

2016 World Sailing 年次総会出席報告

SR, EQ, OC 関係

2016年12月7日

角晴彦

スペイン、バルセロナで行なわれた WS 総会に出席したので報告します。

日時：2016年11月8日～10日

場所：バルセロナ、スペイン

出席オープンミーティング：

11/8 スペシャルレギュレーション・サブコミッティー

11/9 エクイップメント・コミッティー

11/10 オセアニックアンドオフショア・コミッティー

1. スペシャルレギュレーション・サブコミッティー

本サブコミッティーの結果はオセアニックアンドオフショアコミッティーに回され諮られる。

オフショアスペシャルレギュレーション (OSR) は、2年毎に改訂されるので、本会議の決定事項は、2018-2019版に反映される。

・2016年度サブミッション

・SR01-16 (議長) オフショアレース事故の報告

レース中の事故について、ワールドセーリングが事故報告書を作成する際に、選手と主催者らが、事実の把握のために協力し合うことを要件に加える。

‘要件’ではなく、‘奨励’として承認

・SR02-16(議長) ライフラインスペック

2016年版で大幅な書き換えを行った際、要件が変更されてしまったものを正す。現行規則でのライフライン要件では、Mo4Mu0,1,2,3,4でステンレスワイヤーが使えないことになっているが、これは誤りで、ステンレスワイヤーとHMPEの使用が認められている。

ちなみに、Mo0,1,2,3はステンレスワイヤーのみ許されている。

承認

・SR03-16(議長) アンカー

実用的なアンカーが直ちに使える状態にあることを求め、OSRインスペクターに明確に示すため。現行規則では、アンカー、アンカーロープ、チェーンが繋がった状態での保管と解釈されているが、現実として、小型艇以外では、全てが繋がっている状態だと、デッキに上げることは容易でないので、繋がったものを一度外し、デッキで再度繋ぎ直すといった無駄な作業が行なわれていることもある。また、フォートレスアンカーのように分解できるものも、現行規則では組み立てた状態で保管することをインスペクターが要求するので、場合によっては、アンカーの一部を短くして、保管し易いように改造していることもあるが、アンカーの性格上、改造を施した場合、性能が発揮できないことになる。この手のアンカーは、分解した状態から組み上げるのを僅かな時間で行なえるので、分解した状態で保管することに問題はないはず。

以上のことから、アンカーの要件を変更し、‘改造していないアンカー’、‘ヨットの大きさに応じたアンカー製造者の推奨するサイズ’、直ちに使えるではなく、‘直ちに組み、3分以内に展開できる’などの文言が盛り込まれるものとして、承認。

・SR04-15(議長) 最少ライフラフト装備

現行規則の表 14 を判り易く簡素化して記述する。

承認

・SR05-16(RYA) 落水乗員の特定と回収

現行規則で分散している落水者特定設備と回収の要件項目を、一つの項目 4.22 にまとめ判り易くする。

承認

・SR06-16(議長) ストームセールのカラー

規則書き換え作業で、意味が変わってしまった部分の訂正。現行規則では、目立つ色がセールの一部で構わないと解釈できるので、セール全体の色という記述に正す。

承認

・SR07-16(RYA) セーフティーハーネスとテザー

全てのクルーが短いもしくは長いテザーラインを持つことを要求し、クルーがデッキにいる時に常にデッキに確保されていることを可能にする。長さ 2m 以下のテザーのみ、全てのテザーにミッドポイントスナップフック、オーバーロードを受けたテザーの交換、等を盛り込む。

承認

- ・ SR08-16(議長) 表現の訂正

書き換え作業で変更されてしまった箇所の訂正。

承認

・ワーキングパーティーからの報告

- a. Offshore Personal Safety Training – OSR Section6 and Appendix G

少なくとも 30%のクルーメンバーがレース前にトレーニングを受ける等の要件について。人数を増やすべきか等。

- b. 事故報告マニュアル

マニュアルのたたき台を発表、引き続き詳細を練る。

- c. 標準インスペクションカード

Appendix F に従った OSR のインスペクションカードをオンラインにして、艇のパラメータを入力するとチェックリストが作成されるようにする計画。

・オセアニック・アンド・オフショアコミッティーワーキングパーティーからの報告—構造堅牢性

現行の図面承認システムのレビューと In-build インスペクションの要件の検討等。

・パルピット、スタンション等

IRC からの質問。スターンライフラインに関して ISO 要件と OSR 要件の矛盾。オープントランサムの場合、デッキ/コクピットからの高さ要件で矛盾する。要リサーチ。

・24mを越えるボートの OSR

マキシヨットは船籍、船級協会によるレギュレーションがあり、OSR と必ずしも一致する訳ではない。例えば、ハル構造は 24m以下の場合、ISO スモールボート基準に準ずるのがほとんど。マニュアルのビルジポンプを備えることもない。さらに SOLAS の承認が必要となる。こうしたことから、24mを越えるヨットのための OSR を整える必要があるだろう。

・事故報告

ダブルハンドの大西洋横断レース中に転覆した IMOCA60 の HUGO BOSS から救助されたスペイン人コスキッパー、Guillermo Altadill 自らによる転覆時の話。カンテイングキールは無事で、マストは失った。通常では転覆するような気象、海象ではなかった。ログウェイブによるもので他にいくつかの悪い要因が重なったが、はっきりした原因は未だに不明。レース中の事故に関する報告で、事実判明のために乗員やレース主催者が協力する場合、保険会社や裁判との関わりが出てくると難しい問題があるとの意見であった。

・国際基準コミッション

<内容省略>

・オフショアメディカルワークショップ

オフショアセーリングメディカルワークショップが今年 11 月に開催され、その模様をビデオを交えて紹介。

2. イクイップメントコミッティー

- ・前回の議事録。

承認された。

- ・世界セーリングスピード記録カウンシル(WSSRC)

<資料添付>

- ・ISAF クラスへの申請

Viper 640

承認

International One Design

承認

Nacra 15

艇数に問題があるが、2017mid-summer までに数を満たすことを条件に承認。

Neil Pryde CR:X

数を満たすことを条件に承認。

- ・ISAF クラス協会のレビュー

WS レギュレーション 10 もしくは WS 契約要件に違反している 4 クラス。

J/22, J/24 : クラスオフィスが問題解決に向け取り組み中

Kona One : ステータスの剥奪を検討

Swan 45: : フィーの未払い

- ・サブミッション

 - WS レギュレーション

a) 011-16 製造者とセールメーカーのマークサイズ

支持

b) 012-16 トッパークラス。フリーボードが低いクラスのために、イベント広告を船体ではなくセールに載ることを可能にする規定の変更。

支持

c) 023-16 ポルトガル、独占禁止に関する新たなレギュレーションを追加。
サブミッションは撤回された。

d) 041-16 ユースワールドイクイップメント

WS 理事会にユースワールドで使われるイクイップメントの変更を行なう権利を与える。

これはテクニカルなサブミッションではなくポリティカルなものであるため、本委員会マターではないとして、意見なし。

オリンピックイクイップメント

e) 014-16 ブルガリア、オリンピックイベントおよびイクイップメントの選考を WS カウンシルではなく WS ジェネラルアセンブリーで行なうこととする。

GA でのみ選考が可能となると、4年に一度のみの決定となる。カウンシルはWSのポリシーメイキング組織であり、その意向をGAに伝える義務がある。

このサブミッションは**却下**する。

f) 024-16 ロシア、オリンピッククラスボートの独占権に対抗する手段を講じるための改訂。

サブミッションにプロポーザルが明記されていないため**却下**。

セーリング装備規則(ERS)

サブミッション 025-16 から 028-16 が ERS に関わるもので、リグ・セール定義の変更や追加であったが、全て撤回された。

セーリング競技規則 (RRS)

・ 064-16 規則 50.1 ヘッドセールの記述を削除。

撤回

070-16 から 072-16 は規則G1 ナショナルレターに関するサブミッションであるが、不必要との理由で全て**却下**。

・セーリング時のヘッドプロテクション

ヘルメットなどのギアについて。プロアクティブに。OSR Cat6 で検討。

・オリンピックイクイップメントの進化

RX, Finn, Nacra17, 470 などの最新装備などの報告。

Nacra 17 のフルフォイリングの様子映像。470 チーフメジャーによる新カーボンマストの紹介等。
オブザーバー（ハンガリー？）から、こうした開発を行なうことによるコストアップは、貧乏な国にとって非常に不利であるとの強い懸念が表明された。

