

The Equipment Sub-Committee met at W Hotel, Abu Dhabi, UAE from 9.30 to 14.00 hours on October 25th 2022.

Present:

Dimitris Dimou (Chair)
James Dadd (SRSC Representative)
Saskia Clark
Haluk Suntay
Alfred Pelinka (PWSC Representative)

Apologies:

William Abbott (Vice-Chair)
Alexander Finsterbusch
Barry Johnson
Nelson Horn Ilha
Agnes Lill

In attendance:

Jurgen Cluytmans (Chair of EQC)
Yann Rocherieux (Vice-President)
Jaime Navarro (Director of Technical and Offshore)
Francesco Gulizzi (Technical Specialist)
Pilar Lopez (Class Executive)
Katrina Ham (Class Executive)
Antonio Saporito (Technical Specialist)

1. Opening of the meeting

Yann Rocherieux welcomed the members and confirmed that finances are improving after Covid thanks to sponsors; He highlighted that the Board and the Office are working well and close together. It was also noted that these days key focus areas are women in sailing and Olympic equipment quality.

Dimitris Dimou noted the urgency to organise an in-person ERSC (Equipment Rules Sub Committee) meeting to discuss the ERS (Equipment Rules of Sailing) submissions. It was highlighted that the RR WP (Racing Rules Working Party) had already met in person.

Declaration of Conflicts of Interests: Dimitris Dimou reported that there is a registry of conflict of interest that can be used. Conflicts of interest were to be declared from the committee members for each particular item on the agenda as applicable.

2. Minutes of the previous meeting

The ERSC formally approved the minutes of the 23rd of October 2021 meeting. The minutes can be downloaded from World Sailing website.

3. Submissions

The following submissions, proposed by James Dadd and seconded by Alfred Pelinka, were reviewed. The following recommendations were made to the Equipment Committee:

Submission 056-22 regarding Regulation 10.11.9 process to manage changes to building specifications.

Recommendation: **To be approved** with Friendly Amendment

Friendly Amendment: Extending 10.11.11 to all International Classes.

Submission 057-22 regarding Regulation 10 process and link World Sailing Class designation.

Proposal 1. Recommendation: **To be Withdrawn**

Proposal 2. Recommendation: **To be Approved**

Proposal 3. Recommendation: **To be Approved**

Submission 058-22 regarding a single rules book covering the Racing Rules and Equipment Rules.

Proposal 1. Recommendation: **To be Approved**

Proposal 2. Recommendation: **To be Withdrawn**

Submission 059-22 Jurgen Cluytmans regarding Regulation 10.5 (f) (iii): Having at least one IM.

Recommendation: **To be Approved**

Action required: WS Office to contact all WS Classes to communicate the requirement set by Regulation 10.5 (f) (iii).

4. Equipment Rules of Sailing

Dimitris Dimou highlighted the need to meet in person to discuss any ERS amendment required, given the submission deadline of 1st August 2023. He noted the challenges of organising an online meeting longer than two hours, because of the worldwide spread of the members and their vastly different time zones

It was reported that every year before Covid, the members of this sub-committee were meeting and discussing ERS submissions over at least one full weekend. Francesco Gulizzi stated that there is a budget (pending approval by the board) to set up a meeting in person.

Dimitris Dimou noted that WS Classes could also make submissions.

Action required: Office to organise ERSC meeting in London to discuss ERS updates and new additions.

5. Safety Equipment

a) Harness

Dimitris Dimou stated that many classes are hesitant to change their harness for a quick release harness mostly because of the lack of accidents and the perceived feeling of safety with the current equipment.

Francesco Gulizzi confirmed that a considerable number of class rules changes requests were received to change RRS 50.1(c), as permitted by the rule itself, to allow the use of trapeze harnesses that are not of the quick release variety.

Jaime Navarro noted that the rule about the quick release harness includes only harness for trapeze; and that some work is needed to improve and include all the possible cases. It was noted that ERS and RRS should be aligned to include all the cases via a submission for a modified RRS 50.

b) Personal Flotation Device

It was noted that the Australian standard has been updated and all WS classes should implement the class rules standard text.

c) Helmet

Dimitris Dimou highlighted that a World Sailing definition of “high visibility” is missing.

Jaime Navarro noted that this topic was discussed in previous Olympic Classes meetings where the need for World Sailing to create a common policy and to clarify the definition of high visibility was reported. Olympic Classes are discussing the use of specific marks in pre-determined areas to emphasize the high-visibility effect on a helmet at various sea conditions; some sailors are using stickers to achieve this.

Dimitris Dimou stated that different industries already have standard prescriptions for high visibility colours, namely orange-red and yellow-green; However, few helmets from those used in sailing are produced in those standard colours.

The need to consider the location of a particular sailing event to achieve good colour contrasts was highlighted. James Dadd reported the orange was the best colour during Ocean Race events.

The need to specify the position and minimum dimensions of the high visible coloured area was noted.

Action required: include standard text in the Class Rules before the Hague 2023.

d) Impact Vests

It was highlighted that there is no specific standard for impact vests.

Jaime Navarro stated that the IQFoil Class is currently looking to define impact vests as advertised: “designed to protect the body.”

It was noted that the main issue for manufacturers is the cost linked to have their products ISO-certified.

It was noted that other sports, such as wakeboard, have a definition but do not require flotation. It was agreed that in sailing it should provide both protection and flotation.

