

WS CLASSES STATUS REVIEW WORKING PARTY

1. MEMBERS

2. Aileen Loo – WP Chair
3. Cédric Fraboulet
4. Saskia Clark
5. Pilar López - Staff

2. INTRODUCTION

The Working Party was formed to Formulate a strategy to regularly review the World Sailing Classes as required by (reg. 10.13) and make recommendations to the equipment committee for the withdrawal of World Sailing status where appropriate.

The Equipment Committee must determine whether WS Classes meet the requirements of World Sailing Regulation 10.13.1. In summary, to review if:

1. The WS Class Association has fulfilled its agreement with World Sailing, including complying with all relevant regulations, and meets the requirements to be designated as WS Class status.
2. The Class is actively racing under the relevant requirements of Regulation 10.2.1(d) or
3. is continuing to provide a significant contribution to the development of the sport, and the class rules continue to support the objectives of the class and provide a reasonable framework for the technical control of the class.

If a Class fails to meet the above criteria, on the recommendation of the Equipment Committee (EQ), the Class shall be reviewed by Council, and its status as a World Sailing Class may be withdrawn (reg 10.13.2)

3. STRATEGY

WS Classes Status Review presentation and planning: The class status review will be broken into two parts:

1. February to the mid-year meetings, choose the classes for review using the three agreed-upon criteria, present these classes to the EQ, and
2. From the mid-year meeting to the annual conference, assess the chosen classes, contact them, and try to get them involved in regulatory compliance.

Based on the outcome and the class agreement, the EQ will propose removing the WS Status from any class that does not take any action.

THREE MAIN CRITERIA

1. Annual subscription fee: the class is up to date with all annual subscriptions by February 1st of the current year.
2. Annual report: the class has completed the annual report by February 1st and it contains all the information required by regulation 10.5 (k).
3. Global distribution: the class meets the requirements of Reg. 10.13.1(b) based on the definition of actively Racing from Reg. 10.2.1(b) or is continuing to provide a significant contribution to the development of the sport.

MIDYEAR CONFERENCE.

- Classes that don't fulfil the three main criteria will be recommended to lose WS Status.
- Classes that have not paid the subscription fee but otherwise comply with the rules will immediately forfeit their right to hold the World Championship for that year (if the Championship has been already done, they will lose the right to hold a World Championship the following year)
- Direct reviews will be conducted for classes that failed to submit their annual reports.

From the Classes that do not meet all the requirements set in WS regulations, the working party will select 10 classes-including those who haven't submitted their reports and haven't paid the annual subscription- for a thorough review. This class will be presented to the EQC.

The cycle will restart with the first reviewed classes after all classes have been reviewed.

ANNUAL CONFERENCE

To present to the EQC:

- List of the Classes that are recommended to be withdrawn to the council
- Report of the reviewed classes

4. THE CLASS REVIEW PROCESS

The review will adhere to the same standards used for a Class's application to become a World Sailing Class, which includes proving that the Class meets the criteria outlined in World Sailing Regulation 10:

- a) Reg. 10.1, Classes that offer a high standard of international competitive sailing and satisfy the criteria set out below may be designated a World Sailing Class Association.
- b) Reg. 10.2.1(a), must be an active class/owner's association,

- c) Reg. 10.2.1(b), have a constitution passed by class/owner's association approved by the Equipment Committee and Constitution Committee,
- d) Reg. 10.2.1 (c), have class rules in Standard Class Rules format adopting ERS, and approved by the Equipment Rules Sub-Committee,
- e) Reg. 10.2.1(d), demonstrate minimum global distribution requirement and proof of actively sailing by either letter of confirmation from the requisite number of World Sailing Member National Authorities or a list of registered boat owners,

The regulations allow for the following exemptions:

- Reg 10.2.1(c): The Equipment Committee may approve an exemption to requirement d) above if in its opinion the class rules are satisfactory and well established.
- Reg 10.2.1(e): requirement e) above may be waived by Council, upon recommendation of the Equipment Committee, when considering a class that serves a unique aspect of sailing.