470 カーボンマストは分割式、2種類の硬さが用意される、400 ユーロ程のコスト高に留める。

3. オセアニック・アンド・オフショア・コミッティー

・前回議事録の確認

承認

・議長からの報告

インシデントレポートに関して。ワーキンググループのための予算。事故から学ぶこと、公にすること。保険会社との関係。チェックリスト。
構造堅牢性プロジェクト、図面承認プロセスなど。

・ワーキングパーティー

a) UMS(ORC, IRC, US Sailing)

マイク・アーウィンからの報告。セールに関しての統一インプットシステムがほぼ完成で、次はリグの統一を目指す。

b) オフショア・セーリング・インシデント・レポート

1年間に起きた事故の集計を紹介。

キール脱落事故は詳細が報告されているが、フォイリングボートの事故はカバーされていないのではとの指摘あり。

c) 構造の堅牢性ワーキングパーティー

現行の図面承認によるやり方の再検証と建造検査の必要性の検討。

キール事故にのみ着目。

キールアタッチメントの In-built 承認の必要性。

・レーティングシステムからの報告

(a) ORC

報告では証書の発行が 10000 を越え着実に増えていることを強調しているが、日本その他の国の過去の実績から、実態を把握することは難しいと思われる。

<詳細省略>

(b) IRC

IRC の 2016 年 8 月末時点の証書発行数は、6234 枚で、25 カ国が 28 艇を越えるフリートを持つ。
<詳細省略>

・サブミッション

WS レギュレーション

・045-16 IRC へ世界選手権開催権を認めるためのレギュレーション変更

これは、おそらく本委員会の非常に重要な審議項目であるので、以下の通り審議の流れを詳細に報告する。

昨年の会議で決議された通り、IRC/ORC 共同による世界選手権の開催を目指して、ワーキングパーティーが立ちあげられたが、話し合いはうまく行かず、IRC から再度 WS レギュレーションを変更し、IRC に世界選手権開催権を与えるというサブミッションが提出された。

これを受けて、本コミッティー内で議論が繰り広げられたが、意見をまとめると、大きく以下の 2 つに集約される；

- 1) 両レーティングシステムによる共同開催世界選手権を目指すことを決めたのであるから、今回の IRC からのサブミッションを承認するべきではない。
- 2) WS が認めた 2 つの国際レーティングシステムの一方で認められ、他方で認められないのはおかしい。

コミッティーメンバーからの意見は、サブミッション却下の意見が多いように感じられたが、その理由はあまり説得力のあるものとは思えなかった。ちなみに日本からの代表小林氏も、サブミッション却下の意見であったが、理由は（少なくとも私には）明確ではなかった。これについては、日本代表の意見とするべきか、疑問である。

オブザーバーからの意見もいくつか出たが、米国（ジャーナリスト？）、オランダ（Rob Weiland: TP52 協会マネージャー）らの意見は、公平な判断を下すのであれば、WS クラスである両レーティングシステムに同等な権利を与えるのは当然であるというもの。特に Weiland は、長い演説を行ない、両システムのテクニカルな部分の特徴の理解を求め、簡易レーティングか緻密レーティングかといった議論の矛盾、数式や計測の複雑さが精度の高さを保証するものではないことなどを訴え、世界のトップレベルでの公平なレースを実現している IRC に世界選手権の開催権を与えるべきだとした。

一通り意見が出たところで、議長の Stan Honey(米)は、委員に公平な判断を仰ぎ（つまりサブミッションを承認するのが妥当ではなかろうかというニュアンスを含ませ）、投票に入る姿勢を見せた。

ここで世界選手権共同主催の話し合いがうまく行かなかった理由が RORC の Andrew Yates から説明された。

それによると、ORC 側は、始めから ORC 独自の世界選手権の開催を捨てるつもりはなく、その世界選手権とは別に IRC との共同世界選手権の開催を計画するつもりであった。これを IRC が了承するはずもなく、両者は折り合いがつかないまま話し合いは決裂したのである。

Yates はこの時、IRC に世界選手権の開催権が与えられないのは、この委員会の undemocratic（非民主的）なやり方によるものであると、非常に強い口調で批判した。

これに対する ORC 側の反論はなく、逆に、昨年の決議、つまり共同世界選手権開催のワーキングを再び始めてはという提案を行なった。

これに対し委員会が賛同し、両者が別室に入って話し合いの場を持ち、合意内容を発表するということとなった。

結果的に両者は合意に至り、再び世界選手共同開催の計画が進められることとなり、本件は一件落着となった。この瞬間場内に大きな拍手が沸き起こり張りつめた空気が一気に和んだように思えた。

最後に ORC の Bruno Finch が、Yates に対し、にこやかな表情で先程の委員会に対する undemocratic という発言を取り消して欲しいとの要求があり、Yates は即座に、'Withdraw' と答え、場内は笑いに包まれた。

ということで、IRC の世界選手権開催権は ORC との共同主催という形でのみ与えられる可能性が残り、一方 ORC の開催権は（おそらく）保持されたままである。

第三者から冷静に見れば、両レーティングシステムに同じ権利が与えられないのは不公平である。また ORC はなぜそこまで同じ土俵に上がることを拒むのか、疑問が残る。

2018 年の開催を目指して両者（+WS）の話し合いが進められることになるが、いまだハードルは高い。

その他の WS レギュレーションに対するサブミッションは、007-16、008-16、009-16 が理事会で却下、011-16（アドバータイジングコード）は承認された。

RRS

070-16 から 072-16 は規則 G1 ナショナルレターに関するサブミッション
イクイップメント・コミッティーの判断を支持。

ERS

サブミッション 025-16 から 028-16 が ERS に関わるもので、リグ・セール定義の変更や追加であっ

たが、全て撤回された。

OSR

OSR サブコミッティーからの SR サブミッションに関するの推奨を本コミッティーが受け同意承認された。

• レポート

- スペシャル・レギュレーション・サブコミッティー議長の報告
- エンピリカル・ハンディキャップ・サブコミッティー議長の報告
＜資料添付＞

• WS セーラークラシフィケーションコード

＜内容省略＞

• オセアニックコンコルド

副長 Jacques Lehn からの報告。
ヴァンデグローブやボルボオーシャンレースなどの話題。

• レーシングルールとオセアニック & オフショアレース

＜資料添付＞

• ワールドセーリングスピードレコードカウンシル

＜資料添付＞

• オリンピックセーリングへのオフショアボートクラス

＜資料添付＞

以上

添付資料（英文）

2016 イクイップメントコミッティー議事録

2016 エンピリカル・ハンディキャップ・サブコミッティー報告書

2016 レーシングルールとオセアニック&オフショアレース報告書

2016 ワールドセーリングスピードレコードカウンシル報告書

2016 オリンピックセーリングへのオフショアボートクラス・コメント集

Equipment Committee Minutes



The Equipment Committee met at 09:30 – 18:00 hours on Wednesday 9 November 2016 at the Hotel Renaissance Barcelona Fira, Barcelona, Spain.

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

1. Opening of the Meeting	1	10. 2016 Olympic Sailing Competition & Paralympic Sailing Competition	10
2. Minutes of the Previous Meeting	2	11. Paralympic Equipment Evaluation	10
3. World Sailing Speed Record Council	2	12. 2024 Olympic Event and Equipment Decisions	10
4. Applications for World Sailing Class Status	2	13. Equipment Rules of Sailing	11
5. Review of World Sailing Class Associations	3	14. Reports & Opinions of Equipment Committee Sub-committees	11
6. Submissions	4	15. Annual Report	11
7. Head Protection in Sailing	6	16. Any other Business	11
8. Evolution of Olympic Equipment	6		
9. Youth Multihull Equipment	9		

Please refer to the World Sailing Council minutes of 11 & 12 November 2016 for the final Council decision on all recommendations and opinions contained within these minutes

<i>Present:</i>	
Kim Andersen (Chairman)	Bill Abbott (Class Rules SC Rep)
Dina Kowalyshyn (Vice Chairman)	Jan Dejmo (Equipment Control SC Rep)
George Andreadis (World Sailing Vice President)	Stan Honey (Oceanic & Offshore Rep)
David Brookes (World Sailing Classes Rep)	Will Apold (Special Regulations SC Rep)
Yann Rocherieux (Athletes Commission Rep)	Bruno de Wannemaeker (Windsurfing & Kiteboarding Rep)
George Fundak	Brian Todd (Para World Sailing Rep)
Dick Batt	Leocadio Sanchez Soto
Cédric Fraboulet	Barry Johnson
Iulia Fulicea	
<i>Absent due to meeting conflict:</i>	
Patrick Lindqvist	Dick Rose (Racing Rules Rep)
<i>Also Present:</i>	
Jason Smithwick (World Sailing Director of Technical & Offshore)	Rob Taylor (World Sailing Technical Specialist)
Norbert Marin (World Sailing Technical Specialist)	Javier Blanco (World Sailing Technical Specialist)

1. Opening of the Meeting

Kim Andersen welcomed committee members to the meeting and noted those committee members who were absent due to a conflict of meetings. Yann Rocherieux was welcomed as the new chairman of the Athletes Commission.

