

Name of Authorised Person:	Glen Stanaway
Position:	Australian Sailing
Title of Proposal:	Appendix M - Sustainability, Manual Power and Outside Help
Subtitle:	World Sailing policy position on recommended wording for Organising Authorities' race documents to govern sustainability, manual power and outside help.
Related proposals:	OOC-2025-019

Proposal:

1. Amend the Offshore Special Regulations by deleting Appendix M subject to Council approving the proposed Policy J5 implementing the same positions.
2. Approve a new Policy J5 Sustainability, Manual Power and Outside Help

OSR Appendix M

~~World Sailing Offshore Special Regulations~~

~~APPENDIX M – Optional Wording for Organising Authorities' NoRs or SIs~~

- ~~1. It is recommended that organising authorities include the following in their Notice of Race:
Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.~~

- ~~2. If an organising authority chooses to permit the use of autopilots or to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:~~

~~a. Manual Power~~

~~RRS 52 is changed to:~~

~~A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.~~

~~b. Outside Help~~

~~Add to RRS 41:~~

~~However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.~~

Policy J5 Sustainability, Manual Power and Outside Help:

Policy J5

WORLD SAILING POLICY REGISTER

SUSTAINABILITY, MANUAL POWER AND OUTSIDE HELP

Optional Wording for Organising Authorities' Notice of Race and Sailing Instructions

1. Sustainability

It is recommended that *organising authorities* include the following in their Notice of Race:

Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources.

2. Manual Power

If an *organising authority* chooses to permit the use of autopilots, here are suggested wordings for OAs to consider including in their Notice of Race:

RRS 52 is changed to:

A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.

3. Outside Help

If an *organising authority* chooses to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:

Add to RRS 41:

However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.

4. Policy J5

Changes to Policy J5 must be adopted or changed by the Oceanic & Offshore Committee in accordance with the Regulations. The Board may reject any decision of the Oceanic & Offshore Committee at the Board's next meeting following the Committee's decision and must provide reasons for doing so.

Current position:

OSR Appendix M

World Sailing Offshore Special Regulations

APPENDIX M – Optional Wording for Organising Authorities' NoRs or SIs

It is recommended that *organising authorities* include the following in their Notice of Race:

1. Sustainability: Boats built after 2026 shall produce at least 20% of the energy that is used while racing, other than propulsive power from the wind, from renewable energy sources
2. If an *organising authority* chooses to permit the use of autopilots or to allow competitors to pay for weather data, here are suggested wordings for OAs to consider including in their Notice of Race:

a. Manual Power

RRS 52 is changed to:

A boat's standing rigging, running rigging, and spars shall be adjusted and operated only by the power provided by the crew. However, autopilots may be used to adjust and operate moveable hull appendages. The autopilots shall only use measurements of weather, wind, or sea surface within 100 millimetres of sensors that are mounted on the boat, and therefore the use of cameras, lidar, sonar, or radar to measure the sea surface surrounding the boat is prohibited.

b. Outside Help

Add to RRS 41:

However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.

Reasons:

1. Ultimately, World Sailing's position on the elements in OSR Appendix M and the powers given to the Oceanic & Offshore Committee and the Board in the Regulations all remain unchanged and are merely relocated to a better framework.
2. The Offshore Special Regulations are a rules framework to control and govern safety features of a boat, the equipment it carries, and its crews training. It is not the right framework to address policy positions on other matters.
3. Policies were not available as a governance tool when the policy positions expressed in Appendix M were determined. Policies are a superior framework for World Sailing to express its position on these matters.
4. The Oceanic & Offshore Committee can under Regulation 22.1 make changes to the requirements of the Offshore Special Regulations. By adding the same provision in proposed Policy J5 the committee still has this authority on the relocated elements.
5. The Board can under Regulation 22.2 and Article 38.4 reject any decision of the Oceanic & Offshore Committee relating to the Offshore Special Regulations. By adding the same provision in proposed Policy J5 the Board still has this authority.
6. It is noted that the relevant Regulations and Articles did not envision delegated authority to committees to change Policy like they can the Racing Rules of Sailing or the Offshore Special Regulations. The Governance Committee may consider future solutions to maintain the same principles.
7. Deleting the OSR Appendix M must be subject to Council approving Policy J5. This is because the current position must be established in policy before it is removed from the OSR.

