

Equipment Committee Minutes



The Equipment Committee met at Rosewood Hotel, Abu Dubai, UAE from 09:30 to 18:00 hours on May 27th 2022.

The meeting was recorded and transmitted live via Youtube:

https://www.youtube.com/watch?v=XWhkri4g1xQ&ab_channel=WorldSailingTV

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Present:

Jurgen Cluytmans (Chair)
Cedric Fraboulet (Vice-Chair)
Eric Faust (World Sailing Classes Committee rep)
Sally Lindsay Honey (Special Reg. Sub-Comm. rep)
Dimitris Dimou (Equipment Rules Sub-Comm. rep)
Roman Hagara
Shevaun Bruland
Matteo Plazzi
Dina Kowalyshyn
Matt Allen (Oceanic and Offshore Committee rep)

Appologies:

Saskia Clark
Aileen Yam Hoon Loo
Pablo Masseroni
Juan I.Sienra Castiglioni
Helmut Czasny (Racing Rules Committee rep)
Alfred Pelinka (Para World Sailing Committee rep)
Maayan Davidovich (Athlete Commission rep)

In attendance:

Yann Rocherieux (Vice President)
Thomas Chamera (Vice President)
Jaime Navarro (Director of Technical and Offshore)

1. Opening of the meeting

- a) The Committee received an update from the Committee Chair. Jurgen Cluytmans noted that this was the first in person meeting since the start of the pandemic and thanked everyone for attending.
- b) Declaration of Conflicts of Interests;
Eric Faust and Dimitris Dimou noted their conflicts of interest in topics relating to agenda item 3f and confirmed they would abstain from voting on the matter. Eric Faust as WS Class Committee representative also noted he would abstain from voting on new classes seeking WS Class status.
- c) Update from the Board on behalf of the Committee Vice Presidents;
The Committee noted the Board minutes from their meetings since last the Equipment Committee meeting. In particular, updates on Governance, the war in Ukraine and the subsequent actions taken against Russia and Belarus, the IPC application process reinstatement of Sailing to the 2028 Paralympic Games.
Yann Rocherieux noted the creation of the Olympic Vision Working Party following recommendations from the Events Committee at the 2021 Annual Conference.

The need to increase focus on Safety and on Olympic equipment Cost and Quality issues was reinforced.

Yann Rocherieux and Thomas Chamera also thanked the Committee and Staff for all their hard work.

2. Minutes of the previous meeting

- a) The Equipment Committee approved the minutes of the meeting of 25th and 27th October 2021. The minutes can be downloaded at www.sailing.org/meetings
- b) There were no matters arising from the minutes of the previous meeting not covered elsewhere on this agenda.

3. Recognition of World Sailing Class Association status

- a) The Committee reviewed Submission M02-22 from the Equipment Committee Chair regarding the application process to obtain designation as World Sailing Class Association and make a recommendation to Council.

The Submission included a number of proposals seeking to clarify the application process requirements, including the following:

- an application deadline,
- clarification on how to meet distribution requirements,
- need to provide building specifications, measurement protocols or registration scheme details where relevant,
- dates of next immediate World Championships,
- provision to allow the Office to request further information to evaluate criteria,
- requirement to have an agreement in place prior to recommending designation as WS Class status.

Recommendation to Council: Approve

(Proposed by Dina Kowalyshyn, Seconded by Dimitris Dimou.)

- b) The Office and the Class Application WP provided an update on the progress of the Classes seeking designation as World Sailing Class Associations and reviewed the deferred class applications.

- a. L30 Class

Recommendation to Council: Approve subject to contract

- b. International Techno Wind Foil 130 Class

Recommendation to Council: Approve subject to contract

- c. Wingfoil class applications:

Jaime Navarro presented an update regarding the proposed collaboration facilitated by World Sailing which seeks to avoid the risks of having multiple World Titles within the wingfoil disciplines, seeking to provide clarity to sailors, sponsors and event organisers.

- i. International Wingfoil Class

The Committee noted the scheduled events for the remainder of 2022 and considered that deferring the application would allow to confirm that the class offers high standards of international competitive sailing. All other items highlighted at the 2021 Annual Conference have been successfully addressed by the class.

Recommendation: Defer.

