

The Equipment Rules Sub-Committee (ERSC) met from 10:30 to 18:00 (CET+8) in Singapore on Tuesday 5th November 2024

Present:

Dimitris Dimou (Chairman)
Agnes Lill - AL
Barry Johnson - BJ
Helmut Czasny-Bonomo - HCB
Richard Hinterhoeller (James Dadd) - RH
Saskia Clarke - SC

Apologies:

Bill Abbott (Vice-Chairman)
Alexander Finsterbusch
Alfred Pelinka
Haluk Suntay
Nelson Horn Ilha

In Attendance:

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

1. Opening of the Meeting

Yann Rocherieux welcomed the committee members and thanked all the volunteers for their work over the past year. Regarding the Olympic Games, the spectator area was a great success but it was noted that some aspects of our sport need attention such as race management, broadcasts and increasing the number of women in sailing. Apart from the Olympic side of sailing it was a year rich with events: the Youth Worlds in Lake Garda (Italy), the Double-Handed Offshore in Lorient (France), the America's Cup in Barcellona (Spain) and Sail GP.

The Chairman welcomed the committee members and started the meeting.

The ERSC formally approved the minutes of the 14th of October 2023 meeting. The minutes can be downloaded from World Sailing website.

The Chairman asked the members to declare their conflict of interest related to the items in the agenda. No conflict of interest was raised by the members.

No matters arising not covered elsewhere on this agenda were raised by the members.

2. Submissions

The following Submission has been noted by the ERSC:

030-24 Safety Incident Reporting from the Board and the Oceanic and Offshore Committee Chair.

3. Equipment Rules of Sailing & Racing Rules of Sailing

AS mentioned that a new version of the Equipment Rules of Sailing (ERS) was published in World Sailing website and it will be effective from 1st January 2025.

During the year the new version of the ERS was reviewed and some minor typos were detected both from the Office and the Chairman. The document which highlights the corrections of ERS was circulated to the members before the meeting and it was presented during the meeting. It was noted that there were some errors in the quadrilateral sails definitions that occurred while transitioning from the 2017-2020 to the 2021-2024 version. These errors are now corrected using the definition of the 2017-2020 ERS. The final version of the ERS including the corrections will be uploaded to the World Sailing website and will be circulated to MNAs, WS Classes and Rating

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Systems after the end of the Annual Conference.

The Chairman noted that there should be a deadline for Classes to update their Class Rules according to the new versions of ERS and Racing Rules of Sailing (RRS). It was noted that in 2021 an Interpretation was made on this matter to clarify that references to obsolete RRS numbers in class rules will be understood as referencing the new ones. However, interpretations are valid for two years and this ceased to apply in 2023. Jan Martin Wilschut, Chair of the Class Committee agreed that this is a very important topic and that right after the Annual Conference the Classes should update their rules according to the new documentation. JN added that this is a recurring topic across the years, hoping that the classes take the lead. An option could be to propose an expiration date to the Class Rules unless if the rules are aligned to a set of requirements that could include a provision that they are updated according to the ERS and RRS. BJ added that one of the biggest problems is that many classes do not have Technical Committees and International Measurers.

FG noted that in 2020 and in 2024 the Office provided a document that summarised the changes of the ERS and it was shared with the MNAs and Classes.

The Chairman highlighted the fact that the number of people dedicated to review rules helping the Office and the Classes was heavily reduced. It was acknowledged that class rules changes take a lot of time and effort from the ERSC and the Office to make sure the class rules are effective, more experts are needed to keep going.

AS noted that the ERS training material used during the International Measurers Clinics and Seminars has been updated by the Chairman according to the new version of the document.

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4. Safety Equipment

AS noted that new definitions for Crew Harness and Impact Vest were introduced in the ERS. This definition applies also to windsurfing and kites and classes can better specify the requirements for these equipment items. JN noted that there are no international standards for the Impact Vest, the Office is monitoring updates on this topic. The Chairman highlighted the difficulty in checking what the sailors present as impact vests, since there are no standards and associated labels to look for when inspecting the equipment.

AS presented three examples of class rules regarding High Visibility for Helmets. Some classes use high visibility and other bright colours. The Chairman noted that usually the manufacturers do not sell helmets with high visibility colours and this creates a problem as the sailors paint the helmets which can create an issue in terms of safety. JN stated that the responsibility of this group should be focused on drafting rules to use high visibility colours and not define which ones are the high visibility colours. World Sailing should provide a document for the classes to refer to in terms of high visibility and standards, this document should be drafted by the Safety Commission and any other group that could help in its creation.

AS noted that there is a new definition for RRS 50. The Chairman asked HCB how the Racing Rules Committee would interpret the wording of “easily disconnect”. HCB stated that the harnesses that are permanently connected to the boat are not accepted and that it is more of a symbolic rule to highlight the importance of safety.

5. Class Rules Changes and Class Rules Interpretation

AS presented the report of the class rules changes approved since the 2023 Annual Conference (39) and the requests currently under review (36). It was noted that 4 classes are moving to the Standard Class Rules format. It was highlighted that this year's Cycle II of the process was deleted due to the Olympic Games but the urgent requests were reviewed and published during

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this period of time.

AS presented the class rules interpretation process according to WS Regulation 10.12.1 and the WS official class rules change procedure.