Action required: include standard text in the Class Rules before the Hague 2023. Classes affected and Industries involved to be contacted before amending rules.

e) RRS 50.1 (b), Appendix H and safety equipment weighing

It was noted that harnesses are often modified to increase the weight and this action is against rule 50.1a.

Dimitris Dimou remarked that safety equipment should be a WS project with top priority and actions should be taken before the Hague 2023 as preparatory event for Paris 2024.

Action required: include standard text in the Class Rules before the Hague 2023.

6. Class Rules Changes and Class Rules Interpretation

Francesco Gulizzi presented the Class Rules Changes and Interpretations report previously distributed as SP (Supporting Paper). The substantial number of class rule changes requests processed by the Office and the ERSC were noted and analysed.

Dimitris Dimou highlighted that many Class Rules using the SCR format do not include the latest ERS amendments. It was noted that it is the Classes responsibility to maintain their rules updated, especially for housekeeping changes when new editions of Racing and Equipment Rules are going into effect.

Jaime Navarro confirmed that a review of the Class Rules of all WS Classes is required given the fact that it had not happened since a considerable time. This has to happen within a period of 6 to 8 years, given the number of classes and the tremendous amount of work required.

Action required: the ERSC agreed to create a policy for WS to audit WS Classes on their class rules. The policy shall include the level of detail of the review, the deadlines for classes to amend their rules to meet the required WS standard and the actions in case non-compliances are not resolved.

7. Class Status Review

Pilar Lopez presented the report based on the work of the Class Status Review WP.

The future process will divide the review in two stages: from February to the mid-year meeting, selection of classes for review; from the mid-year meeting to the annual conference, assist the selected classes to bring them into compliance with the regulations. The Equipment Committee will address Classes that do not comply with regulations at the Annual Conference.

The first review was completed using three main criteria: annual subscription fee payment, annual report completion and global distribution analysis.

Francesco Gulizzi highlighted the need for the ERSC to work in parallel with Class Status Review WP when performing Class Rules reviews.

8. Class Applications

The Persico 69F Class applied for WS Class status. Francesco Gulizzi noted the responsibility of the ERSC to review the class rules of new classes applying for the WS status to make a recommendation to the EQ.

It was noted that Persico 69F has worked closely with the Office and the ERSC Chair to bring their rules up to standard. It was highlighted that the rules are in the SCR format, follow the ERS and only minor changes are required to be fully aligned with WS regulation.

9. Olympic Classes

The urgent need to review Olympic Classes rules was pointed out. Dimitris Dimou confirmed it will be one of the ERSC priorities after this annual conference, when the officials for The Hague will be announced so they are involved.

Jaime Navarro highlighted the need for a policy regarding discretionary and standard penalties and not protestable rules (DP/SP/NP) for specific class rules items, such as high-visibility

helmet or harness weight. It has been noted the importance of addressing rules in diverse ways.

Francesco Gulizzi noted that the ILCA is moving to the Standard Class Rules. ILCA shared with WS a draft ILCA SCR.

Action point: review Olympic Class Rules before the Hague 2023, including the ILCA SCR project and policy regarding DP/SP/NP.

10. In-House Certification Process

Francesco Gulizzi presented the SP and noted that the main goal of the program is to benefit sailors. It was pointed out how the system works, highlighting the requirement of ERS section H which states an “official measurer shall not carry out certification control of any part of a boat owned, designed, or built by himself, or in which he is an interested party, or has a vested interest”. However, ERS section H also includes an exemption: “certification control can be carried out if permitted by the MNA, or World Sailing for In-House Certification”.

The certified sailmakers and MNAs (Member National Authorities) worldwide distribution was projected and the latest office activities, including audits, agreement updates and the work with the ORC (Offshore Racing Congress) to join the program were presented.

11. Working Parties

Dimitris Dimou pointed out that the main activity of last year was the Class Rules Changes review and approval process. The standard Class Rules WP will start its work after the Equipment Rules of Sailing submission deadline and the Guide to Equipment Control WP will need to work together with the IMC, since they are responsible for the IM manual.

The Event Equipment Controls and Regulations WP is happy to offer help and assistance to work with the team in Paris

The builder processes and standards and the In-House Certification WPs will need some guidance from the Office to streamline their work. It was noted that not much work was done in the last 20 years regarding builder processes and standards, whereas for the In-house Certification the sub-committee members are happy to assist with the sail measurement training.

12. To receive any update or feedback from Cross Representation Members

Alfred Pelinka: Para World Sailing Committee

Alfred Pelinka presented the proposed events for the Games in case of a successful re-instatement. One-Person Keelboat, technical and non-technical, male and female; Two-Person Keelboat, mixed, technical and non-technical, male and female.

It was highlighted that the RS Venture the 2.4 One Design classes are not World Sailing Classes, and that World Sailing is not the Authority of their Class Rules.

Dimitris Dimous noted that even if they are not World Sailing Classes, at least the Class Rules should be reviewed.

Action Point: review 2.4 One Design and RS Venture Class Rules.

James Dadd: Special Regulation Sub-committee.

The sub-committee is adjusting and simplifying the rules with the objective to make them more readable. It was noted that they are working on a questionnaire to understand what could be improved from the current format.

It was mentioned that 4 submissions were presented, 3 of them were accepted (one with an amendment) and 1 one was rejected.

It was pointed out that one of the main centres of attention on future agendas will be sustainability aspects.

13. Any Other Business

Having no other proposed items to be discussed, the Chairman closed the open session of the meeting.