

World Sailing
Equipment Committee Meeting Minutes



Meeting Date: Friday 7th November 2025

Location: Marine Rd, Dún Laoghaire, Ireland – Royal Marine Hotel, Carlisle East

Time: 09:30 to 17:00 UTC

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|-------------------------------------|----------------------------------|
| 1. Opening of the Meeting | 6. Equipment Rules Sub-Committee |
| 2. Proposals | 7. Safety |
| 3. World Sailing Class Associations | 8. Olympic Sailing Competition |
| 4. Regulation 11 | 9. Equipment Governance |
| 5. Sustainability Updates | 10. Any Other Business |

Committee Members Present:

Glen Stanaway **Chairman** (AUS)
Matteo Plazzi **Vice-Chairman** (ITA)
Aileen Loo (SGP)
Cedric Fraboulet (FRA)
Diana Kissane (IRL)
Haluk Suntay (TUR)
Laura Marimon Giovannetti (SWE)
Niall McLeod (GBR)
Peter Vink (NED)
Roman Hagara (AUT)
Szymon Wierzbicki (POL)
William Abbott (CAN)
Alfred Pelinka (AUT) – PSC Rep
Andreas Kosmatopoulos (GRE) – WSCC Rep
Denise Caffari (GBR) – OOC Rep
Dimitris Dimou (GRE) – ERSC Chair & RRC Rep
James Dadd (GBR) – SRSC Rep
Kimberly Lim Min (SGP) – AC Rep
Sandy Grosvenor (USA) – RRC Rep

In Attendance:

Dave Hughes (WS Vice-President)
Jaime Navarro (WS Technical and Offshore Director)
Francesco Gulizzi (WS Technical Manager)
Antonio Saporito (WS Olympic Equipment QC Manager)
Obi Groombarke (WS Technical Specialist)
Alexandra Rickham (WS Director of Sustainability)
Wolfgang Mayrhofer (Event Committee Chairman)
Eris Faust (ILCA Executive Secretary)
Matteo Majdalani (Nacra 17 Class President)
Igor Marenic (470 Class President)
Gonzalo Costa Hoevel (iQFOiL Class Manager)
Mirco Babini (Formula Kite President)
Ben Remocker
Dina Kowalyshyn

Apologies Received:

Ganapathy Kelapanda Chengappa (IND)
Jo Aleh (NZL)

1. Opening of the Meeting

a) Chair and Vice-President's opening remarks

Glen Stanaway started the meeting by highlighting the privilege of being part of the Equipment Committee. Recent work by the Committee was noted reporting the establishment of priorities to form relationships with key committees and stakeholders, contributions to the Athlete Weight Working Group, review of applications for World Sailing Class Association Status and review of the existing status of World Sailing Classes. Future work priorities of the Committee were summarised, including creation of a Working Group, in collaboration with the Events Committee, to review the Olympic equipment under Regulation 11.

Glen Stanaway thanked the Vice-Presidents liaisons to the Equipment Committee, Dave Hughes and Tomasz Chamera, along with David Graham and Jaime Navarro's Team for their availability and support.

Dave Hughes thanked the Chairman and the Committee Members for their commitment and presented the 5 World Sailing core priorities:

- Priority #1: Revenue – the extension of the Rolex Partnership, the need to recruit new partnerships and the work of the President were presented, highlighting the priority of World Sailing to bring in the funds necessary for development of the sport.
- Priority #2: Paralympic Games – the focus on actions to increase participation, work on classification and definition of calendars to meet the IPC deadlines to have parasailing back in Brisbane 2032 was described.
- Priority #3: Olympic Vision Project - Sailing remains an important sport for the Olympic movement due to its focus on sustainability, gender equality, and other key topics. It was highlighted that World Sailing must take action to maintain the number of athletes participating in upcoming Games.
- Priority #4: Digital Infrastructure – the digital transformation required, which started with the World Sailing Academy and the proposal portals, was presented.
- Priority #5: Teamwork – the strong collaboration between the World Sailing Board and the Executive Office along with the need to carry this collaboration into every committee was stressed.

b) Apologies for Absence and Declarations of Interest

Glen Stanaway highlighted the apologies received from Ganapathy Kelapanda Chengappa (IND) and Jo Aleh (NZL) 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.

Dimitris Dimou declared his conflict of interest as 470 Class Executive Director, Peter Vink declared his conflict of interest as the Nacra17 Copyright Holder and Aileen Loo declared her conflict of interest as ILCA Official.

c) Minutes of the Equipment Committee meeting of May 6th, 2025.

The Equipment Committee formally noted the minutes of the May 6th 2025 Mid Year Meeting approved and published on the World Sailing Website without any further comments.

d) Matters arising

No matter arisings not covered elsewhere in the agenda.

e) Decisions by Email

Francesco Gulizzi noted the September Equipment Committee recommendation by email to approve the RS Venture Connect Class, 11 metre One Design Class and VX One International Class.

2. Proposals

Glen Stanway noted there were no proposals from the Equipment Committee or from the Equipment Rules Sub-Committee.

CO-2025-010 from the World Sailing Classes Committee Chairman

Andreas Kosmatopoulos presented proposal CO-2025-010, highlighting the reason behind the proposal to have explicit provisions for Women's World Championships and to better monitor the number of World titles Classes are entitled to register with World Sailing - the end goal being to increase women's participation in sailing.

