

Equipment Committee Minutes



The Equipment Committee met at 09:30 – 18:00 hours on Thursday 8 May 2014 at the Grand Harbour Hotel, Southampton, United Kingdom

Please refer to the ISAF website www.sailing.org for the details of the submissions in these minutes.

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| <i>Present:</i> | |
| Kim Anderson (Chairman) | Dimitris Dimou (Equipment Control SC Rep) |
| Dina Kowalyshyn (Vice Chairman) | Ceri Williams (Windsurfing & Kiteboarding Rep) |
| George Andreadis (ISAF Vice President) | Jeff Martin (ISAF Classes Rep) |
| Dick Batt | George Fundak |
| Barry Johnson | Patrick Lindqvist |
| Cédric Fraboulet | Iulia Fulcea |
| <i>Apologies:</i> | |
| Dick Rose (Racing Rules Rep) | David Brookes (ISAF Classes Rep) |
| Leocadio Sanchez Soto | Stan Honey (Oceanic & Offshore Rep) |
| Tomoaki Tsutsumi | Will Apold (Special Regs SC Rep) |
| Bill Abbott (Class Rules SC Rep) | Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep) |
| <i>Also Present:</i> | |
| Jason Smithwick (ISAF Head of Technical & Offshore) | Rob Taylor (ISAF Technical Co-ordinator) |
| Norbert Marin (ISAF Technical Co-ordinator) | Henry Thorpe (ISAF Technical Co-ordinator) |

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| <p>1. Opening of the Meeting</p> <p>Kim Andersen welcomed committee members. Apologies were received from Dick Rose, Leo Sanchez, Stan Honey, Will Apold, Tomoaki Tsutsumi and Bill Abbott.</p> <p>Jeff Martin, Ceri Williams and Dimitris Dimou were in attendance as alternates for David Brookes, Bruno de Wannemaeker and Jan Dejmo respectively.</p> |
| <p>2. Minutes of the Previous Meeting</p> <p>The minutes of the Equipment Committee meeting of 13 November 2013 were noted and approved. There were no matters arising not covered elsewhere on this agenda.</p> |
| <p>3. Review of ISAF Class Associations</p> <p>(a) International One Design Class Application for ISAF Class Status</p> <p>The deferred application from the International One Design Class regarding ISAF Class status was reviewed by the committee.</p> <p>It was noted that since the previous meeting of the Equipment Committee the class had been more engaged with the ISAF Staff and had provided an application letter, details of the worldwide distribution and were working on a revision of the class rules. The committee were informed that whilst the total worldwide distribution met the requirements</p> |

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of the ISAF Regulations, the number of boats attending the Class World Championships was insufficient, and has been for the past 3 years.

Dina Kowalyshyn explained that the IOD Class World Championships were based on a different format to most other classes and that boats at the venue were shared between attending crews rather than shipping boats around the world to different locations.

Barry Johnson raised the point that this class had already been put on notice two years ago when submission 051-11 was approved that their Worlds numbers did not meet the numbers required in the Regulations. They were again notified in November 2013 when the time to apply for status under the new regulation expired, and asked how many chances does a class get to comply with the ISAF Regulations and that the time had come to make a firm decision.

Decision

On a proposal from Barry Johnson, seconded by Cedric Fraboulet, it was agreed to reject the application of the International One Design Class for ISAF Class status (8 in favour, 2 against, 0 abstention – 10 participated).

(b) ISAF Class Status Review Working Party

The Chairman of the ISAF Class Status Review Working Party, Dick Batt reported on the paper presented to the Committee on the work of the Working Party on the current regulations and requirements.

Ceri Williams spoke on the windsurfing classes and on women's participation events. This became a more general discussion on how other disciplines such as Corinthian/Professional, women's/open, course/slalom should be considered within the Regulations framework. Jason Smithwick asked the Committee to also consider classes that sail with different rig configurations and that some guidance on this point would be useful for the staff administering the Regulations.

The committee were informed that the Working Party had so far concentrated on World Championship data but that there were other aspects of the Regulations that also needed addressing and so the Working Party should continue this work.

