

## Class Rules Sub-committee Minutes



The Class Rules Sub-committee met at 14:30 – 18:00 hours on Sunday 10 November 2013 at the El Bandar Hotel, Muscat, Sultanate of Oman.

*Please refer to the ISAF website [www.sailing.org](http://www.sailing.org) for the details of the submissions and supporting papers on this agenda*

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### Present:

William ABBOTT (CAN) - Chairman

James DADD (GBR)

Cédric FRABOULET (FRA)

Janet GROSVENOR (GBR)

- Oceanic and Offshore Representative

Jim CAPRON (USA) - Racing Rules Representative

Agnes LIL (EST) - Vice-Chairman

Dimitris DIMOU (GRE)

- Alternate Equipment Control Representative

Iulia FULICEA (ROU)

Renee MEHL (USA)

- Special Regulations Representative

### Apologies:

David STALEY - IC Representative

Jan DEJMO (SWE)

- Equipment Control Representative

### Other Present

Henry THORPE - ISAF Technical Co-ordinator

Jason SMITHWICK

– Head of ISAF Technical and Offshore Department

Kim ANDERSEN - Equipment Committee Chairman

*Please refer to the ISAF Council Minutes and where applicable the Annual General Meeting Minutes of November 2013 for the decision on all recommendations and opinions contained within these minutes (other than class rule changes). For class rules submission the Class Rules Sub-committee is the ruling committee on behalf of Council except in the cases of appeals.*

## 1. Opening of the Meeting

The Chairman opened the meeting and welcomed the committee members for the new 4 year cycle. It was explained that Dimitris Dimou would replace Jan Dejmo as the Equipment Control Sub-committee for this meeting . The Committee wished Jan well.

## 2. Minutes of the Previous Meeting

### (a) Minutes

The minutes of the Class Rules Sub-committee meeting of 4 November 2012 (circulated and approved after the meeting) were signed as a true record by the Chairman, who was Vice Chairman for that meeting. The minutes can be downloaded at [www.sailing.org/meetings](http://www.sailing.org/meetings)

### (b) Minutes Matters Arising

There were no matters arising other than continuation of work covered elsewhere within these minutes.

### 3. Olympic Equipment Evolution

The report produced for the ISAF Equipment Committee regarding the evolution of equipment was introduced by Jason Smithwick. A run through of all the changes concluded that the majority of the changes were managed evolution rather than fundamental changes.

The Chairman noted that most of the proposed changes were linked to the building specification with little direct committee involvement. While it all seemed logical the main consideration needed to be around implementation times within the Olympic cycle and availability of supply. No changes seemed to make the existing hulls obsolete and were based on refinement.

### 4. Submissions

#### (a) International Measurers Sub-committee Terms of Reference - Regulation 6.9.8.3

Submission 007-13 from the Chairman of the Race Officials Committee regarding the International Measurers Sub-committee Terms of Reference - Regulation 6.9.8.3 was noted and introduced by Dimitris Dimou who described the parallels with the Race Management Sub-committee terms of reference.

James Dadd questioned some of the reasoning but was satisfied that provided there was always proper consultation with other parts of the organisation then he considered it would work. Recent experience in development of the documentation for the Olympics have shown increasing cooperation between the equipment and race officials parts within ISAF.

#### **Opinion to the Equipment Committee: Approve**

#### (b) Submission 053-13 to 060-13 regarding the ERS were noted and introduced by Dimitris Dimou. The content of the submission were not discussed with the conversation focusing on the procedure for developing the ERS. Dimitris Dimou explained about the delay in the ERS working formation. James Dadd was concerned about the access to the consideration and work of the working party. However Dimitris reassured him that the group were open to others and would in the future be happy to provide feedback on any potential submissions.

It was accepted that there were merits in some of the proposals however procedurally it was felt better to reject the submission to allow the working party the opportunity to refine the wording before submitting or to provide feedback to the submitter. It was felt important to stress the submitter could resubmit if they didn't agree with the working party and then the submission would be considered on the original content.

On a motion by the Chairman the committee 8 in favour and 1 against.

#### **Opinion to the Equipment Committee: Reject**

The ERS working party should be asked to consider the issues raised in the proposals and make the appropriate submissions.

### 5. Class Rules of New Classes Applying for ISAF Status

The class rules of the new classes applying for status were reviewed with the aim to make a recommendation to the equipment committee on new ISAF classes compliance with ISAF Regulation 10.

#### (a) 49erFX

Agnes Lil led a review of the 49erFX class rules. Because the class is fundamentally using the 49er Class Rules there were no significant structural issues raised. Jim

Capron raised a number of cross reference errors with other ISAF documents; namely the Racing Rules of Sailing and ISAF Regulations which need to be updated. This is clearly something for the template as these errors applied to most of the other new classes.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

The rules are a derivative of the 49er and they are to a satisfactory standard for adoption together with the construction manual that is shared with the 49er.