Committee members were reminded of their obligation to disclose any conflicts of interest when discussing any of the topics on the agenda.

Equipment Committee Minutes (cont.)

2. Minutes of the Previous Meeting

The minutes of the Equipment Committee meeting of 5 May 2016 in Lausanne, SUI were reviewed with several key points highlighted for further discussion which were all on the agenda.

There were no matters arising not covered elsewhere on the agenda.

3. World Sailing Speed Record Council

Stan Honey gave a report from the World Sailing Speed Record Council on record activities during the past year.

The report in 2015 mentioned about the forthcoming Around the World attempts by two 100 foot Trimarans. Unfortunately, both were unsuccessful despite being lodged by very well prepared, proven yachts and crewed by skilled dedicated sailors so this indicates that the bar has been raised for this premier of all record routes.

The last 12 months has been a very active year for offshore record attempts with some notable achievements much of it dominated by the MOD 70 Phaedo 3 (Thornburg/Thompson USA/GBR) which has collected 6 world records since this time last year. Also notable is the 24-hour singlehanded record by MACIF (Gabart FRA) covering 784 NM at an average speed of 32 knots in 24 hours and the Transatlantic monohull record of 5 days 14 hours by Comanche (Clark/Smith USA) - navigated by WSSRC Vice Chairman, Stan Honey.

This year saw the first serious attempt on an offshore record by kitesurfers when the Bridge family (GBR) - mother and two sons - mounted a serious attempt fully under the WSSRC rules on the Around the Isle of Wight record. They successfully set the Singlehanded and Women's records for this world record course at average speeds of 19 kts and 16 kts respectively. For this project, the WSSRC developed a small waterproof battery operated Black Box carried by each sailor.

4. Applications for World Sailing Class Status

(a) Viper 640 Class

The application from the Viper 640 Class for World Sailing Class status was reviewed by the committee.

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee. The class rules were in the Standard Class Rules format, but there were some small concerns regarding the use of the Sailor Classification Code which were being worked on by the Class and the Executive Office Technical staff.

It was unanimously agreed to recommend the Viper 640 Class for World Sailing Class status, subject to signing the World Sailing Class agreement.

Recommendation to Council: Approve

Subject to signing a contract and resolving class rules concerns.

(b) International One Design Class

The application from the International One Design Class for World Sailing Class status was introduced as 'welcoming an old friend back to the family'. The committee were reminded that the IOD had previously been an ISAF Classic Class before losing status in 2015 for failing to meet the World Championship attendance requirements of the Regulations. Peter Rugg, President of the International One Design Class was present to introduce the IOD Class and answer any questions.

Equipment Committee Minutes (cont.)

It was noted that the worldwide distribution exceeded the requirements of the Regulations and the class constitution was in an acceptable format and had received no comments from the Chairman of the Constitution Committee. Peter Rugg assured the committee that the IOD Class would meet the requirements for World Championship attendance in the future.

It was unanimously agreed to recommend the International One Design Class for World Sailing Class status, subject to signing the World Sailing Class agreement.

Recommendation to Council: Approve

Subject to signing a contract.

(c) Nacra 15 Class

The application from the Nacra 15 Class regarding World Sailing Class status was considered by the committee, noting that it had been selected for use at the Youth Olympic Games and Youth Sailing World Championships.

As the Nacra 15 is a relatively new class that had only recently started building boats it was noted that the worldwide distribution did not yet meet the requirements of the World Sailing regulations, but it was anticipated this would be met in early 2017 and that the class was asking for dispensation as permitted by Regulation 10.2.1(e).

Dick Batt was not in favour of granting dispensation, but proposed that the Equipment Committee seek approval from Council to approve the application of the Nacra 15 Class at the Mid-Year meeting in 2017, subject to fulfilling the requirements of the regulations regarding worldwide distribution. This approach has been successfully done in the past for other World Sailing Classes and it was considered an appropriate way of encouraging the class to grow. This proposal was seconded by Dina Kowalyshyn and unanimously approved by the committee.

Recommendation to Council: The Equipment Committee request Council's permission to approve the Nacra15 Class application at the Equipment Committee 2017 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2017 subject to signing a contract.

(d) Neil Pryde CR:X Class

The application from the Neil Pryde CR:X Class regarding World Sailing Class status was also considered by the committee. The Class acknowledged that they did not yet meet the requirements for worldwide distribution; however, much like the Nacra 15, were close to attaining the required numbers.

It was unanimously agreed to seek Council approval to approve the application of the Neil Pryde CR:X Class at the Mid-Year meeting of the Equipment Committee subject to meeting the numerical requirements for worldwide distribution in the Regulations.

Recommendation to Council: The Equipment Committee request Council's permission to approve the CR:X Class application at the Equipment Committee 2017 Mid-Year meeting once the worldwide distribution of boats has been met. Approve in May 2017 subject to signing a contract.

5. Review of World Sailing Class Associations

A report from the Executive Office on World Sailing Classes issues highlighted four classes that were failing to with comply with World Sailing Regulation 10 or World Sailing contractual requirements: The J/22, J/24, Kona One Design and Swan 45 classes.

The committee were informed that since sending out the committee papers prior to the meeting, the J/22 and J/24 class office had been in contact with the Technical Department

Equipment Committee Minutes (cont.)

staff and had worked to resolve the outstanding issues and as such they could be removed from the list of classes under review.

Correspondence with the Kona One Design Class continues to be difficult and the building specification is still outstanding. Barry Johnson reminded the committee that they had acted strongly in the past with classes failing to meet the requirements of the regulations and that the same approach should be adopted this time, proposing that World Sailing Class status be removed. This proposal was seconded by Cedric Fraboulet. A friendly amendment was proposed by Bill Abbott which was to delay the removal of status until the Mid-Year meeting of the Equipment Committee to give the class time to resolve the issues and that status should be removed if this requirement is not met. This was accepted by Barry Johnson and unanimously agreed by the committee.

Jason Smithwick outlined the issues with the Swan 45 Class not paying fees due on boats attending the World Championships and requested more time to work with the class on resolving these issues and would report back to the Mid-Year meeting of the Equipment Committee in 2017.

6. Submissions

World Sailing Regulations

(a) Regulation 20 - Manufacturer and Sailmaker Marks

Submission 011-16 from the Chairman of Oceanic & Offshore Committee regarding the size of manufacturer marks permitted by the Advertising Code was discussed by the committee.

David Brookes informed the committee that the opinion of the World Sailing Classes Committee was to reject this submission. Stan Honey commented that the current manufacturers marks are almost invisible when applied to super yacht sails and that this submission simply allows the large yacht sails to carry a correspondingly sized manufacturers mark. This was generally agreed by the committee who unanimously voted to approve the submission.

Opinion: Approve

(b) Regulation 20.4.1 - Event Advertising

Submission 012-16 from the International Topper Class Association regarding event advertising permitted by the Advertising Code was discussed. There was some sympathy for the classes with low freeboard which are directly affected by this part of the Advertising Code and some concern that it may be subjective and implemented on boats it should not apply to. The Committee were reminded that this would only be granted upon application to World Sailing and that these requests would be handled by the Executive Office who would apply a consistent policy in this matter.

On a proposal from Dina Kowalyshyn, seconded by Cedric Fraboulet and a vote of 9 in favour and 3 against, it was recommended to approve this submission.