5. REVIEW

The table below was presented to the EQC at the 2022 midyear meeting. The table shows the list of the classes that do not comply with more than one of the main criteria set by the Working Party before the midyear meeting.

Boat type	Class Association	Annual Subscription Fee paid Reg. 1.19	Global Distribution Reg. 10.13.1(b)	Annual Report Reg. 10.5 (k)	Current situation
Centreboard Boat	International 14 Class Association	2022 not paid	yes	yes*	paid
Centreboard Boat	International Byte Class Association	no	no	no	no
Centreboard Boat	International Enterprise Class Association	2022 not paid	no	no	paid
Centreboard Boat	International Flying Junior	2022 not paid	no	yes*	yes
Centreboard Boat	International Moth Class Association	no	yes	yes*	See comments
Centreboard Boat	International RS Tera Class Association	2022 not paid	no	yes*	paid
Centreboard Boat	International Splash Class Association	2022 not paid	no	yes*	paid

Keelboat/Yacht	Farr40 Class Association	no	no	no	no
Keelboat/Yacht	International Ocean 65 Class Association	no	no	no	yes
Keelboat/Yacht	International One Design Class Association	no	no	yes*	yes
Keelboat/Yacht	International Sonar Class Association	no	no	yes*	yes
Multihull Class	International Nacra 15 Class Association	2022 not paid	yes	yes	yes
Multihull Class	International Nacra Infusion Class Association	no	no	yes*	paid
Multihull Class	International Topcat K1 Class Association	2022 not paid	no	yes*	paid
Multihull Class	International Nacra F20 Carbon Class Association	no	no	yes*	paid

yes*--> The class submitted its annual report by February 1st, but it lacks or does not follow the regulations' minimum requirements for information.

6. CLASSES REVIEW AND RECOMMENDATIONS

The working party has reviewed a total of 25 World Sailing Classes against the three main criteria. These Classes have been contacted by the WS office. The following report shows the classes which still have missing requirements from regulation.

The following classes no longer meet the requirements set by World Sailing regulations to retain their World Sailing Class status, and the working party recommends that their status be withdrawn.

International Byte Class Association: Recommended to be withdrawn

The class had failed to meet the following requirements by the midyear conference:

- ❖ Has not paid annual subscription fee for 2 years
- ❖ Insufficient global distribution: There must be a minimum of fifteen boats must be actively sailing across two continents and five countries.
- ❖ The annual report has not been received.

COMMENTS:

The Class has been officially informed that the working party will recommend the withdrawal of the WS Status. The Class acknowledge and accepted the situation. The class has not submitted data from the current distribution.

06 October 2022

Equipment Committee meeting
Agenda item 9c



Farr40 Class Association: Recommended to be withdrawn

The class had failed to meet the following requirements by the midyear conference:

- ❖ Has not paid annual subscription fee for 2 years.
- ❖ Insufficient evidence of global distribution: There must be a minimum of four boats must be actively sailing across two continents and three countries.
- ❖ The annual report has not been received.

COMMENTS:

The Class has been officially informed that the working party will recommend the withdrawal of the WS Status. The Office has tried to contact The International Farr 40 Class Association several times with no response. Their website shows no activity since 2019.

CLASSES REVIEW OUTCOME

The following report shows the classes which still have any missing requirements from regulation.

The working party proposes giving classes that don't meet the requirements, except for the annual subscription payment, a one-year grace period before recommending that they be pulled if they don't meet the requirements the following year.

International 14 class

The class had failed to meet the following requirements by the midyear conference:

- The International 14 Class Association does not have a technical committee.

COMMENTS:

The International 14 Class Association is working on appointing a technical committee and will start reviewing the requirements to modify the class rules once established.

International Moth Class Association

The class had failed to meet the following requirements by the midyear conference:

- ❖ Have not paid the annual subscription fee for 2 years

COMMENTS:

Due to problems with their bank account, the International Moth Class Association hasn't paid the last two annual subscriptions. The class declared that they would have a properly functioning bank account by the end of the year, and then the class will pay the debt. The request has been granted. The class has been informed that the class will not be able to represent itself at the WS Classes Committee in the interim.

