

IFDS Equipment Evaluation Event 2008

An open invitation to classes for consideration as the One-Person and Three-Person Keelboats for possible inclusion at the 2012 and 2016 Paralympic Sailing Competitions.

It is planned that the selected equipment will be announced at the 2008 IFDS Annual General Meeting.

The International Association for Disabled Sailing (IFDS) invites submissions of boats for consideration at evaluation events, for equipment to be selected for the following categories of events:

- **One-Person Keelboat**
- **Three-Person Keelboat**

IFDS has established that the equipment principles for each event shall be:

- **One-Person Keelboat** – To provide strategic and technically challenging advanced racing.
- **Three-Person Keelboat** – To provide a relatively physical, high-performance boat accessible to a wide range of functionalities.

It is anticipated that the equipment selected from the Evaluation Events will go forward for selection as the equipment for the 2012 and 2016 Paralympic Sailing Competitions.

The following Equipment Evaluation Committee has been appointed:

John Twomey (IRL) – Chairman
Gustav Fresk (SWE)
Bruce Kirby (USA)
Greg Omay (AUS)

There will be two Evaluation Events, one in the Southern Hemisphere and one in the Northern Hemisphere. The Evaluation Event in the Southern Hemisphere will take place in Singapore during the last two weeks in March 2008. The venue and dates for the Evaluation Event in the Northern Hemisphere will be announced by IFDS in February 2008.

1. FUNDAMENTAL CRITERIA

IFDS has decided that the boats to be evaluated shall conform to the following fundamental criteria:

- (a) Safety

The boat shall be:

- (i) Unsinkable if holed or swamped, with approximately level positive flotation, with some portion of the freeboard, deck coamings or gunwale, including those across the bow or stern, above water.
- (ii) Self-righting when all sails are hoisted and the double-bottom is full of water, with the keel in its standard location. It is desirable if the boat can't go beyond 90 degrees from upright when the keel lifting/locking mechanism fails.
- (iii) As dry to sail as possible and relatively easy and quick to bail or pump out if filled. Preferably less than 5 minutes to bail or pump dry.
- (iv) Sailable to safety unassisted in rapidly rising winds.

(b) Design Considerations for Disabled Sailing

The boat should be:

- (i) As equitable and physically "leveling" as possible,
- (ii) Relatively insensitive to weight distribution.
- (iii) Designed to perform in large waves and slop in a 'well behaved' manner.
- (iv) Suitable for racing in wind strengths from very light to strong (IFDS Maximum) for all sailors in the class.
- (v) Enable sailors with a wide range of different physical disabilities to race against each other on equal terms, to measure non-physical sailing skills.
- (vi) Easy to adapt for different disabilities (including the ability to fit electric controls).
- (vii) Advanced enough to attract non-disabled sailors to 'open class' racing and to maximize the opportunities for the development of sailing skills, while at the same time simple enough to minimize any physical differences between the competitors.
- (viii) Reward on-the-water sailing skills more than off-the-water technical development and boat managing.
- (ix) Reduce the number of options between different equipment components when possible, but not adaptations.

(c) Cost and Convenience Factors

The boat should be:

- (i) As inexpensive as possible compatible with the other requirements.
- (ii) Relatively easy and cheap to transport. The manufacturer should state with certainty, how many boats, with their spars will fit in a standard container. The manufacturer should also discuss trailering arrangements and if multiple boats can be accommodated on a single trailer.

2. BASIC REQUIREMENTS FOR ENTRY AND PROCEDURE

- (a) Preliminary indication of intention to take part should be submitted by **1 February 2008**. Formal submissions accompanied by an application fee of Euros €500 (*existing ISAF International and Recognised Classes entering in their current class rules configuration are not required to pay an application fee*) should be received at the IFDS c/o ISAF Secretariat by **15 February 2008**.

This date may be extended at the discretion of the Evaluation Committee on application giving reasonable grounds.

It is fully understood that some of the details requested may not yet be available for a recently designed boat.

