

World Sailing
Equipment Committee Meeting Minutes



Meeting Date: Friday 8th November 2024

Location: Room 324-325, Suntec Convention Centre, Singapore

Commencement Time: 09:30 to 17:00 (GMT+8)

Present:

Cedric Fraboulet (Chair)
Shevaun Bruland (Vice-Chair)
Dina Kowalyshyn
Saskia Clark
Matteo Plazzi
Roman Hagara
Aileen Yam Hoon Loo
Dimitris Dimou (Equipment Rules Sub-Comm. rep)
Matt Allen (Oceanic and Offshore Committee rep)
Eric Faust (World Sailing Classes Committee rep)
Sally Lindsay Honey (Special Reg. Sub-Comm. rep)
Helmut Czasny (Racing Rules Committee rep)

In attendance:

Yann Rocherieux (WS Vice President)
Jo Aleh (WS Athletes' Commission)
Jaime Navarro (WS Director of Technical and Offshore)
Francesco Gulizzi (WS Technical Manager)
Antonio Saporito (WS Technical Specialist)
Pilar Lopez (WS Classes Executive)
Katrina Ham (WS Safety & Offshore Manager)
Alexandra Rickham, (WS Director of Sustainability)
Paddy Boyd (Class Status Review Working Party Chair)
Fiona Wylde (X-15 Class Representative)
Dan Jasper (RS Venture Class Representative)
Ben Remocker (49er & FX Class representative)
Markus Schwendtner (Formula Kite Class Representative)

Apologies:

Juan I. Sienra Castiglioni
Jurgen Cluytmans
Alfred Pelinka (Para World Sailing Committee rep)
Pawel Kolodzinski (Athlete Commission rep)

1. Opening of the Meeting

Chair's Opening Remarks

Cedric Fraboulet started the meeting describing this last Olympic Quad as very challenging due to the many changes introduced affecting the format, the classes and the equipment used in the sport of sailing which has always been seen as very conservative. He reminded the group how these aspects embrace the evolution of the sport from grass roots to top level and thanked the World Sailing Staff for the help provided in managing changes to Class Rules and Building Specification, dealing with technical issues, ensuring the consistency and quality of Olympic Equipment and tackling new challenges linked to safety.

Cedric Fraboulet also noted the minutes of the Equipment Committee meeting held in May 14th, 2024 will be circulated after the meeting for approval.

Welcome from the Vice President and update from the Board

Yann Rocherieux welcomed the Committee members and observers on behalf of the Board which is currently focused on collecting feedback on the 2024 Olympic Games received from Athletes, Coaches, ITOs, NTOs and Staff. He highlighted that some areas require improvements such as sport presentation and the technical side of the sport and noted the need to simplify some of the processes ruling the sport. Yann reminded the group that the Equipment Committee makes very important decisions on Equipment, including Olympic, Offshore and other disciplines, which sometimes have a big impact on cost. He encouraged Jaime Navarro, World Sailing Technical and Offshore Director, to share the know-how from the work with the Americans Cup with the group and, finally, thanked the members of the Committee for their commitment based on volunteering work.

iQFOiL Sail Change Decision by email

Francesco Gulizzi explained that the Equipment Committee at the 2024 MYM received a special permission from Council to consider and approve the Sail Size changes request received by the iQFOiL Class after receiving a recommendation from the appointed iQFOiL Sail Size Working Party. The Working Party recommended to approve the class rule change and permit the use of the 8.0 m² sail for the Men division and the 7.3 m² sail for the Women division. The recommendation was approved by email by the Equipment Committee on the October 3rd, 2024.

It was also confirmed the Office received the required building specification of the new 7.3 sail from the Manufacturer and the new Class Rules will be published after the Conference with effective date January 1st, 2025.

2. Submissions

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

Shevaun Bruland presented Submission 030-24 as member of the Equipment Committee representing the Safety Commission, highlighting the link between the Equipment Committee and Sailing Incidents which quite often are related to equipment failure. She reported some examples including keel failure in cruising or offshore racing, foiling classes or structure failure of hulls and reminded the group the

aim of reporting incidents to World Sailing: to collect valuable information, investigate and share learning and best practices with the Sailing Community.

Shevaun Bruland explained that one of the priorities established since the first meeting of the Safety Commission was the update of Regulation 38 which concerns the reporting of safety incidents to World Sailing. Following the establishment of a joint Working Party between the Safety Commission and the Oceanic & Offshore Committee, Regulation 38 was reviewed in consultation with the World Sailing Medical Commission and feedback from relevant World Sailing Committees Chairs was collected. Alongside redrafting Regulation 38, a safety policy was developed which now contains the guidelines to report incidents to World Sailing and highlights World Sailing interest in serious injuries, fatalities or incidents that could have realistically resulted in serious injuries or fatalities. While Regulation 38 has been simplified and now better defines an incident, the process to report incidents to World Sailing and the obligation for MNAs and OA to report incidents through a simplified Online Form available on the World Sailing website, the Safety Commission has committed to review the Safety Policy at least once every 12 months

The amendments of the Constitution Committee as agreed by the Safety Commission have been also noted and not considered to be substantial change to the original submission.