06 October 2022

Equipment Committee meeting
Agenda item 9c



International Enterprise Class Association

The class had failed to meet the following requirements by the midyear conference:

- ❖ Has not paid annual subscription fee for 1 year.
- ❖ Insufficient global distribution: There must be a minimum of fifteen boats must be actively sailing across two continents and five countries.
- ❖ The annual report has not been received.

COMMENTS:

The International Enterprise Class Association has paid the annual subscription, the Class has acknowledged that there are only two MNAs with active fleets, one in the United Kingdom and the other in India. The Office and the class are collaborating to update the class rules, and after that, the class will think about resigning the WS Status.

CLASSES THAT DO NOT MEET THE GLOBAL DISTRIBUTION REQUIREMENT:

The following classes are failing to meet global distribution (regulation 10.2.1(d)) but obviously, covid has been a problem over the past few years.

The working party is suggesting a discussion and review of the criteria for global distribution as outlined below in point 7.

CLASSES WITH BOATS UP TO 6.0M:

According to the regulations, there must a minimum of 15 boats actively sailing across 2 continents and 5 countries.

49er and 49er FX

The International 49er and 49er FX Class Association acknowledges this situation. The 49er and 49er FX have not sent the number of boats actively sailing, instead they have sent the list of their membership in 2022. The 49er and 49er FX sailed over 4 continents in 39 countries with 158 and 112 sailors respectively.

The number of the members (no boats) by countries with more representation across 2 continents and 5 countries reported by the class:

<i>49er</i>	GER	18	DEN	10	NZL	10	USA	10	AUT	10
<i>49er FX</i>	GER	11	ITA	10	DEN	8	NED	4	NZL	4

06 October 2022

Equipment Committee meeting
Agenda item 9c



International Nacra F20 Carbon Class Association & International Nacra Infusion Class Association:

These classes are grouped because Nacra Sailing is the administrative organisation behind the classes.

The classes have failed to meet the following requirements by the midyear conference:

- ❖ Have not paid the annual subscription fee for 2 years
- ❖ Insufficient global distribution: There must be a minimum of fifteen boats must be actively sailing across two continents and five countries.

COMMENTS:

The International Nacra F20 Carbon Class Association & International Nacra Infusion Class Association paid the annual subscription on 24 September after the Office had been contacted several times with no response. The Class sent the country's sales figures for both Nacra F20 and Nacra F18 for the last 3 years.

<i>Nacra F20</i>	USA	2	BEL	2	NED	1	HUN	1	GBR	1
<i>Nacra Infusion</i>	USA	30	GER	10	CAN	7	NED	6	FRA	5

B14

The Class does not meet the global distribution requirement. There must be at least fifteen boats must be actively sailing across two continents and five countries.

The number of boats by countries with more representation across 2 continents and 5 countries reported by the Class:

<i>B14</i>	GBR	25	AUS	30	FRA	10	GER	1	SUI	2
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HBoat

The International H boat Class Association has been contacted. The class believes they comply with regulations but requests more time to set up the numbers. Reminder sent on 05/08/2022 and 09/09/2022

The number of boats by countries with more representation across 2 continents and 5 countries reported by the Class:

<i>HBoat</i>	GER	410	FIN	150	DEN	110	SUI	63	NOR	30
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06 October 2022

Equipment Committee meeting
Agenda item 9c



RS Feva

The International RS Feva Class Association has sent the numbers of teams attending the World Championships from 2019 through 2022. The class believes that this reflects a strong, growing class across the World. According to the class, Italy and France are both seeing great activity with the Italian class hoping to break 100 boats at their National Championships.

185 sailors from 15 countries and 3 continents competed in the 2022 World Championship.

The number of the boats by countries with more representation across 2 continents and 5 countries reported by the Class:

<i>RS Feva</i>	GBR	93	ITA	24	NED	21	NZL	3	FRA	8
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International Splash Class Association

The Class does not meet the global distribution requirement.