- ii. GWA Wingfoil Race Class

Similarly to 2021, the Committee considered that deferring to the Annual Conference will allow the Class to test the updated class rules and expand the

track record of events to further align with the requirement to offer a high standard of international competitive sailing and meet the minimum global distribution requirements. The Committee noted the Constitution Committee review of the class constitution and the deviation from what is expected from traditional class associations.

Recommendation: Defer.

d. IKA Snow Kite Class

Similarly to 2021, the Committee noted that currently 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 Committee notes that the Class has requested to consider being recognised as a "Special Event". The Committee will re-consider this application once these policy decisions are made by Council.

Recommendation: Defer.

c) Cedric Fraboulet presented an update on behalf of the WS Class Status WP. A report prepared by the Office and the WP included an overview of compliance against requirements set out in the regulation 10.13. Following a discussion the Committee considered the recommendation of the Working Party to review the status of the following classes:

- a. International Byte Class Association
- b. Farr 40 Class Association
- c. International Ocean 65 Class Association
- d. International Enterprise Class Association
- e. International Nacra F20 Carbon Class Association
- f. International Infusion Class Association

Noting that World Sailing Status is intended for classes offering the highest standard of international sailing which comply with all World Sailing regulations, the Committee discussed considering alternatives that would allow classes to retain the right to hold World Championships when they do not necessarily meet the requirements to be designated as World Sailing class. The Committee requested that the Office engages with the classes and provides an update by the Annual Conference noting that there was a need to ensure compliance with all requirements.

An additional recommendation to add an extension of one additional year to the requirement for classes to have an IM was supported by the Committee.

4. Olympic Sailing Competition

a) The Committee received an update on developments and preparations for Paris 2024. It was noted that:

- a. The World Sailing website for the Games has been launched: paris2024.sailing.org
- b. The 2023 Olympic test event Notice of Race is scheduled to be published in July 2022

Jaime Navarro noted that from an Equipment perspective the areas of interest would be:

- a) The evaluation and selection of supplied equipment,
 - b) The testing and approval of equipment provided by the organising authority including cameras, trackers and mounting devices
 - c) The testing and approval of branding stickers to be applied in the equipment.
 - d) A review of class rules for all Olympic Classes.
- b) Prior to discussing the updates regarding Olympic Equipment, a statement from the Athletes Commission was noted which included a request to focus on the following areas:

- a. Cost of campaigning; need for an assessment that would allow recommendations on how to reduce the costs
- b. Equipment quality; “the most talked about issue by any Olympic sailor”, requesting further transparency and accountability of Olympic Classes for:
 - i. One design tolerances and clarity around measurement rules
 - ii. Global access to equipment
 - iii. Consistency in quality
 - iv. Higher standards for Olympic Classes
- c. Environmental impact; noting their support to actions to make the sport more environmentally responsible.
- c) Jaime Navarro provided an update on the priorities for each Olympic Class:
 - a. ILCA: it was noted that for the one person dinghy event in Paris 2024, World Sailing will require that all boats for a single fleet are built by the same manufacturer and would set out criteria for the selection of boats among those produced by the appointed manufacturer.
 - b. 470: it was noted that there were no issues
 - c. Nacra 17: the changes to the equipment including the introduction of the new elevator, rake system and reinforcements to the mainsail were noted. The committee also noted the publication of an application process for interested new manufacturer.
 - d. 49er/FX: the changes to the rig and the sails were noted. The management of the implementation of the new designs by the class, right holder and manufacturers was discussed and questioned noting a considerable number of challenges which included the lack of access for all teams to the new equipment, a considerable number of breakages of mast fittings and a deviation from the one-design nature of the Class with the class rules allowing multiple different designs of equipment. The Committee noted that an application process for new hull manufacturers had been published.
 - e. iQFOiL: the application process for a second board manufacturer was noted. World Sailing and the class technical representative would conduct an audit of the applicant and measure prototypes. The quality of the foils was debated. Starboard reported that their iQFOiL foils had 80% of warranty claims, in part believed to be related to the impossibility to conduct audits to the Chinese manufacturer due to the pandemic travel barriers.