Shevaun Bruland proposed to recommend approval of the submission as amended by the Constitution Committee. Dina Kowalyshyn seconded it. The Equipment Committee voted with the following results:

Approve: 13

Reject: 0

Abstain: 0

3. World Sailing Class Associations

Plaque Sales Trend (2020-June 2024)

Pilar Lopez gave an overview of plaque sales from 2020 to June 2024 showing an increase in sales from 2020 to 2022, with a peak in 2022, followed by a decrease in 2023 and 2024. It was noted the decline may not reflect reduced interest but could be due to bulk purchases made by manufacturers in previous years.

Key Classes Driving Sales and New Class Impact (2020-2024)

Pilar Lopez explained how the concentration of plaque sales is based around a few classes making up 75% of total sales over time. From 15 Classes on 2020 to only 6 classes in 2023 accounted for 75% of sales, highlighting the increasing dominance of popular classes like Optimist, ILCA 4-6 & 7, and Techno 293. It was also noted that the Formula Kite and iQFOiL classes showed strong initial demand, but sales have now stabilized.

Class World Championship Compliance Report (2023)

Pilar Lopez highlighted the importance of compliance with Regulation 10.4 for ensuring the integrity and continuity of the classes' ability to host World Championships. Pilar explained the compliance statistics and key insights from the report published as supporting paper stating that most classes have complied with key regulations. The areas with the highest compliance were event registration and report submission while improvements are needed in appointing International Measurers and meeting participation levels.

Shevaun Bruland noted the need to look at the level of compliance with the World Championship requirements when reviewing Regulation 10.

Classes 2023 Satisfaction Survey

Pilar Lopez presented the overview of the 2023 Satisfaction Survey, highlighting how the Office effort on improving services for Classes is recognised. Overall, satisfaction improved from 76.61% in 2022 to 80.24% in 2023. Pilar explained the Office is focusing on areas where there is room for growth which requires further attention: Annual Report Quality (74.53%) and Class Rules Changes (70.19%). Pilar finally concluded thanking the Classes for the input provided and noting how the Office greatly valued the feedback, which will guide on improving services and strengthening collaboration.

World Sailing Class Status Working Party and Recommendations to Council.

Paddy Boyd, Chair of the World Sailing Class Status Working Party, explained the Working Party was established to formulate a strategy for the regular review of World Sailing Classes and recommendations for any changes to their World Sailing status. Paddy noted that as per the criteria listed in Regulation 10, WS Classes need to comply to maintain their WS Status. These Criteria were used by the Working Party to establish a scoring matrix which allows the group to assign points based on how the classes comply. Any Class above 7.5 points was placed under review, contacted by the Office and a more in deep investigation conducted before the meeting. The following was reported:

- The IKA - As Youth Foil Class voluntary withdrawn their status
- The IMOCA, Flying Junior and Vaurien Classes were initially placed under review but were not recommended to withdraw the status as issues with the Class agreements were resolved.
- The Melges 32 and RS21 Classes were initially placed under review but were not recommended to withdraw the status as the Working Party deemed appropriate to give more time to the Classes to meet the requirements listed in the Regulation. The Working Party will update the Equipment Committee at the next Equipment Committee meeting.
- The Nacra Infusion, Nacra F20 carbon, Topcat K1 and Diam24 were recommended to have their Class Statuses withdrawn.

Dina Kowalyshyn proposed to accept the recommendation of the Working Party and withdraw the Class Status of the Nacra Infusion, Nacra F20 carbon, Topcat K1 and Diam24. Matt seconded it. The Equipment Committee voted with the following results:

Approve: 12
Reject: 0
Abstain: 1

Dina Kowalyshyn proposed to accept the recommendation of the Working Party and withdrawn the Class Status of the RS21 at the next Equipment Committee meeting if the Class will not pay the royalty fee due to World Sailing before the end of December 2024. Shevaun seconded it. The Equipment Committee voted with the following results:

Approve: 12
Reject: 0
Abstain: 1

Jaime Navarro confirmed the office will come back to the Equipment Committee to confirm the status of the RS21 Class royalties at the beginning of 2025.

SB20 Class and Equipment Committee Decision

Francesco Gulizzi noted the work of the SB20 Class which resolved its governance issues following the Equipment Committee 2023 Annual Conference Recommendation.

The Class and the Designer appointed Devoti Sailing as the new licensed builder of SB20 boats, agreed to pay the outstanding debts and is ready to sign a new three-party Class agreement with World Sailing. White Formula stopped production and is no longer licensed to build SB20 Boats. The Committee considered the SB20 proposal and recommended to maintain their World Sailing Class Status, along with approval of the new proposed builder. The Office will work with the Class to review the proposed Class Rules and is ready to sign new agreement pending confirmation that the new boats meet all the technical requirements. An appointed International Measurer, or the Class on behalf of the appointed International Measurer, will need to send the International Measurer report approved by the Class after measuring the first boats produced by the builders. The Committee postponed the withdrawal of the SB20 Class Status and expects the Office to confirm the implementation and effectiveness of the SB20 proposal at the next Equipment Committee meeting.

ISCA Class and Equipment Committee Decision

Francesco Gulizzi noted the work of the ISCA (sunfish) Class which presented the alternative necessary frameworks, structures, contracts, and rules developed and ready for implementation following the Equipment Committee 2023 Annual Conference Recommendation.