The Equipment Committee endorsed the step forward, highlighting the positive impact in sailing, with the potential to have men's and women's sailing skills at a similar level.

Dimitris Dimou noted the need to further review the minimum participation number reported in policy D.3 which is currently only meant for the senior fleet.

Action point:

Glen Stanway agreed to take Dimitris' feedback to Jan Martin, WSCC Chairman, for further consideration.

3. World Sailing Class Associations

Glen Stanway introduced the agenda item, re-iterating the importance of the Equipment Committees relationship with the World Sailing Classes Committee and their role in looking after boat owners, increasing class specific officials and oversight of equipment.

a) Report from the World Sailing Class Committee Vice-Chairman

Andreas Kosmatopoulos noted the collaboration between the WSCC and EQ in ensuring use of the same principals and common decision making approaches in order to fully align with World Sailing Regulations and Policies. The following matters were reported:

- Challenges for sailors in obtaining third party liability insurance,
- Need to review the former Regulation 10 and enforce its requirements; particularly concerning WS Special Events.
- Escalating costs associated with WS standards and mandatory requirements.

William Abbott reminded the group about the responsibilities of the Equipment Committee and the importance of also tending to the needs of the non-Olympic Classes, many of which which would like to improve their relationship with World Sailing.

Alfred Pelinka stressed the importance of cost reduction for parasailing Classes, along with the need to provide supplied equipment at events, as well as thanking the Committee recommended approval of the RS Venture Connect Class.

b) Update from the Office on the administration of WS Classes

Francesco Gulizzi presented the World Sailing Plaques report - highlighting the number of plaques distributed in 2024. It was noted that the Optimist and ILCA Classes sold the highest number of plaques and that many World Sailing Classes do not use physical plaques as defined in their Class agreements. The number of plaques sold highlights the industry activity and the number of equipment built yearly; however, it does not always reflect the sailing activity and participation in World Sailing Classes, which, depending on the equipment, can often use the same boats for many years.

Jaime Navarro noted that 12 Classes accounted for 80% of total plaques sold in 2024, with almost 50% of the Classes not recording new equipment sales.

c) Update from the Office on the review of the World Sailing Classes (WS Policy D.6).

Glen Stanway presented the work of the Class Review Status Working Group, reminding the Committee about the responsibility of the Equipment Committee to periodically review the World Sailing status of Classes.

Glen Stanway updated the group on the status of the Windsurfer Class, which has started to repair their relationship with the Builder, Cobra, and to address the other issues that resulted in their World Sailing Status being recommended for suspension.

Francesco Gulizzi provided an update on the work of the Class Review Status Working Group which resulted in 12 Classes receiving the recommendation to have their World Sailing status withdrawn by the Equipment Committee. It was noted that the Board endorsed the Recommendation, but also instructed the Office to work with the Classes to confirm their non compliance with the relevant Regulations and Policies. The final outcome of the review resulted in the following 4 Classes being presented at the AGM to have their World Sailing Status withdrawn: Melges 20, X-35, B14 and RS500.

Glen Stanway thanked the working group, the Equipment Committee and the Board for participating in the decision process and noted the possibility for these Classes to have a representative to speak on the Classes behalf at the 2025 AGM, when final decision will be taken.

Francesco Gulizzi also provided an update on the ISCA and SB20 formally placed under review in 2023.

- ISCA Class - an international Measurer was appointed by the Class that inspected the prototypes and confirmed the boats were produced following the Building Specification and Construction Manual provided by the new Builder, Zim Sailing. The Class has endorsed the IM recommendation and WS recently issue a formal approval recognizing ZIM Sailing as the newly appointed builder for ISCA hulls and decks. World Sailing has also finalized the Class Agreement which has been signed by the Class and submitted to the Office.
- SB20 Class - the World Sailing Office is currently reviewing the Building Specifications provided by the licensed builder for hulls and appendages, Devoti, as well as the appointed builders for sails and rigs, Hyde and Selden. World Sailing is ready to sign the three parties Class agreement after the roles and responsibilities of the licensed builders and management of Confidential Building Specifications are clarified.

Glen Stanway thanked the Office for their work.

d) Update from the Office on new Class applications

Matteo Plazzi presented the work of the Class Application review Working Group and thanked Francesco Gulizzi and Pilar Lopez, WS Office, for the help provided. The need to update Policy D1 or produce an internal process to define the timeline for Classes to apply for the World Sailing Status was highlighted. Matteo Plazzi confirmed the Working Group will progress this document together with the Office and will circulate to the Equipment Committee for approval.

Francesco Gulizzi agreed with the need to define a timeline but also stressed the importance of prioritising the Global Distribution and Constitution requirements before commencing the review of Class Rules, which often requires multiple meetings and many hours of work for the Office and the Equipment Rules Sub-Committee.

Francesco Gulizzi gave the following update on the status of Class applications:

- X-15 and Formula Wing; these Classes have been recommended for approval by the Equipment Committee at the 2025 Mid-Year Meeting, the Board endorsed the Equipment Committee decision in July 2025 and final approval will be voted on at the 2025 AGM.
- RS Venture Connect, 11 Metre One Design and VX One; these Classes have been recommended for approval by the Equipment Committee in September 2025, the Board endorsed the Equipment Committee decision in October 2025 and final approval will be voted on at the 2025 AGM.

