

The Equipment Committee met virtually from 20:00 to 23:00 (UTC+1 / BST) on May 03rd 2023.

Please refer to the World Sailing website www.sailing.org for the details of the submissions on this agenda.

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6. Regulation 23	Error! Bookmark not defined.		

Present:

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

Appologies:

Saskia Clark
Aileen Yam Hoon Loo
Pablo Masseroni
Juan I. Sienra Castiglioni
Helmut Czasny (Racing Rules Committee rep)

In attendance:

Yann Rocherieux (Vice President)
Tomasz Chamera (Vice President)
Jaime Navarro (Director of Technical and Offshore)
Francesco Gulizzi (Technical Manager)
Antonio Saporito (Technical Specialist)
Pilar López (Classes Executive)
Katrina Ham (Offshore Executive)

1. Opening of the meeting

- a) The Committee received an update from Cedric Fraboulet, acting Chair of the Committee following the resignation of Jurgen Cluytmans. Cedric thanked Jurgen for his efforts noting that he would continue to be a Committee member and thanked the time commitment that volunteers put into the sport. Shevaun Bruland acting Vice Chair introduced herself and welcomed everyone's support.
- b) Declaration of Conflicts of Interests;
Matt Allen noted his role as Australian Olympic Committee Vice President. Eric Faust as World Sailing Classes Committee representative noted that he would abstain from decisions concerning new Classes. Jo Aleh noted that she is currently campaigning for the Olympics within the 49er FX Class.
- c) Update from the Board on behalf of the Committee Vice Presidents;
Yann Rocherieux provided an update on the activities of the Board. The Committee noted the Board's efforts to maintain alignment with the IOC on decisions relating to the war in Ukraine and the subsequent actions taken against Russia and Belarus. The efforts to

produce an Olympic Vision and the intention to plan the next in-person Annual Conference over a reduced 6-day period where highlighted.

2. Minutes of the previous meeting

- a) The minutes of the meeting of 26th October 2022 were approved. The minutes can be downloaded at www.sailing.org/meetings
- b) No matters of the minutes of the previous meeting were raised.

3. World Sailing Class Associations

- a) The Committee received an update from the Office on the administration of Classes. The following reports which had been circulated were presented;
 - a. World Sailing plaque fee report: It was noted that World Sailing Plaques are used as proof of payment of an administrative fee as required by the regulations. The fee may include a share for the Class Association and a fee for the Designer. The scheme varies per Class with three main models currently in place; either the plaques are sold and distributed directly by the Office, the plaques are sold and distributed by the Class or the Classes use a different scheme with no physical plaques displayed on their hulls.

It was noted that from 118 recognised Classes, 6 of them order 80% of all plaques that go on new boats, and 46 Classes produced no new hulls throughout the previous year.

Eric Faust asked for a clarification regarding the issuing of plaques for the Sunfish Class. The Office noted that it had approved a temporary Class rule change to permit the Class to distribute plaques to competitors ahead of their World Championships due to a mismanagement of plaques by the builder which had resulted in counterfeit plaques applied to some boats.
 - b. WS annual report survey: As required by the regulations, Classes must submit an annual report which includes information relevant to reviewing compliance with the requirements set out in the regulations to maintain their World Sailing Class Status and their right to hold World Championships. The Office included in the annual report a survey to assess the satisfaction of the Classes against the services provided by the Technical Team, including:
 - i. Annual report process,
 - ii. Plaque management,
 - iii. Class rule changes process,
 - iv. Communication regarding rules, regulations and general technical items.
 - c. The Office introduced the document titled "Why become a World Sailing Class" which includes guidance to Classes and benefits of becoming a World Sailing Class.
 - d. The Office presented changes to the Builder's Licensing fee policy that subject to Board approval would see a new structure in place for 2024.
 - e. The Office presented the application form for requesting changes to building specifications for manufacturer-controlled Classes which reflects the updates to the regulations.
 - f. The Office noted that it would seek guidance from the Equipment Committee on the following areas:

- The Committee discussed the challenges and debated the merits of enforcing the requirements to the same level as done when assessing new Classes applying for World Sailing Class status.

- c) The Committee reviewed the deferred application from the 69F Class and noted that the Class agreement had been drafted, the Class rules had been amended where required by the ERSC and noted that the global distribution was the only area where the application did not meet the requirements set out in the regulations. The Committee noted that despite not meeting the requirement, the Class had managed to increase its global representation. The Committee debated the opportunity to grant an exemption as permitted by the regulations when the Class serves a unique aspect of sailing. The group discussed whether if the Class served a unique aspect of sailing and made the recommendation to Council to defer. The Committee recommended to work towards clarifying how to assess if a Class serves a unique aspect of sailing and noted that the regulations could be updated to recognise that Classes are finding alternative ways to have global presence and be active internationally without necessarily requiring boats to be owned by individuals in different nations.

- a) The Committee received an update from Katrina on behalf of the Safety Panel and noted the renewed focus on safety and the submission to establish a safety commission. As part of the increased focus on safety the objectives were presented as being;
 - a. To increase the awareness and use of incident reporting system,
 - b. To clarify the definition of 'incident', to create a singular database,
 - c. To increase the sharing of best practices.
- b) The Committee noted Submission M01-23 from the Board regarding the appointment of a Safety Commission and voted to approve:
 - ➔ **Recommendation to Council: To approve (as amended by the Constitution Committee)**
- c) The developments on Class rules regarding Personal Safety Equipment (Impact

vests, Quick release harnesses, High visibility colours) were noted.

