

WS CLASSES STATUS REVIEW-WORKING PARTY

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1. MEMBERS

2. Aileen Loo – WP Chair
3. Cédric Fraboulet
4. Paddy Boyd
5. Saskia Clark
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2. INTRODUCTION

The Working Party (WP) was established to formulate a strategy for the regular review of World Sailing (WS) Classes as required by (Reg. 10.13) and to make recommendations to the Equipment Committee for the withdrawal of World Sailing status where appropriate.

The Equipment Committee shall determine whether the WS Classes meet the requirements of World Sailing Regulation 10.13.1. In summary, it shall consider whether.

1. The WS Class has fulfilled its agreement with World Sailing, including compliance with all relevant regulations, and meets the requirements to be designated as a WS Class (reg.10.5).
2. The class is actively racing in accordance with the relevant requirements of Regulation 10.2.1(d);
or
3. the class continues to make a significant contribution to the development of the sport and the class rules continue to support the objectives of the class and provide an appropriate framework for the technical control of the class.

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by the Council on the recommendation of the Equipment Committee (EQ) and its status as a World Sailing Class may be withdrawn (reg 10.13.2).

3. STRATEGY

The WP has determined that for a significant number of WS Classes, the original reasons for granting World Sailing Class Association status no longer apply. The WP has used a matrix and scoring system to determine a ranking order for the review of these classes.

This decision aims to ensure fairness and transparency in the selection process and will allow a thorough evaluation of the practices and policies of the selected Classes. It is important for the WP to remain impartial and consistent in its approach to these reviews in order to maintain the integrity of its assessments.

The Office collated the information received from the Classes and produced a summary matrix for all of them. This data is taken from the annual report that each Class is required to submit by 1 February. In case of any gaps in the information in the report, the Office contacted the respective Class.

The Classes are ranked based on total points, with different points awarded for non-compliance. The table in Appendix A defines the information considered by the matrix and the points awarded to each subject.

When a Class is selected, the office compiles additional information regarding their compliance with WS regulations. This information is then shared with the Class and the Equipment Committee to promote transparency within World Sailing. The summary matrix of the selected classes to be reviewed is shown in Appendix B.

The WP had recommended during the Mid-year meeting to the Equipment Committee that classes scoring 7 or more points be reviewed with the intention of withdrawing their status as a World Sailing Class if they are not in compliance before the Annual Conference.

On the recommendation of the WS office, three additional classes have been added to the list for review. These classes are the Windsurfer class, the Sunfish class, and the SB20 Class. The recommendation was based on the need for clarity regarding their plaque systems, builder systems, approved technical specifications and parties involved in the agreement.

WS would like to guide them to resolve the existing issues before the end of 2023. Placing them under review would hopefully force them to act under the guidance of WS.

4. RECOMEDATION FROM THE WORKING PARTY

The Working Group recommends that the Equipment Committee votes on each class under review to decide whether or not to recommend to Council the withdraw of their WS status.

If classes with non-compliances are to retain their status, the Equipment Committee should indicate a deadline by which each non-compliance should be resolved by the class.

5. CLASSES PLACED UNDER REVIEW AT THE 2023 MID-YEAR MEETING

Boat type Class	Class Association	Total Points
Keelboat/Yacht	International Ocean 65 Class Association	17
Keelboat/Yacht	International Monohull Open Class Association	8

Board	IKA - A's Youth Foil Class Association	8
Centreboard	International Flying Junior	7,5
Keelboat/Yacht	Swan 45 Class Association	7,5
Centreboard	International Splash Class Association	7,5
Centreboard	International Enterprise Class Association	7
Keelboat/Yacht	International Melges 32 Class Association	7
Centreboard	International Vaurien Class Association	7
Keelboat/Yacht	X-41 International Class Association	7
Centreboard	International Sunfish Class Association*	-
Board	International Windsurfer Class Association*	-
Keelboat/Yacht	International SB20 Class Association*	-

*Added on request of the Office

6. CLASSES UNDER REVIEW REPORT

Introduction:

This report outlines the findings of a recent review conducted to assess the classes' compliance with established WS regulations. The primary objective of this review was to identify areas of non-compliance. Below, you will find the detailed findings and the current status of the classes in relation to these regulations.