The ISCA appointed ZIM Sailing as the new licensed builder of ISCA boats, asked World Sailing to sign a new two-party Class agreement and wishes to stop selling plaques to Laser Performance.

Dina Kowalyshyn proposed to maintain the ISCA Class Status, approve the Class Rules Changes submitted by the ISCA to facilitate the approval of the new builder and sign the new Class agreement. Saskia Clarke seconded it. The Equipment Committee voted with the following results:

Approve: 12
Reject: 0
Abstain: 1

Francesco Gulizzi confirmed the Office will work with the Class to review the proposed Class Rules and it is ready to sign new agreement pending confirmation that the new boats meet all the technical requirements. An appointed International Measurer, or the Class on behalf of the appointed International Measurer, will need to send the International Measurer report approved by the Class after measuring the first boats produced by the builders. The Committee expects the Office to confirm the implementation and effectiveness of the ISCA proposal at the next Equipment Committee meeting.

Update from the Office on the IWCA Class and Equipment Committee Decision

Francesco Gulizzi noted the IWCA (windsurfer) Class did not resolve its governance issues.

Aileen Loo proposed to approve the recommendation of the Working Party: withdrawal of Class status at 2025 Mid-Year Meeting if issues are not resolved by the end of December 2024. Saskia seconded it. The Equipment Committee voted with the following results:

Approve: 12
Reject: 0
Abstain: 1

The Committee expects the Office to update the group with any further information provided by the Class or the Builder at the next Equipment Committee meeting.

Regulation 10 not fit for purpose

Paddy Boyd explained that Regulation 10 is no longer fit for purpose and the role of the World Sailing Classes and their contribution in developing sailing should be reviewed. Paddy also recommended the Equipment Committee reviews Regulation 10 to establish a new relationship between World Sailing and the Classes.

Cedric Fraboulet agreed that the evolution of Regulation 10 should be a priority for the next Equipment Committee group.

Review of the X15 Class application and Equipment Committee recommendation to Council

Fiona Wylde presented the application of the X-15 Wingfoil Class highlighting how the Wingfoil discipline is bringing new people in the sport of sailing, young sailors or expert sailors from other disciplines. She explained that the goal of the Class, alongside Starboard, is to develop the first One Design Wingfoil Class and provide the network and direction for people interested in Wingfoil One Design racing.

Francesco Gulizzi noted the recommendation of the Working Party to defer the decision until the next Equipment Committee meeting, giving time for the class to complete the following outstanding regulatory requirements:

- Final approval of the Class Rules and Builder specifications
- Verification of global distribution
- Signed agreement

Jaime Navarro confirmed the Office very much welcome the application of the X-15 Class and reminded the group that the Wingfoil discipline has been already introduced in World Sailing with two classes using open equipment and about the recognition of the expression and racing discipline world tours. Jaime Navarro highlighted that the X-15 Class application includes a sustainability breakdown and encouraged the group to consider a similar requirement when reviewing Regulation 10.

Dina Kowalyszyn proposed to approve the recommendation of the Working Party. Shevaun Burland seconded it. The Equipment Committee voted with the following results:

Approve: 12

Reject: 0

Abstain: 1

The Committee expects the Office to update the group with any further information provided by the Class at the next Equipment Committee meeting.

Review of the RS Venture Connect Class application and Equipment Committee recommendation to Council

Dan Jasper presented the application of the RS Venture Connect Class highlighting that the Class has been selected as the two-person technical equipment for the Para World Sailing event since 2018. Dan Jasper noted that the Class had 100% supplied equipment at the Para World Sailing events to facilitate attendance and worked with MNAs to have equipment at lower price to help some nations. Dan Jasper confirmed the Class is happy to work with the Office to provide any missing information required by the Regulation.

Francesco Gulizzi noted the recommendation of the Working Party to accept the exception for the global distribution based on the parasailing approach but defer the decision until the class complete the following outstanding regulatory requirements:

- Final approval of the Class Rules and Builder specifications
- Verification of global distribution
- Signed agreement

Jaime Navarro asked if, given the reason behind the global distribution exemption, the RS Venture World Championship will always be a parasailing event. Dan confirmed the RS Venture World Championship will always be a parasailing event.

Shevaun Burland proposed to approve the recommendation of the Working Party. Dina Kowalyshyn seconded it. The Equipment Committee voted with the following results:

Approve: 12

Reject: 0

Abstain: 1

The Committee expects the Office to update the group with any further information provided by the Class at the next Equipment Committee meeting.

4. Equipment Rules Sub-Committee

Update from the Equipment Rules Sub-Committee Chair

Dimitris Dimou noted that a written report was circulated before the meeting and highlighted the list of tasks the Sub-Committee will focus on before the end of the term:

- Update the Standard Class Rules template which was developed for measurement control classes and has not been reviewed for the last 20 years.
- Define the standard wording to be used in the rules to refer and describe to safety standards for safety gear.
- Update the Equipment Rules of Sailing with few corrections needed
- Develop standard templates for Equipment Rules, Regulations and Policies at Events
- Update the Guide to Equipment Control for Certification and Equipment Inspection
- Review the Class Rules Changes procedure

Report from the Office on the class rule changes

Antonio Saporito noted that a supporting paper was distributed including all requests reviewed and approved by the Sub-Committee and thanked the Classes for following the standard procedure when submitting Class Rules Changes for World Sailing approval and remind the group that the next deadline to submit request is the 15th of December.