The issue of how ISAF Classes not meeting the ISAF Regulations should be approached was discussed and it was agreed to be as inclusive rather than exclusive as possible. Dick Batt noted that an inclusive approach was ok in principle, but this should be paired with some guidelines i.e. the existing ISAF Regulations which should be followed. Kim Andersen agreed and that an inclusive direction gives some guidance to the Working Party to continue with the review of ISAF Classes.

4. Youth Multihull Event Equipment Evaluation

Kim Andersen introduced a paper produced by the ISAF Staff and updated the Committee on the equipment evaluation for the Youth Multihull event.

It was noted that the proposed members of the evaluation panel were:

Dina Kowalyshyn (USA) – Equipment Committee Representative and Panel Chairman

Helmut Czasny-Bonomo (AUT)

Enrique Figueroa (PUR)

Nadine Stegenwalner (GER) – Events Committee Representative

The criteria for proposed equipment to have daggerboards and a spinnaker was discussed and agreed as essential and that this boat should provide a suitable pathway for youth sailors to the current equipment used at the Olympic Sailing Competition.

Decision

The Committee unanimously agreed the proposed timeline, the evaluation panel and the

criteria for the equipment for the Youth Multihull event for the ISAF Youth Sailing World Championships.

5. Evolution of Olympic Equipment

The evolution of Olympic equipment was discussed and updates from the Olympic Classes were received where there were developments since the previous meeting of the Equipment Committee.

Barry Johnson updated the Committee on the 49er Class developments and noted that a number of new spinnakers had been trialled and two had been identified as possible successors to the current sail after the 2016 Olympics. These would be subject to further testing and the class would report back in due course. Georg Fundak questioned the 49er building specification and raised a number of issues with boats built. Barry Johnson reassured the Committee that all new boats were now built to a revised building specification with much tighter tolerances, and that boat number 1465 had been identified as the cut off number for boats attending the 2015 Olympic Test Event and 2016 Olympic Sailing Competition. This was met with general support from the Equipment Committee.

Dimitris Dimou gave a short update on the 470 Class. From 1 January 2013 the new templates were being used on all boats built and that all boats going to the 2016 Olympic Sailing Competition shall be built to the new templates and updated class rules.

The RS:X Class reported there were a number of proposed changes that had been discussed previously that the Class were revisiting. Some trialling of equipment would take place and the Class would report back to the Equipment Committee.

The ISAF Staff would liaise with Nacra and the Nacra 17 Class to determine the cut off point for new boats built to the revised building specification and limit boats attending the 2016 Olympic Sailing Competition to boats built after this date.

There were no further updates from the other Olympic Classes.

6. Equipment Rules of Sailing (ERS)

(a) Equipment Rules of Sailing Working Party

Dimitris Dimou gave a verbal report on behalf of the Chairman of the Equipment Rules of Sailing Working Party regarding the 2017-2020 ISAF Equipment Rules of Sailing highlighting a successful Working Party meeting held at the ISAF Offices in March. The Committee requested that submitters of previous submissions on the ERS be notified that their submission had been considered by the ERS Working Party and the outcome of such consideration.

It was noted that a number of submissions had been prepared as a result of the March Working Party meeting and that these had been distributed to the Equipment Control Subcommittee and Equipment Committee members.

(b) ERS and IHC Measurement for Sails

The method of ERS and IHC measurement for sails was discussed at length by the Committee.

Jason Smithwick informed the Committee that there were over 38,800 ISAF In-House Certification stickers had been sold to date, and that these were placed on sails measured by 114 In-House Official Measurers (IOM) not including a large number of Official Measurers from MNAs using the ISAF Sail Measurement Training Course using a 1m batten to extend the sail edge to find the corner points. Whilst this method may not be perfect, it gives consistent and repeatable results and is easy to instruct to In-House Official Measurers with limited grasp of English and that currently there is no alternative method that produces similar results.

Dimitris Dimou explained that this method gave an artificial corner point that was reliant on

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the sail edge rather than the physical position of the corner of the sail.