Opinion: Approve

(c) Regulation 24.5.3(b) – Youth Worlds Equipment

The Committee noted submission 041-16 from the Board regarding equipment for use at the Youth Sailing World Championships.

David Brookes informed the committee that the opinion of the World Sailing Classes Committee was to reject this submission and proposed the committee also recommend this submission be rejected. This was seconded by Iulia Fulicea and on a vote of 4 in

Equipment Committee Minutes (cont.)

favour of rejecting, 1 against and 9 abstentions the committee recommended the submission be rejected.

Opinion: Reject

Olympic Equipment

(d) Selection of Events and Equipment

Submission 014-16 from the Bulgarian Sailing Federation regarding the selection of events and equipment for the Olympic Sailing Competition was considered by the Committee.

George Fundak noted that this was a political submission and not a technical submission and as the Equipment Committee is a technical committee and proposed the committee held no opinion on this submission. This was seconded by David Brookes and unanimously agreed by the committee.

Opinion: No opinion

(e) Against the Monopolisation of Production of Boats of Olympic Classes

The Committee considered submission 024-16 from the Russian Yachting Federation regarding the selection of events and equipment for the Olympic Sailing Competition.

Bill Abbott proposed a motion to defer this submission which was seconded by Iulia Fulicea. The committee were reminded that deferred submissions will come back in the same form at the next meeting and that committees have been strongly advised not to defer submissions but to decide on them at the meeting. On a vote of 2 in favour and 9 against, it was agreed that this submission would not be deferred and that the committee would provide a recommendation to Council.

Although sympathetic to the content of the submission, it was generally agreed that there was no proposal within the submission that could be supported or developed further. Kim Andersen proposed a working party be established to consider the rules controlling equipment. The working party should make recommendations on any changes that may be required to regulations, the Olympic Classes contract and the management of classes, manufacturers and copyright holders for all current and future Olympic equipment and that this working party should report back to the Mid-Year meeting of the Equipment Committee.

Dick Batt proposed the committee recommend rejecting this submission, but that this work be continued by the proposed working party. This was seconded by Dina Kowalyshyn. The committee voted 11 in favour of recommending reject, 0 against and there were 2 abstentions.

Recommendation to Council: Reject

The Equipment Committee recommends to set up a working party to secure quality, service and supply of Olympic Equipment. The working party should make recommendations on how to control manufacturers and suppliers and analyse and make recommendation on:

- *Any Regulation changes (including Regulation 10 and 23)*
- *Olympic Class contracts*
- *Interface management between World Sailing, Classes, Manufacturers and Copyright Holders*

The working party should report back at the 2017 mid-year meeting.

Equipment Committee Minutes (cont.)

Racing Rules of Sailing

- (f) Rule G1.2(a), G1.3(d) and G1.3(e)

Submissions 070-16, 071-16 and 072-16 from the Deutscher Segler-Verband regarding the Racing Rules of Sailing were discussed as a group, noting that these were all 'late' submissions in 2015 and thus were included on this years' agendas.

On a proposal from Dina Kowalyshyn, seconded by Jan Dejmo, the Committee unanimously supported the opinion of the Equipment Control Sub-committee and Racing Rules of Sailing Working Party to reject these submissions and refer the content to the new RRS/ERS working party for further consideration and inclusion in the 2021-2024 edition of the Rules.

Recommendation to Council: Reject

The submission should be referred to and considered by the RRS working party

7. Head Protection in Sailing

Jason Smithwick presented a paper from the Executive Office on use of head protection in sailing, highlighting the currently available standard for helmets used in canoeing and white water sports as the most relevant to the type of sailing that would require such head protection. It was noted that the EN 1385 standard was widely used by America's Cup teams, the GC32 Class and M32 used on the World Match Race Tour.

Furthermore, the EN 1385 standard seems to be accepted on a worldwide basis and any helmet manufacturer selling a helmet into the EU would have to comply with this standard. So far the empirical evidence at this point is that this standard of helmet is used throughout the sport from the America's cup through to teaching young people to sail.

The paper concluded by recommending that if a sailing class, event or sail training establishment recommend or requires sailors to wear personal protective headwear for sailing that this current standard is invoked. Ken Kershaw, speaking as an observer asked the committee if this standard could be incorporated into Category 6 of the Offshore Special Regulations and added to the Standard Class Rules template as an option for classes to look at in the future. This was unanimously agreed by the committee. David Brookes informed the committee that the Classes Committee fully supported this approach, and thanked the Executive Office staff for undertaking the work in this area.

8. Evolution of Olympic Equipment

- (a) The committee noted the paper by the Executive Office detailing the recent developments to Olympic Class Building Specifications that had been provided by the Classes.
- (b) Representatives of the Olympic Classes were invited to the table to give an update on their respective class' evolution of Olympic Equipment through to 2020.

Manu Messiaen from Neil Pryde updated the committee on the changes to the RS:X equipment, noting there would be an updated colour scheme for both the sails and the board and a new construction process for the fins which would improve consistency and longevity. George Fundak asked if there was any associated increase in costs to which Manu replied that there would not be any increase in the cost of equipment as a result of the planned evolution.

Rory Barnes updated the committee on the Finn Class proposals to simplify the certification process and have started work on setting up a new database of all hulls and centreboard measurement forms so that Equipment Inspectors can obtain confirmation of hulls certification at any event. The IFA are also researching ways to

Equipment Committee Minutes (cont.)

control campaign costs to all sailors and are looking at the possibility of introducing a limitation on equipment that can be used at SWC or Olympic events. This being one hull with one centreboard, one sail, one mast, one boom and one rudder.

Barry Johnson gave a short update on the 49er and 49erFX equipment noting the new design gennaker for the 49er and a number of 'housekeeping' type updates to the building specification to provide increased strength in a number of key, high load areas of the boat such as the chain plates, wing mounting points and rudder fittings.

Dimitris Dimou spoke about the proposed updates to the 470, specifically the plans for a two-piece carbon mast and laminate sails that were currently being trialled by the class. It was planned that the new mast section would provide equal bend characteristics to the existing aluminium section, but allow for easier and less expensive transportation as the mast could be made to fit within the length of the hull. This would allow boats to be shipped in 20' containers rather than requiring a 40' container. The class decision on whether to pursue this would be decided at the 470 AGM that would take place on Sunday 13 November. NOTE: the 470 Class AGM subsequently voted not to approve the proposal to adopt carbon masts.

There was no update provided by the Laser Class; however, the committee were reminded that the Mk 2 sail was now widely used as well as a number of building specification changes that had previously been made to improve the hull construction and longevity.

- (c) Dina Kowalshyn introduced a paper produced outlining the history and background of World Sailing's work with the Mixed Multihull event and the Nacra 17 equipment, which presented the necessary building specification modifications that are being made to the builder's manual to ensure production quality and longevity of the hulls. The paper went on to introduce the Class accepted additional changes that allow the Nacra 17 to become a fully foiling multihull for the 2020 Olympic Games.

Kim Andersen invited Peter Vink from Nacra Sailing to the table to further update the committee on developments. Peter outlined the timescales of the development

In October 2015 Nacra evaluated build issues etc. and noted all the issues teams were now experiencing with the boats that were never conceived at the beginning which initiated a major update to the hull build specification and class rules. This update was supported by the Equipment Committee at November conference 2015. Since then, Nacra have contracted Morelli and Melvin and North Sails to undertake a complete design investigation into the fully foiling option. Additionally, the Class Association, which had previously been largely under the control of Nacra Sailing as a fledgling class, now has a newly elected Class President in Marcus Spillane and a new Class Manager in Ben Remocker.

In October 2016 Nacra and the Class started trials of fully foiling boats by a number of teams. At the end of October and the conclusion of these trials, the class members voted in favour of adopting full foiling. Teams very excited by the upgrade to full foiling. Stability improved in high winds and sea state over previous version.

