2024 Olympic Sailing Competition

Olympic Equipment

A submission from the International Finn Association

Purpose or Objective

To select the Finn as the Men’s equipment for the Mixed One Person Dinghy event in November 2018.

Proposal

That the Finn be selected as the Men’s equipment for the Mixed One Person Dinghy Event for the 2024 Olympic Games in November 2018, and Regulation 23.1.4 be amended accordingly:

Mixed One Person Dinghy – Finn (Men’s equipment)

Current Position

In May 2018, the Council approved Submission M22-18 proposing the remaining five events for the 2024 Olympic Games, including the Mixed One Person Dinghy.

The Finn is the current equipment for the Men One Person Dinghy (Heavyweight), and in approving Submission M22-18 many Council Members supported the retention of the Finn as the Men’s equipment for new Mixed One Person Dinghy Event.

Reasons

1. 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 as 2024 Olympic equipment.

2. Prolonging the selection of equipment will only serve to cast more doubt and uncertainty in equipment decisions.

3. 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.

4. The Men’s equipment for the Mixed One Person Dinghy event must be:

4.1 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 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.

4.2 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.

4.3 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.

Furthermore, the Finn meets 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.

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