ISAF Evaluation Trials 2012

Mixed Multihull

A submission from the International Tornado Class Association

Purpose or Objective

The Tornado Class will again take the challenge to go into an ISAF Multihull Evaluation event. After our experience with the Multihull Evaluation Event in Quiberon/FRA in 1999 we have the following wishes:

Proposal

Real Olympic Athletes and the best Youth Sailors should test and vote for the boats at the Evaluation Event.

Sailors should decide which Multihull they want for the future and the Rio Olympics in 2016.

A good mix of sailors should be involved including Women from Match racing and Men from the Star class. They have lost their Olympic Class, so there is a high potential of sailors for Mixed Multihull.

Please choose a venue for the Evaluation which has all wind and wave conditions.

We believe the best place would be on the European Atlantic Coast where you have all conditions. Quiberon/FRA in the 90s was excellent.

The trials should be sailed over a minimum of 10 days. We need at least one high and one low pressure system to test the quality of the boats so there is no future surprises.

Allow ALL designs up to 22 Foot to come to the Evaluation.

New fast Multihull Designs have slimmer and longer hulls.

At the moment within the Multihull community there is so much innovation. If you want a real upgrade or up-to-date evaluation, you should allow the newest Multihull designs to participate with no restrictions.

Only Multihulls with Carbon Masts should be allowed to sail at the Evaluation event.

Carbon Masts have great safety aspects for mixed sailing.

With the Finn and 49er classes using Carbon masts, we cannot take a step backwards to using an Aluminum mast.

Guarantee of Health, Safety & Environmental protection during the boat building process.

The Olympic multihull boat should reflect today's requirements of the highest standards of responsible environmental practices during the building process (minimum toxic fumes into the
atmosphere, correct disposal of any and all waste materials and built to last the longest possible life to enhance the eco-friendly and sustainable image of sailing).

The Olympic multihull boat should be built in an environment where personal safety is first and foremost, the people who build the boat should be afforded all resources and personal protection equipment, to minimise exposure to materials that may harm them.

Current Position

None.

Reason

As stated above.