1) OCEAN RACE 65 CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements:** According to regulation 10.2.1(d), a class must have a minimum global distribution. The regulation requires at least 2 boats in 3 countries covering 2 continents for boats bigger than 15 m. The VO65 class was initially established as a manufacturer class with eight boats owned by the race. However, currently, all eight boats are privately owned by individuals from different countries, and they do not meet the global distribution requirements specified in regulation 10.3. Specifically, the class lacks two boats in two countries.

number of boats	Country	Actively racing
1	NED	yes
2	POL	yes
1	MEX	yes
1	LTH	yes

1	NZL	No
1	POR	yes
1	AUT	yes

2. **Class Agreement (Reg 10.3):** The current class agreement is signed with the Volvo Oceans race. To maintain WS status, the class will need to negotiate and sign a new agreement with the new class owners, as the current agreement is not applicable.
3. **Class Constitution (Reg 10.5(d)):** Information regarding the development of a new constitution for the class is lacking. A new constitution may be required to reflect the changes in ownership and management.
4. **Annual Report (Reg 10.5(k)):** The class has not submitted an annual report for two consecutive years, as required by regulation 10.5(k).
5. **Class World Championship and Titles Reporting (Reg 10.5(k)(iii)):** The class has not registered for the class world championship or reported the titles awarded in the last two years, as mandated by regulation 10.5(k)(iii). While the class has recently declared two International Championships - The Ocean Race Europe in 2021 and The VO65 Spring Cup, these events do not meet the criteria specified in the regulation.
6. **International Measurer Requirement (Reg 10.5(f)(iii)):** Regulation 10.5(f)(iii) mandates that the class must have an International Measurer in place from 1 January 2024. While IMs of other classes conducted measurements for specific events, there are no International Measurers for the VO65 class. Furthermore, no IM has applied to become International Measurers for the class this year, indicating a lack of compliance with this future requirement.
7. **Lack of Information on Technical Committee, Technical Representative, (Reg 10.5(k)(i)):** The Ocean Race has declared Neil Cox as the head of the Class Technical Committee, in compliance with regulations.

Current Situation:

After the current edition of The Ocean Race concludes, the owners intend to take over the Class association and maintain its International World Sailing (WS) status. However, as of now, WS has not received any information regarding the management and structure of the new class association. Additionally, there is a lack of information regarding the development of a new constitution for the class, which is necessary to address the changes in ownership and management. Ocean Race had a call with the WS office and stated that they would inform the boat owners of the situation. They will also provide any missing information to try and obtain all the necessary documents by October.

Conclusion:

The Ocean Race 65 class currently faces several compliance issues with World Sailing regulations, as outlined in this report. It is imperative that these non-compliances are addressed promptly if the Class is to maintain the class's International WS status.

2) IMOCA CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg 10.2.1(d)):** The class has shared information about the nationalities of the boat sponsors and skippers currently in the class. However, this distribution does not meet the requirements set out in Regulation 10.2.1. The regulation states that there must be a minimum of 2 boats in at least 3 countries, representing 2 different continents. Unfortunately, the class is one boat short in a non-European country to comply with the regulations.

Skipper's nationalities		Sponsor's nationalities	
FRA	28	FRA	29
CHN	1	CHN	1
GBR	5	GBR	4
SUI	3	SUI	4
FRA/GER	1	0	0
NZL	1	POL	1
HUN	1	CAN	1
CAN	1	BEL	1
BEL	1	USA	1
ITA	1	ITA	1
JPN	1	JPN	1
GER	1	GER	1

2. **Class Agreement (Reg 10.3):** The office is currently in the process of preparing a draft agreement to be signed by the class in the coming months. Compliance with class agreements is essential for maintaining orderly governance and adherence to standards.
3. **International Measurer from 2024 (Reg 10.5(f)(iii)):** At least two members of the class attended the recent International Measurer (IM) seminar in Paris. They plan to apply for IM status next year in accordance with the requirement set to take effect from 2024.