Francesco Gulizzi highlighted that the classes are providing positive feedback about the procedure which proved to substantially help the daily work of the Office and the Sub Committee. Francesco noted the need to address the challenge the office is facing on reviewing and approving requests to transition old-format rules to the standard class rules, which often requires extensive work including many meetings with the Classes and the Sub-Committee. He also explained that sometimes the Office find rules creating conflicts with WS Regulation, Class Agreement, Equipment Rules of Sailing, Racing Rules of Sailing or the same class rules and asked the Committee to suggest a way for the Classes to automatically amend the required text without following the standard class processes which often requires many months before submitting a new request to World Sailing.

Dimitris Dimou confirmed the issue and explained it is a matter of the Class Constitution which should allow the Class technical representative to implement small changes without going to the full members for a formal vote. Dimitris reminded the group that Class Rules cannot change WS Regulation, Class Agreement, Equipment Rules of Sailing or Racing Rules of Sailing and finally highlighted the need to update the CRC request procedure to allow World Sailing to request the implementation of these changes.

The Committee agreed on the need to update the procedure and expects the Office to present an updated version addressing the challenges presented.

2025 – 2028 Equipment Rules of Sailing and approval of the corrections

Francesco Gulizzi presented the typos found in the 2025 – 2028 Equipment Rules of Sailing already published on the World Sailing website, previously approved by the Equipment Rules Sub-Committee and distributed to the Equipment Committee ahead of the meeting.

The Committee considered the corrections and approved them in block.

Francesco Gulizzi confirmed the document will be updated and re-published and circulated to all relevant group by the end of the year.

5. Safety

Safety Panel Update

Shevaun Burland presented the Safety Panel updates as member of the Safety Commission. She explained the safety panel meets periodically to review safety incidents reported to World Sailing and reports to the Safety Commission and World Sailing Board. Shevaun highlighted the lack of engagement to provide details concerning incidents which sometimes makes difficult for the Panel to understand the reasons behind them. Shevaun highlighted that seven people lost their life while sailing in one year and stressed the need to share learnings with World Sailing and the wider Sailing Community.

Shevaun noted most incidents reported to World Sailing occurred in Offshore Sailing, which highlights how the knowledge of investigating and reporting is much more diffused in this discipline, and in events where the Racing Rules of Sailing are not applied. Shevaun explained the intention to set up a working party to look at the significance of head injuries, helmet standards and impact vest for sailing, since last year 10% of incidents involved head injuries and 50% of them resulted in a fatality. Shevaun also noted that 3 major fires incidents linked to lithium batteries (2 boats being abandoned and the crews rescued) were reported highlighting how an increased number of boats are expanding their usage of batteries on board to store power. Shevaun concluded by presenting the plan of the Safety Panel to improve the online incident reporting portal and the page where all incidents are logged which will require World Sailing IT support.

6. Regulation 23

Regulation 23 Working Party

Jaime Navarro updated the group about Regulation 11 (new Regulation 23) highlighting how the objective of periodically reviewing Olympic Events and Equipment has not change. He explained that seven years before the event, World Sailing will need to decide which 4 events will need to be placed under review and decide, as the outcome of the review, to either retain the event and retain the equipment, retain the event but change the equipment or change the event and the equipment. Jaime noted the need to develop the policy documents which will guide World Sailing on how to select and evaluate events and equipment and that the Council will not be able to vote if the recommendation does not come from the Equipment Committee.

Dina Kowalyshyn, as a member of the Regulation 23 Working Party, explained that the policy documents will need to be completed and accepted by the next Annual Conference and highlighted the need to set up a working party to have the policies drafted by the Mid-Year Meeting.

Jaime Navarro noted that the review of the events, even if the outcome is to maintain them, is healthy for the Organization and will be helpful to address issues the Office found during the Olympic quad.

Saskia Clarke reminded the group that World Sailing has invited new Classes to apply to participate at the 2026 and 2027 World Sailing World Championship as an opportunity to test, display and potentially be considered as alternative options to the current Olympic Equipment.

Jaime Navarro confirmed the intention of World Sailing but explained that participating at the World Sailing World Championship is not part of the process to review and select new events and equipment.

Dina Kowalyshyn summarised the tasks the working party should focus and include in the policy:

1. Outline how the Organization will act in specific situations and how it will handle matters within its field of focus
2. Provides guidelines and procedures for decision-making
3. Alignment of evaluation trials with calendar of equipment under review.
4. Review of the Olympic vision to develop standard criteria for evaluation
5. Create standard bid documents for on the water trials
6. Scout locations and make initial outreach at the correct times in each quad

Shevaun agreed with Dina and highlighted the need for the Working Party to review both the old Reg 23 and new Reg 11 to highlight the sections around equipment evaluation removed from the Regulation which will need to be listed in the policy.

Dina Kowalyshyn proposed the appointment of the Working Party. Shevaun Burland seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

Guidelines for Building Specification Changes of Olympic Equipment

Francesco Gulizzi highlighted the various requests received from Olympic Classes to change building specification outside the processes and timelines included in Regulation 11 and the need to have clear guidelines to address these requests for the office and the Equipment Committee to consider and approve them. Francesco Gulizzi explained the Office, following the request of the Equipment Committee Chair, prepared a document which was shared with the group before the meeting for review, endorsed by the Equipment Rules Sub-Committee and asked the Equipment Committee to approve it.

