

2016 Olympic Events and Equipment

Regulation 23.1.4

A submission from the International Kiteboarding Association

Purpose or Objective

To select the equipment for the men's and women's kiteboarding events for the 2016 Olympics

Proposal

Amend regulation 23.1.4 as follows:

Men's Kiteboarding – **IKA Formula Kite**

Women's Kiteboarding – **IKA Formula Kite**

Men's One Person Dinghy - Laser

Women's One Person Dinghy - Laser Radial

Men's 2nd One Person Dinghy – Finn

Men's Skiff - 49er

Women's Skiff – 49erFX

Men's Two Person Dinghy - 470

Women's Two Person Dinghy – 470

Mixed Two Person Multihull – Nacra 17

Current Position

There is currently no equipment selected for the 2016 Olympic kiteboarding events

Reasons

1. “Formula Kite” is a proposed appendix to the IKA class rules specifying the equipment to be used in ISAF graded events and the Olympic Sailing Regatta.
 2. The “Formula Kite” proposal complies with the requirements of Regulation 23.1.2.
 3. IKA is already an established global class with ISAF international status and has active fleets in all parts of the world and is recognized by sailors and general public as “the” kiteboarding class.
 4. Currently all kiteboard racing competitions are sailed on “box rule” equipment, allowing multiple brands and designs to participate in a class event. Equipment is limited in size and weight, is mass production manufactured and readily available throughout the world.
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5. The “box rule concept” allows sailors of very different weight and size to compete on an equal playing field and thus does not limit the top level participation to a narrow weight range that could advantage or disadvantage certain parts of the world.

Chart: Weight and size of sailors which are currently competing against each other on top level (taken from the current world ranking and latest world level competition results)

| Name | Recent Results | Size | Weight |
|--------------------------------|---|-------------|---------------|
| John Heineken (USA) | 2012 World Ranking #1 2011 World Champion | 1,85 m | 78 kg |
| Bryan Lake (USA) | 2012 World Ranking #2 2011 World Championship #3 | 1,90 m | 105 kg |
| Julien Kerneur (FRA) | 2012 World Ranking #6 | 1,83 m | 75 kg |
| Narapitchit Pudla (THA) | 2012 Asian Champion | 1,67 m | 63 kg |
| Salih Cakir (TUR) | 2012 World Ranking #15 2012 Turkish Champion | 1,85 m | 90 kg |
| Bjorn Rune Jensen (DEN) | 2012 World Ranking #12 2012 Masters World Champion | 1,91 m | 90 kg |
| Florian Gruber (GER) | 2012 World Ranking #9 2012 German Champion | 1,83 m | 75 kg |
| Blazeg Ozog (POL) | 2012 World Ranking #7 | 1,78 m | 70 kg |
| | | | |
| Steph Bridge (GBR) | 2011 World Champion | 1,82 m | 69 kg |
| Nayara Licario (BRA) | 2011 World Championship #3 | 1,70 m | 57 kg |
| Aya Oshima (JPN) | 2012 Asian Champion | 1,57 m | 55 kg |
| Nuria Goma (ESP) | 2012 World Ranking #2 | 1,65 m | 52 kg |
| Katja Roose(NED) | 2012 World Ranking #1 2011 World Championship #2 | 1,76 m | 63 kg |

No other sailing class offers such a wide competitive weight range allowing sailors from all parts of the world and all size and weight categories to compete.

1. Choosing one particular brand out of the existing manufacturers would require equipment trials, as the selection of a certain brand would limit the competitive weight and size (to either light, medium weight or heavy sailors, depending on the brand chosen).
2. The “box rule concept” allows brands to invest in sailors and to sponsor them, minimizing or even eliminating equipment purchase costs for MNAs.
3. The “box rule concept” allows equipment to constantly evolve, in line with the normal equipment replacement cycles due to wear and tear. Reality for all sailing classes is that sailors constantly have to buy new equipment due to wear and tear as well as damage, and the evolution cycles of the proposed “Formula Kite” appendix are in line with these cycles. The result is that sailors are always on up-to-date equipment attractive to spectators and media.
4. Most other (Olympic) sports that involve equipment are using a “box rule concept” – they are showcasing the pinnacle of the sport on up-to-date equipment. Almost all of these sports have a better spectator and media appeal than sailings current One Design approach, because spectators and media want to see high performance on high tech equipment. The “Formula Kite” proposal allows ISAF to showcase high performance sailing

on up-to-date equipment without high costs.