The Chairman noted that a better process to transition to Standard Class Rules (SCR) could be drafting directly the new set of rules and skipping the transition from the old version to the new version. The main problem linked to the SCR is reviewing time, which could take one full week dedicated only to this task. The Chairman also noted that the update of the SCR template is part of the current cycle and it will be done before the end of the term of this ERSC.

6. Class Status Review

FG noted that the report of the class status review was shared and it contains all the information to describe the methodology and the results of the review. The Nacra F20, Nacra Infusion, Topcat K1, Diam 24 and RS 21 are under review, the IKA A's Youth Foil class has withdrawn its WS status. Sunfish, Windsurfer and SB20 are working towards compliance and a decision will be taken during the Equipment Committee.

7. New Class Application Review

FG noted that the Office received the application from two classes the X-15 and the RS Venture Connect and the Working Party recommendation is to defer the decision to the mid-year meeting, giving time for the class to complete outstanding regulatory requirements.

8. World Sailing Classes

The Chairman noted that the need for a template for Equipment Rules, Regulations and Policies at Events was discussed during the International Measurers Sub-Committee. JN added that after the Olympic Games the Office received feedback regarding the simplification of the rules and procedures for the Olympics, a key factor will be to present them in advance so they can be tested at other events before the next Olympics. The Chairman noted that many classes still have inside their class rules reference to event rules and this is not the way it should be, there should be an official document for the event that goes with the notice of race and sailing instructions. There is a new definition in the ERS for that, the Equipment Regulations.

9. Olympic Classes

FG noted the fact that the Office received requests from Olympic Classes to change Building Specifications, according to the WS Regulation is not clear how to differentiate between the evolution of the equipment and building specifications. The Office created a draft guideline to address these cases and it will be discussed during the Equipment Committee. FG then noted the approved sail size change for the iQFOiL class, the Men's Fleet will be sailing with the 8.0 and the Women's Fleet will be sailing with the 7.3 once the class rules changes will be effective after the Annual Conference. FG also mentioned the Building Specification Changes presented by the 49er and 49erFX classes that will be discussed at the Equipment Committee. FG mentioned the IKA Formula Kite requests and the different process that this class follows with the registration system, these requests will be discussed during the Equipment Committee. JN added that the IKA Formula Kite does not have in place a process to allow any changes and the class applies a hard deadline to register the equipment and after that time nothing can be changed by the manufacturers during the Olympic Quad. JN highlighted the fact that the Office received, just three days ago, a request from the IKA Formula Kite Women's Fleet about the weight ranges, stating that most of the fleet struggle to keep the body weight and they had to increase their natural weight. The class is seeking guidance from World Sailing to address this

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request. The Chairman noted that it is not for this group to propose a solution but this group should focus on writing the rules, if the Equipment Committee decides to create a working party to find a solution it would be helpful to have a representative of the ERSC.

AS noted that the Technical Committee Chair produced a report regarding the Olympic Games and it was shared with the ERSC members.

AS gave an update about the Manufacturer Certification System stating the objective linked to reducing the cost associated with quality issues, reducing the frequency of replacements and the associated sustainability implications to ensure a level playing field for all competitors. The Equipment Items and Manufacturers baselines were noted and the focus areas for the Olympic Quad were presented highlighting the fact that World Sailing will be auditing all the IKA Formula Kite manufacturers. World Sailing shall audit them before granting the license to produce the equipment items that will be eligible at the next Olympic Games.

AS presented the reports regarding iQFOiL and Nacra 17 shared with the ERSC members. The iQFOiL report shows the findings after the Games linked to the supplied equipment items and the results of the 3D scanner activities during the pre-event inspections. The Nacra 17 report highlights the differences between the old manufacturer of the daggerboard (DNA) and the current manufacturer (E6E).

10. In-House Certification Program

FG provided an update on the In-House Certification Program including the last audits performed by the Office, the latest Classes or Rating Systems that joined the Programme and the new quarterly reporting system in place for Sailmakers. It was noted that at the end of November the Office will perform an audit to UK Sailmakers (Hong Kong). It was highlighted that ORC has joined the program and three IHC Manufacturers got the license to certify the ORC sails, some work should be done to align the IRC and ORC rating systems to agree on a common sticker where to report the measurements.

11. Working Parties

Equipment Rules of Sailing: some corrections of the ERS were found and will be fixed in the document. The Chairman presented a problem regarding batten pocket measurements for the ones that have a pronounced angle with the leech, this case should be addressed during the Olympic Quad.

ERS/RRS: Helmut Czasny-Bonomo presented the circulating paper regarding the ERS/RRS Working Party which its main objective is to align the ERS and RRS as much as possible. It was noted that, in the next quad, the two groups should work closer to achieve this objective.

The following Action Points were defined and will be addressed following the Meeting:

- Develop a new version of Standard Class Rules
- Define the wording to be used in the rules to refer to the safety standards for safety gears
- Update the Equipment Rules of Sailing with corrections
- Develop Equipment Rules, Regulations and Policies at Events as defined by the Regulation
- Update the Guide to Equipment Control
- Define the guidelines about reviewing Class Rules / withdrawing previous approvals

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

AS noted that the Para World Sailing Committee created a report and shared with the ERSC members.

13. Any Other Business

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