4. **Royalty Fees Payment (Reg. 10.5 (a)):** The class has successfully settled the outstanding balance owed to World Sailing for royalty fees. This demonstrates a commitment to financial compliance with regulatory obligations.

Conclusion:

The findings of the review indicate both areas of non-compliance and proactive steps taken to rectify them. The class is urged to continue its efforts to align with the global distribution requirements and ensure the forthcoming class agreement reflects the needs and responsibilities of all stakeholders. Additionally, the commitment to sending members to the IM seminar and the timely payment of royalty fees are positive developments that bode well for future compliance. Continuing efforts in this direction will help maintain the class's standing within the regulatory framework.

3) IKA - A'S YOUTH FOIL CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg 10.2.1(d)):** The class noted that it had faced challenges in meeting the global distribution requirements, primarily due to the impact of the COVID-19 pandemic. Activities were temporarily halted, and it was only recently that the class resumed its operations.

The most recent championship held in July demonstrated a positive resurgence, with a total of 28 entries from 10 countries, spanning across 3 continents.

The class has not yet submitted the list detailing the boat owners actively racing, categorised by country. The list presented below reflects the participation in the last World Championship. This does not meet the minimum global distribution requirements outlined in current regulations, which stipulate that boards under 6 meters must have a minimum of 15 boards in 5 countries spanning 2 continents. It is evident that none of the countries has 15 boards.

number of boats	Country	Actively racing
2	SUI	yes
10	ESP	yes
3	POL	yes
3	ITA	yes
5	FRA	yes
1	UKR	yes
1	BRA	yes
1	COL	yes

1	THA	yes
1	GRE	yes

- Agreement (Reg. 10.3):** The class is actively engaged in collaborative efforts with World Sailing to finalise the required agreement. The aim is to have the agreement formally concluded before the end of this year. Progress in this area indicates a positive commitment to regulatory compliance.
- Royalty Fees Payment (Reg. 10.5(a)):** Once the agreement is officially signed, the class intends to proceed with clearing the outstanding royalty fees owed to World Sailing. This proactive step signifies a willingness to fulfil financial obligations in accordance with regulation.

Conclusion:

The review has identified areas of non-compliance related to global distribution requirements and the absence of a signed agreement.

The class's commitment to finalising the agreement and subsequent royalty fees payment demonstrates a proactive approach to adhering to the regulatory framework. Continued cooperation and timely action will be essential to achieving full compliance and maintaining a favourable standing within the World Sailing community.

4) INTERNATIONAL FLYING JUNIOR CLASS REVIEW

Findings of Non-Compliance:

- Global Distribution Requirements (Reg 10.2.1(d)):** The global distribution submitted by the class in January did not meet the minimum requirements set forth in Regulation 10.2.1(d). At that time, the class was lacking nine boats to achieve compliance. However, in September, the class submitted the global distribution of actively racing boats, as displayed in the table below. Presently, the class adheres to the minimum requirements outlined in Regulation 10.2.1(d), which mandate that boats under 6 meters must have a minimum of 15 boats in 5 countries spanning 2 continents.

number of boats	Country	Actively racing
41	ITA	yes
30	NED	yes
25	GER	yes
19	SLO	yes
15	JPN	yes
15	USA	yes
2	BEL	yes
1	MEX	yes

2. **International Measurer from 2024 (Reg. 10.5(f)(iii)):** The class is actively progressing towards meeting the International Measurer (IM) requirement scheduled for 2024. Yann Masserotti attended the seminar organized by World Sailing in September of this year. This demonstrates a proactive approach to achieving compliance with the upcoming regulation. However, it should be noted that the class will not be able to comply with this regulation by January 1st.
3. **Class Agreement (Reg. 10.3):** The initiation of negotiations for a new class agreement has been temporarily deferred, pending resolution regarding the World Sailing status of the class. The decision to defer this process aligns with the class's efforts to ensure the agreement is appropriately aligned with its future status within the World Sailing framework.

