 110 World Sailing classes there are a variety of models governing the use of equipment aiming to ensure safety and fairness in the competition.

This Charter has been formulated to promote best practices on among ‘One Design’ classes and their manufacturers.

For the purpose of this charter, the term ‘One Design’ is used to refer to models aiming to have competitors using the same equipment:

- One Design measurement controlled classes: with tolerances within their rules that allow some equipment development accommodating different styles of sailing and different physiques.

- One Design manufacturer controlled classes: that do not include tolerances in their rules and aim to have all competitors having the same equipment.

The charter is intended for:
- Manufacturers of One Design equipment
- World Sailing classes using One Design equipment
1. Strategy
All One Design equipment will adhere to One Design Policies that will be approved by World Sailing (WS)

• To improve the regulation of equipment and its use at events
• To ensure that One Design equipment is built to strict standards and subject to quality controls
• To ensure that if required by the classes, their individual manufacturers make the same product available to everyone
• To ensure that the advantages that technological evolution can bring to sailing are within the extent of the rules

Class Associations and their manufacturers will collaborate to develop their own One Design Policies

2. Setting best-practice targets
One Design Policies
The One Design Policies will cover the following as a minimum:

• Identify which equipment items are subject to the policy [the Equipment]
• Require manufacturers of the Equipment to be licensed by the class and to comply with the policy
• Require documented technical specifications of the Equipment and inspection methods to allow evaluating equalisation against the agreed tolerances and other production requirements
• Require manufacturers of Equipment to report production controls and agree to correction methods for non-compliances during production
• Require Equipment to have a unique identification number and maintain a database of the equipment control results
• Have a documented approval process for implementing changes to the technical specifications, licensing new moulds, and changing manufacturing locations
• Develop and maintain measurement protocols for equipment inspections at events
• Require manufacturers of the Equipment to permit audits and inspections from World Sailing and its appointed delegates

Draft – for consultation
3. Reference designs & technical specifications
One Design Policies will require a standard to measure against, allowing quality controls to be applied against the standard
• Classes or manufacturers will document permitted tolerances and correction methods for non-compliances during production
• Classes and manufacturers will agree on the required content of building specifications, extent of requirements and the tooling covered
• Classes and manufacturers will identify and evaluate existing documentation and quality controls, identifying additional required content and requirements

4. Changes to technical specifications
One Design Policies will require to define the approval process for changes to the building specifications and implementation of new tooling, new moulds, new materials or changes to new manufacturing locations.
The approval process shall identify:
• If class approval is required for the change
• If an implementation plan is required prior to allowing distribution
• If inspection, testing or custody of new prototypes is required
• How equipment produced to previous specifications is affected and addressed by the class rules

5. Identification and reporting
• Equipment produced in compliance with a One Design Policy shall be identified with unique serial number
• The reporting system shall allow tracking the quantity of equipment items produced, date of production, production site, mould number, inspector, logged measurements
• The policy shall identify which information will be made accessible to the public and which shall remain confidential
6. Role of World Sailing

- World Sailing will monitor that Class Associations and manufacturers adherence to their One Design Policies
- World Sailing will coordinate improvements for Equipment Inspections and manufacturing controls, driving collaborative approaches to the challenges

7. Compliance with the Charter

- This charter is a collaboration between multiple World Sailing Committees and Commissions seeking to ensure fairness in the competition
- It is a commitment to the integrity of the sport and to ensure that World Sailing can use Class Associations, and manufacturers to support the wider implementation of One Design Policies and best practices
- World Sailing will audit progress against the targets set out in each One Design Class policies and will re-assess this commitment when reporting compliance to the Equipment Committee annually

8. Annual reviews

- Class Associations and manufacturers of One Design equipment will demonstrate continual improvement across all aspects of the Charter and report on progress annually
- Progress will be reviewed by World Sailing, carried out through the submission of annual reports to the Equipment Committee. Improvement points aligned to the initial strategy will be identified, and improvements in the subsequent year will be expected
- Progress and revised strategic objectives will be reassessed on a yearly basis
Equipment selected for the 2024 Olympic events

For the ‘2024 Olympic Classes’ a separate exercise that focuses on the implementation of an Independent Quality Control system for Olympic Equipment will aim to deliver these targets

World Sailing’s Quality Control system for Olympic Equipment

The 2024 Olympic Classes contracts and the Commercial Undertakings with manufacturers include the framework for the provisions towards the implementation of independent Quality Control systems.

The Quality Control system for Olympic Equipment will be a structured and documented management system providing the framework for planning, implementing, documenting, and assessing work performed by the manufacturers and the classes for carrying out required Quality Assurance (QA) and Quality Control (QC) activities.

• Noting that Olympic Classes have different requirements and different models regarding the interaction with equipment, the QA and QC activities will vary

• The independent quality control system for Olympic equipment will be managed by the WS Executive Office

• The work will be undertaken by WS technical staff or its appointed delegates in collaboration with class specific work forces consisting of members of the class technical committee, International Measurers, the copyright holders, the manufacturers and other representatives appointed by the Equipment Committee
One Design Equipment Charter Q&A

Is World Sailing’s intention to change the way in which classes control their equipment?
→ No. The objective is to promote best practices and the charter is voluntary. Classes and manufacturers can choose if they want to have a policy approved by World Sailing and decide which equipment it applies to.

As a manufacturer-controlled class, the class does not have access to the technical specification of the equipment. How can it be expected to implement policies?
→ If a class has a policy requiring commitments from their manufacturers World Sailing can assist evaluating updates to the Class Agreements or the class rules to require manufacturers to comply with the requirements. World Sailing may also assist offering its technical services or managing and holding confidential information.

Can a manufacturer apply to have a One Design Policy approved by World Sailing?
→ Yes. Manufacturers may be interested in committing to best practices and have systems in place to control and report compliance with their own policies.

As a measurement-controlled class our class rules set out all the requirements. We do not need additional policies.
→ World Sailing recognizes that for most measurement-controlled classes setting up a policy will be mainly a compilation exercise of the existing processes already in place. The Charter is voluntary, and classes may choose to update or compile their processes to promote awareness.

→ Some classes require their manufacturers to be licensed and set additional controls and requirements beyond the measurements in the class rules to approve new manufacturers or new moulds.

→ Some classes that allow manufacturers to design different equipment within the tolerances of the rules aim to have each individual manufacturers making their product available to everyone. The policy could apply to those specific equipment items only.