Regulations, Constitution and Policies

rev: v1 26/06/2025

Proposal Number: CO-2025-009



Name of Authorised Person:	<i>Kay Rawbone</i>
Position:	Chair, PWSC
Contact email:	
Title of Proposal:	<i>Removal of Specific Equipment Requirement from Para World Sailing Rankings to Enable Event-Focused Ranking Points</i>
Subtitle:	<i>Allowing Approved Para Events to Award Ranking Points Regardless of Equipment Used</i>
Related proposals:	

Proposal:

That the Para World Sailing Ranking and Grading Policies be amended so that:
In Para One-Person Technical and Non Technical and Two-Person events, the equipment type is not a determining factor for awarding ranking points. Instead, ranking points will be awarded based on the event category (e.g., Para One-Person, Para Two-Person) and its compliance with participation and grading requirements.
Delete references that limit eligible Para events to specific classes (e.g., Hansa 303 only), and replace with wording that includes “any Para World Sailing-approved equipment that meets the event criteria and is used in accordance with the Racing Rules of Sailing and the relevant Class Rules.”

Current position:

Under the current ranking policy for Para sailing, only events sailed in specified equipment (e.g., Hansa 303 for the Para One-Person non-technical ranking) are eligible for ranking points. This restricts participation from sailors using other recognized Para equipment such as the Hansa 2.3, Liberty, or Martin 16, even if event standards and participation thresholds are met.

Reasons:

- **Inclusivity & Accessibility:** Many MNAs, particularly in developing sailing nations, operate Para fleets in equipment other than the currently listed classes. Limiting rankings to one class excludes sailors from earning points and reduces motivation to participate internationally.
- **Growth of Participation:** Allowing multiple approved equipment types will enable more MNAs to host ranked events, meet minimum nation requirements, and grow the rankings.
- **Event-Focused Alignment:** The IPC and World Sailing strategic priorities are to grow participation numbers across impairment groups. Focusing on events rather than equipment mirrors the structure of other sports and supports our reinstatement bid for the Paralympic Games.
- **Testing & Governance:** The change can be implemented initially on a trial basis (e.g., at the Asian Inclusive Sailing Series 2025 in India) to test systems before a full Council decision.

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rev: v1 26/06/2025

Proposal Number: CO-2025-010

Name of Authorised Person:	Jan Martin Wilschut
Position:	Chair, World Sailing Classes Committee
Contact email:	
Title of Proposal:	Policy D3, clause 2.2, World Championship Rights for World Sailing Classes
Subtitle:	Amending the world championship rights granted to World Sailing Class Associations
Related proposals:	

Proposal:

Amend Policy D3, clause 2.2 as follows:

2.2 Each World Sailing Class Association is granted the following world championship rights (subject to compliance with policy and the Regulations):

(a) an age unrestricted world championships which may be ~~either~~:

- (i) ~~either~~ one world championship title open to any gender and one female world championship title, or
- (ii) one male world championship title and one female world championship title, ~~and as well as the right to~~
- (iii) (ii) one mixed world championship title, where mixed crews are so defined by the class,

(b) a youth world championships (where youth crews are so defined by the class) which may be ~~either~~:

- (i) ~~either~~ one world championship title open to any gender and one female world championship title, or
- (ii) one male world championship title and one female world championship title, ~~and as well as the right to~~
- (iii) (ii) one mixed world championship title, where mixed crews are so defined by the class, and (c) one further world championship title on the basis of age or discipline.

Current position:

2.2 Each World Sailing Class Association is granted the following world championship rights (subject to compliance with policy and the Regulations):

- (a) an age unrestricted world championships which may be either:
 - (i) one world championship title open to any gender, or
 - (ii) one male world championship title and one female world championship title, and (iii) one mixed world championship title, where mixed crews are so defined by the class,
- (b) a youth world championships (where youth crews are so defined by the class) which may be either:
 - (i) one world championship title open to any gender, or
 - (ii) one male world championship title and one female world championship title, and

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Proposal Number: TBC-2025-XX



- (iii) one mixed world championship title, where mixed crews are so defined by the class, and
- (c) one further world championship title on the basis of age or discipline.

Reasons:

1. Several World Sailing Class Associations are registering more World Championships than permitted under Policy D3. These additional Championships are almost always women's, girls', or mixed events.
2. The intention behind this trend seems to be the encouragement of broader participation and growth, which is positive. However, Policy D3 only allows multiple titles under specific conditions.
3. In its current form, the policy restricts Class Associations from taking proactive steps to increase participation by women through gender-specific or mixed events.
4. World Sailing has committed to improving gender equity in its *Ready for the Future Strategy 2025–2029*.
5. The addition of new world titles does not dilute the value of existing ones, as all events must still meet the policy's requirements on distribution and participation numbers, safeguarding competitive standards.