Peter also updated the committee on the different packages that were available for teams and MNAs to use in order to obtain the new version of the boat. Boats have retrofit package option which contains all parts necessary to convert an original boat to a fully foiling boat which would cost in the region of €7,900 to update. There was the platform option, which was to take the rig, sails rigging etc. from any existing boat and put onto new platform with new trampoline and foils and upgrade that way. This would cost €14,500 ex tax. It was acknowledged that teams had a lot of existing equipment and that they may wish to sell on, so Nacra have a Club race package which takes old platforms that have been converted, uses the original aluminium masts, adds fins to the rudder blades to increase stability downwind and can be sold to club sailors or

Equipment Committee Minutes (cont.)

youth sailors starting in the class. It was expected this upgrade option would cost teams €825 and the Nacra dealer network was set up to help teams sell on older equipment. The price for a brand new complete boat would be €22,250 which included the new structural arrangement and carbon inner skin and patching construction throughout to take the increased loads and increase the safety margins over existing boat.

Brian Todd asked how the foiling boat handled in manoeuvres. Was it possible to foiling tack or gybe. Teams at the trials noted that whilst they couldn't do it after the 8 days of the trials, they were confident that it would be possible within a month of training.

Bill Abbott asked if Nacra had tried to 'break a boat' by crashing it or sailing it as hard as the Olympic sailors have been using the equipment in the past. Peter replied that some of the components used have been transferred from the foiling Nacra 20 Carbon and that has been crashed a lot with minimal damage. The foiling Nacra 17 had not been crashed to date as there were only two available and they didn't want to stop the trials should it be damaged, but the laminate around the Nacra 17s daggerboard case area was stronger than the Nacra F20 Carbon which has been run aground at speed with no damage to the hulls. Design loads for the Nacra 17 were developed from the Nacra F20 Carbon and as stated earlier there is a large safety margin.

Dick Batt noted that the boat had come a long way since the early multihull trials in Santander and that was fantastic progress. The concerns were regarding the time line for implementation given that Olympic selection events begin in approximately 20 months' time which is a major concern for some MNAs and they will need reassurance on how that is to be managed. Peter Vink stated that boats would be ready for shipping in February 2017. Nacra stated there will be full production capability within 2-3 months 12-14 boats per month. New QC procedures mean boats take longer to assure final assembly before shipment. There will be a significant waiting list but teams are waiting for confirmation from World Sailing as to events for 2020.

Bruno de Wannemaeker asked what the lower wind limit for foiling would be. Peter Vink replied that the boat will be able to foil in 7 knots of wind.

George Fundak commented that a lot of time, money and energy from the sailors had gone into making the previous version of the Nacra 17 usable and that there were concerns that the knowledge gained by sailors in how to sail the Nacra 17 would not be transferrable to the new foiling platform. George expressed thanks to Nacra Sailing for the work undertaken in developing the structure of the boat, but noted that with only 21 months until the first Olympic qualifying regattas, it did not give sufficient time for teams to really test the new boats and that the progression to the new foiling platform was too soon for the Olympic Games in 2020.

Marcus Spillane informed the committee that the class had had a long conference call with teams and the designers and builders and that the majority of the class had voted (59% for/ 41% against) to adopt the full foiling configuration. The 2017 Europeans and World Championships had been delayed in order to give the manufacturers time to build and supply boats so those championships can be sailed in the new fully foiling configuration.

Kim Andersen summarises that the equipment needs to change to go forward. The structure needs updating and the board cases need to change with or without the change to fully foiling configuration. Dina Kowalshyn agrees that the structural changes are absolutely necessary but that the changes to the daggerboards from C shaped boards to Z shaped boards and addition of ailerons to the rudders was as much of a safety aspect that was required to keep the boat sailable in bigger winds.

Equipment Committee Minutes (cont.)

Kim Andersen concluded the discussion noting that the Equipment Committee needed to either support or reject the direction the Nacra 17 Class and manufacturer are taking. On a vote of 9 in favour, 1 against and 2 abstentions, the committee support the decision to adopt a full foiling configuration for the Nacra 17 going into the next Olympic cycle.

9. Youth Multihull Equipment

Kim Andersen invited Gunnar Larson from Nacra Sailing to the table to provide an update on the Nacra 15 equipment for the Youth Multihull Event. 2016 has been the launch year for the Nacra 15 and things have progressed very well so far. Many lessons have been learned from the introduction of the Nacra 17, and all Nacra 15 boats have been built and delivered without any issues arising.

There are currently 22 Nacra 15s on their way to New Zealand for use at the Youth Sailing World Championships where there will be 21 countries competing. In response to the committee's requests for Nacra Sailing to provide clinics on how to sail these new boats, Gunnar informed the committee that there were plans for a clinic in New Zealand at the time of the Youth Sailing World Championships.

Nacra Sailing are planning for a total number of 180 Nacra 15s to be built by the end of 2017, which would include the 75 initial orders which have been to date, noting that demand has been overwhelming for this youth equipment which is very pleasing for Nacra. In summary, production is going well with no quality issues and they are ready for an excellent event in New Zealand at the end of the year.

Barry Johnson asked that of the 75 boats built to date, 22 of which are in New Zealand, have the remaining boats been sent to other countries or are they still at the factory? Gunnar replied that they are either in transit, or have been delivered.

Kim Andersen was happy with the progress and hopes Nacra Sailing are keeping on top of the quality control issues and continue to monitor the equipment and if there are any arising issues.

George Fundak noted that while youth catamaran sailing is increasing, many smaller MNAs have difficulties bringing together a multihull program and so the introduction of programs for emerging nations would go a long way to supporting the development of youth multihull sailing.

Gunnar updated the committee on the development of the fully foiling Nacra 15 for use at the Youth Olympic Games in 2018. The 4-foil configuration whereby both daggerboards remain in the fully lowered position at all times provides safer foiling for youth and less experienced sailors. The development of this configuration has been used for the Nacra 17 foiling configuration.

In designing the foiling Nacra 15, it was decided that it should not be as aggressive as the Olympic Nacra 17 and so it has been designed to be exciting enough for the youth sailors but safe enough for all stakeholders to get involved in the class. As a result, it is not fully foiling upwind and won't fly 1m above the water, but it is a foiling boat albeit in a much less extreme and safer way. The fully foiling Nacra 15 will become available from mid-2017 onwards and boats supplied for the Youth Olympic Games will be distributed to teams 8 days before the start of the competition so teams can get used to how the boat handles, although it should be noted that the same platform was used regardless of foil configuration and that both the C-boards (non-foiling) and Z-boards (foiling) were used on the same platform.

10. 2016 Olympic Sailing Competition & Paralympic Sailing Competition

Jason Smithwick gave a presentation on the Equipment Inspection at the Rio 2016 Olympic and Paralympic Sailing Competitions, noting the wide range of documentation, both pre-competition and in-competition documentation that had been produced in order to ensure equipment inspection ran smoothly, as well as details of the Medal race quarantine process, the supplied equipment and the on-board cameras and tracking unit applications concluding with several recommendations on how to improve in the future.

Barry Johnson provided further details on the 49er equipment inspection, highlighting the open and transparent process used in inspecting all the boats being key to minimising innuendo and rumour around the boat park. He informed the committee that templates had been used to check hulls and rudder angles and that an endoscope had been used to look inside the hulls to check for any non-compliance with the building specification and was pleased to inform that no issues had been discovered.

Jason Smithwick informed the committee that equipment inspection had gone very well during the Games, with issues found in only two boats; one Nacra 17 that failed to meet the building specification with regards distance between daggerboard cases which was subsequently replaced, and one 49erFX which was under the class minimum weight and which was corrected by the addition of lead shot and resin into the hull, in accordance with the manufacturer guidelines. Thanks were given to the whole Equipment Inspection team for a well-managed and executed event.

The Paralympic Sailing Competition was, by comparison, much more organised by Rio2016 and prepared for Equipment Inspection. The location for inspections had moved to a more central position in the marina which was easily accessible for all sailors and equipment. The only issue with regards equipment inspection at the Paralympics was that the Organising Authority had not provided suitable weighing scales for the Sonar Class and so no Sonars were able to be weighed before the competition.

Brian Todd added that the Paralympic Sailing Competition was well run and organised and it was sad to be losing sailing from the Paralympic program, but updated the committee on the work World Sailing has been doing to reinstate sailing in the Paralympics at the earliest opportunity.

11. Paralympic Equipment Evaluation

Brian Todd updated the committee on the Paralympic Equipment Evaluation events that took place over the summer in Torbole (ITA) and Medemblik (NED). It was reported that the Hansa 303 (one person, non-technical), Weta Trimaran (two person, non-technical) and 2.4 Norlin One Design (one person, technical) had been selected as the equipment to be used should sailing be reinstated into the Paralympic programme. The Para World Sailing Committee were still working through race format ideas that would be suitable for the types of boat selected.

