

The Equipment Committee met virtually at 12:00 UTC on 6th May 2025

1. Opening of the Meeting
2. World Sailing Class Status Review
3. Class Applications for World Sailing Status
4. Regulation 11
5. The Athlete Weight Working Group
6. The Equipment Committee's Annual Work Plan
7. Updates
8. Any Other Business

Committee Members Present:

Glen Stanaway **Chair** (AUS)
Matteo Plazzi **Vice-Chair** (ITA)
Aileen Loo (SGP)
Cecilia Carranza Saroli (ARG)
Cedric Fraboulet (FRA)
Diana Kissane (IRL)
Ganapathy Kelapanda Chengappa (IND)
Haluk Suntay (TUR)
Jo Aleh (NZL)
Laura Marimon Giovannetti (SWE)
Niall McLeod (GBR)
Peter Vink (NED)
Roman Hagara (AUT)
Szymon Wierzbicki (POL)
William Abbott (CAN)
Dimitris Dimou (GRE) – ERSC Chair & RRC Rep
Denise Caffari (GBR) – OOC Rep
Sandy Grosvenor (USA) – RRC Rep
Andreas Kosmatopoulos (GRE) – WSCC Rep
Kimberly Lim Min (SGP) – AC Rep

In Attendance:

Tomasz Chamera (WS Vice-President)
Cory Sertl (WS Vice-President)
Daniel Belcher (WS Vice-President)
Beatriz González (WS Vice-President)
David Graham (WS CEO)
Jaime Navarro (WS Technical and Offshore Director)
Obi Groombarke (WS Technical Specialist)
Antonio Saporito (WS Olympic Equipment Quality Control Manager)
Katrina Ham (WS Offshore and Safety Manager)
Francesco Gulizzi (WS Technical Manager)

Apologies Received:

Alfred Pelinka (AUT) – PSC Rep
David Hughes (WS Vice-President)

1. Opening of the Meeting

Glen Stanaway started the meeting and confirmed the quorum required by Article 38.7 of the Constitution, ensuring that more than one-third of the total members were in attendance.

Tomasz Chamera highlighted the critical role of the Committee in making decisions that will shape the future of sailing, especially in relation to the Olympic Games, which are a significant source of income for the organization. The upcoming decisions related to Olympic equipment and event selections for Brisbane 2032 were discussed, emphasizing the importance of these decisions for the sport's future. Tomasz stressed the need for committee members to adopt a broad perspective, considering the overall interests of the sport rather than individual country interests, to ensure the best outcomes for sailing. Finally, the importance of aligning with the recommendations and requirements of the International Olympic Committee (IOC) to maintain the sport's status and credibility were mentioned.

Glen Stanaway confirmed the minutes from the 2024 Annual Conference Equipment Committee Meeting were approved and published on the WS website.

2. World Sailing Class Status Review - Classes proposed to be placed under review following the 2024 Annual Report and Equipment Committee recommendations to the Board

Glen Stanaway thanked the Working Group for performing the review of the World Sailing Classes.

Cedric Fraboulet explained the context and objectives of the class status review, which aims to ensure that class associations comply with governance criteria and obligations. Cedric highlighted that 50% of the WS Classes do not fully comply with the World Sailing Regulation, based on the information provided by the Class through the 2024 Annual Report. The review identified significant non-compliance issues in 13 Classes, including non-submission of annual reports, unpaid fees, inadequate global distribution, and lack of registered World Championships. Cedric presented the Class Review Working Group recommendation and mentioned that the Nacra17, 49er and FX Classes were exempted from the review due to their Olympic status. Finally, the possible need to review the Regulation to allow more Classes to maintain their World Sailing Status was highlighted.

Szymon Wierzbicki, Haluk Suntay and Jo Aleh supported the Working Group's recommendation and invited the classes to promptly resolve their administrative problems.

Andreas Kosmatopoulos noted the World Sailing Classes Committee also supported the Working Group decision and highlighted the importance of contacting the Classes to give them an opportunity to meet the WS regulation.

Aileen Loo confirmed the Office contacted the Classes multiple times.

Glen Stanaway reminded the group the Equipment Committee will need to vote and present a recommendation to progress to the next stage. The Office will notify the Classes and invite them to provide the information to prove compliance with WS Regulation. The Board will need to make a recommendation to the General Assembly and Classes will have until the 2025 Annual Conference to make progress against the required criteria.

The Equipment Committee voted to approve the Class Review Working Group recommendation as reported below:

The following classes are reviewed by the Board and recommended to the General Assembly that their status as a World Sailing Class Association be withdrawn.