Jaime Navarro provided an update on the Waszp Class application. It was noted that the Equipment Committee rejected the application of the Waszp Class at the 2025 Mid-Year Meeting due to the Constitution not being approved by the Governance Committee and the Class Rules not meeting the minimum standards. Since the last Conference, the Class has worked closely with the Office, collaboratively rewriting the Class Rules according to the Standard Class Rules format and submitting an updated version of the Constitution. The Constitution and the Class Rules are currently under review by the Governance Committee and the Equipment Rules Sub-Committee and the Office is looking forward to welcoming the Class to World Sailing.

Action Point:

Glen Stanway supported the application of the Waszp Class noting how the Waszp is a perfect example of a cost effective robust piece of equipment ready to sail and exciting to watch. The need to help the Waszp Class to become a World Sailing Class was highlighted.

4. Regulation 11

Glen Stanway highlighted the importance of Regulation 11, presenting it as a priority for the Equipment Committee, whilst also reminding the group and observers that proposals are not limited to committee members only and can be submitted by anyone. Conflicts of interest from the committee members were also noted.

a) Events Committee Recommendations and verbal report from the Events Committee Chairman

Wolfgang Mayrhofer, Chairman of the Event Committee, presented the work of the Events Committee and the Working Group led by Shevaun Bruland which resulted in the recommendation of which four Olympic events should be placed under review by General Assembly.

Laura Marimon Giovannetti noted that the athlete weight range was one of the challenges for the Mens and Womens Kite Events, also highlighting the opportunity for the Events and Equipment Committees to assist in the review process of the Athlete Weight Working Group.

b) Regulation 11.4 (b)iii - Whether and how to use this option.

Glen Stanway reminded the group that World sailing may also evolve equipment of Olympic Classes not under review, and noted the need to define the term evolution.

Dimitris Dimou provided the transition of the Nacra17 foils or the 49er rig and sails as an example of such an evolution.

Peter Vink explained that every evolution of equipment may change how the boat responds, especially at Olympic level, even if the change is only small. He suggested that caution is exercised before proposing and approving changes to equipment especially for the foiling classes. The need for stability of Olympic Equipment was noted, as well as the fact that evolution should be considered only where the change increases the durability or sustainability as when the Nacra 17 Mainsail reinforcement specifications were updated.

Niall McLeod suggested being mindful of maintaining stability across the Olympic Classes and fully considering the reasons, before considering equipment evolution.

Dimitris Dimou reminded the group that the 470 changed from open construction to fixed building specifications in 1993 in a project led by World Sailing and not the Class or the builders.

Aileen Loo provided the ILCA spar update as an example, highlighting the importance of communication well in advance to sailors, highlighting the reasons behind the change from aluminium to carbon: improving quality, reliability and longevity. The change was well accepted by the sailors despite the increased cost of equipment because the replacement rate became very low, whilst retaining the performance and identity of the ILCA.

Roman Hagara stressed the importance of testing new equipment before allowing their use, providing the 49er building specification changes as an example which resulted in multiple equipment breakages and changes.

Szymon Wierzbicki, a 49er sailor, confirmed the challenges that sailors encountered in terms of cost, to purchase new equipment as well as the safety implications due to difficulties in sailing back ashore following mast breakages.

Kimberly Lim Min, agreed with Roman and Szymon highlighting the need for transparency with sailors when sharing the reasonings as well as emphasising the importance of increasing quality and consistency at production.

Laura Marimon Giovannetti highlighted the importance of working with National Federations to allow access of data from the youth pool, to understand their pathways and address dropout rates in addition to ensuring universality across weight ranges in most Olympic Classes.

Alfred Pelinka agreed on the importance of testing new Equipment and stressed the need to involve top Olympic athletes.

James Dadd noted the need to stop thinking just about Olympic Classes and evolution in terms of increasing equipment performance but to focus more on all sailors and athletes in the wider sailing community.

Jaime Navarro reminded the group about Policy D5 and D11 regulating building specification changes.

Action Point:

Glen Stanway summarised the following aspects to be prioritised by the Equipment Committee when considering Equipment Evolution:

- Have World Sailing, or an external and independent group appointed by World Sailing leading the review
- Collaborate with Coaches, Athletes, Class Associations, National Federations, Right Holders and Manufacturers for data collection
- Address dropout rates, injury rates and equipment failure rates
- Be transparent with Sailors and Stakeholders on goals and reasoning when making decisions
- Evaluate the impact on the stability of the sailing community
- Conduct extensive testing, prototyping and validation of proposed changes
- Evaluate sustainability and cost effectiveness
- Clarify and endorse distribution and implementation plans

Glen Stanway reminded the group about the importance of linking any decision to the guidelines set by the Olympic Vision, highlighting that any change to the event or equipment should be filtered through marketability, accessibility, sustainability and diversity.

c) Regulation 11.5 - working groups in collaboration with the Event Committee

Glen Stanway highlighted the need to set up working groups in collaboration with the Events Committee, as required by Regulation 11.5. The fifth Board priority, Teamwork, was pointed out. The Equipment Committee together with the Events Committee, will be required to work in collaboration with the Athletes Commission, Coach Commission, Olympic Classes and any other relevant stakeholders, in close consultation with World Sailing Class Associations and Manufacturers.

d) Regulation 11.6 - Equipment Decisions

The Committee noted that the Evolution of Equipment or selection of new Equipment is controlled by Regulation 11.6 and that there is a need to define the criteria for evaluation of the suitability of Equipment. If equipment trials are necessary, the group will be required to define the trials procedure, roles, values and format before presenting to the Board for final approval.

