

2024 Olympic Sailing Competition

Olympic Equipment

A submission from the International Finn Association

Purpose or Objective

To select the equipment for the Mixed One Person Dinghy event based on “specified criteria”.

Proposal 1

Regulation 23.1.3(e) gives Council the choice to select equipment for a “new event” based on “evaluation against the specified criteria”.

This submission proposes that Council takes the decision to use this option and select the equipment for the Mixed One Person Dinghy based on “evaluation against the specified criteria” rather than “equipment trials”.

Note: This submission should be read in conjunction with the submissions proposing the “specified criteria” for the Men’s equipment for the Mixed One Person Dinghy.

Proposal 2

That Council select the Men’s equipment for the new Mixed One Person Dinghy Event by the 2019 WS Mid-Year Meeting.

Note: This submission should be read in conjunction with the submissions proposing the “specified criteria” for the Mixed One Person Dinghy.

Current Position

As above.

Reasons

1. Regulation 23.1.3(e) states

“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.”

Therefore, Regulation 23.1.3(e) is explicit in giving Council the choice to hold “Equipment Trials” to decide equipment, or select equipment against “specified criteria”.

2. In approving Submission M22-18 in May 2018, Council members very clearly vocalized that amongst the reasons for supporting the submission was to ensure continuity in the use of the Finn and 470 Class as 2024 Olympic equipment.
3. Prolonging the selection of equipment will only serve to cast more doubt and uncertainty in equipment decisions.
4. In supporting Submission M22-18, Council was very clear that they did not feel there was any need to hold "equipment" trials for the new Mixed One Person Dinghy (men's equipment) or for the Mixed Two Person Dinghy, and by supporting this submission, Council is following through in its decision making from May 2018.

- 1 Suitable 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 criteria should 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 should be one design and meet strict class rules refined over the years to ensure the evenness of competition. However, slight changes in masts and sails within the allowed tolerances should be allowed to insure sailors from a relatively wide weight range (much wider than other current Olympic classes) are 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 should be independent from the class. They should have proven their technical and professional capacity by staying in the market over the years. They should be able to adjust to the market demand. Equipment builders should 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 equipment should be free to be build for anyone interested and should 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 equipment should demonstrate reliability with quality control, performance and longevity in order to reduce costs. Hull and mast should last at least a four years campaign
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while remaining performant with a proven longevity. Hull and masts should keep a high resale value to encourage a strong second-hand market and class growth.

The equipment should prove 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.

The equipment should meet these following criteria:

Boat concept: Displacement (Non-Foiling) and hiking

Single mast and sail.

Suitable wind range for competition: 4 to 30 knots and different sea states (flat, choppy, swell, ...)

Builder / Class structure: Measurement controlled Monotype, and:

- Possibility for identical supplied hulls at Olympic Games.
- Possibility for multiple licensed builders.
- Equipment available worldwide without restrictions.
- Run by a well-established worldwide class authority with well-developed class rules following the ERS and SCR format.

4 Format proposal

The equipment should be well suited to any formats allowing kinetics and showcasing both athleticism and endurance, tactical games and power sailing.