Windsurfer	Melges 32	X-35
505	B14	IKA – Open Class
Melges 20	Fireball	Tasar
Micro Cupper	Dart18	RS500

The Equipment Committee voted with the following results:

Approve: 17
Reject: 0
Abstain: 3

3. Class Applications for World Sailing Status - Review applications for 'World Sailing Class status' and Equipment Committee recommendations to the Board:

Glen Stanaway thanked the Working Group for performing the review of the applications for the 'World Sailing Class status', explained that being a World Sailing Class is a privilege which comes with standards to meet and highlighted the need to recognise the Classes that meet these standards.

Matteo Plazzi introduced the work of the Working Group and presented the status of the four Class Applications

Deferred applications from 2024 AC

i. X-15 Wingfoil Class

Matteo Plazzi explained the Class now complies with all regulation and policies requirements but still needs to have the Class Rules formally approved by the ERSC before obtaining World Sailing Class Status.

Dimitris Dimou confirmed the Class Rules are now close to approval by the ERSC and asked the Office to send the final draft which contains a few minor changes required by the Class.

Andreas Kosmatopoulos noted the World Sailing Classes Committee is partially supporting the X-15 Class application highlighting the need for the Class to have a robust Association and work on their global distribution.

The Equipment Committee voted to approve the World Sailing Class Status Working Group recommendation:

To approve the X-15 Class application for World Sailing Status subject to the ERSC's approval of the class rules.

The Equipment Committee voted with the following results:

Approve: 18
Reject: 0
Abstain: 2

ii. RS Venture Connect Class

Matteo Plazzi explained that communication from the Class has been difficult since the 2024 Annual Conference and the following requirements are still to be met by the Class:

- Changes proposed by the ERSC to be acknowledged, agreed, and incorporated in the Class Rules
- Necessary building specifications to be sent to the Office
- Class Agreement to be signed

Dimitris Dimou confirmed the Class Rules are now close to approval by the ERSC and asked the Office to send the final draft which contains a few minor changes required by the Class.

Andreas Kosmatopoulos noted the World Sailing Classes Committee is strongly supporting the RS-Venture Connect Class application, recommend the Class to be accepted and confirmed the Class is ready to discuss any open points with the Office.

The Equipment Committee voted to approve the World Sailing Class Status Working Group recommendation:

To defer the RS Venture Connect Class application for World Sailing Status until all requirements are met.

The Equipment Committee voted with the following results:

Approve: 18
Reject: 0
Abstain: 2

New applications submitted after the 2024 AC

iii. Formula Wing Class

Matteo Plazzi explained the Class complies with all regulation and policies requirements but still need to have the Class Rules formally approved by the ERSC before obtaining the World Sailing Status.

Dimitris Dimou confirmed the rules are in a good state and only minor adjustments are needed.

Andreas Kosmatopoulos noted the World Sailing Classes Committee is also supporting the Formula Wing Class application and recommend the Class to be accepted after finalising their Class Rules. However, a clear differentiation from other existing wing foiling classes will be needed.

The Equipment Committee voted to approve the World Sailing Class Status Working Group recommendation:

To approve the Formula Wing Class application for World Sailing Status subject to the ERSC's approval of the class rules.

The Equipment Committee voted with the following results:

Approve: 18
Reject: 0
Abstain: 2

iv. Waszp Class

Matteo Plazzi explained that the Class Constitution was not approved by the Constitution Committee and the Class proposed a 5 to 7 years transition period to resolve the outstanding issues identified by the Constitution Committee.

Andreas Kosmatopoulos reported the World Sailing Classes Committee strongly support the Waszp application since they are a well-established class association with a global sailing circuit using affordable foiling equipment.

Bill Abbott noted the need of a non-profit organization behind the management of the Class and suggested resolving the Constitution issue before approving their application for World Sailing Class Status.

Glen Stanaway clarified that the recommendation of the Working Group is to reject the application due to the Constitution being not approved and that the Class may reapply once their constitution is updated, or if World Sailing regulations and policies changed.

Peter Vink also supported the Working Group recommendation.



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The Equipment Committee voted to approve the World Sailing Class Status Working Group recommendation:

To reject the Waszp Class application for World Sailing Status

The Equipment Committee voted with the following results:

Approve: 18

Reject: 0

Abstain: 2

4. Regulation 11 - Olympic Equipment Review and next steps

Glen Stanaway outlined the Regulation 11 timeline, emphasizing the collaborative effort required between the Equipment and Events Committees over the next four years to engage with stakeholders, Board and Council to ensure proper equipment and event selections for the Brisbane 2032 Olympics.

