

Olympic Sailing Competition

Selection of new Olympic Equipment – Regulations 23.1.3(e) & 23.1.5

A submission from the Chairman of World Sailing Classes Committee, Croatian Sailing Federation, Real Federación Española de Vela Hungarian Yachting Association, Federação Portuguesa de Vela, Russian Yachting Federation, Singapore Sailing Federation, Slovak Sailing Union

Purpose or Objective

New Olympic Equipment shall only be selected from current World Sailing Classes

Proposal 1

Amend Regulation 23.1.3(e) as follows:

New Equipment shall only be selected following Equipment trials or other evaluation against the specified criteria, and shall be selected no later than 31 December of the year five years before the Olympic Games. **Only existing World Sailing Classes shall be eligible for selection as Olympic Equipment.**

Proposal 2

Amend Regulation 23.1.5 as follows:

Olympic Equipment contracts shall be agreed between World Sailing and the appropriate Classes and / or manufacturers by 1 May in the year four years before the Olympic Sailing Competition. The contract shall require the Class ~~to be a World Sailing Class at the first opportunity thereafter, and, in any event, prior to the Olympic Games,~~ and to remain a World Sailing Class while it remains Olympic Equipment. In the event that World Sailing is unable to agree the contract for particular Equipment, Council shall decide alternative Equipment in November of the year four years before the Olympic Sailing Competition from a list of Equipment options provided by the Board.

Current Position

Current Regulation 23.1.3(e) as above. Current Regulation 23.1.5 as above.

Reasons

1. The most recent evaluation trials for new equipment have, with very few exceptions, led to equipment selections of prototype equipment which have proven to be either faulty or needed major change to comply with the demands of Olympic level athletes linked to intense racing in a whole range of sea and wind conditions, and safety requirements.
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2. Selection of prototypes for new Olympic Equipment has often led to delivery schedule delays, making Olympic Campaigns unfair between MNAs.
3. Equipment issues outlined above have led to additional costs for MNAs running Olympic campaigns on such equipment.
4. World Sailing Classes represent the equipment that MNA and clubs have invested in to run their Olympic and pathway programs, and is therefore already well distributed around the world.
5. Until 1995 the World Sailing regulations stated that

"4.1 Only a class with International Status shall be eligible for selection as an Olympic Class."

The equipment chosen under the old regulation has proven to be more appropriate than the following selection of prototypes.

- 6, The Events Committee Minutes from 5 November 1995 regarding the change to the then proposed new wording (there have been other subsequent changes):

"4.1 Only International Classes shall sail in the Olympic Regatta or be selected as Classes for IYRU events." (wording from the 1996 yearbook)

note that

*"The Committee expressed a number of different views on the subject. Some felt that the Danish proposal would promote the sport and allow the flexibility to choose the most appropriate class. **Others were concerned about the little amount of time allowed between the selection of the Class and the Olympics (four years) for a class without International status to expand.**"*