Kim Andersen noted that in the future, all Paralympic equipment should be included in the Olympic equipment working party discussions and recommendations.

12. 2024 Olympic Event and Equipment Decisions

Jason Smithwick presented the Price Waterhouse Coopers analytical review of the World Sailing Classes to the committee, explaining that it was an opportunity to review the Olympic Games programme based on the IOC's Agenda 2020 recommendations.

One of the areas analysed was innovation. Dina Kowalyshyn commented that innovation is difficult to judge and what data do we have in order to make such a judgement, and furthermore, what additional data is required to yield meaningful results? Continuing, she also asked what it meant to move from a sport based program for the Olympic Games to an

Equipment Committee Minutes (cont.)

event based program. The response was that a 'sport based' Olympic program is the current structure of the Olympic Games with each of the 28 sports holding a number of different events. An 'event based' Olympic program is one where the total number of events and athletes is controlled, regardless of the number of sports to which they belong.

Kim Andersen thought the study into World Sailing Classes was useful and provided good feedback on the state of the classes, but felt that producing the report now for decision making on events and equipment for the 2020 Olympic Sailing Competition was too late and that it would be more beneficial going forward to the 2024 Games instead.

13. Equipment Rules of Sailing

Jan Dejmo introduced the committee to a concept by which the Equipment Rules of Sailing could be updated more regularly than every four years which was discussed in the Equipment Control Sub-committee. There was some concern that allowing amendments to current definitions or rules for equipment control would be confusing and would potentially have great effect on the large number of classes invoking the ERS in their class rules. It was noted that any amendments to the ERS in between the current four yearly cycle would be limited to the addition of new definitions only, and that classes could pick up and use the newly approved definitions immediately without having to wait for the end of the cycle.

Jan Dejmo informed the committee he would produce a paper outlining the possible ways forward to allowing the Equipment Rules of Sailing to be updated more regularly than every four years and would bring this back to the newly formed Equipment Rules Sub-committee in the next cycle.

14. Reports & Opinions of Equipment Committee Sub-committees

(a) Equipment Control Sub-committee

The Chairman of the Equipment Control Sub-committee, Jan Dejmo, had nothing further to add to the report on the Equipment Rules of Sailing.

(b) Class Rules Sub-committee

The Chairman of the Class Rules Sub-committee, Bill Abbott, updated the committee on the number of class rules changes that had been made during the last year, noting that the current system of staff processing class rule changes was working well with the CRSC involvement in policy decisions.

15. Annual Report

A draft report from the Equipment Committee Chairman covering the period 1 January 2016 to 31 December 2016 would be distributed to Committee members and published in due course.

16. Any other Business

Bill Abbott raised a question on the Nacra 15 configurations that would be allowed within the class event structure, given that the boat had a foiling and non-foiling option depending on the choice of daggerboards used. It was agreed that status would be granted regardless of the configuration and was for the class in its entirety. This was also true for the CR:X Class which also has foiling and non-foiling options available.

Dick Batt commented that safety whilst sailing and the use of helmets and protective clothing was an important part of the sport going forward and that World Sailing should remain alert to developments in this area and further work should be done to update the rules as necessary. Jason Smithwick agreed this was an excellent idea and that World Sailing would continue seeking further advice and this topic should be brought back to the Mid-Year meeting of the Equipment Committee in May 2017 for a more in-depth discussion on how the Equipment

Equipment Committee Minutes (cont.)

Committee can best to lead this going forward. Barry Johnson noted that classes specifying the use of helmets and protective clothing should be reminded of the Racing Rules of Sailing Appendix H and ensure their sailors can remain in compliance with the Racing Rules as well as the Class Rules.

Bruno de Wannemaeker queried the PwC report, commenting that it had not been widely known about before the meeting and only seeing it for the first time here meant many committee members were unprepared for it and could not fully digest the content or implications. Jason Smithwick explained that it was an opportunity to review the Olympic Games programme based on the IOC's Agenda 2020 recommendations with a need for fact-based and impartial recommendations on existing events and equipment to the World Sailing Council. This review of the events and equipment would help to confirm the Tokyo 2020 Olympic Games programme taking the IOC's 'Agenda 2020' topics into account. Bruno asked if the purpose of this review was to find any alternative classes or events that could replace any of the existing events. The way forward was unclear; however, by having this data available it would allow Council and committees to make fact-based decisions on any events or equipment that may be selected for use at the Olympic Sailing Competition in the future. Brian Todd added that the Para World Sailing Committee did not have this type of information available to them when asked to provide a Paralympic Review and having this in place, updated on a regular basis, will be very useful for all aspects of sailing going forward. Kim Andersen commented that this report and structure had a lot of merit going forward, but aiming for 2020 was too soon and did not leave any time before the first qualifying events and whilst there was support for the report and the direction it was taking, it would be more appropriate for the 2024 Olympic Sailing Competition.

There being no further business, Kim Andersen thanked the Committee and World Sailing Technical Department Staff for their work and support during the four-year period. George Andreadis thanked Kim Andersen for his chairmanship over the past four years and expressed his pleasure at sitting on this committee during his time on the Board and wished the committee well for the new term. The meeting closed at 1625.

REPORTS & OPINIONS OF SUB-COMMITTEES

(b) Empirical Handicap Sub-committee

From the Chairman - Empirical Handicap Sub-Committee

At the first meeting of the current Oceanic and Offshore Committee during November 2013 the following two items were approved as tasks for the Empirical Handicap Sub-Committee to pursue during the World Sailing quadrennium :-

- i) To re-energise item (b) of the Sub-Committee Terms of Reference to develop and promote standard parameters for boat descriptions.**
- ii) To investigate the feasibility of ISAF producing a turnkey empirical handicap system/scheme that an emerging MNA/Club might easily use without undue complication, cost or organisation.**

At this, the final meeting of the current Oceanic and Offshore Committee it gives me pleasure to report the following progress on these subjects undertaken during the last 4 years.

1. To Develop and Promote Standard Parameters for Boat Descriptions.

The EHSC has continued to promote the standardisation of nomenclature for standard measurement parameters via the ERS Working Party on behalf of the UMS project. This project has resulted in 22 new or amended Equipment Rule being included in the next 2017-2020 edition of the ERS all of which relate to offshore boats. These Rule are listed below. The text of other ERS have also been influenced by representation from the EHSC. In addition, a new ERS Appendix 2 is to be introduced next year listing nomenclature for the main sail parameters.

It is hoped that the Oceanic and Offshore Committee will be able to continue this work via new representation, the Committee's existing link to the ERS Working Party ceasing to exist in January next year.

2. To Investigate a WS Empirical Handicap Scheme for Offshore Boats.

From an amalgam of the feedback received from members of the EHSC and others, procedures and workings of a basic WS Empirical Handicap Scheme for Offshore Boats have been published on the WS website. These are included in the "Offshore - Rating and Handicap Systems" web page which has been completely re-written and revised with input from the RORC, ORC and the EHSC.

http://www.sailing.org/classesandequipment/offshore/ratings_and_handicap_systems.php

Finally, I would like to thank the Committee and the Chairman for your forbearance and support during the last four years particularly with my absence from the last two November Conferences. Although the Empirical Handicap Sub-Committee is to be disbanded I am confident that the Technical Staff will continue to serve empirical handicap racing in the future to the betterment of those that partake in it.

Ken Kershaw

16 Sep 2016

ERS Rule introduced or changed to suit the UMS for offshore boats - 2017

C.6.3 Boat Control Definitions

(b) MEASUREMENT TRIM

Trim achieved when two points on the **hull(s)** are at set distances perpendicular to a plane. The plane, the points and distances to be specified in **class rules**.

(c) FLOTATION TRIM

Trim achieved with the **boat** floating in accordance with H.7.1 – Conditions for Weight and Flotation Measurement.

(d) WATERLINE

The line(s) formed by the intersection of the outside of the **hull(s)** and the water surface when the **boat** is floating in **measurement trim**.

(f) BALLAST

Weight installed to influence the stability, flotation or total weight of the **boat**.

C.6.4 Boat Dimensions

(h) BOAT WEIGHT

The weight of the **boat** excluding **sail(s)** and **variable ballast**.

(i) WINGSPAN

The maximum transverse distance between the outermost points of any **wings**.

