**Olympic Sailing Competition – Core Equipment**

Finn - Regulation 23.1.5

A submission from the Czech Sailing Association, Danish Sailing Association, Finnish Sailing and Boating Federation, Hungarian Yachting Association, Russian Yachting Federation, South Africa Sailing

**Purpose or Objective**

To select the Finn as Core Equipment and to secure hereby an Olympic Sailing Equipment for male sailors above 85 kg.

**Proposal**

To select the Finn as Core Equipment.

**Current Position**

There is currently no Core Equipment selected as per Regulation 23.1.5.

The Finn is currently the Equipment for the Men's 2nd One Person Dinghy Event, an Event formerly called the One Person Dinghy (Heavyweight) Men Event.

According to Regulation 23.1.5 a Core Equipment shall be decided at Council's first ordinary meeting after an Olympic Games. Only Equipment already selected for the next Olympic Games may be considered. The Finn has been already selected for the 2016 Olympic Games as Olympic Equipment.

**Reasons**

Given the existing 2016 Olympic Sailing Events and Equipment, male sailors above 85 kg have only one choice to sail at the Olympic Sailing Competition: the Men's 2nd One Person Dinghy Event. The Finn has filled the Men's 2nd One Person Dinghy Event since the creation of the Event.

As there is only one Event for male sailors above 85 kg, the selected Equipment should cover a wide range of athlete weight and height in the 85kg+ segment. Among potential Equipment types for the Men's 2nd One Person Dinghy Event the Finn caters by far for the widest weight range of sailors with Olympic medal hopefuls ranging from 90 kg to 110 kg.

Nowadays young athletes are heavier and taller than their fathers and they often reach the 85 kg weight range at the age of 17-18. With the selection of the Finn as Core Equipment these young sailors would be able to retain their Equipment for their whole Olympic career even if they grow further from the age of 17/18 towards the end of their Olympic career at the age of 30/35.
Beyond the Equipment advantage in terms of athlete’s physics, the Finn class has a real depth in terms of club and national fleets, as well as junior, senior and master age groups, which is partially the result of the fact that the class has been for a long time able to manage the different needs and interests of Finn sailors in every age category, on every level and in every segment of the Finn sailing world.

In fleet sizes at Sailing World Cup events the Finn is in the forefront. At major class championships the class today has a very solid international senior fleet of 90-100 entries from around 35 countries per event, an increasing junior fleet of around 30 sailors with peaks at 50 sailors at past Junior Worlds and an formidable Masters fleet comprising of around 200-300 Finn sailors at the annual Masters regatta. At the same time national fleets keep growing as well, which gives a healthy balance to the Finn class structure.

One of the reasons for the strength of the Finn has been equipment control and evolution. As a result over the past the Finn has managed to move smoothly on a battle field many other classes have fallen casualty of. The Finn is a strict one design but there is a variety of Finn manufacturers on the market building Finn equipment which allows for price and quality competition and the absence of unhealthy monopolies pushing up equipment prices.

The class is organised and lead by the International Finn Association, a well organised international class association with over 50 member countries and the International Finn Association has been a faithful partner of ISAF for the last 55 years.