Shevaun Burland highlighted the importance of having guidelines on when changes can be requested and considered inside the 5 years before the games from when the equipment is selected, endorsed the document and propose to include them in the World Sailing policy register as an Equipment Committee Policy.

Jo Aleh noted the need to allow classes to make small changes to increase the lifespan of the equipment or reduce costs without effecting the performance and pointed out that safety, which is according to the guidelines one of the reasons to consider a change, should also include athlete wellbeing.

Dimitris Dimou explained that improving the longevity of the Equipment could be considered a "structural Failure", as listed in the guidelines as one of the reasons to consider a change listed in the document.

Jaime Navarro highlighted that a definition of Equipment Evolution is required to understand if there is a need to change something within an Olympic cycle and clarify the decision-making process. Shevaun Burland agreed with Jo and suggested to consider athlete wellbeing a "safety issue" as reported in the guidelines, and reminded the group that issue linked to athlete wellbeing could also be dealt through class rules changes.

Francesco Gulizzi reminded the group that WS Regulation has a detailed list of requirements that Classes need to provide to the Office before approval is granted and that the policy lists in which cases a building specification change can be accepted for review outside the timelines highlighted in Regulation 11.

Yann Rocherieux confirmed that the policy is supported by the Board and highlighted the need for WS to work together with the classes, copyright holder and the builders to review and approve building specification changes.

Shevaun Burland proposed to accept the guidelines and convert them into a policy. Dina Kowalyshyn seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

7. Olympic Sailing Competition

Paris 2024 Supplied Equipment (audits & selection, allocation & distribution, inspection & controls during the event, repairs & replacement)

Antonio Saporito provided a report on the iQFOiL & ILCA Supplied Equipment highlighting the amount of work required by the Office to monitor the quality of the Equipment starting with the audits and the selection of the builders, through to the allocation and distribution of the equipment items and finally the inspections and controls, including repairs and replacement, during the Olympic Games. Antonio noted the processes and challenges found by the Office when managing the iQFOiL supplied equipment are detailed in the supporting paper distributed ahead of the meeting.

Jaime Navarro highlighted the huge effort from the supplier, organising authorities and the Office in order to supply equipment and thanked Starboard for the equipment and help provided. Jaime explained how WS relied hugely on the information provided by Starboard before the allocation of the equipment and noted the need for the Office to be involved in the quality controls procedures at production before the equipment is distributed to sailors to avoid last minute challenges.

Antonio Saporito thanked the suppliers and ILCA technical team for the work and help provided and noted the good relationship built between the Office and ILCA technical teams. It was highlighted that better management of the information flow is required, especially when and how the selected hull builders are communicated.

Scanner activities: iQFOiL & Nacra17

Antonio Saporito noted the scanner was used by the Office to check the Nacra17 and iQFOiL foils and all details can be found on the supporting paper published ahead of the meeting.

Nacra 17 DNA & Element6 daggerboards

Antonio Saporito presented the differences found between the DNAs and Element6 Daggerboards, highlighting that DNAs daggerboards are not anymore available in the market but still used by some sailors. It was noted that a report was published ahead of the Equipment Committee meeting and the same report was shared with the Class more than a year before the meeting.

Roman Hagara, questioned if the DNAs daggerboards should be still used in the Olympic Games. Jaime Navarro noted WS audited the manufacturer and now understand what the production tolerances are which would allow WS to draft rules and have a better levelled playing field at events. Jaime Navarro explained that all Olympic teams already have Element 6 daggerboards and according to the manufacturer a decision to stop the used of DNAs foils would be manageable in terms of guaranteeing Element 6 daggerboards to all N17 teams.

Roman Hagara proposed to recommend allowing only E6 daggerboards in LA2028. Dina seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

Other equipment provided by the organising authority (on board camera, mounts, trackers, sport equipment branding)

Jaime Navarro explained that more work is needed in preparation to LA2028 in terms of better testing camera mounts and working closer with the industry. Jaime Navarro noted the improvement on the equipment branding compared to Tokyo2020.

Paris 2024 report received from TC Chair

Francesco Gulizzi noted a report was received from Jurgen, distributed to the Equipment Committee and published on the WS website ahead of the meeting.

Dimitris Dimou highlighted the future need for a better detailed report including all challenges found, improvements needed and Q&A from athletes, coaches and team leaders.

Jaime Navarro highlighted the need to make sure that people appointed in the Technical Committee at the next Olympic Games have the same approach and follow the same policies when interpreting rules.

Update on changes to Equipment for LA 2028: iQFOiL

Francesco Gulizzi noted the approval process has been already explained in agenda item 1 of the meeting. The Equipment Committee approved the use of the 8.0 m² sail for the iQFOiL Men's division and the 7.3 m² sail for the iQFOiL Women's division.

Shevaun Burland noted the need to receive detailed information in terms of testing, analysis and considerations, highlighting the challenges of taking important decisions with poor information.

Jaime Navarro noted the need to include some extra flexibility in the approval system for new Olympic Classes.