(j) LIST ANGLE

The maximum angle of heel of the **boat**, measured relative to the **boat** floating upright, in the **condition for weight and flotation measurement** with **moveable ballast** moved fully to port or starboard.

C.6.5 Boat Age

(a) SERIES DATE

The date on which the first **boat** of the design or the production series was first launched, whichever is earlier. Series Date does not change if the **boat** is modified.

(b) AGE DATE

The date on which the **boat** was first launched, or the date on which the **boat** was re-launched following any hull shell modification, excluding the transom, whichever is the later.

E.1.2 Hull Appendage Types

(l) WING

A **hull appendage** attached to a **keel, bilge keel, canting keel, fin** or **bulb**, primarily used to affect leeway and/or lift.

(m) FOIL

A **hull appendage** attached to a **centreboard, daggerboard, bilgeboard** or **rudder**, primarily used to affect leeway and/or produce vertical lift.

F.2.3 Mast Dimensions

(k) HEADSAIL HOIST HEIGHT

The distance between the **mast datum point** and the intersection of the **spar** and the lower edge of the **headsail halyard**, when at 90° to the **spar**, each extended as necessary.

(b) FORETRIANGLE HEIGHT

The distance between the intersection of the **sheer** and the fore side of the mast **spar**, extended as necessary, and the **forestay rigging point**. See H.4.

G.1.4 Sail Construction

(k) BATTEN POCKET

Ply to form a pocket for a batten.

G.4.2 Head Point

(b) HEADSAIL: The intersection of the **luff**, extended as necessary, and the line at 90° to the **luff** passing through the highest point of the **sail** excluding **attachments** and any luff tape.

G.5.4 Seven-Eighths Leech Point

The point on the **leech** equidistant from the **head point** and the **three-quarter leech point**.

G.5.10 Seven-Eighths Luff Point

The point on the **luff** equidistant from the **head point** and the **three-quarter luff point**.

G.7.7 Seven-Eighths Width

(a) MAINSAIL and HEADSAIL: The shortest distance between the **seveneighths leech point** and the **luff**.

(b) SPINNAKER: The distance between the **seven-eighths leech point** and the **seven-eighths luff point**.

G(B).5.4 Seven-Eighths Leech Point

The point on the **leech** equidistant from the **peak point** and the **three-quarter leech point**.

G(B).5.10 Seven-Eighths Luff Point

The point on the **luff** equidistant from the **peak point** and the **three-quarter luff point**.

H.7.1 Conditions for Weight and Flotation Measurement

The **boat** shall:

be dry.

be in compliance with the **class rules**.

Unless otherwise specified in the *rules*, any of the following shall be included:

rig including **spinnaker pole(s)**, **whisker poles** and/or jockey pole

main sheet and **mizzen sheet**,

vang,

inboard engine or outboard engine in stowed position,

fitted berth cushions on board in their normal positions,

all permanent fixtures and fittings and items of accommodation.

Unless otherwise specified in the *rules*, any of the following shall be excluded:

sails

fuel, water, **variable ballast** or the content of any other tanks,

gas bottles

portable safety equipment

and all other unfitted or loose equipment.

RACING RULES AND OCEANIC & OFFSHORE RACING

Report to World Sailing Offshore and Oceanic Committee and International Judges Sub-Committee

1. Offshore and Oceanic Judging Working Party.

No changes in personnel to date.

2. Activity during the year.

The working party report report to OC and IJSC in Sanya in 2015 recommended that:

“it was considered appropriate and timely to draft an experimental offshore and oceanic racing appendix to the *Racing Rules of Sailing*.”

During the year under review the possibility of an introduction of an experimental appendix was discussed.

It became apparent that to achieve implementation of a new appendix, the support of other committees within World Sailing would be required.

There has been no work done on changes to the IJ Manual pending introduction of the 2017 – 2020 rules. There has been feedback on the initial drafting of the appendix and a number of changes could be considered.

Undersigned attended the Oceanic Race Organisers meeting in Paris in December 2015, and led a discussion on TSS issues.

3. Comment

- a. The work of the joint IJSC/OC working party will be limited until an appropriate structure is found to consider:
 - i. How to achieve rules changes as recommended in the attachment;
 - ii. A longer-term basis for additions and amendments to the IJ Manual;
 - iii. Re-consideration of the role of this working party.
- b. The work done by this working party has achieved considerable change; however, the current committee structure falls outside the normal committee system of World Sailing.
- c. The working party adds value to World Sailing by reason of the expertise available within the group. However, changes to the way it operates may be necessary to make it effective.

4. Action Proposed for 2016/17.
 - a. OC and IJSC requested to consider the issues raised in para 3 above.
 - b. Working party chairman to attend the World Sailing Oceanic Organisers committee in Paris in December, and seek feedback from organisers.

5. Action Requested
 - a. Consideration of how best to achieve rules development for offshore and oceanic sailing. See attached review of rules applying to offshore and oceanic racing (13(b)).
 - b. Consideration of the long-term structure for implementation of changes to the IJ Manual.
 - c. Offshore & Oceanic and International Judges Sub-Committee to note.

David Brunskill
September 2016

WORLD SAILING SPEED RECORD COUNCIL

Annual report 2016

Our report to ISAF in 2015 mentioned about the forthcoming Around the World attempts by two 100 foot Trimarans and I can now report that both were unsuccessful. Both campaigns were lodged by very well prepared, proven yachts and crewed by skilled dedicated sailors so this indicates that the bar has been raised for this premier of all record routes.. Some of us well remember the excitement in 1993 when the target of "Around the World in 80 days" was achieved - now it is just over 45 days. However there was some compensation for the teams as the WSSRC has recognised Intermediate records to be challenged during the circumnavigation, and the "North Atlantic" and "Indian Ocean" records were both broken.

As the attached list demonstrates, the last 12 months has been a very active year for offshore record attempts with some notable achievements much of it dominated by the MOD 70 Phaedo 3 (Thornburg/Thompson USA/GBR) which has collected 6 world records since this time last year. Attracting mention is the 24 hour singlehanded record by MACIF (Gabart FRA) covering 784 NM at an average speed of 32 knots in 24 hours and the TransAtlantic monohull record of 5 days 14 hours by Comanche (Clark/Smith USA) - navigated by WSSR Vice Chairman, Stan Honey. It is also worthy of mention that the 40 ft category is becoming of increasing interest, especially for singlehanded attempts. During the current year there were 3 singlehanded Around the World attempts (one of which was Westabout) regrettably unsuccessful. However that does not seem to have deterred them, as one is already on a repeat attempt.

For the first time, there were no 500 metre organised events under the WSSR rules. The reason seems to be that the only presently known venue offering an opportunity to break National and World speed records is Luderitz in Namibia and the promoters of this event decided to spend 2016 improving the facilities and postponed the event until 2017. However this year saw the first serious attempt on an offshore record by kitesurfers when a family of kitesurfers - mother and two sons - mounted a serious attempt fully under the WSSR rules on the Around the Isle of Wight record. To great interest the Bridge family GBR captured the Singlehanded and Women's records for this world record course at average speeds of 19 kts and 16 kts respectively. For this project, the WSSR developed a small waterproof battery operated Black Box carried by each sailor.

With the advent of GPS trackers. the progress of an attempt can be easily and continuously followed, nevertheless the WSSR Council still rules that both the start and finish of an attempt are visually monitored. Nowadays to be in any shape to claim a world record it is very necessary to monitor weather conditions to capture the optimum conditions - the days of a celebratory start at an announced date and time are long gone. This puts an extra load on our Commissioners who may have to be on stand-by for 6 weeks awaiting the departure and I wish to record the Council's appreciation of the dedication of our worldwide list of Commissioners.