Examples for other successful sports using “box rule concepts” are:

- Skiing / Snowboarding / Cross Country / Biathlon / Nordic Combined
- Cycling
- Bob Sledge
- Luge / Skeleton
- Rowing / Canoeing
- Archery
- Pentathlon
- Shooting
- Tennis
- Triathlon

5. A “One Design” kiteboarding event would result in losing the top sailors support and create a situation similar to windsurfing, were the general public considers the sailors of the “PWA” events (an ISAF special event sailed on “box rule” equipment) as the pinnacle of the sport and not the Olympic windsurfing format and class.

The PWA is using a strict production equipment “box rule” since seven years, with sailors registering equipment for the whole season, and this has been proven to be very successful.

The “Formula Kite” appendix is proposing exactly such system The similar PWA system has proven to create many top sailors especially from emerging nations (e.g. last years ISAF Rolex Sailor of the Year Nominee Sarah Quita Offringa).

6. Sailors are travelling to events with their own equipment – there is no need for event organizers to arrange supplied equipment, which reduces event organizers costs. Travel costs for kiteboarding equipment are minimal – the complete equipment weights around 20kg and can be taken on any plane as standard luggage.
7. The “Formula Kite” appendix effectively addresses the demand to control price and availability of Olympic equipment without going “One Design” by further tightening the “box rule” concept
 - Current Class rule limitations for equipment
 - i. General
Boards and Kites and must be production manufactured and registered, and available worldwide
 - ii. Boards
 - maximum width: 700mm
 - minimum width: 150mm
 - maximum length: 1900mm
 - minimum weight: 4000gr
 - iii. Kite/Rigging
maximum distance from chicken loop to top of kite: 45000mm
 - iv. Fins
maximum length: 500mm

The current IKA class rules can be found at the ISAF website:

- Additional Class Rule limitations in appendix “Formula Kite” for ISAF graded events and the Olympic Sailing Competition
 - i. Boards
minimum width: 5500gr
 - ii. Kite Material
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- The outside shell of the front tube (if any), the canopy, and the outside shell of the struts (if any) shall be made out of woven ply
- Reinforcements, battens, tapes, bladders (if any) may be made out of other material.
- Bladders shall be made out of TPU, PU or PVC materials.
- iii. Rigging – Lines
Flying lines shall be made of dynema/spectra. Carbon/kevlar/poly-aramid/metal must not be used in flying lines.
The minimum diameter for flying lines is
 1. Front lines: 1.2mm
 2. Back lines: 0.9mm
- iv. Rigging – Bridles
Bridles (if any) may be made of carbon/kevlar/poly-aramid, or dynema/spectra.
- v. Fins
Limitations to Fins in accordance to the limitations applying to boards and kites will be introduced from 01.01.2014
- vi. Number of boards
Every sailors shall register one board, defined by brand, model and nominal size, for the whole Sailing World Cup Season at the first event of the season the sailor takes part in. Changes to the registered board must be approved by the class 2 months ahead of the regatta the board shall be used in.
- vii. Number of kites
Every sailors shall register three kites, defined by brand, model and nominal size, for the whole Sailing World Cup Season at the first event of the season the sailor takes part in. Changes to the registered kites quiver must be approved 2 months ahead of the regatta the kites shall be used in.
- viii. Identification
For The Olympic Sailing Regatta, Sailing World Championship, Class World Championship and Sailing World Cups, Kites shall display the national flag of the sailor.