Update on changes to Equipment for LA 2028: 49er & 49erFX

Francesco Gulizzi noted that the reports endorsed by the ERSC Chair including all the requests and information provided by the Classes were distributed to the Equipment Committee members ahead of the meeting. The following changes have been presented by the Office and Ben Remocker as Class Representative was invited to comment when needed.

1. Mould Specification Change:

Modification to add flat area approximately 90mm long under gunwale at bow mirroring flat on deck mould where Stem Head fitting is mounted.

Dina Kowalyshyn proposed to approve the change and Saskia Clark seconded it. The Equipment Committee voted with the following results:

Approve: 13

Reject: 0

Abstain: 0

2. Bowsprit Tack Line Hole Specification Change:

Addition of the following dimensions to the bowsprit tack line hole as currently unspecified in the build spec and/or class rules:

Diameter: 5mm

Location: 10mm from the aft end of the pole

Francesco Gulizzi noted the recommendation of the Office to approve the request given the improvement in consistency by resolving the unspecified location in the builder manual pending receipt of the following:

- Confirmation from the Builders that the approved changes will be implemented onto existing bowsprit as service to the sailors.
- Confirmation from the Class that only bowsprit with the updated location of the tack line hole will be considered class legal.
- Tack line hole diameter and location to be added to the WS approved Builders Construction Manual.

Dina Kowalyshyn proposed to approve the recommendation of the Office. Dimitris Dimou seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

3. Deck and Wings Grip Specification Change

Aft of the front wing mount, the deck may be supplied with Gelcoat non-skid or a smooth surface to take glued on non-skid.

Wings may be supplied with Gelcoat non-skid or a smooth surface to take glued on non-skid.

Francesco Gulizzi noted the recommendation of the Office to approve the request given the increase in safety pending receipt of the following:

- Non-skid 2D Dimensions
- Non-skid Weights
- Non-skid kit Costs
- Diagram showing the areas on the deck and wings where the non-skid may be applied.
- Dimensions, weights and diagrams to be added to the WS approved Builders Construction Manual

Roman Hagara asked why the change will not be mandatory for all boats given the reason provided by the Class are linked to safety.

Jo Aleh explained that it is already common practice for sailors to use Gelcoat non-skid or a smooth surface to take glued on non-skid.

Francesco Gulizzi noted that the builders plan to supply one-design non-skid kit at the cost of around 900 euros.

Ben Remocker confirmed Jo's explanation and noted that the proposal would allow builders to supply the boat from the factory as wanted by the sailors who are already placing non-skid or using Gelcoat non-skid.

Shevaun Burland proposed to approve the recommendation of the Office. Dina Kowalyshyn seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

4. Wing Specification Change:

Addition of 1 extra layer of 165g cloth to underside of wings

Francesco Gulizzi noted the recommendation of the Office to approve the request given the structural failure of the equipment pending receipt of the following:

- 165g cloth layer dimensions
- 165g cloth technical datasheet
- Updated layup of the wings
- Updated weight of the wing
- Confirmation from the Class that only wings complying with the updated specification will be considered class legal in LA2028

- Dimensions, technical datasheet, layup and weight to be added to the WS approved Builders Construction Manual

Saskia Clark proposed to approve the recommendation of the Office. Dina Kowalyshyn seconded it. The Equipment Committee voted with the following results:

Approve: 13
Reject: 0
Abstain: 0

5. Corrector Weight Stowage Specification Change:

Add 25mm ID fiberglass tube 1400mm long inside foot rail to stow corrector weight.

Francesco gulizzi noted the recommendation of the Office: the change will improve the equipment but cannot be retrofitted to existing boats and given the reasons for the change is not linked to safety, structural or material shortage issues, this Building Specification Change request shall be managed following the processes and timelines defined by Regulation 11 (New Regulation 23).

Shevaun Burland agreed with the Office recommendation and pointed out that the approved Guidelines for Building Specification Changes of Olympic Equipment would not allow the Equipment Committee to consider the Corrector Weight Stowage Specification Change. The Change should come back in two years' time and presented by the class as an evolution of the hull for the next quad.

Jaime Navarro asked if this change should be considered as a "nice to have" change, this change may lead to differences in equipment to be used at the Games. Most of the stakeholders, including the coaches commission, prefer to avoid this scenario.

Shevaun Burland proposed to approve the recommendation of the Office. Matt Allen seconded it. The Equipment Committee voted with the following results:

Approve: 10
Reject: 3
Abstain: 0

6. 49erFX Mast, Sails & Centreboard

Ben Remocker presented the issue of FX sailors having to gain weight to be able to remain competitive in the FX Class and the intention of the Class to present the following changes to the Equipment Committee for immediate implementation: decrease the sail size by 8%, to make the top mast more flexible, raise the centreboard up by 15 cm and change the shape of the spinnaker providing some details of the analysis and modelling along with tests performed on the water.

Shevaun Burland highlighted that the changes presented do not fit within the approved guidelines for Building Specification Changes of Olympic Equipment and noted the need to receive more details regarding the cost and sustainability implications, distribution plan, quality controls procedures and impact to sailors already sailing current equipment in preparation for LA2028.

Matt Allen asked Ben Remocker to share the survey presented to the sailors with the Equipment Committee together with detailed information of the testing of the new equipment when formally submitting the changes to WS.

Jaime Navarro noted the changes presented are to be considered evolution of the equipment and regulation 23 should be followed to consider the proposed changes.