5. Olympic Vision

- a) Yann Rocherieux provided an update on behalf of the Olympic Vision Working Party established by the Board following the 2021 Annual Conference. The Committee noted that the work would serve to guide future processes of selecting Olympic events and equipment.
- b) The Committee noted that a review of regulation 23 which governs the selection of Olympic Events and Equipment was currently taking place. The goal of the reg 23 Working Party was presented as aiming to ensure that the combined events and equipment decisions are assessed against the policies defined by World Sailing's Olympic Vision, that the alternatives are proven and successful by the time they are considered and that changes are decided 5 years before the next Olympic Games.

6. Olympic Sailing Competition

- a) The Committee received an update on the developments and preparations for Paris 2024 and noted that the Office was coordinating the relationship between Paris 2024 and the suppliers of equipment for the Men's and Women's Dinghy events (ILCA) and the Men's and Women's Windsurfing events (iQFOiL).
For the ILCA, Jaime Navarro provided an update noting that the Class Association was leading the selection of the manufacturers in consultation with the Office. Two manufacturers would be selected, one for the men's and one for the women's fleets. The Office would support the class monitoring the selection process and get involved in assessing the equalisation of the equipment.
- b) The Office provided an update on the other equipment items provided by the organising authority (on board cameras, camera mounts, trackers, sport equipment branding) noting that Paris 2024 had yet to disclose the intended "look of the games" to coordinate with manufacturers of equipment and address the challenges it would represent to new Olympic equipment in particular the application on Kites.
- c) The Committee received a report on updates disclosed by the Olympic Classes regarding plans to change building specifications:
 - a. ILCA: it was noted that Far East boats had been appointed as a licensed builder, and that two investigations against manufacturers were taking place.
 - b. 470: no updates reported
 - c. Nacra 17: The intention to design new rig for next Olympic cycle was noted.
 - d. 49er/FX: The introduction of a new mast tenon was noted. Changes to the production method of mainsail batten pocket were noted and the plans to have a new top mast section with the relevant information required by the regulations had been provided to the Office, including 3rd party assessment report.
 - e. iQFOiL: The Committee noted that new brands had been introduced under the "white board programme". A reinforced mast for eligibility after the Sailing World Championship had been approved, and a new QC system with scanning foils at production had been implemented in collaboration with the Office.
 - f. IKA – Formula Kite: WS investigation against one kite manufacturer was noted as ongoing.

7. Equipment Governance

- a) Jaime provided an update regarding the Olympic Equipment Quality Workstream. The results of a survey conducted in the new year highlighting the priorities and perceived status

across the different Olympic Classes was presented. The overarching objective of the programme was presented to reduce the increases in cost caused by quality issues which drives the purchase behaviour of athletes.

The focus areas of the project are noted as:

- compilation of the technical specifications and building manuals,
- development of a certification system for manufacturers of Olympic equipment,
- establishing an auditing plan and reporting system,
- reviewing the regulatory frameworks,
- introducing enhanced inspections to supplement the role of Class measurers at events.

The development of World Sailing's Manufacturer Control System for Olympic equipment would include elements of these areas.

The plans to focus on foils throughout 2023 and 2024 and the use of the scanner to audit their manufacturers and inspect equipment at Class events was noted.

The launch of the Equipment Manipulation Hotline was noted as a successful reporting mechanism which had allowed the Office to gain insight into potential non-compliances and had resulted in formal investigations.

- b) Francesco provided an update on the In-House Certification programme noting the increased focus on the review of Class rules to allow further implementation of the programme. The audit plan had been re-launched with audits conducted for sail lofts in Sri Lanka and plans to audit lofts in China before the end of the year.

The plans to include the ORC in the scheme were presented noting the progress done to date and the cooperation with the rating system.

- c) The Olympic Equipment Policy (FRAND policy) was discussed noting that World Sailing should review how each Class is interpreting and implementing the policy to understand if the original objectives are being achieved. The following challenges were reported by the Classes implementing the policy:
- a. Unclear guidance and lack of transparency on what is considered to meet the policy,
 - b. Lack of legal and technical expertise within Class Associations which are commonly formed by volunteers,
 - c. Undefined responsibilities across World Sailing, the classes and the right holders.

8. Equipment Rules Sub-Committee

- a) The Committee received an update from the Equipment Rules Sub-Committee Chair who noted the following focus areas:
- a. To make the Equipment Rules mandatory, similarly to the RRS;
 - b. To include references in the RRS to ERS terms where applicable;
 - c. To make recommendations to clarify in the RRS the relevant authority for matters relating to equipment/technical/class rules.
- b) The Committee noted the changes to the ERSC Class Rule change procedure, which included focus on three areas:
- a. clarity on when requests would be considered urgent,
 - b. standardising class rule wording to align with the Standard Class Rule draft,
 - c. the opportunity to address additional changes deemed relevant by the ERSC when reviewing class requests.

The Committee noted that 24 Class rule changes had been processed since the annual conference and 15 class rule changes were in progress.

9. Other submissions not covered elsewhere.

- a) Submission M02-23 from the Board regarding Amendment to Youth Sailing World Championships Regulation was noted.
→ **Recommendation to Council: No opinion.**

There being no other business the meeting was adjourned.