

The Equipment Rules Sub-committee met from 10:30 to 18:00 (CET) in Malaga, Spain, on Tuesday 14th November 2023

Present:

Dimitris Dimou – (Chair)
Bill Abbott – (Vice-Chair)
James Dadd (SRSC Representative)
Alfred Pelinka (PWSC Representative)
Agnes Lill

Apologies:

Alexander Finsterbusch
Barry Johnson
Saskia Clarke

In Attendance:

Yann Rocherieux (Vice-President)
Jaime Navarro (WS Technical Director)
Francesco Gulizzi (WS Technical Manager)
Antonio Saporito (WS Technical Specialist)

1. Opening of the Meeting

Yann Rocherieux welcomed the members and thanked all the volunteers for the work of the past year. It was noted the great success of many events such as the Test Event 2023 and The Hague 2023 in preparation for the 2024 Olympic Games and as well as many Offshore events.

Declaration of Conflicts of Interests: Dimitris Dimou asked the members to declare their conflict of interest related to the items in the agenda. No conflict of interest was raised from the members.

2. Minutes of the Previous Meeting

The ERSC formally approved the minutes of the 25th of October 2022 meeting. The minutes can be downloaded from World Sailing website.

3. Submissions

The following **Equipment Rules of Sailing** Submissions have been noted and discussed by the ERSC:

Opinion to be approved:

119-23, 120-23, 122-23, 123-23, 128-23, 129-23, 130-23, 132-23, 133-23, 134-23.

Opinion to be approved with friendly amendment:

131-23: amendment to read from “WING-FOIL” to “WINGFOIL”

The following **Equipment Rules of Sailing** Submissions have been noted but not discussed since no concerns were raised from the members:

126-23, 135-23, 136-23, 137-23, 139-23, 142-23, 145-23, 147-23.

The following **Equipment Rules of Sailing** Submissions have been noted and discussed but no consensus within the time limit. The ERSC deferred the discussion to the Equipment Committee:

121-23, 124-23, 125-23, 127-23, 138-23, 140-23, 141-23, 143-23, 144-23, 146-23.

The following **Racing Rules of Sailing** Submissions have been noted and discussed by the ERSC:

Opinion to be approved:

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05-23, 15-23, 18-23, 20-23, 29-23, 36-23, 37-23, 39-23, 40-23, 41-23, 44-23, 78-23, 80-23.

Opinion to be approved with friendly amendment:

19-23: not supporting Option B – see submissions 18-23 & 20-23

Opinion to be rejected:

04-23, 38-23, 42-23.

The following **Racing Rules of Sailing** Submissions have been noted but not discussed since no concerns were raised from the members:

24-23, 35-23, 203-23.

4. Equipment Rules of Sailing

Francesco Gulizzi highlighted the timeline to update and publish the new version of the ERS; As per WS regulation, the Equipment Committee will need to approve the final fully formatted copy by May 2024; The Office will be required to publish the new version on the WS website by June 2024 which will become effective in January 2025.

The need to alignment the ERS and OSR was discussed. Dimitris Dimou noted that the challenges on integrating the two documents given the different update timings: ERS every 4 years and OSR every 2 years. Nevertheless, it was highlighted the benefits to align them in terms of definitions.

James Dadd agreed and noted the OSR has been rewritten and now refer to ERS definition. The importance of using OSR definitions in the class rules was also discussed and Dimitris Dimou stated that a collaboration between the groups will be the way to align the documents.

5. Safety Equipment

Quick Release Harnesses:

Francesco Gulizzi highlighted that RRS 50.1(c) will not take effect until 1st January 2025 and many class rules are currently changing RRS 50.1(c) as permitted by the rule. It was also noted: submission 18, 19 and 20 were aiming to amend RRS 50, there are currently 2 non-ISO quick release harnesses available on the market and, starting from 2024, an ISO 10862 compliant harness will be released.

Dimitris Dimou explained that using quick release harnesses is optional for classes. And they need to specify it on their class rules.

Helmets:

Francesco Gulizzi noted the inconsistency of the requirements across Olympic Classes and that the effected Classes are jointly working to propose a common standard text to be included in their Class Rules.