Jaime Navarro provided background into the latest trials conducted by World Sailing, resulting in selection of the iQFOiL as equipment for Windsurfing titles and the ILCA as equipment for the One Person Dinghy titles. World Sailing invited Athletes from around the world and relied heavily on support received directly from MNAs. A tender process was conducted to seek expression of interest, and the applicants were evaluated, shortlisted and tested. The Criteria, reflecting areas defined by the Event and Equipment Committees around cost, quality, availability, sustainability, performance, appeal to youth and Olympic athletes and Class management were defined in the invitation to tender, with Working Groups and Committees invited to make decisions whilst referring to the published documents. Finally, it was noted that the Board will be required to approve any proposed procedure.

Peter Vink and Roman Hagara stressed the importance of considering equipment already on the market, with proven history and that has already been well tested by athletes, highlighting the tight timeline between any decision and the next Olympic Games.

Glen Stanway reminded that the regulations require a decision at least 6 years before the Games, highlighting the possibility to add 4 years to the project to make sure to make a robust decision for after 2032.

e) Regulation 11.7 (c) - Office update on past Board approved re-evaluation procedures

Jaime Navarro pointed out that the Equipment Committee has a mandate to re-evaluate equipment of the events retained for more than eight years under Regulation 11.7. Manufacturers, classes and interested parties can be considered for access to the Olympic market in parallel to the reviews and selections of events and equipment required by Regulation 15.

The Equipment Committee agreed that all the current Olympic Equipment needs to be re-evaluated for the purpose of regulation 11.7, recognising that the 470 already satisfies the requirements.

Jaime Navarro noted that World Sailing has an antitrust FRAND policy that requires the Classes to have a mechanism in place for qualified manufacturers to be able to become manufacturers of those classes.

Action Point:

Glen Stanway presented the work needed around the potential evolution of Olympic Equipment and proposed three teams operating in parallel:

- Working Group 1: Equipment Committee and Equipment Rules Subcommittee representatives assessing evolution of Equipment for events not under review
- Working Group 2: Equipment Committee and Event Committee representatives assessing evolution of Equipment for events under review
- Working Group 3: Equipment Committee representatives assessing re-evaluated of Equipment under regulation 11.7

f) Presentations from Olympic Equipment Representatives

Glen Stanway invited Olympic Equipment Representatives to provide an update on the following elements:

- 1) What the Class has done to increase participation in both men's and women's competition
 - 2) What the Class has done to reduce the environmental impact of events, equipment transport and supply chain
 - 3) What the Class has done to reduce cost of the Equipment or remain price competitive
- Matteo Majdalani, Nacra 17 Class President, reported the following:

The class has focused on maintaining equipment stability while fostering a strong second-hand market. By deliberately avoiding major equipment changes, older boats and equipment remains relevant and competitive, which makes it easier and more affordable for youth and new sailors to join the class. To support this, the class actively manages the second-hand market through its website, providing a reliable platform for newcomers to access quality equipment at reduced cost.

In addition to accessibility, improving the durability of equipment has been a key priority. The mainsail has been reinforced to address previous issues where it would tear after roughly 40 days of use. The new design now allows mainsails to last around 40 days in competitive settings and up to 70–80 days during training. Importantly, older mainsails remain class-legal, ensuring continuity and long-term usability for sailors of all levels.

Safety has also been significantly enhanced over recent years, with no major incidents reported. Two major improvements have contributed to this progress: the elevator has been redesigned to sit inward and to be asymmetric with rounded edges, reducing injury risks from falls; an adjustable rudder rake has been introduced, allowing sailors to modify it while sailing. These changes, particularly beneficial for downwind conditions, reflect the class's commitment to creating a safer and more inclusive environment for all participants.

- Igor Marenic, 470 class president, reported the following:

The 470 class has been actively working to increase participation, particularly following the transition from separate men's and women's fleets to a single mixed fleet, which initially affected numbers. Limited Olympic quota spots also naturally constrain participation. However, the class benefits from a strong pathway from the 420 class, one of the world's largest sailing classes, which feeds new sailors into the 470. To further boost involvement, the class runs smaller-entry junior events, provides equipment support programs, and develops initiatives aimed at emerging and developing countries. While lower equipment turnover may impact sales rankings, the long lifespan of 470 equipment is seen as a positive achievement for accessibility and sustainability.

Environmental responsibility is also a priority for the class. Sailors contribute through small on-site actions, such as using reusable water bottles, but the greatest environmental impact comes from the durability of the boats and equipment, which reduces overall waste. The materials used are intentionally not overly high-tech, and many components, such as masts, are fully recyclable. These efforts help the class minimize its ecological footprint while maintaining high-performance standards.

Cost management remains another focus area. By relying on multiple boat and equipment manufacturers, the class ensures that equipment remains competitively priced, making it more affordable for sailors at all levels. This approach keeps barriers to entry low, allowing broader participation while maintaining the quality and consistency of the class's equipment and competitions.