- (b) The first stage of the evaluation will start immediately upon receipt of submissions and the following documents:
- (i) Copies of sales and publicity material and general class specifications, including:
 - length
 - beam
 - area of each sail
 - weights of hull and rigged mast
 - (ii) Copies of Constitution of Class Owners Association or proposed class organization.
 - (iii) Copies of Class Rules and all documents relating to the "control of one-design" and measurement.
 - (iv) Names and addresses of all current building locations and main selling agents. Current price list from each builder for complete "package" and prices, and availability of spare parts (sails, spars, foils, etc).

Current distribution by country of boats delivered to customers in total and in the last 6 months.
 - (v) Copies of all plans, builder's manuals, construction details and assembly drawings, together with material and hardware specifications with cost to builder (ie: "bill of materials").
 - (vi) Name and address of copyright holder and copy of all agreements between the Class and the copyright holder. (These will be kept confidential between the Evaluation Committee and the IFDS Executive Committee).
 - (vii) Copies of any building licenses and/or agreements with builders relating to the construction of hulls, spars, sails and major components. (These will be kept confidential between the Evaluation Committee and the IFDS Executive Committee).
 - (viii) Names, titles and addresses of class officers.
 - (ix) All documents or information that could be useful for the Evaluation Committee to fulfil their task.

3. EVALUATION PROCEDURE, "PHILOSOPHY" AND ADDITIONAL CRITERIA

- (a) Boats meeting, or coming close to, the above requirements will be invited to participate in the relevant Evaluation Event, either in the Northern or Southern Hemisphere. Further information on the Evaluation Events will be circulated.
- (b) Entries from prototypes will be accepted, provided that they are fully developed and have a full Business Plan, Draft Class Rules and a Draft Class Association Constitution.
- (c) A class wishing to be considered for selection as the equipment for the Paralympic Sailing Competition will be required to sign a "Paralympic Class Agreement" with IFDS setting out the responsibilities of both parties.
- (d) Prior to sailing in the Paralympic Sailing Competition, the IFDS selected equipment (class) must achieve recognition as an ISAF Class.

4. EQUIPMENT AVAILABILITY

In addition to the fundamental characteristic, a class must be widely available to all National Authorities at a fair cost and be of robust and long lasting construction. As a part of the basis for evaluation, therefore, the candidate classes will be expected to satisfy the Evaluation Committee that production will be sufficiently advanced for boats to be widely available from the time of selection forwards, and should be able to provide details of the following (in the context of these requirements):

- (a) Whether Manufacturer's Class / Licensed Builder and the basis for world wide supply?
- (b) Materials and parts availability, financial considerations and production /construction methods which might limit countries in which building could be undertaken or selling agents appointed.
- (c) Basis for worldwide selling price stability prior to and after Paralympic selection.
- (d) Names of existing and proposed builders. Are you prepared for other builders to be licensed?
- (e) List of fleets and National Authorities in which the class is now racing.
- (f) If sails are included in your package can owners purchase from other sail makers?

5. DESIGN CONTROL

- (a) It is intended that any Class or Classes which come forward as a result of the Evaluation Event will be a One Design.
- (b) Contestants may put forward any proposals for the control of One Design. However IFDS's currently preferred system is to achieve One Design through the control of manufacture. The objective is to ensure world wide availability at economic cost and competition between manufacturers, consistent with tight control of One Design to provide equal performance.

An example of a system of Manufacture Control is as follows:

- (i) Manufacturers of Hulls, Sails and Spars should be Licensed, the license being approved by IFDS.
- (ii) Hulls should be manufactured in moulds which emanate from a common Master Plug in accordance with a Construction Manual agreed by IFDS.
- (iii) Sails should be manufactured either from panels cut using a common computer file design programme or in accordance with comprehensive measurements. The sail material should be tightly specified.
- (iv) Spars may be made from either aluminium extrusions or resin/fibre composite. In the case of aluminium extrusions the dies should be approved by IFDS. Composite masts should either be manufactured in common moulds or by a common process, to a common specification

IFDS recognize that successful contestants will expect and deserve a satisfactory return on their work. This should be achieved through a royalty on all items made by Licensed Manufacturers of Hulls, Sails and Spars.