The following was summarised:

- In 2025, the Events Committee will recommend which events, at least four, to be placed under review, setting the stage for the Equipment Committee's work in the following years.
- In 2026, the Equipment Committee will have to make recommendations to Council on the equipment decisions for each event placed under review; whether to retain, evolve, or introduce new equipment.
- In 2027, the Equipment Committee, following the evaluation against criteria as approved by the Board, which may include Equipment Trials, and consultation with World Sailing Classes and Manufacturers of equipment, will recommend to Council and General Assembly which Equipment will be used for each Event.
- In 2028, the focus will shift to administrative tasks between World Sailing, the Classes and Manufacturers, ensuring compliance and readiness for the Brisbane 2032 Olympics.
- In 2029, the Events Committee will recommend to Council the format, qualification system and quotas for Brisbane 2032

Glen Stanaway reminded the group the importance of contributing to the work done by the Events Committee, determining the criteria to be used to evaluate equipment and determining the procedures for equipment trials. It was also stressed the need to consult with the sailing community and with the relevant World Sailing Classes and manufacturers.

Jo Aleh highlighted the need for a clear timeline to anticipate the above work as needed and avoid last minute decisions which in the past resulted in sailors and MNAs paying the consequences. Jo also noted the need for new equipment to be properly tested before being selected.

Peter Vink reminded the group that World Sailing and the Equipment Committee have a great responsibility since decisions made by Committees can easily affect the industry and MNAs, and uncertainty around equipment can result in sailors losing interest in campaigning.

Ganapathy Kelapanda Chengappa noted that changes to the 49er Equipment after the Olympics resulted in issues with Equipment and excessive costs which sailors had to cover and recommended to follow a timeline which will help sailors to properly plan ahead of the next Games.

Kimberly Lim Min highlighted that changing 49erFX Equipment after the Games in Tokyo resulted in increasing cost of campaigning which was difficult for the sailors to manage.

Szymon Wierzbicki noted the importance of keeping sailors safe and reminded the group how the 49er equipment changes mentioned by Kimberly Lim resulted in equipment failure. A longer timeline and proper testing will hopefully reduce the risk.

Haluk Suntay mentioned that it is also the responsibility of the Classes to follow the timeline detailed in Regulation 11 and the Equipment Committee should be ready to monitor the Classes and prepare actions in the event of Classes not following Regulation.

Bill Abbott reminded the group that Equipment selected for Olympic competition in the past often reveals its weaknesses and issues even if it is the best available at the time. Small problems will always be magnified due to stresses linked to the Olympic Games. Bill also noted that in case the decision of the Events Committee is to update the equipment, sailors and MNAs will need to buy the updated Equipment and highlighted the need for a partnership with sailors, MNAs and the Equipment Committee to minimise stress for sailors and MNAs and allow the equipment to develop and stay modern.

Roman Hagara noted the need for the equipment to be fit for purpose and highlighted that some equipment in the past, especially in the females' classes, did not fit the purpose in relation to weight. Roman outlined that cost is a crucial factor and most of the Olympic Equipment is very expensive and currently not affordable for many MNAs. Roman also reminded the group of the importance of testing equipment to avoid unexpected failures as experienced in the past.

Laura Marimon Giovannetti highlighted the athlete weight working group will start working in preparation for Brisbane 2032 and will be important to keep the timeline and look deeply in the matter of sailors' weight distribution within different classes.

Andreas Kosmatopoulos noted it is difficult for the sailors and the MNAs to invest in new equipment when World Sailing changes equipment too often and every change is paid for by sailors and MNAs.

5. The Athlete Weight Working Group - To note the establishment of the Athlete Weight WG and receive an update.

Laura Marimon Giovannetti introduced the Working Group members, including representatives from various committees and commissions, emphasizing a collaborative approach to addressing weight-related issues. Laura explains the group's objectives include addressing well-being, health, and mental health concerns related to weight expectations in sailing classes, particularly for women.

Jaime Navarro highlighted specific requests from Olympic classes, such as the kite class's proposal to reduce kite size and the FX class's proposal to adjust weight limits based on overall crew weight.

Laura Marimon Giovannetti emphasized the importance of the group's work for the long-term sustainability of women's sailing, ensuring that weight expectations do not deter participation.

Jo Aleh noted the difficulties for women sailors to find a suitable Olympic class due to the optimal weight range being remarkably high.