Conclusion:

In conclusion, the class is currently in compliance with the global distribution requirements specified in Regulation 10.2.1(d). Furthermore, the class is actively working towards meeting the International Measurer requirement scheduled for 2024, with Yann Masserotti demonstrating a strong commitment to this role. However, it's essential to acknowledge that full compliance with the International Measurer regulation may not be achieved by January 1st, 2024.

5) SWAN 45 CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1(d)):** - The review has uncovered non-compliance with global distribution requirements as outlined in Regulation 10.2.1(d). Despite diligent efforts to collect relevant information, the class has not yet satisfied the minimum criteria specified in the regulations.

The class provided a list of active boats, but it remains below the threshold mandated by Regulation 10.2.1(d). Specifically, this regulation requires a minimum of four actively racing boats in three countries spanning two continents for boats between 12 and 15 meters in length.

number of boats	Country	Actively racing
3	ITA	yes
1	GRE	yes
1	ARG	yes

As per the regulation, the class is missing one boat from Italy (ITA) and three boats from Greece (GRE) and Argentina (ARG).

2. **Class Agreement (Reg. 10.3):** The matter of the class agreement has been deferred pending a resolution regarding the class's World Sailing (WS) status. Decisions in this regard will be influenced by the class's future relationship with WS.
3. **International Measurer (IM) (Reg 10.5(f)(iii)):** The class is actively taking steps to comply with the requirement for an International Measurer (IM). Andrew Yates has confirmed he attended the IM seminar in Paris and intends to apply for the IM position within the class. This demonstrates positive progress towards compliance with the applicable regulation.

Communication Issues:

It is important to highlight that the office has encountered challenges in receiving responses from the class. Despite multiple email attempts sent on 16/05, 01/06, and 01/09 to the designated email address (swan45class@Nautorswan.com), no responses have been received. On 2 September the class replied to the office.

Conclusion:

The review has identified non-compliance with global distribution requirements, class agreement deferral, and active efforts towards compliance with International Measurer requirements. The class's global distribution, while in progress, currently falls short of the regulatory criteria outlined in Regulation 10.2.1(d).

The resolution of the class agreement is dependent on decisions related to the class's WS status, which is currently under consideration.

Efforts to appoint an International Measurer, as indicated by Andrew Yates's participation in the forthcoming seminar, demonstrate a positive commitment to achieving compliance in this area.

The challenges encountered in communication should also be addressed to facilitate effective collaboration between the class and the office in resolving these compliance issues. Further actions and ongoing dialogue will be essential to ensure the class aligns with regulatory standards and maintains its position within the World Sailing framework.

6) SPLASH CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1(d)):** The review identified a significant non-compliance issue with global distribution requirements, as specified in Regulation 10.2.1(d). This regulation sets forth minimum criteria for boats under 6 meters in length, mandating the presence of 15 boats in 5 countries spanning 2 continents.

The class's annual report presented the following data, which falls short of meeting the regulatory requirements:

number of boats	Country	Actively racing
80	NED	yes
20	GER	yes
5	SUI	yes
5	GBR	yes
5	BEL	yes

The class is currently missing 10 boats in 3 countries and one continent to achieve compliance with this regulation.

2. **Class Agreement (Reg. 10.3):** Work to update the class agreement has been deferred, pending clarification of the class's future World Sailing (WS) status. Decisions regarding the class agreement will be influenced by the outcome of discussions related to the WS status.
3. **International Measurer (Reg 10.5(f)(iii)):** No information regarding International Measurer compliance was reported during the review.

Communication Issues:

It is noteworthy that despite attempts to establish communication, the office has not received any replies from the class. Emails were sent on 16/05, 01/06, and 15/09 to the designated contact emails provided by the class: International Splash Class (president@splashworlds.org) and padeheus@gmail.com. Regrettably, there has been no response from the class.

Conclusion:

The review has identified substantial non-compliance with global distribution requirements, reflecting a significant gap in meeting the regulatory criteria set out in Regulation 10.2.1(d). The class currently falls short by missing 10 boats in 3 countries and one continent.

The lack of communication from the class, despite multiple attempts, hinders the resolution of these compliance issues. Effective dialogue and actions are essential to ensure the class aligns with regulatory standards and maintains its position within the World Sailing framework. Further engagement with the class is recommended to address these non-compliance issues.