7. CONFIDENTIALITY

- (a) All information of a proprietary nature will be treated with strict confidentiality and used only for the purpose of the evaluation of factors relevant to selection for Paralympic Sailing Competition.

- (b) This evaluation procedure in no way affects current or future consideration of applications by classes.

8. SUBMITTING AN APPLICATION

Any class wishing to apply for consideration as the equipment for the One-Person and Three-Person Keelboat Events at the 2012 and 2016 Paralympic Sailing Competition should complete and submit the Formal Application attached to this document.

Applications should be sent to the IFDS Secretariat and received no later than **15 February 2008**. On receipt of the application, IFDS will send an acknowledgement within 3 working days. If you do not receive this acknowledgement please contact the IFDS Secretariat.

IFDS Secretariat, c/o ISAF UK Ltd, Ariadne House, Town Quay, Southampton, SO14 2AQ, Hampshire, United Kingdom.

Email: ifds@isaf.co.uk

Tel: +44 23 80 635 111

Fax: +44 23 80 635 789

IFDS Equipment Evaluation Event
One-Person Keelboat, Three-Person Keelboat Evaluation

APPLICATION FORM

Closing Date for applications is **15 February 2007**

When complete this form is to be returned to:

Emma Little
IFDS Secretariat, c/o ISAF UK Ltd, Ariadne House,
Town Quay, Southampton, SO14 2AQ, Hampshire, United Kingdom.
Email: ifds@isaf.co.uk
Tel: +44 23 80 635 111
Fax: +44 23 80 635 789

Contact Person: _____ Boat/Class Name _____
Address for all
Correspondence: _____

Telephone Number: _____ Fax Number: _____

Email _____
:

Is Boat a prototype? Yes/No (delete as applicable)

Number of boats built: _____

Length: _____ m Beam: _____ m

Sails:

Area of each Main: _____

_____ m²

Jib: _____

_____ m²

Spinnaker: _____

_____ m²

Complete all-up weight: _____

_____ kg

Weight of Hull: _____

_____ kg

Name and Address of:

1. Current building locations:

2. Main selling agents:

Name & Address of Copyright holder:

Signature of Applicant: _____

Date: _____

ENTRY FEE: €500 + VAT (Euros)

Existing ISAF International and Recognized Classes entering in their current class rules configuration are not required to pay an application fee.

Bank Details:

Payable to: IFDS, Da Costalaan 4,
3723 DV Bilthoven

Netherlands

Bank account Number: 67 76 41 982

Bank Name: ING Bank

THE FOLLOWING DOCUMENTS SHOULD BE SENT AS PART OF THE APPLICATION:

1. Copies of sales and publicity material, general class specifications and details of any crew weight equalization method. As detailed in the Basic Requirements these should include:
 - Length with and without any bowsprit extended
 - Beam
 - Area of each sail
 - Complete all-up weight
 - Weight of hull
2. Copies of Constitution of Class Owners Association or proposed class organisation.
3. Copies of Class Rules and all documents relating to the 'control of one-design' and measurement.
4. Names and addresses of all current building locations and main selling agents. Current price list from each builder for complete 'package' and prices, and availability of spare parts (sails, spars, foils etc.) Current distribution by country of boats delivered to customers in total and in the last six months.
5. Copies each of all plans, builder's manuals, construction details, assembly drawings, together with material and hardware specifications with cost to builder (i.e 'bill of materials')
6. Name and address of copyright holder and copy of all agreements between the Class and the copyright holder. (These will be kept Confidential between the 'Evaluation Committee' and the ISAF Executive Committee.)
7. Copies of any building licences and/or agreements with builders relating to the construction of hulls, spars, sails and major components. (These will be kept Confidential between the 'Evaluation Committee' and the ISAF Executive Committee.)
8. Names, Titles and addresses of Class Officers.
9. All documents or information that could be useful for the Evaluation Committee to fulfil their task.