

EQUIPMENT COMMITTEE MINUTES



MET AT 0930 – 1800 HOURS ON FRIDAY 20 APRIL 2007 AT THE ANNEXE MAIRIE, PORT D'HYERES, FRANCE

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Present:	
Dick Batt (Chairman)	Ian Harrison
Alejandro Abascal	Dina Kowalyszyn
Kim Andersen	Henri Samuel
Jan Dejmo	Georg Tallberg
Georg Fundak	
Apologies:	
Ron Barak	Riccardo Simoneschi (Vice-Chairman)
Sofia Bekatorou	Mark Pryke
Bruno Finzi	Marta Weores
Patrick Lindqvist	
Also present:	
Simon Forbes (Technical Manager)	George Andreadis (Vice-President)
Rob Taylor (IHC Technical Co-ordinator)	

Please refer to the ISAF Council minutes of May 2007 for the final Council decision on all recommendations and opinions contained within these minutes.

1. MINUTES OF THE PREVIOUS MEETING

(a) Minutes

The minutes of the Equipment Committee meeting of 7 November 2006 were noted. Henri Samuel highlighted his views regarding the minute of item 12 – Regulation 26 and Review of ISAF Classes. After debate it was agreed to sign the minutes as a true record. There were no matters arising not covered elsewhere on the agenda.

2. 2012 OLYMPICS – WOMEN'S SKIFF EVALUATION

Dina Kowalyszyn, the Chairman of the Evaluation Panel, and Alejandro Abascal gave a verbal report on the evaluation event held 16-19 April at Hyeres. The designs sailing were the 29er, 29erXX, RS800, International 14, Cherub Daemon and GT60. Conditions in which the boats had been evaluated by the MNA-nominated sailors had not exceeded 14 knots of wind. The combined crew weight of the female teams evaluating the boats was in the range 115-134kg. The recommendation of the panel is that there are suitable boats available to be used as equipment for a Womens Skiff Olympic event.

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It was agreed that before setting the specific requirements for the equipment, further evaluation (possibly in September/October 2007 in the UK) would be desirable in stronger winds and would also give opportunities to refine and optimise the equipment presented in Hyeres.

Recommendation to Council

On a proposal by Kim Andersen seconded by Jan Dejmo it was agreed to recommend to the ISAF Council that there are suitable boats available for a Women's Skiff Event in the Olympic Sailing Competition. All votes in favour.

3. 2008 OLYMPICS

(a) RS:X Windsurfer

Norbert Marin (ISAF Technical Co-ordinator) and Rich Jeffries (RS:X Class President) visited Cobra (Thailand) and Neil Pryde (Hong Kong) in March. The Committee considered a report on this visit.

It was noted that the equipment will be supplied at the 2008 Olympic Sailing Competition. There had been discussion regarding the possibility of amending the building specification and making the board lighter. – The Equipment Committee confirmed that the boards supplied at the Olympics must be to the current specification. It was agreed that further investigation of variations in the board shape should be made and that Norbert Marin and a Class Measurer should attend the Grade 1 event in Medemblik and the RS:X Europeans 5-7 June in Limassol, Cyprus. Based on the "measurement result" the committee would consider an audit on contracts, measurement rules and have these exercised.

(b) 49er Gennakers

The arrangements regarding the purchase and supply of gennakers to be used at the 2008 Olympic Sailing Competition were discussed.

Alejandro Abascal recommended that MNAs should be able to specify that the fine detail of national flags was omitted (such as the painted crest on the Spanish flag).

It was noted that the same arrangements would apply as for 2004. Competitors in the 49er class at the Olympic regatta will be required to purchase one national flag gennaker from MacDiarmid sails at a cost of US\$ 2,615 including delivery by Fedex. Additional gennakers purchased at the same time would cost US\$ 2,023 and a third US\$1,880. Any gennakers purchased after 1 May 2008 would have an additional charge of US\$190 and would only be delivered to Hong Kong.

Recommendation to Council

The Equipment Committee recommend that MNAs/competitors are required to purchase national flag 49er gennakers from MacDiarmid sails for use at the Olympic Sailing Competition 2008.

EQUIPMENT COMMITTEE (CONT).

4. APPLICATIONS FOR ISAF INTERNATIONAL STATUS

(a) Techno 293 (windsurfer) Submission 051-06

It was noted that the submission from the Techno 293 Class about upgrading to International status had been deferred due to needing confirmation from a sixth nation with 50 boards in addition to ITA, GBR, NZL, FRA and USA.

The Committee received confirmation that Belgium had more than 50 boards.

Recommendation to Council: *The Equipment Committee recommend that International Status is granted to the Techno 293 windsurfer class.*

(b) Speed Windsurfing Class Association Submission 052-06

The deferred application from the Speedsailing windsurfer class applying for International status was received.

It was noted that the application had been deferred awaiting clarification of weight jacket issues. Georg Tallberg confirmed that the class rules were in accordance with the RRS and did not permit weight jackets.

It was also noted that the class name had been amended to include reference to windsurfing in the title. At the last meeting, supporting information with more than 50 boards in the following nations had been received and accepted from : AUS, NED, GBR, FRA, SWE, USA. Jan Dejmo advised that support from Sweden had been given in error and asked that Sweden be removed from the list of supporting nations. It was agreed to review the previously supplied supporting information and if there was a sixth nation meeting the criteria to recommend adoption of the Speed Windsurfing Class.

Secretariat Note: Subsequent to the meeting it was confirmed that details of more than 50 boards in GER had been submitted.