7) ENTERPRISE CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1(d)):** The review identified significant non-compliance with global distribution requirements, as outlined in Regulation 10.2.1. This regulation mandates a minimum of 15 boats in at least 5 countries spanning 2 continents.

The class submitted a list of countries where the Enterprise is currently active, but it does not meet the regulatory criteria. The provided data is as follows:

number of boats	Country	Actively racing
1000	GBR	yes
150	IND	yes
30	IRL	yes
5	CAN	yes
3	RSA	yes

The class is currently missing 10 boats from Canada (CAN) and 12 boats from South Africa (RSA) to achieve compliance with this regulation.

2. **International Measurer from 2024 (Reg 10.5(f)(iii)):** While one class member is in the process of seeking re-certification as a national measurer, no individuals have applied this year to become the International Measurer (IM) for the class. Consequently, the class is not in compliance with the regulations requiring the appointment of an IM by 2024.
3. **Class Agreement (Reg. 10.3):** The initiation of negotiations for a new class agreement has been deferred, pending resolution of the World Sailing status of the class.

Conclusion:

The review has identified significant non-compliance with global distribution requirements, as the class currently falls short of the criteria outlined in Regulation 10.2.1. The absence of 10 boats from Canada and 12 boats from South Africa is a notable gap in meeting the regulatory requirements.

Addressing the global distribution and IM compliance issues will be essential for the class to align with regulatory standards and ensure its continued standing within the World Sailing framework. Further actions and communication with the class are recommended to rectify these non-compliance areas.

8) MELGES 32 CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1(d)):** The review has identified non-compliance with global distribution requirements, as specified in Regulation 10.2.1(d). This regulation sets forth

specific criteria for the distribution of boats between 9 and 12 meters in length, requiring a minimum of 6 boats in 3 different countries spanning 2 continents.

The class submitted an annual report that included the following data:

number of boats	Country	Actively racing
10	ITA	yes
9	USA	yes
5	SUI	yes
5	GER	yes
1	HUN	yes

The class is currently missing 1 boat in 2 countries and 5 boats in one other country to achieve compliance with this regulation.

2. **Class Agreement (Reg. 10.3):** The updating of the class agreement has been deferred, pending resolution of the World Sailing status of the class.
3. **Annual Report (Reg. 10.5):** The class submitted the annual report late, which indicates non-compliance with the specified timeline for report submission under Regulation 10.5.

Communication Issues:

It is crucial to highlight that the office encountered difficulties in receiving responses from the class. Despite multiple email attempts sent on 01/05, 16/05, and 30/06 to the designated contact emails provided by the class, namely Melges 32 Eurofleet (eurofleet@melges32.com), International Melges 20 and 32 Class (luisa.bambozzi@melgeseurope.com), and Antonio Cardona (a.car.espin@gmail.com), no responses were received. On 1 September, the class contacted the office to arrange a call.

Current Status:

The class has communicated its intention to address the required information during the call with the office. The office anticipates receiving the necessary information from the class in the near future.

Conclusion:

The review has uncovered non-compliance with global distribution requirements, a deferral in class agreement updates, and a delay in the submission of the annual report. These findings underscore important compliance concerns that require attention.

Efforts to improve communication and address the outstanding compliance issues, including the delayed annual report, are essential for the class to align with regulatory standards and maintain its position within the World Sailing framework.

The commitment to provide the required information during a call is a positive step towards resolving these non-compliance issues. Continued dialogue and timely action will be crucial for ensuring the class's adherence to regulatory standards.

9) VAURIEN CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1(d)):** The class has made significant progress in collaboration with World Sailing (WS) to meet global distribution requirements. This regulation mandates a minimum of 15 boats in at least 5 countries spanning 2 continents.