Dimitris Dimou noted the need to define “hight visibility”, since the visibility of a colour may depend on the background; the same colour might be or not be identifiable depending on the venue. This problem could lead to different allowed set of helmets depending on the location of the event. It was highlighted the importance of defining the positioning of the coloured parts to ensure the visibility of sailors from wide range of angles. Furthermore, if the term “contrasting colour” is used, it should also be defined since it could lead to a combination of colours that does not assure high visibility in the sea.

James Dadd noted that in the market there are not many options available, and sailors are forced to put stickers on helmets which create problems with warranty.

Impact Vests:

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Francesco Gulizzi stated that iQFOiL & Formula Kite Class rules require the use of 'impact vests' when the use of personal flotation devices is not made mandatory. In addition, the iQFOiL has taken the decision to limit the eligibility of 'impact vests' to those serving also as personal flotation devices from 2024 onwards. Furthermore, submission 130-23 aims to include the definition of impact vest in the ERS.

Dimitris Dimou noted that the main problem is the lack of standards for impact vests in the market.

Francesco Gulizzi highlighted that WS recommendation is including a definition in the class rules to clarify what are the requirements to determine the eligibility of the vests.

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

Francesco Gulizzi reported how Olympic Classes are dealing with safety equipment weighing, RRS 50.1(b) and Appendix H, highlighting the differences in terms of maximum harness weight which variate from 2.4kg for 49er and Nacra17 to 4kg for iQFOiL.

6. Class Rules Changes and Class Rules Interpretation

Francesco Gulizzi provided the report of the class rules changes approved since the 2022 Annual Conference (55) and the requests currently under review (25), noting that 4 classes are moving to Standard Class Rules and that the working party is defining an updated version of the SCR template. It was stressed that more engagement from the members of the committee is needed to handle the large number of requests.

James Dadd confirmed that the Standard Class Rule Template works well for large boats, but electronics and software should be included.

Dimitris Dimou noted that importance of defining a timeframe for classes to comply with the updated version of ERS.

Bill Abbott suggested that 1 year should be a fair time to make the changes for the classes. It was proposed to send a notification to the classes in June 2024 to align their rules to the new version of the ERS. The classes will have 1 year (June 2025) to update their rules accordingly.

Francesco Gulizzi reminded the group the procedure to request Class Rules Interpretation, highlighting who can make interpretation, the process to have a rule interpreted and the validity of a class rule interpretation once published. It was also noted that some classes are not following the standard procedure.

Francesco Gulizzi noted that the procedure to request class rules changes requires the use of a form which includes a checklist with all the requirements, and it is available online. The procedure highlights what the approval process timeline is to clarify when classes can expect to have their rules approved and published. It was noted that since last annual conference the procedure was updated including clarity on when requests would be considered urgent and highlighting the opportunity for the ERSC members when reviewing class requests to address additional changes deemed relevant or standardize class rule wording to align with the Standard Class Rule. It was highlighted that the number of requests of classes asking to move to the SCR format is increasing and currently there are 5 classes asking to move to the SCR (ILCA, GP14, micro, Zoom8 & Sunfish) and given all the other requests of CRCs, the work on the ERS submissions, the work on the SCR template, the ERSC is struggling to find time to review the documents sent by the Class.

7. Class Status Review

Francesco Gulizzi provided the report of class status review highlighting that the relative documentation was shared and it contains all the information to describe the methodology and the results of the review.

8. Olympic Classes

Jaime Navarro highlighted the increase of the use of RRS 87 for the Olympic Classes without World Sailing approval. The ERSC should consider how to manage this process. Dimitris Dimou noted the fact that most of Olympic Classes are new and are still fine tuning their rules, in the future this trend will be probably reduced.

Jaime Navarro noted that sailors and coaches would like to simplify the Equipment Rules and Regulations at Events. Dimitris Dimou highlighted that simplifying too much can lead to issues during the event. Jaime Navarro noted that the Office and the Equipment Committee are working to set up a standardized way of defining the Equipment Rules and Regulations at Events. Dimitris Dimou highlighted that many classes define event rules in the class rules which should not be included in the class rules. James Dadd supported the line of thought; however, it was highlighted that simplifying rules sometimes might create unclarity. Bill Abbott also supported the statement. Jaime Navarro agreed with the comments and stressed the need of a standard procedure to handle rules changes at events.

Jaime Navarro reported the transition from Measurement Controlled Classes to Manufactured Controlled Classes, where measurements are not reported in class rules, measurers have no access to building information and sailors are buying a considerable number of equipment to find the best items. It was noted that without the knowledge of production tolerances is challenging to identify whether an equipment item is manipulated by sailors.