(b) Nacra 17

Janet Grosvenor and Iulia Fulicea introduced the Nacra 17 and thanked the Secretariat for the work done in assisting Nacra with developing the rules.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

The rules are to a satisfactory standard for adoption together with the construction manual which has already been supplied.

(c) Formula Kiteboard

The secretariat noted the similarities with the concept in these rules and the Formula Windsurfing Class. These rules were more defined than the twin tip racing.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

These rules are in a satisfactory condition and the closed rule framework is suitable, however it is anticipated they will need further refinement in the future.

(d) Twin Tip Kiteboard

The Chairman noted that both the proposed kite classes were substantially different and invited Markus Schwendtner to introduce the proposed kiteboarding classes. Specifically on the twin tip kite the openness to development of the rules was greater than any other class. Dimitris Dimou questioned whether something so open was a class. The general mood was to carry on evaluation of the rules and see how things develop. The Chairman wants to see how things develop with such an all-encompassing type of open rule and saw this as potentially a new approach.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

These rules have limited restrictions in their control of the equipment and therefore development of the rules is on-going. The CRSC and staff have had a good working relationship within the IKA and therefore a period of review is recommended during the early years of the class.

(e) J/70

Renee Mehl and James Dadd led a review and their conclusion was that the rules were satisfactory, which the committee agreed with. However Renee and Jim Capron led on to a discussion about clarifying with the class exactly what they are trying to achieve before refining the rules for both crew positioning and helmsman restrictions.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

These rules are to a satisfactory standard apart from a few issues that will be detailed in the CRSC minutes. The class have shown a commitment to working with ISAF to develop these rules and therefore the rules are to a satisfactory standard. However a comprehensive building specification should be required as a condition for approval.

## 6. Class Rules of ISAF Classic Classes

Following the transition period to change the status of the existing ISAF Classic Classes the following class rules have been submitted for consideration.

### (a) GP14

It was clear from the introduction by Janet Grosvenor and James Dadd that the existing GP14 rules were not to an acceptable ISAF standard. While consideration of rules in non-standard class format was an option for the committee for effectively existing ISAF classes, the poor standard required a complete review was necessary. Sebastian Edmonds (Observer) cited reference to cotton sails and the benefits of standardising the sails sections with the ERS and SCR to the class.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

These rules are not in standard class rules format. Although the rules have been working for a number of years they are not to a satisfactory standard. Therefore the class should transition to the ISAF standard class rules within an agreed timeline of two years.

### (b) Shark Class

Jim Capron and Henry Thorpe noted the extensive work done in the redraft to the standard class rules and that unlike the GP14 the current rules were to a suitable standard to allow the redraft to progress. The Secretariat was asked to review the first draft and provide assistance to the class.

#### **Recommendation on the Class Rule Suitability to the Equipment Committee**

The shark class have shown an encouraging early draft of Standard Class Rules and supporting technical documents the class should pursue this within an agreed timeframe.

## 7. Class Rule Change Procedure and Developments

### (a) General Discussion

On the operation of the Class Rules Change procedure operated it was noted that the current system had been working well and that the internal process within the Secretariat had been adapted. No serious issues or complainants had happened within the year.

### (b) Development of Example Class Rules

The Chairman highlighted his desire to utilise these more. Citing example of the trapezing rules, developed last year, as an example. He stated that other areas could be looked at such as compasses and electric propulsion equivalency rules.

## 8. Equipment Control Sub-committee

The Equipment Control Sub-committee is responsible for producing the 'tools' used by the Class Rules Sub-committee. A verbal report from the acting Chairman of the Equipment Control Sub-committee highlighting the following working parties:

### (a) Standard Class Rules (SCR)

Sebastian Edmonds, Chairman of the working party, introduced the committee plans for the four year cycle as he was going to present to the Equipment Control Sub-committee. With initial focus on the SCR for Manufacturer Controlled Classes and developing the guidance for Modification, Maintenance and Repair sections. He then

stated some areas for consideration and that close liaison with this Committee was important.

(b) Guide to Measurement & ERS Working Party

Dimitris Dimou highlighted the difficulties in forming the working party and stated that after the ERS Working Party meeting the following day he would be in a better position to inform the Equipment Control Sub-committee.

**9. Reports & Opinions from Committees Members with Cross Representation**

The representatives from the Special Regulations Sub-committee, Equipment Control Sub-committee, Oceanic and Offshore Committee and Racing Rules Committee highlighted issues of interest to the committee on their agenda. The ISAF Classes Committee representative was not present at the meeting.

**10. Any other Business**

(a) Existing Class Rule

The Chairman raised the issue of starting a review of the existing ISAF Classes with an aim to encourage review and adoption of the Standard Class Rules. He cited some of Classic Classes as a good reason for this and stated that a number of ISAF Classes were in the same situation. He planned to consider a paper on this for the next Committee meeting.