The class submitted a comprehensive distribution plan covering multiple continents and countries, as follows:

number of boats	Country	Actively racing
FRA	82	yes
ESP	78	yes
GER	55	yes
NED	24	yes
ITA	21	yes
TUN	16	yes
URU	12	yes
ANG	6	yes
MOZ	5	yes
ARG	1	yes

While the class currently misses 3 boats from one country to comply with the regulations, it is important to note that in Uruguay, although there are 12 boats, it has been reported that there are 19 crews that share the 12 boats among them. Delays in establishing a shipyard and building new boats due to COVID have impacted the distribution. The latest schedule for mould and prototype measurement is 6 months. Orders for the first batch of 10 boats are incoming, with a schedule of 6 months after mould release. Therefore, the class is expected to fully comply with the global distribution requirement in the near future.

2. **International Measurer from 2024 (Reg 10.5(f)(iii)):** The class is actively working to re-instate one, and potentially two, International Measurers by the end of the year, demonstrating their commitment to compliance with the regulation.

3. **Class Agreement (Reg. 10.3):** The class has indicated that work on the class agreement is currently in progress, reflecting their ongoing efforts to comply with this regulation.
4. **Copy of the Constitution (Reg. 10.5(b)):** The class has submitted the English version of the constitution as required by Regulation 10.5(b), aligning with regulatory standards.
5. **Copy of the Building Specifications (Reg. 10.2.1(h)):** The class has provided the building specifications as required by Regulation 10.2.1(h), fulfilling the regulatory requirement for transparency in boat construction.

Conclusion:

The review has revealed significant progress in addressing non-compliance issues. The class's collaboration with World Sailing and their comprehensive distribution plan demonstrates substantial efforts to meet global distribution requirements.

Additionally, the class's commitment to reinstating International Measurers, ongoing work on the class agreement, and the submission of the constitution and building specifications indicate positive steps toward regulatory compliance.

While there is a minor shortfall in the global distribution requirement at present, ongoing initiatives and developments indicate that the class is on track to fully comply in the near future.

Continued efforts to ensure compliance with all regulations will be crucial for maintaining the class's position within the World Sailing framework and upholding the integrity of its operations.

10) X-41 CLASS REVIEW

Findings of Non-Compliance:

1. **Global Distribution Requirements (Reg. 10.2.1 (d)):** The review identified non-compliance with global distribution requirements, as specified in Regulation. This regulation mandates a minimum distribution for boats between 12 and 15m length of 4 boats in 3 countries and 2 continents, and the class did not send the distribution on the annual report and have stated that the class does not meet these requirements.
2. **Class Technical Representative (Reg 10.5(k)(i)):** The class was found to lack a Class Technical Representative, which is a key role in ensuring technical compliance and oversight within the class structure.
3. **International Measurer (Reg 10.5(f)(iii)):** The class was also lacking an International Measurer, a crucial role for measurement and certification of boats in accordance with international standards.

Class Response:

In response to the findings, the class provided an explanation of their situation. They explained that over an extended period, they encountered challenges in forming fleets under the One-Design (OD) class structure. These challenges led to many X-41 boats transitioning into successful ORC racers. Consequently, it has become challenging, and in some instances, impossible for the class to maintain activities as per the traditional One-Design framework.

The Class acknowledged that the observations made during the review align with the current realities of the X-41 class's situation and activities. While expressing regret over their non-compliance, they also conveyed their appreciation for the conclusions drawn during the review.

Conclusion:

Based on the class's response, it is evident that they are unable to comply with the regulations set by World Sailing (WS). They have recognised the challenges they face in maintaining the traditional One-Design framework and have indicated their acceptance of the withdrawal of the WS status.

11) SUNFISH CLASS REVIEW

Findings of Non-Compliance:

The Class is encountering challenges with the manufacturer Laser Performance (LP). LP should have been procuring plaques from WS and affixing them to the hulls. WS has not received any orders or payments since 2021 (estimated at around 560 plaques). LP was discovered to have affixed counterfeit plaques to hulls.

WS issued a notice to LP to cease the issuance of counterfeit plaques, and WS agreed to directly sell plaques to the Class to replace the counterfeit ones and to distribute plaques on behalf of WS.

Two additional "emergency class rules" have been sanctioned by WS for 2023 to permit Rigs and Sails from builders approved by WS due to a scarcity of spare parts. The Class has requested an extension of these rules until 2024.