Kimberly Lim Min noted that increasing weight often results in injuries and other issues but that having a weight limit might result in problems linked to mental aspects and diet disorders. The need for World Sailing to gather feedback from light weight sailors on classes and available Equipment was mentioned.

Diana Kissane explained that the development of each sailor can be particularly vulnerable when it comes to weight and personal image and reminded the group of the importance of safeguarding the athletes.

6. The Equipment Committee's Annual Work Plan

Glen Stanaway introduced the Committee's Annual Work Plan and layout, noting that the document was in a draft stage and welcomed comments and scrutineering. Apologies were made that Sandy Grosvenor and Kimberly Lim were not correctly recognised.

Glen Stanaway introduced the various sections of the workplan, highlighting references and key links to World Sailing Strategy Documents in section 4 and the need for the committee to align themselves. Emphasis was placed on objective 5 from the yearly objectives section and the establishment of working groups to review Olympic equipment under regulation 11. Timelines to achieve these objectives were presented to the group, with it being noted that there may be improvements to be made. Members were invited to provide comments and questions on the objectives workplan. The group was already achieving most of the objectives laid-out in section 6 – reporting and review. Additional objectives included in the key strategies but not in the Annual workplan were identified in section 7 and the creation of teams and working groups to deal with these objectives was established.

Dimitris Dimou noted that the work plan requires approval from the Council and the lack of time to modify the work plan before the Council meeting.

Glen Stanaway answered that he was happy for the workplan to be a flexible document that can be updated and evolve throughout the year as required.

7.a Safety Panel and Safety Commission Updates

Niall McLeod noted the appointment of the Chair, Eurico Teodoro, and confirmed the ongoing work of the Office to update the incident reporting portal aiming to make it more user-friendly and compliant with privacy policies.

Katrina Ham highlighted that all the incident reports have been temporarily taken offline, noting the intention to reinstate them before the end of May. Katrina also provided an update on the development of safety equipment standards, including helmets and impact vests.

Dimitris Dimou reminded the group the importance of the colour of the helmets affecting the visibility of the sailors on the water and stressed the need to include the colour requirements in the standards. The desire to have impact protection in PFD's was also discussed, noting that standards would assist in writing rules as proven by the PFD's standards used by most of the WS Classes.

Laura Marimon Giovannetti asked whether the safety panel is looking at implementing concussion prevention mechanisms in the helmets.

Katrina Ham noted the questions and confirmed it will be passed on for further discussion.

7.b Equipment Rules Sub-Committee Update

Dimitris Dimou updated the group on the Class Rules Changes and Interpretation published since the 2024 Annual Conference noting the extensive amount of work of the Office and Sub-Committee.

Dimitris noted the Sub Committee is working on a rule change for the 49er FX class, which involves adjusting weight limits based on overall crew weight, and on a rule change for the Formula Kite class, aiming to reduce the maximum kite size. The Equipment Rules Sub-Committee has drafted the required rules to fit the classes' requests; however, some details are still to be discussed. Dimitris highlighted that if the 49er FX Class request goes forward, following proper testing and approval from World Sailing, one of the principal racing rules which has been in place since 1997 will be overridden and other Olympic Classes might request the same.

7.c 7.d 7.e Other Updates

Glen thanked the staff for all reports published on the WS website ahead of the Mid-Year Meeting and provided some observations to the group:

- 4000 WS plaques issued by World Sailing to the ILCA and Optimist Classes and a high number of WS plaques issued to the Moth and 420 Classes is very positive for the sport.
- In the Manufacturer Certification System, the Building Specification are confidential, the World Sailing staff audit the manufacturers, but International Measurers and Technical Committees do not have access to the details at competitions where equipment rules compliance really matters.
- The Oceanic & Offshore Cross-Committee report from Denise Caffari highlights an event and equipment proposal for Brisbane 2032.
- The Equipment Rules Sub-Committee and Racing Rules Committee are working together on the development rules proposed by the 49er FX class association.
- The World Sailing Classes Cross-Committee report from Andreas Kosmatopoulos highlights some issues throughout the sport.
- The Equipment Committee cannot surprise Athletes and Coaches with equipment changes and must be aware of their impact on the sailing community before implementing them.
- The Athletes' Committee report stressed the need to reduce equipment cost.

8. Any Other Business

No other business not covered in the agenda mentioned in the meeting.

Glen noted that other agenda items were SP had been distributed were acknowledged and no points were raised, thanked the Equipment Committee Members, the Office and the observers and closed the meeting.