Name of Authorised Person:	Michael Röllich
Position:	Chair Match Racing Committee
Contact email:	
Title of Proposal:	To update 8.2 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1
Subtitle:	To amend 8.2 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1 with Youth division
Related proposals:	Same as 8.2 Grade 5 – Open, Women and Youth // Youth Women's Weight CO-2025-020, CO-2025-021, CO-2025-022

Proposal:

8.2 Grade 5 - Open, Women and Youth

- (f) The weight limit for open **AND YOUTH** events may be either:
- (i) a maximum average crew weight limit of 87.5kg; or
 - (ii) a maximum total crew weight limit of 'Y' (where $Y = 87.5\text{kg} \times \text{the number of standard crew members for the boat (X)}$) and the organizing authority may permit the boat to be raced with X, X-1 or X+1 crew members.

Current position:

8.2 Grade 5 - Open, Women and Youth

- (f) The weight limit for open events may be either:
- (i) a maximum average crew weight limit of 87.5kg; or
 - (ii) a maximum total crew weight limit of 'Y' (where $Y = 87.5\text{kg} \times \text{the number of standard crew members for the boat (X)}$) and the organizing authority may permit the boat to be raced with X, X-1 or X+1 crew members.

Reasons:

To clarify weight at Youth events.

Name of Authorised Person:	Michael Röllich
Position:	Chair Match Racing Committee
Contact email:	
Title of Proposal:	To update 8.2 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1
Subtitle:	To amend 8.2 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1 with Youth Women's Weight
Related proposals:	Same as 8.2 Grade 5 – Open, Women and Youth // Youth Weight CO-2025-019, CO-2025-021, CO-2025-022

Proposal:

8.2 Grade 5 - Open, Women and Youth

- (g) The weight limit for women's **AND YOUTH WOMEN'S** events may be either:
- (i) a maximum average crew weight limit of 68kg; or
 - (ii) a maximum total crew weight limit of 'Y' (where $Y = 68\text{kg} \times \text{the number of standard crew members for the boat (X)}$) and the organizing authority may permit the boat to be raced with X, X-1 or X+1 crew members.

Current position:

8.2 Grade 5 - Open, Women and Youth

- (g) The weight limit for women's events may be either:
- (i) a maximum average crew weight limit of 68kg; or
 - (ii) a maximum total crew weight limit of 'Y' (where $Y = 68\text{kg} \times \text{the number of standard crew members for the boat (X)}$) and the organizing authority may permit the boat to be raced with X, X-1 or X+1 crew members.

Reasons:

To clarify the weight at Youth Women's events.

Name of Authorised Person:	Michael Röllich
Position:	Chair Match Racing Committee
Contact email:	
Title of Proposal:	To update 8.7 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1
Subtitle:	To add Youth to 8.7 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1
Related proposals:	To add Youth in 8.2 for Open and Women's Divisions CO-2025-019, CO-2025-020, CO-2025-022

Proposal:

8.7 The event meets the requirements in Appendix A (O = Open, W = Women, **Y = Youth**)

Current position:

8.7 The event meets the requirements in Appendix A (O = Open, W = Women).

Reasons:

To add Y = Youth

Name of Authorised Person:	Michael Röllich
Position:	Chair Match Racing Committee
Contact email:	
Title of Proposal:	To clarify 8.8 World Sailing Policy Register - Policy Number H1
Subtitle:	To clarify 8.8 World Sailing Policy Register - Rankings - Match Racing - Policy Number H1
Related proposals:	To add Youth to Open and Women's Divisions 8.2. To add Youth to 8.7. CO-2025-019, CO-2025-020, CO-2025-021

Proposal:

8.8 When determining Skipper Points for an Open event the best skipper ranking across Open, Women or Youth rankings shall be used. For a Women's event, the Women skipper ranking shall be used when determining Skipper Points. For a Youth event, the Youth skipper ranking shall be used when determining Skipper Points.

Current position:

8.8 The ranking position of women and/or youth skippers on the World Sailing Women's Ranking List or Youth Ranking List shall be used for Open events when determining Skipper Points for the event.

Reasons:

To clarify 8.8