- Eris Faust, ILCA Executive Secretary, reported the following:

The ILCA class is recognized as the largest youth and adult sailing class in the world, with over 1,600 sailors participating in its World Championships each year, in addition to extensive involvement in continental, national, and local events. Despite these strong numbers, the class is committed to continuing the growth of the sport, leveraging its global reach. Their strategy emphasizes two core strengths: providing high-quality, equal-performance equipment and delivering well-organized competitions, both of which play a crucial role in attracting and retaining sailors.

A key focus for the class is the careful evolution of equipment, with strong emphasis on backward compatibility. New developments, such as carbon and lower masts, are designed to ensure that older equipment remains competitive and does not become obsolete. This approach guarantees fairness and accessibility for sailors at all levels, allowing them to progress without unnecessary financial burden or disruption, and maintaining continuity across different generations of equipment.

To support worldwide participation and geographic diversity, the class strategically distributes events across all six continents, including Africa. This global approach encourages broader engagement and strengthens the international sailing community. Plans are already in place to host another championship in Africa in the coming years, demonstrating the class's ongoing commitment to expanding opportunities and fostering inclusivity for sailors around the world.

- Gonzalo Costa Hoevel, iQFOiL Class Manager, reported the following:

Last year, the class introduced two new sails—the 7.3 m² for women and a reduction from 9 m² to 8 m² for men—which were also adopted at the youth level. This means youth, senior, and top sailors now use the same 490 masts, greatly improving the transition from youth to senior sailing. Parents no longer need to purchase a full new set of equipment, and sailors can continue using the same sails and carbon rigs as they progress. All age groups also use identical carbon components, allowing younger athletes to invest in equipment that remains usable throughout their competitive careers. For U13 and U15 divisions, sailors use the same foils with different frames, and second-hand equipment from senior and U23 fleets efficiently flows down to youth and junior fleets, providing an affordable entry point for younger athletes.

In addition to equipment improvements, the class has made adjustments to competition formats to address increases in sailor weight observed prior to the Games. Rather than replacing existing formats, new options were added to better accommodate the changing needs of competitors, ensuring fairness and inclusivity. These combined measures—equipment alignment, second-hand support, and format adjustments—have enhanced accessibility, continuity, and performance across all levels of the class, benefiting both youth and senior sailors alike.

- Mirco Babini, Formula Kite President, reported the following:

The class made its Olympic debut last year in Marseille, which proved challenging but was ultimately very successful, particularly for lightweight competitors. The class held European Championships, several continental events, and both senior and youth World Championships this year. The senior Worlds in Sardinia featured nearly 100 competitors, while the youth Worlds highlighted remarkable talent, with a 19-year-old athlete winning both the senior open title and the U21 title, demonstrating the strong performance of younger sailors within the class.

In parallel, the class has implemented targeted equipment adjustments to address athlete weight considerations. A significant change was reducing the women's kite size to 15 m², enabling female sailors to perform effectively even in light winds of around 6 knots without needing to increase body weight. Training results have confirmed that these adjustments enhance performance while allowing athletes to maintain fitness without additional weight gain. Overall, these equipment changes are considered a positive step toward ensuring fairness, safety, and competitive performance across all levels of the class.

5. Sustainability Updates

Alexandra Rickham, World Sailing Director of Sustainability, began by expressing appreciation that the Equipment Committee is taking the organisation's sustainability agenda seriously, presented an update on progress toward Agenda 2030, noting measurable improvement over the past year.

The major achievement of completion of the organisation's first-ever Impact Report was highlighted, building on last year's sustainability report. This year's report covers environmental and social sustainability, but the plan is to include economic sustainability metrics next year to better align with the organisation's "Ready for the Future" strategy. The Equipment Committee members were encouraged to read the report and provide feedback.

Most significant area of progress reported:

- The launch of the Olympic Lifecycle Assessment (LCA) Project, something the organisation has been trying to initiate for several years. The project is now officially underway and will examine the full cradle-to-grave environmental impact of equipment across all Olympic classes—from manufacturing through use, and ultimately to end-of-life. It was noted that discussions about equipment impact have often been speculative, and this project will finally provide hard data to better understand what the true impacts are.
- Educational initiatives, including the sustainability webinar series, now in its third season. These bi-weekly sessions run from September to April and cover a wide range of topics designed to upskill the sailing community.
- The Event Sustainability Handbook that will be available to event organisers by the end of the year, incorporating guidance on equipment-related sustainability practices.

Niall McLeod highlighted the importance of the second-hand equipment market, noting that it plays a key role in extending the lifespan of gear—both for environmental benefits and for keeping costs manageable, especially for new sailors. It was stressed that when considering any future equipment changes, it is essential to evaluate how those changes might affect the viability and accessibility of the second-hand market.