Recommendation to Council: *The Equipment Committee recommend that International Status is granted to the Speed Windsurfing class.*

5. APPLICATIONS FOR RECOGNISED STATUS

(a) Sirena SL16 Catamaran Submission 036-05

The deferred submission from the SL 16 Class applying for Recognised status was reviewed. At the previous meeting it was noted that there were more 20 boats actively racing in FRA and GBR. The Committee received additional supporting information from Art Stevens Chairman of the US Sailing Youth Multihull Championship and accepted that the class now meets the requirements in the USA.

Recommendation to Council: *The Equipment Committee recommend that Recognised Status is granted to the SL16 Class catamaran.*

6. REGULATION 26 – INTERNATIONAL & RECOGNISED CLASSES

(a) Class Fees

The Committee noted revised submission 059-06 from the Executive Committee.

(b) Review of ISAF Classes

(i) The Committee noted that the Class Annual Reports are on the ISAF

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website and received a summary and analysis of the reports received this year.

- (ii) There was a further review of the Classes identified at the last meeting. In respect of International Classes, the 29er, Melges 24, 11 Metre One Design and Mistral IMCO One Design had supplied satisfactory information and maintain International Status. The H-Boat and Tempest Class will be placed on notice that under the current regulations their International status will be reviewed by Council at the November 2007 meeting.

In the case of Recognised Classes – the NACRA 18 Class and Open 50 Monohull Class are recommended to have their Recognised status withdrawn by Council at the November 2007 meeting. Regarding the Sonar Class – it was noted that an additional two boats in either Canada or Ireland would be sufficient to fulfil the criteria. Ian Harrison advised that in view of the unique characteristics of the Sonar he would consider making a submission to address the needs of equipment sailed in the Paralympics.

The Secretariat were requested to put on notice the classes identified in the 2007 reports.

- (iii) A letter from the Tempest Class was received regarding the status of their fleet in Martinique. The Committee confirmed that the status of Martinique did not count as belonging to the South American continent.

(c) Working Party Report

A report was received from the Working party chaired by Henri Samuel regarding re-structuring ISAF Classes and World Championships.

Amendments were proposed to Regulation 18 – World Championships and Regulation 26 - ISAF Classes, to address issues with a number of good classes which are not able to meet the current criteria and to permit older less active classes to maintain ISAF Class Status but without the right to hold a world championship.

It was noted that some countries support the ‘cleaning-up’ of permitted World Championships. In terms of national funding, having several world champions from a country assisted the sport of sailing. Additionally, the prospects of sponsorship and government funding can be enhanced by the ability to use the ‘World’ title for an event.

It proposed that the Events Committee takes over the responsibility for which classes have the right to hold a World Championship.

Recommendation to Council

The Equipment Committee recommend that the Executive appoint a Working party from Events, Equipment and Constitution Committees to finalise a submission to Council whereby ISAF International or Recognised Class status does not give an automatic right to hold a World Championship.

7. IN-HOUSE CERTIFICATION

A report on the In-House Certification program was received from Rob Taylor which gave details of the structure of the scheme along with an update on the current participating nations, which include USA, NED, GBR,

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JPN, ESP and ITA where there are now two licensed manufacturers awaiting the finalisation of stickers and completion of the training course. These are due for completion shortly. Full documentation and further details can be found on www.sailing.org/ihc

8. SMALL BOAT SAFETY

(a) Small boat safety program.

A report on the small boat safety program was received. Feedback on the information was sought and the information would be published.

(b) RRS 40.2 and International Standards Organisation

The latest draft of the ISO document was noted, comments were invited before June.

9. STRATEGIC PLAN

The Committee reviewed the relevant strategic plans and the relevant minutes of the last meeting.

(a) Project proposals referred to the Equipment Committee were received:

- (i) Olympic Equipment Supply and 10 Year competitive boat life and 'Out of the Box' boats were discussed together. Various views were expressed including that the limited tolerance to optimum crew weight was a negative factor in making all the supplied boats equal. This could be improved by allowing competitors to bring their own rig. This was especially relevant in the womens' events as fewer events are available and it is harder for female sailors to adjust their weight. It was considered that the proposal does not fit the Olympic situation.
- (ii) Measurement Database – this would be web-based and the EQSC will be considering this.

(b) The following focus areas that the Executive requested consideration of were reviewed:

- (i) Streamline Olympic equipment measurement – this project is work in process.
- (ii) Reduce equipment created barriers – it was observed that in many ways this was more to do with culture and the person than equipment. Much is to do with non-racing considerations. In racing, ISAF's policy of modernising equipment control at all levels of the sport is a positive strategy in this regard.

The chairman is taking these considerations forward in the next phase of input into the Strategic Plan.

EQUIPMENT COMMITTEE (CONT).

10. ANY OTHER BUSINESS

(a) Class Rules Sub-Committee

- (i) Georg Tallberg gave a report on the work of the class rules sub-committee since the last meeting. A Class Rules Forum on the website had been established.
- (ii) He also requested that the issue of Yngling and 49er painted hulls at the Olympic Regatta be addressed. It was agreed that 49er and Yngling boats participating in the 2008 Olympic Sailing Competition shall not have hulls that are painted or have been painted.

(b) Equipment Control Sub-Committee

Jan Dejmo gave a report from the Equipment Control Sub-committee. Jan highlighted the need for the funding of an ERS Working Party meeting before 1st August. A working party was at work on the Strategic Plan item regarding standard nomenclature for measurement items.

Jan highlighted the need for a submission to progress the concept of ISAF Rules with all equipment related matters removed from the Racing Rules of Sailing and transferred to the Equipment Rules of Sailing.

There being no further matters the meeting concluded at 1758.