A full version of the IKA class rules including the proposed appendix "Formula Kite" can be found at www.formulakite.com

- Registration system for "Formula Kite" equipment
 - i. Brands wishing to provide equipment for ISAF graded events from shall enter a "registered builders contract" with the IKA based on the ISAF Olympic Classes contract.
 - ii. From 01.01.2013, the cut of date for registration of new equipment is January 1st, 2013. Equipment registered becomes eligible for racing on June 1st, 2013
 - iii. From 01.01.2014, the cut of date for registration of new equipment is March 1st, with equipment becoming eligible for racing on September 1st (the start of the new Sailing World Cup season).
 - iv. All registrations for new equipment will be published before March 15th
 - v. Pre-orders may be placed by MNAs and NCAs between March 16th and March 30th and accompanied by a 30% deposit to secure production capacity
 - vi. Brands must guarantee to minimum build 130% of pre-ordered equipment with a minimum production run of 150 pieces.
 - vii. Equipment shall be made available to pre-order MNAs and NCAs ex-factory before July 1st of every year
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- viii. The maximum yearly price increase for boards and kites allowed is 2.5% based on 2012 season prices.
- ix. Prices for equipment of new builders entering into a builders agreement must not exceed the maximum price of comparable equipment of existing builders
- x. Prices for pre-orders from MNAs and NCAs shall be net prices ex distributors (not retail prices for end customers)

A full version of the proposed registration system for the IKA "Formula Kite" appendix can be found at www.formulakite.com

8. Explanation of the proposed class rule changes and registration system:

- Increased board weight to avoid the usage of exotic and expensive materials and to provide longer product life time. The current minimum weight limitation of 4000 gr remains from a time when kiterace boards have been much smaller. Current boards all weight between 5300 and 6200 gram and are made out of carbon sandwich – the latest available technology. The weight increase preserves the current status quo of board building technology.
- Kites are currently made out of woven ply. The proposed change preserves the status quo of kite building technology and avoids investment in expensive materials and technologies.
- The material of the rigging is limited to the currently used materials.
- Fins are currently not limited. To allow brands to adopt to the requirements of the "Formula Kite" appendix the necessary restrictions – similar to the restrictions applying to boards and kites – will be introduced for the 2014 season.
- One board and three kites per sailor are to be registered per Sailing World Cup Season to cover the full wind range as outlined in the ISAF race management policies. This ensures high performance over the full wind range and allows sailors to choose a kite range according to their body weight.
- The proposed registration system ensures that MNAs and NCAs have access to any equipment they chose to purchase, further limiting the possibilities of excessive development costs. Any development in boards and kites would be available to every interested MNA, reducing the desire to heavily invest into equipment development. Together with the limited price increase it is ensured that equipment prices remain on the level of the 2012 season with allowance made for normal inflation (2.5% as outlined in most Olympic classes' contracts). This further slows down development investments, but does not stop evolution.
- Prices for MNAs and NCAs are distributor prices and thus app. 30% below retail prices.

| | Approximate prices for equipment from a major brand – ex distributor price |
|----------------|--|
| Hull | 1000 USD |
| Kite (times 3) | 1270 USD |
| Fin Set | 380 USD |
| Total: | 5190 USD |

- The proposed registration scheme includes a transition period for the 2013 season to allow brands to adopt the system after a decision in November

9. The kiteboarding industry, namely the currently biggest manufacturers with a market share in kiteracing of app. 90% fully support the proposed class rule changes and registration

system. The proposed system fully keeps the industry involved.

10. The proposed tightened “box rule” is in parts very similar to the 470 class rules where only dimensions and materials are limited e.g. for the sail plan – a boat that is considered to be affordable and ideal especially for emerging nations. The “Formula Kite” appendix to the IKA class rules has been developed in the same spirit.
 11. A “box rule concept” avoids a monopoly – monopolies are avoided in world economy as they usually provide poor products on high prices. Competition between manufacturers encourages top equipment on affordable prices.
 12. Finally: listen to the sailors ! All top sailors strongly favour the “box rule concept” as it allows participants of a wide weight and size range to compete with equal chances. Furthermore it is much more rewarding for sailors to sail on up-to-date equipment.
Only the “box rule concept” ensures participation of the world’s top athletes.
ISAF has shown with its recent decisions on the women’s skiff and the mixed multihull that decisions are taken in the interest of the sailors. Let’s keep it this way !
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