6. Equipment Rules Sub-Committee

a. Report from the Equipment Rules Sub-Committee Chair

Dimitris Dimou, reminded the Equipment Committee that a written report was distributed and outlined additional work of the Sub-Committee:

- Managing and developing the Equipment Rules of Sailing—technical rules that govern sailing equipment which are formally published every four years, similar to the Racing Rules. The Sub-Committee's ongoing tasks include identifying gaps in the current rules, determining areas where rules no longer function effectively, and proposing improvements. All updates must be completed by the end of the year before the next Olympic year—in this case, by the end of 2026—so that final decisions and adjustments can be confirmed in 2027.
- Managing class rules, ensuring they remain effective, relevant, and properly administered.

b. Report from the Office on class rule and building specification changes

Antonio Saporito, presented the Sub-Committee's work over the past three years, showing a substantial amount of activity. A total of 81 formal requests were processed, covering a wide range of responsibilities including class rule changes, Racing Rules 87 submissions and class rule interpretations. It was noted that this workload was particularly demanding and required a significant amount of time and effort from the group. It was highlighted that the number of requests for Racing Rules 87 Class Rules Changes related requests was especially large in this period..

c. Update from the Standard Class Rules WG

Dimitris Dimou, presented the challenges faced by the Sub-Committee regarding the Standard Class Rules template. The Class Rules must follow a specific template, but the current template is 20 years old and has not been updated since its creation. Updating the template has proven difficult due to the heavy workload, including the recent need to review, finalise and approve the Class Rules for the New Classes seeking approval for the World Sailing Status. Despite these challenges, updating the Standard Class Rules Template remains a top list priority for the Sub-Committee.

d. Update from the Equipment Rules Sub-Committee Chair on the work to update the CRC procedure to include RRS87 provision

Dimitris Dimou noted that the Sub-Committee is working on updating the Class Rules Change Procedure document to formalize the process to submit changes requests to the Office and include a section for Racing Rules 87 requests. The update will also revise references to outdated regulations and ensure

alignment with new governance policies. This effort aims to make the rules and procedures more current, clear, and accessible, while accommodating the ongoing workload of the Sub-Committee.

7. Safety

a. Safety Commission Update

Niall McLeod provided an update on the work of the Safety Commission. The Commission met recently to focus on safety education and raising awareness among participants. The safety policy, in place for over 12 months, is being actively implemented, but some organizations are still not fulfilling their obligation to report safety incidents. The Commission plans to consider policy amendments to address these gaps in the coming period.

b. ISO 12402 Update on Impact Protection

Niall McLeod provided an update on the work of the International Regulations Commission, specifically concerning the ISO 12402 standards for Personal Flotation Devices (PFDs).

It was highlighted the need for the Equipment Committee and Classes mandating the use of PFDs to provide feedback on whether multiple categories or grades of PFDs would be helpful for the development of the ISO standard.

It was clarified that the ISO standard will not create a mandate for classes to adopt them. Individual sailing classes will retain discretion over whether to implement these standards and require their use.

8. Olympic Sailing Competition

8.a.i. Report from the Office on Supplied Equipment Timeline for LA 2028

Jaime Navarro noted the following:

- The timeline is based on lessons from previous Olympic cycles and publicly available.
- The goal is to create a structured schedule for selecting and communicating with equipment manufacturers for the iQFOiL and ILCA classes.
- In past cycles, stakeholders questioned why manufacturer shortlists and selections were not communicated earlier; the new timeline aims to clarify what is communicated, when, and to whom.
- Decisions such as whether two or three manufacturers produce ILCA equipment and whether more than one foil supplier is used remain open and will depend on the process.
- The plan is being developed in collaboration with the classes and Los Angeles 2028

a.ii. Report from the Office on Supplied Helmets for LA 2028

Jaime Navarro provided an update on helmet requirements and camera use for the Los Angeles Olympic Games, following issues encountered during the Paris 2024 cycle. The following was noted:

- The problem identified was that Athletes often modify helmets—adding camera mounts or stickers—to meet class rules. These modifications void helmet warranties and create safety and liability risks. Because of this, helmet-mounted cameras cannot currently be mandated.
- The proposed solution is to introduce supplied helmets for the Los Angeles Games. These helmets will come in standardised colours aligned with event needs, be pre-tested with integrated camera mounts to ensure safety and include the official Games look and any identifying colours (e.g., for leaders, live-feed tracking).

- The current status is that the Board has approved, in principle, proceeding to identify partners and suppliers. The plan is to supply helmets free of charge to athletes, Forward WIP (the preferred athlete choice) is being considered as the leading supplier and the teams would pre-register the model and size they need.
- The proposal has been reviewed and endorsed by multiple groups, including the Safety Commission, the Board, and the Olympic classes

a.iii. Report from the Office on Kite National Identification

Jaime Navarro updated the Committee on progress toward implementing larger national identification on Formula Kite Sails, following the Event Committee recommendation from earlier in the year. The following was reported:

- The Executive Office has been consulting with kite manufacturers to explore feasible options and four potential approaches were reviewed:
 1. Full-kite national flag designs
 2. Small national flags added to the kite
 3. National colours integrated into kite design
 4. Open manufacturer suggestions
- Manufacturers unanimously reported that full-kite flag designs are impractical, requiring redesigned production lines and causing performance differences between nations. Smaller flags may be possible depending on the brand, while national colour schemes present challenges because key components cannot always be produced in multiple colours. An additional idea under consideration is assigning each country one of ~20 predetermined colours that would clearly identify them, even if not matching national colours.
- All options are still being investigated, and no recommendation has been finalized. The Office will consult manufacturers, propose a solution to the Equipment Committee and the Class, then forward it to the Board, which will ultimately present a decision to Council.

Glen Stanway asked whether the Equipment Committee could recommend cancelling the original proposal if it turns out to be impractical or too expensive.

Jaime Navarro confirmed that any recommendation can be made, including rescinding the original position, though other preferred options may be explored first.