In the wake of these developments, the Office reviewed the Class Agreement and observed:

The most recent signed agreement on record is dated 1990, involving Pearson (the former builder), IYRU (World Sailing), and the Class. LP has been manufacturing boats since 2011, and it remains uncertain whether LP inherits the rights and responsibilities of Pearson under the existing agreement.

The Class is seeking to terminate the 1990 agreement and proposes transitioning to a two-party agreement between the Class and WS. The reasons presented by the Class pertain to LP's non-compliance with the clauses referencing the responsibilities of the builder of the Class Agreement.

The Class lacks access to the technical specifications and intends to reverse engineer hulls to enable the appointment of alternative builders. The Class has noted that manufacturers of other equipment items possess the necessary building specifications and would provide them if required.

Office recommendation:

The Office deems it appropriate to terminate the current agreement, citing the issuance of counterfeit plaques and uncertainties regarding the responsibilities of the current parties involved in the Class's operations.

The ramifications for the Class and its WS status following the termination of the agreement should be clarified. If the Class were to lose its WS status due to the agreement's termination or if the proposed two-party structure could not be considered feasible due to trademark or rights implications, the Class could contemplate reapplying for recognition of its status under a new structure that might not necessitate the involvement of a manufacturer or rights holder as a party to the agreement. However, the Class would need to clarify and implement the necessary class rule changes to determine the eligibility of equipment going forward.

12) WINDSURFER CLASS REVIEW

Findings of Non-Compliance:

The Class was granted WS status in 2018. WS required the Class and Cobra (as the designer of the board and appendages) to be part of a three-party agreement. However, no agreement was executed due to ongoing discussions among the parties.

A "Cobra supply agreement" existed between the Class and Cobra, but Cobra has terminated this agreement. WS is unaware of how the equipment items will be supplied after May 2024.

WS received payment for boards produced in 2019 and 2020. In May 2022, WS requested Cobra to provide a statement including the number of boards manufactured, board serial numbers, and ex-factory prices applicable to production from 2021 onward. WS has not received payment or a completed statement related to production in 2021 and 2022.

The Class Rules were reviewed in detail and published as "provisional" in July 2022. It was agreed that the status would be changed to "approved" as soon as the agreement was signed.

Office recommendation:

WS should consider withdrawing the WS Status if the following actions are not finalised before the end of 2023:

11 October 2023

Equipment Committee meeting
Agenda item 5(b)



1. Sign the agreement.
2. Receive an updated constitution.
3. Clarify how equipment items will be supplied after May 2024.
4. Receive a standard fee statement, pay the plaque fee debts, and apply the WS logo on the boards.
5. Receive the technical specifications of the equipment.

12. SB20 CLASS REVIEW

Findings of Non-Compliance:

The Class is currently encountering challenges with the "right holder" (Tony Castro Yacht Design), who also serves as the exclusive equipment supplier (SBW).

The most recent agreement on record is dated 2009 and involves Laser Performance (the previous builder/right holder), ISAF (World Sailing), and the SB3 Class. Boats produced since 2012 have not been affixed with WS plaques.

WS recommends that the Class and Tony Castro (as the designer of the board and appendages) enter into a three-party agreement. WS has shared the updated standard Class Agreement template with all parties. The Class is content with the template, but Tony Castro has disagreed with certain clauses.

The Class has reached out to WS, noting that Tony Castro has ceased sail production at Hyde and requesting approval from WS to implement the following actions:

1. Remove the SBW distribution layer and enable the dealers to purchase directly from the Builder Equipment Suppliers (managed through signed agreements that would need to be implemented)
2. Empower the class to appoint builders (approved by WS) for Rig and Sails (without the approval of the Designer). (The class wishes to remain with the current suppliers of rigs and sails).
3. Request an urgent Class Rules Change (similar to the Sunfish class) allowing the class to appoint equipment suppliers.

The Class has:

- Accused Tony Castro of engaging in predatory pricing, causing value destruction, and leading to dissatisfaction among suppliers and dealers.
- Indicated that recent decisions by the supplier have put the Class's strongest growth location and potentially a future Worlds host in jeopardy.