The number of boats by countries with more representation across 2 continents and 5 countries reported by the Class:

<i>Splash</i>	NED	120	GER	30	SUI	10	AUT	15	GBR	15
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International Topcat K1 Class Association

ITCA informs that in 2022 has so far conducted 16 International Regattas /in different countries e.g. Germany, Austria, Poland, Holland, Switzerland, Latvia, Hungary/ and has 11 Regattas ahead.

The Topcat K1 2022 World Championships were held in Turawa, Poland. The regatta was a huge success, unfortunately, due to the war in Ukraine and the proximity of Poland to Ukraine, only 21 crews from 2 continents took part in the competition. From Europe: Germany, Austria, Poland, Hungary, Switzerland, and from North America: Canada.

The office has requested a list of the boat's owners and the class will be able to send it on October 23.

The number of boats by countries with more representation across 2 continents and 5 countries reported by the Class:

<i>Topcat K1</i>	GER	24	AUT	20	POL	10	HUN	7	LTU	6
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06 October 2022

Equipment Committee meeting
Agenda item 9c



CLASSES WITH BOATS UP TO >9.0M TO 12.0M:

According to the regulations, there must be at least 6 boats actively sailing across 2 continents and 3 countries.

GC32

The International GC32 Class Association has proven by sending a list of their membership in 2022, that the GC32 sailed over 3 continents in 8 countries with 15 sailors.

When the GC32 Class was accepted in November 2017 as a World Sailing Class the Class did not fully comply with 10.2.1 d). The Class was also excepted as a class that serves a unique aspect of sailing and contributes significantly to the development of the sport and technology. In this sense, the class continues their activity and works on growing the Class.

The number of the boats by countries with more representation across 2 continents and 3 countries reported by the Class:

GC32	SUI	5	USA	1	AUS	1
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To discuss the situation where a class application is approved without complying with the global distribution requirement because the class offers a unique aspect of sailing. How frequently should this criterion be reviewed?

7. GLOBAL DISTRIBUTION APPROACH

The working party proposes to redefine global distribution/actively sailing: We suggest 2 options to open the discussion at the annual conference

Current situation:

Range	Boats per MNAs	Number of MNAs	nº of Continents	Total boats
<6m	15	5	2	75
>6.0m to 9.0m	7	4	2	28
>9.0m to 12.0m	6	3	2	18
>12.0m to 15.0m	4	3	2	12
>15.0m	2	3	2	6

06 October 2022

Equipment Committee meeting
Agenda item 9c



Suggestion 1: Add the possibility to reduce the number of boats per MNA if the number of MNAs increases but keep the total amount of boats

Suggestion 2:

Range	Minimum Boats per MNAs	Number of MNAs	n° of Continents	Total boats
<6m	2 MNAs - 15 boats and 5 MNA - 5 boats	7	2	65
>6.0m to 9.0m	2 MNAs with 7 boats and 4 MNA with at least 4 boats	6	2	30
>9.0m to 12.0m	2 boat 5 MNAs	5	2	10
>12.0m to 15.0m	1 boat 5 MNAs	5	2	5
>15.0m	1 boat 5 MNAs	5	2	5

The working party proposes that the EQC prepare a submission for the next midyear meeting to have clear guidance on distribution criteria and clarity towards the preferred option.

ACTIONS TO BE VOTED BY THE EQC

To withdraw the WS Status to International Byte Class Association

To withdraw the WS Status Farr40 Class Association

To give classes that don't meet the requirements, except for the annual subscription payment, a one-year grace period before recommending that they be pulled if they don't meet the requirements the following year.

To approve to make a submission to change global distribution criteria

The selected of the new global distribution criteria

To discuss the situation where a class application is approved without complying with the global distribution requirement because the class offers a unique aspect of sailing. How frequently should this criterion be reviewed?

To discuss giving a Class a 2-year sanction without a world championship because the Class is not paying the annual subscription or other debts to World Sailing.