Jaime Navarro noted that ahead of the Annual Conference World Sailing in consultation with the Equipment Committee and the Class representatives would evaluate the quality of the equipment to finalise decisions regarding the use of supplied equipment at Paris 2024
 - f. IKA – Formula Kite: in accordance with the registration scheme contained within the class rules, World Sailing had licensed a total of 7 hydrofoil manufacturers and 4 kite manufacturers. An approved change to the building specifications of Gin Kites Boom v2 was noted.
- d) Thomas Chamera urged the Committee to focus on the Olympic Equipment quality workstream with a strategic approach noting that it’s one of the highest priority items. Jurgen Cluytmans welcomed the proposal and agreed to debate the topic during the closed session.
- e) The Committee received an update from Jaime Navarro about the Olympic Vision Working Party established by the Board following the 2021 Annual Conference. The World Sailing Board has created a Working Party made up of:

- Tomasz Chamera – Vice President
- Sarah Kenny – Vice President
- Yann Rocherieux – Vice President
- Cory Sertl – Vice President
- Jo Aleh – Chair of Athletes' Commission
- John Derbyshire – Chair of Events Committee
- Alastair Fox – Director of Events
- Jaime Navarro – Director of Technical and Offshore
- Alexandra Rickham – Head of Sustainability
- Michael Downing – Olympic Manager

It was noted that McKinsey and Company were supporting World Sailing in creating a new long-term Olympic Vision. Work has been split in to four main topics:

- Accessibility
 - Marketability
 - Diversity
 - Sustainability
- f) A final report will be prepared for the Board in September and will then be reviewed at the 2022 Annual Conference which would set out a high-level strategy for the Olympic Games. The Olympic Vision strategy should help the Regulation 23 Working Party make its final recommendations on how to improve Regulation 23.
- g) The Committee received a report from the Event Review Working Part Chair, on recommendations for the LA 2028 Olympic Games Event slate.
- h) The following submissions on Regulation 23 were reviewed and recommendations made to Council:
- i. Submission M03-22 from the Chair of the Events Committee and the Chair of the Equipment Committee regarding the outcome of the Review of Events for LA 2028 with the recommendation from the Events Review Working Party.
Recommendation to Council: Reject
 - ii. Submission M04-22 from the Chair of the Events Committee and the Chair of the Equipment Committee regarding the outcome of the Review of Events for LA 2028 recommending retaining the current slot of Events, reviewing the equipment for the Mixed Multihull.
Recommendation to Council: Reject
 - iii. Submission M05-22 from the International 470 Class Association and the International Formula Kite Class Association, regarding the outcome of the Review of Events for LA 2028 recommending retaining the current slate of Events and Equipment.
Recommendation to Council: Approve
The Equipment Committee voted by ballot paper on Submission M03-22, M04-22 and M05-22. The first vote saw the following votes recorded: M03-22: 2 votes, M04-22: 2 vote, M05-22: 4 votes, Abstain: 2 votes. Without an option receiving more than 50% of the votes (excluding abstentions), the Committee moved to a casting vote between the two with least votes. M03-22: 2 votes, M04: 6 votes, Abstain: 2 votes. Therefore M03-22 was rejected.
The committee moved to vote between M04-22 and M05-22. The vote saw the following votes recorded: M04-22: 5 votes, M04-22: 3 votes, Abstain: 2 votes. Therefore M05-22 was approved as it received more than 50% of the votes.
 - iv. Submission M06-22 was withdrawn and not discussed.

5. Safety

- a) The Committee noted Submission M07-22 from the World Sailing Classes Committee Chair and the Equipment Committee Chair regarding RRS 50.1 concerning 'quick release harness' for which the RRC is the deciding committee.
The Committee noted the decision from the Racing Rules Committee to approve the submission.
- b) Update from the Safety Panel.
 - a. The Committee received a report from Jaime Navarro on behalf of the Safety Panel and the plans to work towards appointing a Safety Commission for approval at the 2022 Annual Conference to coordinate all safety related areas within World Sailing. The following priorities were noted:
 - i. Increase awareness of the incident reporting system and the requirement for classes and event organisers to report incidents that occur at their events
 - ii. The development of safety guidelines for events
 - iii. The need for surveys and race management reports
 - iv. Increased collaboration with the industry.
 - b. Sally Lindsay noted that most reported incidents did not include a follow up report. Jaime Navarro noted that reports are uploaded when made available by the relevant authority of where the incident takes place but recognised the need for further engagement. This was noted as one of the focus areas for the proposed Safety Commission to be established.