The relative merits of each method were discussed before Kim Andersen concluded the discussion by recommending the Equipment Control Sub-committee determine a single solution and that this be done before the ISAF Sailing World Championships in Santander in September.

7. Sailing World Cup Equipment Inspection

A report regarding Equipment Inspection at the Sailing World Cup was discussed by the Committee.

An system of entering serial numbers of equipment to be used at any particular event, to be integrated with the online entry system for SWC events was discussed and thought to be a good idea, but was limited to classes that had serial numbering on all items of equipment. If this was to be developed further, all classes would need some method of tracking equipment. Dick Batt recommended that money be spent on creating a uniform method that is applied across all ISAF Sailing World Cup events. This consistency is important for teams and event organisers alike.

Dimitris Dimou noted the idea of checking if equipment has been certified was only valid at the time of certification, and there was no method of checking any 'post-certification' modifications. It was agreed that it was a sailor's responsibility to check and maintain equipment in compliance with the class rules.

Barry Johnson was asked to represent the Equipment Committee on the ISAF Sailing World Cup Management Group which he was delighted to agree to.

8. Role of Measurers and Equipment Inspectors

Kim Andersen introduced the paper produced by himself and Dina Kowalyshyn on the role of measurers and equipment inspectors in the national and international ISAF framework, noting that part of the problem was that there was no consistent place for the definition of measurers and equipment inspectors, and that the logical place for these was the Equipment Rules of Sailing. The definition of International Measurer was previously in the ERS, but removed during the latest revision in favour of including it within the Race Officials Manuals, specifically the International Measurers Manual. The existing definition of Equipment Inspector was considered weak and should be revised for the next edition of the Equipment Rules of Sailing.

9. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

Dimitris Dimou gave a brief verbal report on activity of the Equipment Control Sub-committee that was not already covered by the ERS proposals.

(b) Class Rules Sub-committee

The Chairman of the Class Rules Sub-committee was not present to give a report on activities and it was requested a written report be prepared and distributed with these minutes.

10. Reports & Opinions of Committees with Cross Representation

(a) Special Regulations Sub-committee

The Chairman of the Special Regulations Sub-committee was not present to give a report on activities and it was requested a written report be prepared and distributed with these minutes.

(b) Oceanic & Offshore Committee

The Oceanic & Offshore Committee representative was not present to give a report on activities and it was requested a written report be prepared and distributed with these

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minutes.

11. Any other Business

(a) National Flags on Spinnakers for the Olympic Sailing Competition

Dimitris Dimou spoke on a method of printing the national flags onto 470 spinnakers and a process used by North Sails whereby the flag was printed onto the panels before the sail is stuck together so that the flying shape of the flag is an accurate representation without distortions. There were a number of concerns, largely around requiring the design files for this method to be used and how would that impact on teams who were not north Sails customers. Dick Batt advised that similar software was commercially available to all sailmakers and so these methods could be widely used.

Barry Johnson informed the committee that this method was unsuitable for the 49er gennakers due to the silicone coating of the materials used and that the class did not want any repeat of previous issues from the Sydney 2000 Olympic Games, and that however time consuming and costly, the current method of cutting the national flags into the body of the sail was the only satisfactory solution. The 49erFX gennakers are made by a different manufacturer, however it was recommended the same process of cutting flags into the sail was followed. Barry Johnson would follow this up with the class and manufacturers concerned.

Dina Kowalyshyn raised the same question of the Nacra 17 gennakers. Observer Peter Vink from Performance Sails informed the committee that the materials used in the Nacra gennakers was different to the 49ers and that printing of national flags was a possibility; Dina Kowalyshyn suggested that all 49er/49erFX gennakers with national flags should be made in the same way which was unanimously agreed by the Committee.

(b) ISAF Classes

It was noted that since the last meeting of the Equipment Committee the Hobie 17, Hobie 18, Laser Vago and 29erXX classes have withdrawn from ISAF Class status.

Kim Andersen thanked the ISAF Staff and Committee members for their work and support. There being no further business, the meeting closed at 1520.