World Sailing has defined a program called Manufacturing Control System (inspired from the In-House Program) where the main objective is reducing the cost of campaigning by enhancing quality at production through the compilation of the Building Specification from the Manufacturers, identifying all responsible parties (designer, copyright holders etc), setting a reporting system for manufacturers to periodically send agreed quality measurements to World Sailing, implementing a common Certification System Manual with all Olympic manufacturers and enhancing equipment inspection at events.

It was highlighted that managing non-compliances is complicated when equipment is manufactured by a single builder and that one possible solution might be requesting at least two manufacturers per Olympic equipment item.

Currently the Certification System Manual has been drafted for all the manufacturers that have been audited this year by the Office which has developed inspection methods for one design sails and foils. World Sailing will have direct communication with the manufacturers instead of brands, requesting reports every three months, setting up one remote audit every year, at least one on-site audit in the first three years of the Olympic quad with a second optional inspection in the last year of the Olympic quad.

Jaime Navarro presented the Nacra 17 Daggerboard report which includes the finding from the use of 3D Scanner. The need for the sub-committee to help defining class rules to allow the use of 3D Scanner at event equipment inspections was noted.

Dimitris Dimou highlighted the need to define the reference values at production, as the first step of this project. Controlling at the events is as important and it must be done with the same tooling.

Bill Abbott highlighted that the usage of equipment can lead to some changes on the geometry of the equipment items.

Jaime Navarro replied that the changes due to maintenance and usage are much smaller than then the production tolerances.

Dimitris Dimou noted that the tolerances shall be set in a way that the sailors cannot modify the performance of the equipment. Furthermore, during a protest the judges will ask if the modification makes a difference in terms of performance, and it will be challenging to have an answer to this question.

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Jaime Navarro noted that if the rules states what it is legal to use then it is not a matter of performance but of compliance with the rules. Additionally, the next level of the project is to agree with the manufacturers on the requirements to produce Olympic Equipment. World Sailing is requiring the foil manufacturers of the Formula Kite Class to provide 10 sets of foils to be scanned to set up the production tolerances for the next Olympic Quad.

Jaime Navarro noted that World Sailing is developing Inspection Protocols to be used at events and highlighted the challenge of providing them to measurers without break the confidentiality of the information. It was also reported that the goal is to define production and event tolerances and inspection processes, and the Office is currently compiling information including production processes, quality controls and tolerances.

Francesco Gulizzi updated the group on the project of ILCA moving to the Standard Class Rules. The Office started the review of the draft document submitted by the Class noting the multiple changes required to finalise it.

Dimitris Dimou highlighted that the transition to the Standard Class Rules is a complex process that requires a lot of work and the need to organise a series of call with the Class to jointly analyse the required changes.

9. In-House certification Program

Francesco Gulizzi provided an update around the latest activities of the In-House Certification Programme including last audits performed by the Office, latest Classes or Rating Systems that joined the Programme and the new quarterly reporting system in place for Sailmakers. It was noted that the only Sailmakers that have not been audited according to the standard auditing plan are UK Sailmakers (Hong Kong) and Doyle Sailmaker Qingdao (China). The Office has established a reporting system with the Sailmakers managed directly by World Sailing with the objective of extending this system to the MNA acting as Authorising Authority.

It was noted that ORC has joined the program and the IHC Manufacturer License between World Sailing and Olisails has been temporarily extended to include ORC sails to fine tune the processes to in-house certify ORC Sails in terms of certification and communication requirements. The Office is planning to extend the IHC Manufacturer Licenses between World Sailing and interested sailmakers to include ORC sails starting from 2024.

It was highlighted the requirement of updating the training and documentation after the new released ERS version which will come into effect starting from 1st January 2025.

10. Working Parties

Equipment Rules of Sailing: Francesco Gulizzi noted that the ERS Working Party met in London in March 2023 and drafted the ERS submissions previously discussed during the meeting.

Standard Class Rules Template: Francesco Gulizzi noted that the ERSC met virtually and discussed the plan to update the SCR template. It was highlighted that this project will be the priority of the ERSC until the end of the quad.

No further updates were provided during the meeting.

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

No update was provided during the meeting

12. Any Other Business

No other items were discussed during the open session of the meeting.