6. LA 2028 Paralympic Reinstatement

The Committee received a report from the Para World Sailing Committee on the reinstatement process to the Paralympic Games including updates on:

- a) the IPC process and timeline for the reinstatement process;
- b) proposed Events and Equipment; and
- c) proposed formats.

Betsy Alison, the Chair of the Para World Sailing Committee, gave an update on the IPC application process Sailing to be re-instated for the 2028 Paralympic Games. It was noted that the deadline for the application was 4 July 2022 but that a final decision was not expected until January 2023. It was noted that the Back the Bid campaign had attracted a great deal of attention around the world. .

7. Other submissions not covered elsewhere

- a) The following Submissions for which the Equipment Committee is not the reporting committee was reviewed:
 - Regulation 20
 - Submission M01-22 from the Equipment Committee Chair regarding the Advertising Code (regulation 20) for which the Board is the reporting committee.**Recommendation to Council: Approve**

8. Equipment Governance

- a) Jaime Navarro gave a report on the topic of quality of Olympic equipment. It was noted that quality has a direct impact in the cost of a campaign, it determines the frequency of replacements due to breakages and the purchasing behaviour of athletes who seek the best performing equipment. Poor quality therefore creates a barrier to access the sport and

jeopardizes the level playing field where all teams should have the same opportunities and compete with the same equipment.

A survey showing the purchase behaviour of athletes of an Olympic fleet was presented, 61% of the participants noted that seeking better performing equipment was their driving reason for purchasing new equipment whereas 20% noted that replacing breakages was their main driver.

The Committee debated that there are two main focus areas when discussing quality of equipment:

- i. Production performance; whether there is a mismatch between the actual quality and the agreed specifications
- ii. Conformance to the consumer expectations; whether the specifications are aligned to the expectations.

The Committee noted that both areas were relevant and the need for further visibility into the production and quality assessments were required.

The Committee noted a historical trend where the Olympic Equipment had shifted from the so called “measurement controlled”, which included all relevant tolerances and specifications within the rules and made them publicly available, to “manufacturer-controlled classes” which include no measurements in their rules, relying on the manufacturer to confirm that equipment conforms to specification. This lack of visibility has contributed to an increased speculation and the committee noted that World Sailing should be monitoring and auditing the manufacturers.

The Committee discussed the following areas:

- i. How to regulate equipment and its use at events to ensure sport integrity
- ii. How to ensure that ‘one-design’ equipment is built to strict standards and is subject to quality controls
- iii. How to avoid the risk of monopolies and manufacturers becoming complacent

The Committee agreed to prioritise this workstream and present recommendations at the Annual Conference as to how World Sailing should address these issues.

- b) The Committee received an update report from the Office on the In-House Certification programme. Audits have been relaunched after the pandemic including inspections to lofts in Italy, UK and Spain. The RYA has also been audited. Audits are pending for a number of lofts including North Sails in Sri-Lanka which had to be postponed due to impossibility to travel to the country.
- c) The Committee noted the need for legal resources to assist the Technical team and Olympic Classes to evaluate the implementation of the Olympic Equipment Policy regarding access for new manufacturers under FRAND terms.

9. Equipment Rules Sub-Committee

- a) Dimitris Dimou presented a report from the Rules Sub-Committee. The new class rule changes management method was discussed which includes an application window for classes to present requests for changes allowing the Sub-Committee to meet quarterly to discuss and evaluate the proposals whilst providing a clear timeframe to stakeholders. A total of 43 classes had had class rule changes approved by the Sub-Committee in the first half of the year. Dimitris Dimou noted that further resources are required to ensure this model is sustainable as it requires considerable time and effort from Sub-Committee members.
- b) Dimitris Dimou urged the Board to note the need for the ERS WP to meet at World Sailing offices as it had been traditionally done until the start of the pandemic.

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- c) Dimitris Dimou provided an update on behalf of the ERS-RRS WP and the intention to bring both rule books together.

10. Any Other Business

There were no further items under Any Other Business.