Jo Aleh confirmed the sailors are happy to find a way to reduce the optimum weight of the athletes and that the survey clearly reflected the opinion of the sailors. However, Jo highlighted the right balance with cost should be found.

Roman Hagara highlighted that similar issues with the athletes' weight is present within most Women's Olympic classes and a common approach should be followed.

Dina Kowalyshyn explained that using equipment designed for Men and modifying it to fit Women sailors was the problem.

Update on changes to Equipment for LA 2028: Formula kite

Francesco Gulizzi noted the building specification change requests received from two different foil builders, one to solve structure failure issues of the equipment and the second one to improve the building process to solve some technical issues. According to the current registration program, foil or kite manufacturers can register equipment every 4 years, the deadline for submitting the new designs for the Olympic Quad 2025-2028, was the 15th of March 2024. Currently, there is no formal process defined by the Class that allows changes to equipment after the defined deadline.

Francesco Gulizzi explained the Office has worked with the class and jointly agreed to consider a building specification change request when material used is no longer available as according to the current Class registration programme, everything else, which would allow performance gains, financial benefits or resolution of technicalities issue, should have been figured out by the builders before the official deadlines. It was highlighted that WS could consider the changes presented by the builders only after receiving a formal request from the Class to change the class rules or the registration system. Shevaun Burland noted the need of flexibility to address the structural failure issues, given the 90% failure rate presented by the builder, to avoid ending up with a monopoly and promote a system with multiple builders.

Dina Kowalyshyn highlighted the reason for having a series production registration system is to have multiple manufacturers registering different equipment which should, however, have been properly tested before the deadline.

Markus Schwendtner, as Formula Kite Class Representative, explained that the recommendation from the class is not to approve the changes requested since there are three successfully registered builders with six different registered models and only one of them is failing because proper testing was not done before the registration deadline.

Jaime Navarro confirmed that WS saw manufacturers finishing their production the day before the deadline however also highlighted the need for flexibility in case more than one registered foil, if not all, suddenly start to fail and recommend the class to work with WS to modify the registration system to allow changes when necessary.

8. Sustainability Updates

Alexandra Rickham presented an update on the 2030 Sustainability Agendas objectives related to Equipment matters and highlighted how the work of the World Sailing Technical Department around quality control is linked to the sustainability aspect of the sport, since the quality of the equipment has a huge influence on the number of spare parts purchased by sailors.

LCA project

Alexandra Rickham explained that alongside the quality, World Sailing is planning to start an LCA project with builders of the Olympic Classes and potentially expect to see its use already in LA2028 for the selection of the equipment and suppliers for the Olympic supplied equipment Classes. It was noted how the LCA project is a huge step change to select the most sustainable suppliers and to consider the sustainability impact when selecting Olympic Equipment. The LCA will allow World Sailing to fully understand what the true impact of the equipment in terms of the main sustainability factors is, from what the equipment is made of, how it is produced and figure out its end of life and disposal.

MarineShift360, which is a tool created by 11th Hour and already used by the IMOCA Class, will be used.

Dina Kowalyshyn asked how the Office is planning on comparing manufacturers and if the comparison will focus on the building specification provided by every manufacturer.

Jaime Navarro pointed out how this project will allow for education of World Sailing and the builders in performing the assessment and using the tool to standardise the LCA within the Olympic Classes focusing on the boundaries of the analysis, on what is required to be provided, including specification, and what is needed to compare different manufacturers.

Dina Kowalyshyn reminded the group how these activities can easily increase the cost of the equipment and highlighted that performing these analyses maintaining the same cost of equipment would be a great achievement.

Alexandra Rickham agreed with Jaime and Dina and highlighted the need to implement the LCA starting from Olympic Builders, making sure to understand what is realistic to achieve, without impacting negatively to the sport of sailing.

Dina Kowalyshyn finally emphasized the need to expand the knowledge of recycling techniques to the rest of the marine industry since sailing is only a fraction and recycling in boating could have huge impact on the wide community.

Alexandra Rickham concluded confirming the intention of World Sailing is to expand to the wider community and explained the Office is partnering with MetsTrade to better position World Sailing within the industry.

Equipment Recycling Hubs

Alexandra Rickham mentioned World Sailing is working with the classic sailing regattas to achieve consistency in setting up standard equipment recycling hubs to focus on what sailors are disposing the most, from parts of the boat to personal equipment such as gloves. She explained the end of life of sailing equipment has a big influence on the sustainability impact of the sport and World Sailing is looking for recycling partners to jointly work on this project.

Carbon Fiber Circulating Project

The Sustainability Department has been part of the carbon fiber circulating project in collaboration with many other Olympic sports. The IOC is working alongside Deloitte looking at sailing's carbon fiber usage at the Olympics, as it is considered an extremely high value material characterized by a massive footprint with associated disposal problems.

Olympic Vision & Supplied Equipment

Alexandra Rickham explained that supplied equipment alongside the work around quality controls could really see a massive shift in WS footprint. Alexandra noted the exercise made at the last chance regatta to compare the travel data of chartered equipment against equipment brought from each athlete which showed how chartered equipment has a much lower impact compared to personal equipment. However, there is no point in mandating supplied equipment when sailors are bringing their own equipment for training, since it just doubles the impact.

