

2024 Olympic Sailing Competition

Olympic Equipment

A submission from the International Finn Association and the Hungarian Yachting Association

Purpose or Objective

To select the Finn as Equipment for the 2024 Olympic Games in the Men's One Person Dinghy event.

Proposal:

That the Finn be chosen as the men's equipment for the Men's One Person Dinghy event.

Current Position

The Finn is the equipment for the Men's One Person Dinghy (Heavyweight)

[FIN only: The Equipment for the Men's One Person Dinghy has been placed under review.]

Reasons

- 1 Suitability for athletes ranging from 87 to 100+ kg.

At the 2017 November Conference Council set key criteria to define the 2024 Events and Equipment. One of the five criteria was to "Ensure that men and women of different physiques have an opportunity to compete"

With the increase in the size of people in recent years, a 87 to 100+ kg body range is becoming the norm for many young people in many parts of the world. At the same time, it is a range that allows sailors who may have completed an initial Olympic cycle in another class to move into a class that is more suited to their adult body evolution. Sailors can therefore maintain that body type for a number of years so are not forced to leave sailing when they outgrow a class.

Sailors can train physically and develop muscles that protects their bodies against injury and improves performance without worrying about becoming too heavy to be competitive.

The proposed equipment would allow the sailors to use free kinetics and showcase physicality and athletic skills to complete the range of skills across all the athletes in the Olympic sailing competition.

The proposed equipment is one design and meets strict class rules refined over the years to ensure the evenness of competition. However, slight changes in masts and sails within the allowed tolerances allow sailors from a relatively wide weight range (much wider than other current Olympic classes) to be able to find equipment that allows them to be competitive without needing "the optimal body type" that exists in many classes. The result would be an equipment/class where the sailors make the difference not the equipment.

2 Availability and reliance on builders and market

The builders are independent. They have proven their technical and professional capacity by staying in the market over the years. They are able to adjust to the market demand. Equipment builders have demonstrated expertise and experience by supplying quality products to the fleet.

Multiple builders across the world are important to respond to high volume distribution and production demands in various part of the world and avoiding high import taxes.

The Finn as equipment is free to build for anyone interested and if selected as equipment for the Men's One Person Dinghy event would allow for World Sailing and the wider sailing community to live without repeated monopoly charges and the uncertainty caused by ongoing or potential competition authority investigations against World Sailing worldwide.

3 Reliable and sustainable equipment

The Finn demonstrates reliability with quality control, performance and longevity in order to reduce costs. Hull and mast last at least a four years campaign while remaining performant with a proven longevity. Hull and masts keep a high resale value to encourage a strong second-hand market and class growth.

The Finn proves seaworthiness with high buoyancy level and capability to handle various wind and sea conditions in order to maximise safety while allowing spectacular racing in great sailing conditions.

4 Format proposal

The Finn is well suited to any formats allowing kinetics and showcasing both athleticism and endurance, tactical games and power sailing.