Claude Breton
Chairman WSSR Council

LIST OF RECORDS AND ATTEMPTS SINCE THE LAST LIST PRESENTED IN 2015

241`	10/07/15	Cowes to Dinard Monohull	"Leopard" Mike Slade. GBR	World Record 11h 57m 53s
242	16/09/15	Murmansk to Bering Strait	"Qingdao" Guo Chuan. CHN	Performance Certificate 12d 3h 8m 15s
243	17/09/15	Fastnet course	"Phaedo 3" USA/GBR Thornburg/Thompson	World Record 27h 42m 26s
244	17/09/15	Plymouth to La Rochelle	"Phaedo 3" USA/GBR Thornburg/Thompson	World Record 14h 5m 20s
245	04/04/16	RTW. 40 ft Singlehanded	"Katherine Ann" Bill Hatfield. AUS	Unsuccessful
246	22/09/15	Cowes to Dinard	"Phaedo 3" USA/GBR Thornburg/Thompson	World Record 4h 48m 57s
247	25/10/15	Sydney to Lord Howe Island	"Woteva" David Pescud. AUS	Unsuccessful
248	20/12/15	RTW. 40 ft Singlehanded	"Croix du Sud" Henrik Masekowitz GER	Abandoned
249	05/05/16	RTW. 40 ft Singlehanded	"Gryphon Solo" Joe Harris USA	Unsuccessful
250	08/01/16 27/11/15 12/12/15	RTW. Outright North Atlantic. Intermediate Indian Ocean Intermediate	"Spindrift 2" FRA/SUI Guichard/Bertarelli	Unsuccessful World Record 4d 21h 45m World Record 8d 4h 45m
251	08/01/16 12/12/15	RTW Outright Indian Ocean Intermediate	"IDEC" Francis Joyon FRA	Unsuccessful World Record 7 days
252	05/05/16	Bermuda to Plymouth	"Phaedo3" USA/GBR Thornburg/Thompson	World Record 5d 11h 57m 17s
253	15/05/16	TransAtlantic 6.5 Mini	"Solidaires" Olivier Jehl FRA	Abandoned
254	10/06/16 08/06/16	TransAtlantic Singlehanded 24 Hour Singlehanded	"Sodebo4" Thomas Coville FRA	Unsuccessful World Record. 718 NM
255	19/06/16	Newport to Bermuda Monohull Rule 21.c	"Comanche" Clark/Read/Honey USA	World record 1d 10h 42m 56s
256	30/06/16	Around Isle of Wight Singlehanded	"Kitesurfer" Guy Bridge GBR	World Record 2h 32m 25s
257	30/07/16	Around Isle of Wight Singlehanded	"Kitesurfer" Oliver Bridge GBR	Unsuccessful
258	30/07/16	Around Isle of Wight. Women	"Kitesurfer" Steph Bridge GBR	World Record 3h 3m 24s
259	05/07/16 03/07/16	TransAtlantic Singlehanded 24 Hour Singlehanded	"MACIF" Francois Gabart FRA	Unsuccessful World Record 784 NM
260	28/07/16	TransAtlantic Monohull	"Comanche" Clark/Smith/Honey USA	World Record 5d 14h 21m 25s
261	06/08/16	Marseille to Carthage. 20 ft Cat	"Feelgood" Vittorio Malingri ITA	Awaiting ratification
262	29/08/16	RTW Westabout	"LeauCommotion" Bill Hatfield AUS	In progress
263	03/08/16	Around Ireland	"Phaedo 3" USA/GBR Thornburg/Thompson	Awaiting ratification
264	19/08/16	Around Isle of Wight	"Phaedo 3 USA/GBR Thornburg/Thompson	Awaiting ratification

OLYMPIC SAILING COMPETITION

To note some published comments regarding future Olympic Sailing Competitions and Offshore Sailing:

Scuttlebutt Sailing News - Rio Olympics and Beyond

Published on August 22nd, 2016

Andy Hunt, who was appointed as Chief Executive Officer of World Sailing in January, had a full schedule at the Rio 2016 Olympic Games. Scuttlebutt editor Craig Leweck caught up with Andy during the second week of competition for an update...

Extract...

“ What does moving forward mean?

Currently, I don't think all our [Olympic] events fully reflect the whole of our sport. Let's not forget, the whole of our sport goes from boards and kites to Moths to dinghies to keel boats to superyachts to America's Cup to offshore around-the-world races. And my feeling is actually what we probably need to be doing over time is thinking about how the Olympic Games is the showcase for our entire sport end to end.

If I was a particular enthusiast around – I don't know – offshore, I might just want to see the connection back to the Games what I'm seeing there. If I'm an enthusiast about the America's Cup and the foiling world, actually I can see the connection back to what's happening in the Games.

I believe the Olympic Games is absolutely the pinnacle of our sport, but it also needs to provide pathways. You need to naturally understand how sailors have got to connect from what they do here to what they might go on to do in the full spectrum of our sport. “

Published on August 23rd, 2016

Carlo Croce (ITA), President of World Sailing since 2012, spoke with Scuttlebutt editor Craig Leweck during the final week of the Rio 2016 Olympic Games...

Extract:

“ And what about the events for the 2020 Games?

I think in November we will be able to announce good news to the Council, but at the moment we're still confidential because the IOC has not yet formally decided. Maybe kiteboard, maybe foiling boat... I don't know. Perhaps an old hobby of mine – a long distance race with very simple and basic one design boats with no extreme equipment.

We could pick up one man and a girl and put them in an offshore boat... just a personal thought. I am completely convinced we'd find someone who can find provide the boats to the Olympics free of charge. It could also be a way for people competing in a dinghy class to

also participate in the offshore race and compete for two medals, which our sport never had. That could be interesting.

But nothing is decided. It's not me who will decide; it will be the Council. Certainly there will be changes, but what I want to really say is we will do absolutely the minimum changes we can not to have people throwing away all of their boats and our member nations being in trouble. So the changes yes, but just the minimum we need to. Our member nations have to design a program of four years, so we need to be quick."

Scuttlebutt Sailing News

Tuesday, August 30, 2016 — Issue 4657

Bruno Trouble: Sailing Marathon Provides Olympic Solution

The Sailing events for the Tokyo 2020 Olympic are under review. While the 10 events in Rio 2016 filled many niches, from 10,000 feet they looked too similar. This is the current conversation, but it is hardly a new topic.

A distance race is one of the events being discussed, which was the focus of this commentary we published **nearly six years ago** by Bruno Troublé, 2-time Olympian, America's Cup skipper and organizer:

I am just back from the World Yacht Racing Forum 2010 in Estoril, Portugal. We talked about the Olympics and the need to bring variety to the sailing events so as to prevent the possible exclusion of our sport from the Games. ISAF Secretary General Jerome Pels rightly explained the need for change regarding the classes chosen for the Olympics.

I too have been concerned about this, and have given much thought as to how our sport can best proceed with its Olympic vision. At the Forum I presented my conclusion, which I share here in Scuttlebutt:

Facts:

- The Olympic classes do not reflect the real world of sailing. They are all dinghies or boards (except for the Elliot!).
- A huge chunk of our sport is about offshore racing such as IRC (over 8,000 certificates I heard!), ORC, IMOCA, Figaro, Farr 40s, and offshore classics (Sydney-Hobart, Bermuda, Transpac, Hong Kong to Philippines, Fastnet, etc.). There are hundreds of them!
- Even small countries have a lot of offshore sailors (Hong Kong, Monaco, Dubai, Oman, Caribbean....many!).
- A century ago (not that far back!) the only way to transport a love letter or a Declaration of War from a continent was to put it on a sailboat! Sailing offshore is part of our souls as humans!

Conclusion:

- The Olympics are looking for diversity. Including an offshore events a great way to attract a new audience.
- It can be a singlehanded, doublehanded, or mixed crew.
- The race would start the day of the opening ceremony – or the next day and will go for 5 or 6 days.
- It would be the ONLY Olympic event you could watch 24 hours a day wherever you are in the world!

- It would be a great TV/Internet product that would generate a huge media attention worldwide. It would be very easy to understand for the general public.

We want to create sailing heroes; the winner after a 5 or 6 day race out at sea would be a star! You can anticipate the time of finish by adding short laps at the end of the main course or use virtual marks. The boats will not be a problem. We will find a boat builder able to provide 20 to 30 similar boats for the event at no cost (I promise!) Size? Around 30-35 feet. Catamaran? Why not.

This idea would be a good way to reconcile the “virtual” Olympic present family and the core of our sport. I sailed twice in the Olympics for France and I know how isolated we were – and still are – as Olympics sailors.

Not everybody can appreciate the challenge of competing in dinghy one designs on a windward leeward course, but people need not be sailors to appreciate the adventurous challenge that an offshore event would present. Rather than ISAF seeking the solution through changes to format or class type, let sailing take a page out of Olympic history by presenting our own marathon – the offshore distance race.