Roman Hagara asked if options like painting or spray-painting are feasible for kite classes.

Jaime Navarro confirmed that currently it is not a feasible option adding that the manufacturer—representing 5% of the fleet—is highly skilled in customization, its expertise is limited to small orders, and it cannot meet the volume or detailed requirements for flags and national identification, despite being the most knowledgeable in the area.

Laura Marimon Giovannetti asked if small national flags could be an option acceptable by all manufacturers.

Jaime Navarro explained that that this option does not meet the brief for clear national identification and might fail to clearly distinguish countries beyond the Paris 2024 standard.

b. Office update on the the Kite Equipment Registration

Jaime Navarro provided a report explaining that the Formula Kite Class operates a unique equipment registration and licensing system that opens once every quarter. Manufacturers register new equipment models during the registration stage, where the class inspects, scans, and records the submitted items. The registered equipment is then used for a year during the evaluation stage, during which manufacturers, the class, and measurers report any issues or findings. At the end of this year, World Sailing reviews the evaluation results, feedback, and audit reports to decide which manufacturers will be licensed before the start of the next year. Sailors are allowed to use only those equipment models that receive World Sailing's final approval.

c.i Changes proposed by the IKA Formula Kite foil builder, Chubanga, on the Fuselage V4W

Jaime Navarro noted that the Chubanga V4 foil, used by roughly 90% of competitors, has been experiencing major structural issues, with over one-third of the units breaking and being replaced under warranty. Because of this high failure rate, the class does not recommend licensing the current V4 model.

The manufacturer agrees the model is unsustainable, cannot keep replacing failing units, and believes it has identified the cause of the problem. It has therefore requested approval for a building specification change to produce an improved version ("V4 M2") that addresses the breakages.

Under the rules, the Equipment Committee must approve any specification change before the manufacturer can implement it. The committee now has two options:

1. Approve the change for prototypes only. Prototypes would be built and tested through early 2026. After evaluation, the Committee would decide whether to approve the upgraded model for the rest of the Olympic quad. Warranty replacements of the current model would transition to the new version once available. The old V4 would become ineligible, and only the upgraded version would be permitted at the Olympic Games.
2. Reject the request. The current V4 would almost certainly not be licensed by World Sailing; The manufacturer could revert to its previous-quarter model or stop production entirely, forcing sailors to switch to other brands.

Action Point:

The Equipment Committee noted:

- The Office recommendation to approve the change for prototypes only and after receiving an updated position from the class will make a decision before the end of December.
- Given the gap identified between the Formula Kite Registration System and exceptions allowed for manufacturers by Policy D11, the need to review and evaluate whether to update the Formula Kite registration process to align with Policy D11.

c.ii Changes proposed by ILCA on the IBM Chapter 0

Jaime Navarro explained that a proposed build-specification change from ILCA has been received, but it is not being considered at this time due to other ongoing legal discussions. The Office has requested additional information from the class, and the proposal remains pending until that feedback is provided.

9. Equipment Governance

a. Equipment Related Governance

Glen Stanway stressed the importance of governance, particularly in equipment-related matters, while acknowledging sensitivity around the ongoing Performance Sailcraft Australia vs. ILCA dispute.

The Equipment Committee noted the current environment regarding ILCA and build-specification issues, and agreed to check back with the class to ensure all necessary information had been obtained before making decisions.

Glen Stanway noted the Governance challenges, including the need for clear rules, confidentiality provisions, and cooperation among World Sailing classes highlighting that the Equipment Committee has discretion under its terms of reference:

- Clause 5.10 allows flexibility in procedures for agenda items.
- Clause 5.9 permits private discussions if necessary, though the Chair hoped this would not be required.

Dina Kowalyszyn reflected on the history of manufacturer-controlled classes, noting that 25 years ago the concept was introduced to simplify equipment compliance by allowing sailors to purchase class-legal kits directly from dealers without local measurement. While this approach was initially seen as innovative and attractive, it was emphasized that the sport has evolved to a highly professional level, and the original system may no longer adequately control competitive standards.

Dina Kowalyszyn presented the need for a broader discussion to modernize governance of manufacturer-controlled classes and highlighted the need to evaluate if the measurement-controlled classes system would be more suited for Olympic Classes.

Dimitris Dimou clarified the differences between measurement-controlled and manufacturer-controlled classes:

- For measurement-controlled classes, there are no manufacturer tolerances, and sailors can raise complaints if equipment deviates. Equipment is tested against published measurement rules that are publicly known. In addition, sailors know their equipment can be checked at any moment using established rules and tools, reducing the likelihood of rule-breaking
- For manufacturer-controlled classes, tolerances exist but are limited to the manufacturer and not publicly disclosed. Sailors are not expected to optimize or alter equipment; it is intended to be used as supplied. However, cheating could go undetected due to limited enforcement tools

It was highlighted that while tools and methods exist to test manufacturer-controlled equipment, such verification is generally not performed, as equipment is assumed compliant when it comes from the manufacturer.

Jaime Navarro noted that 9 out of 10 Olympic sailing events rely on confidential building specifications where compliance has traditionally been managed by the World Sailing Technical Office through audits of manufacturers; Significant effort has been made in recent years to develop a Manufacturer Certification System, recording building certifications, production processes, quality control measures, and tolerances. Manufacturers can self-certify their equipment, with audits comparing samples to originally inspected prototypes.