- Expressed a desire for Tony Castro to be involved solely as a designer, with a willingness to recognize his role through a royalty system. However, they wish to move away from SBW as the distributor.

It is understood that Tony Castro (as designer and distributor - SBW) would:

- Require exclusivity to sell equipment to the Class, justifying this to allow for the necessary investment to maintain a reasonable level of stock to support the class and uphold the strict one-design principle.
- Need the ability to substitute equipment suppliers when it becomes inevitable or necessary.

The Class has proposed two Class Rule changes; however, the Office believes that these changes depend on access to missing technical specification details and currently impact the Class Agreement and the roles of the involved parties.

Office recommendation:

The Office deems it appropriate to terminate the current agreement due to non-compliance, particularly the failure to issue plaques, and the uncertainties surrounding the responsibilities of the current parties involved in the operations of the Class.

The implications for the Class and its WS status following the termination of the agreement should be clarified. If the Class were to lose its WS status due to the termination of the agreement, or if the proposed two-party structure could not be considered viable due to trademark or design rights infringement, the Class could contemplate reapplying for recognition of its status under a new structure that may not require the involvement of a manufacturer or right holder. However, the Class would need to clarify and implement the necessary class rule changes to determine the eligibility of equipment moving forward.

7. FUTURE CHALLENGES FOR THE WORKING PARTY

Within the purview of our work, the WP has discerned two significant considerations pertaining to future challenges.

Firstly, with the introduction of a class rating system, we find it imperative to question whether the WP should persist in this endeavour or if it could now be effectively overseen by the WS office, leveraging the matrix. This decision necessitates thorough contemplation.

Secondly, an urgent necessity arises for a comprehensive examination of the roles that classes play within WS and the strategies for their future management.

The WP remains unwavering in its commitment to address these impending challenges and will conscientiously delve into the topics outlined above.

APPENDIX A - POINTS ASSIGNED TO EACH ITEM REVIEWED.

	Points
GLOBAL DISTRIBUTION	
Failure to comply with the regulation	5
DEBTS	
Annual subscription Unpaid	1
other debts	1
ANNUAL REPORT	
the class hasn't completed the annual report	1
The class completed late the annual report	0,5
The class has no technical representative.	1
The class has no International Measurer	1
The class has no technical and/or equipment committee	1
The class has not reported any licensed builders	1
The class has not reported the number of boats built	1
The class has not reported any incident reportable under Regulation 38	1
Class has not sent any up-to-date class publications	1
Class does not use the approved World Sailing Association logo	1
WORLD CHAMPIONSHIP	
Class does not report the title awarded in 2022	1
Class has not registered the Class Worlds by 1 August 2022	1
Class registers late the Class Worlds	0,5
AGREEMENTS	
Class Agreements need to get updated	1
Class agreement update on progress	0,5

APPENDIX B CLASSES REVIEWED VS. WS REGULATIONS.

Class Association	Annual Subscription Fee paid	Other debts	Global Distribution - Actively Racing (Reg. 10.2.1 (d))	World Championship (Reg 10.5(k)(iii))	Annual Report (Reg 10.5(k))	Class Agreements (Reg. 10.3)	Total Points
International Ocean 65 Class Association	yes	no	no	Not registered	no	update required	17
International Monohull Open Class Association	yes	no	no	Registered	yes*	update required	8
IKA - A's Youth Foil Class Association	yes	yes	no	Registered	yes*	update required	8
International Flying Junior	yes	no	no	Registered	yes*	update required	7,5
International Splash Class Association	yes	no	no	Registered	yes*	update required	7,5
Swan 45 Class Association	yes	no	no	Late registration	yes*	update required	7,5
X-41 International Class Association	yes	no	no	Registered	yes*	ok	7
International Enterprise Class Association	yes	no	no	Registered	yes*	update required	7
International Vaurien Class Association	yes	no	no	Registered	yes*	update required	7
International Melges 32 Class Association	yes	no	no	Late registration	yes	update required	7

*The report does not comply with Regulation 10.5 or it may be missing some information.