Saskia Clark highlighted that richer teams will always buy new equipment to find the best gear and asked if limiting the amount of equipment per campaign would create a better levelled playing field and lower the sustainability impact.

Alexandra Rickham agreed that limiting the amount of equipment used in a campaign would positively influence the sustainability impact and will make sure this option is considered as part of the review of the agenda 3030.

Jo Aleh explained the same topic was extensively discussed with the Athletes Commission and confirmed the main reason for purchasing new equipment is linked to differences in quality of the same part and sailors searching for better performing equipment. Jo also highlighted the need to focus on quality controls, properly manage building specification changes and investigate the possibility of implementing supplied equipment at events for sails or consumables parts in general only.

Jaime Navarro reminded the group that decisions around equipment used at events is part of the role of the Equipment Committee and noted the need to be realistic in what can be achieved by LA2028 and by Brisbane 3032. According to the Olympic Vision, the requirements in terms of supplied equipment seem to increase and the Equipment Committee will need to focus on clarifying to athletes what equipment is going to be supplied.

Erik Faust noted that the ILCA Class has supplied equipment since the first world championship in 1974 with the reasons behind to obtain fair competition, avoid sailor bringing modified boats to events and to facilitate the hosting of events worldwide, in places where access to boats might not been possible. Erik Faust explained, however, that mandating supplied equipment will not create a sustainability benefit due to sailors bringing their own equipment for training.

9. Equipment Governance

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

Antonio Saporito updated the Committee on the status of World Sailing's Manufacturer Certification System for Olympic equipment highlighting the goal of the office to obtain a level playing field through the introduction of additional controls during pre-event equipment inspection compared to Tokyo2020, including the use of the 3D Scanner to check hydrofoils, and the use of supplied equipment for ILCA and iQFOiL.

Antonio Saporito explained the objective of the system is to reduce the cost associated with quality issues, reducing frequency of replacement and the associated sustainability implications. The Office defined the equipment baseline, including 166 equipment items, 38 manufacturers, building specification structure and the associated audit plan. The regulatory framework, including the Olympic Class Agreement, Commercial Undertaking and Certification System Manual, is also completed and the Office will now focus on the implementation phase which will require Manufacturer Audits and Event Inspections, Production and Quality Control reporting, Building Specification gathering and Life Cycle Assessment.

Finally, it was noted that the Office will be focusing on inspecting all Formula Kite registered builders in 2025 before issuing the formal WS license.

Jaime Navarro noted the Office is now moving to the implementation of the Certification System which will allow manufacturers to self-certify the Olympic equipment built under WS process with the Office auditing manufacturers to ensure they are building and certifying equipment as they are reporting to WS.

Jaime Navarro highlighted the importance of reporting the progression of production and quality witnessed by the Office to the Equipment Committee, however this will be challenging due to the confidential nature of the information.

Update from the Office on the In-House Certification programme

Francesco Gulizzi noted the paper distributed ahead of the meeting including all recent Office activities and Sailmakers and highlighted that ORC fully joined the Programme, however only 30% of the builders IHC certify ORC sails. Francesco confirmed the Office will work with both rating systems, IRC and ORC, to have a standard procedure to certify and communicate the measurements to the rating offices. In addition, it was noted that the IHC training presentation was updated following the publication of the new Equipment Rules of Sailing and will be circulated to the MNAs running the system on behalf of WS. Finally, the 2025-2028 audit plan was drafted and is ready to be implemented.

Update from the Office on the WS Equipment Registration System

Francesco Gulizzi noted the paper distributed before the meeting including the number of models registered since the last annual conference. It was also highlighted that the method used by the builders to submit information to WS should be improved and the Office will work toward an online registration system.

10. Any Other Business

Weight in Formula Kite Class

Cedric Fraboulet noted the report received from the Formula Kite Women Athletes, stated that athlete welfare shall be a priority for WS and asked the Office to present the issue.

Jaime Navarro highlighted the paper was not distributed due to the sensitive feedback contained in the survey included in the report and explained the current equipment that has been used in the kite women event is linked to an athlete weight that is not the average weight that WS sees in the sailing community. Jaime Navarro explained that athletes are seeking to be as heavy as possible to gain a competitive advantage which could potentially lead to physical and mental issues.

Jaime Navarro noted the need to appoint a Working party, including the medical and athlete commissions and the other relevant stakeholders' representatives, to review the issues and propose potential solutions as changing the format, limit the equipment or limit the weight.

Jo Aleh agreed with Jaime with the need to appoint a working party and highlighted the need to involve the Class.

Shevaun Burland agreed with Jaime and Jo highlighting the need to have a short-term approach for the 2025-2028 Olympic Quad and a long-term approach for the next Olympic Quad which could be the use of different equipment specifically designed for women different from the men equipment.

Dina Kowalyszyn highlighted that less than 50 women athletes are active in the Olympic circuit and the need to act and find a solution as soon as possible.

Markus Schwendtner confirmed the intention of the Class to find a solution, to be as much as inclusive as possible and find a solution in collaboration with WS as soon as possible.

Jaime Navarro noted that the Board should appoint the Working Party.

The Equipment Committee unanimously approved the recommendation to Council, not based on Submission, to appoint the Working Party.

Cedric Fraboulet thanked the Equipment Committee Members, the Office and the observers and closed the meeting.