The Equipment Committee noted that while the system has existed on paper for many years, practical enforcement and verification have only been strengthened over the last few years. It was emphasized that the system is still under development and aimed at ensuring manufacturers produce equipment in line with recorded specifications. It was agreed to consider whether the current approach resolves underlying issues or if alternative options should be explored.

Dimitris Dimou stressed the need to strengthen oversight and enforcement mechanisms for manufacturer-controlled classes, highlighting the supporting paper on WS Technical Auditors for Olympic Classes prepared by the Office, endorsed by the Equipment Rules Sub-Committee and approved by the Board.

Niall McLeod questioned whether the WS Technical Auditors approved by the Board is a practical long term solution given the World Sailing Office limited resources.

Jaime Navarro clarified that World Sailing is approved to appoint individuals to perform inspections during pre-event checks and appointed inspectors will report directly to World Sailing. In addition, the Manufacturer Certification System audits manufacturers and assesses equipment compliance and the current provisions in the budget cover inspections at events within the current Olympic quad.

William Abbott stressed the need for World Sailing staff to audit manufacturers' molds, processes, and production to ensure consistency, so all boats remain as identical as possible and fair racing is maintained.

Dina Kowalyshyn supported the WS Technical Auditors proposal and emphasised that control measures may vary between classes but some fundamental dimensions must be verified to maintain a level playing field. The concerns about logistical challenges of having World Sailing representatives attend every Olympic qualifier and the need to enforce these controls was raised. Finally, the urgency to implement these controls before the upcoming events and the need to involve International Measurers was stressed.

Glen Stanway expressed concern about creating an additional oversight body, noting that existing structures as International Measurers, Class rules, and Technical Committees already handle equipment control. The need for another appointed role was questioned.

Ben Remocker, 49er Class Manager, noted the recent audits conducted by the builders at championships to ensure consistency of key equipment, particularly wing widths and sail performance. Most equipment was consistent, though a few exceptions were noted, highlighting the lack of rules to exclude such items from competition. It was emphasized that Olympic-class equipment undergoes rigorous scrutiny and innovation to meet sailors' expectations, and simply publishing dimensions would not meaningfully improve fairness or oversight.

Laura Marimon Giovannetti noted the need to be transparent on the production tolerances without sharing confidential information.

Jaime Navarro outlined the plans of the Office to audit North Manufacturing as the 49er sails producer in December, aiming to develop a mechanism to report findings to the Equipment Committee. It was explained that the audits are intended to complement data from events. The goal is to compile and share this information with relevant Committees to decide on which equipment—sails, foils, hulls, or other components—should be prioritized for monitoring. It was pointed out that the audits are the necessary initial step in building a comprehensive understanding of equipment compliance.

Action Points:

The Equipment Committee noted the need to determine short-term and long-term strategies for equipment control considering the following:

- The need to address the governance gap while maintaining confidentiality of building specifications
- Including specific parameters in the class rules (e.g., length, weight, stiffness of equipment) to allow for transparency without publishing detailed manufacturing processes.
- Allow for support of International Measurers without replacing their authority. Inspectors will conduct pre-event assessments and report findings back to the committee.

Glen Stanway concluded by noting the following points for the Equipment Committee to consider:

- Whether fundamental dimensions of boats should be explicitly defined in class rules to standardize compliance.
- The importance of single-source moulds for consistent equipment production.
- Frustration with parties bypassing established processes and instead sending multiple emails, highlighting the need to follow formal procedures.
- Limitations in the current interpretation process, where only certain parties can request interpretations, and suggestions that this should be broadened.
- The potential need for formal policies outlining minimum requirements for manufacturer-controlled classes, including maximum builders, tooling standards, and delegated responsibilities.

b. Office Update on the World Sailing's Manufacturer Certification System for Olympic equipment

Antonio Saporito provided an update on the World Sailing Manufacturer Certification System highlighting the following:

The approach of the the first round of audits was to document each manufacturer's existing processes rather than imposing new requirements with the goal of understand industry practices across all manufacturers before enforcing standardisation. The manufacturers have so far provided good cooperation and positive feedback.

In 2025, the Office mostly focused on the Formula Kite builders given the requirement of the Equipment Registration adopted by the Class to license the manufacturers at the end of their evaluation period - December 2025. The audits revealed variations in measurement approaches and the number of checks performed between formula kite manufacturers. The need for uniform measurement processes, proper measurement conditions for kites and torsion and bending test on foils was also highlighted.

In 2026 and 2027, the programme will expand to all remaining Olympic classes and coordination with some builders is already underway to schedule audits and as the Olympic Games approach. The Team aims to increase event-site inspections targeting main regattas between April and July; the exact Event selection still needs final confirmation

Action points:

The Equipment Committee noted the following actions:

- Finalise 2026 audit schedule across manufacturers of olympic equipment and determine priority events for on-site inspections next year.
- For all Formula Kite manufacturers, develop a uniform measurement and certification framework, and require full recording/reporting of torsion and bending tests on hydrofoils.

c. Office report on the In-House Certification Programme

d. Office report on the Equipment Registration Scheme

Both reports were taken as read and no further comments were made by the Committee.

10. Any Other Business

No other business were discussed at the meeting.

Glen Stanway thanked the Equipment Committee Members, the Office and the observers and closed the meeting.