

## 2024 Olympic Sailing Competition

### Olympic Equipment

A submission from Koninklijk Nederlands Watersport Verbond

#### Purpose or Objective

To propose equipment and format for the Olympic windsurfing events, including a pathway vision

#### I. Proposal

Current Event & Equipment	2024 Events – May 2018	2024 Equipment Proposal
Men's Windsurfer – RS:X *	Retained	New Equipment
Women's Windsurfer – RS:X *	Retained	New Equipment
Heavyweight Men's One Person Dinghy – Finn	New Event - Mixed One-Person Dinghy	Select New Equipment
Men's Two Person Dinghy – 470	New Event - Mixed Two Person Dinghy	Select New Equipment
Women's Two Person Dinghy – 470	New Event Mixed Kite	Select New Equipment

\* Note the equipment for this event is under Olympic Equipment Re-evaluation if retained.

#### Equipment Criteria Proposal for Men and Women Windsurfer

Board concept: Convertible –

- 1x board, course-racing wide-style board approximately 100cm wide;
- 1x foil (possibly 2x front wings).;
- 1x fin, approximately 68cm in length.
- 1x Sail (sail size to be determined).

Sail size for Men: 8.0 to 9.0 m<sup>2</sup>.

Sail size for Women: 7.0 to 8.0 m<sup>2</sup>.

Same board for Men and Women with different rig concept: Yes

Suitable wind range for competition: 6 -35 knots.

Athlete weight range for Men: 65 - 85 kg.

Athlete weight range for Women: 55 - 70 kg.

Builder / Class structure: Multi-Manufacturer controlled One Design.

Other Equipment considerations:

- Price: to cost less than the current cost of an RS:X package (current RS:X package for men is ca. €7,000.00).
- Development: manufacturers to lock development of foils at a minimum of 3 years before the Olympic Games. This will ensure that the equipment continues to develop along with the open market for as long as people to benefit from the steep development curve that the technology has been experiencing; but will also ensure certainty, stability and keep costs down for the Olympic fleet. This should also help ensure that Olympic windsurfing remains at the cutting edge of the sport.
- Youth: please see Appendix 1 regarding youth pathway.

Equipment Criteria for Mixed One-Person Dinghy:

**Criteria to be approved by Council through other submissions**

Equipment Criteria for Mixed Two Person Dinghy:

**Criteria to be approved by Council through other submissions**

Equipment Criteria for Mixed Kite:

**Criteria to be approved by Council through other submissions**

Current Position

As above.

Reasons

1. Windsurfing has reached the next stage in its evolution. Foiling. Foiling has transcended windsurfing in almost every discipline: waves, speed, racing, slalom, freestyle and free ride. It's exciting. It's beautiful. It's the future. And it is here right now.
2. The equipment concept outlined in this submission advances parameters which represent the very best high performance windsurfing equipment available on the market today, for racing across the broadest range of conditions. As it stands the equipment available on the market is of high quality and ready for use at the Olympic Games.
3. The convertible board concept (ie an inter changeable foil and fin) allows for foiling to be used as the default sailing mode most of the time. However, if either wind, water state or sailor ability require it, the foils can be replaced with a fin and normal course racing can be completed in the traditional sailing mode.
4. The sail sizes for men and women have been selected on the basis that racing on the same equipment can be completed in 6 to 35 knots, and on the basis that there is a World Sailing requirement or preference to keep the athlete weight range the same as it is or the RS:X.
5. A multi-manufacturer one-design class is preferable, but not essential. Production registered one-design in accordance with a tight box rule is also a possibility.

6. An exciting evolution in the sport also makes for an opportune time to bring about a format revolution too. Please see below for more details. In selecting new equipment the youth path is also crucially important. Please see Appendix 1 for details.

## II. Format proposals

### Proposal 1 : Windsurfing Pro Evolution Racing Format

#### Overview:

The Windsurfing Pro Evolution Racing format consists of five different racing sub-formats. This concept is intended to be very malleable. Not every sub-format needs be completed to constitute a regatta – but instead the format offers options for fair, challenging and attractive racing irrespective of what the weather produces.

In ideal circumstances/conditions, the format is based around a 10-race series (which can be extended if necessary). Each sub-format carries the same weighting, with the exception of the *Landmark* race which is double weighted. The five racing sub-formats are: *Classic*; *Landmark*; *Point to Point*; *Sprint*; and *Time Trial*. They are described in detail further below.

After a testing period, the range of sub-formats can be deducted, or some may be combined. Objective guidelines should be in place for an optimal and fair selection of sub-formats at a regatta, depending the conditions (wind, waves, etc.).

The format is pitched at fleet sizes comparable to World Cup and Olympic Games Regattas. The versatility of the format means that other regattas, ones below elite level and all the way down to club level regattas, can pick and choose the disciplines as circumstances allow (whether that be conditions, staffing or sailor ability).

#### *i)* *Classic*

The *Classic* racing sub-format is the current trapezoid or windward/leeward racing format. Under the Pro Evolution Racing concept, *Classic* races have a target time of 15 minutes to enable a greater number of races to be completed per day, up to maximum of five. This classic component is a nod to tradition and yachting as we know it.

#### *ii)* *Landmark*

The *Landmark* races are long distance style races (up to 2 hours). The race starts in a given location, makes its way around given geographical features and out to particular well-known land marks before returning to the original start point. Some such landmarks could be for example Statue of Liberty, New York; the Sydney Harbour Bridge and Opera House, Sydney; the Burj Al Arab and the World, Dubai; the Golden Gate Bridge and Alcatraz, San Francisco; the Chateau D'If, Marseilles; the island of Venice; inner harbour Hong Kong; Downtown Miami, Rangitoto Island, Auckland etc.

The *Landmark* sub-format incorporates some elements usually limited to offshore racing, but more importantly shows off our wonderful sport in fantastic venues. Inspired by the gripping images shown during cycling's Tour de France, the media images generated from this style of racing are of immense benefit to both the sport and the regions which hold its events.

#### *iii)* *Point to Point*

*Point to Point* consists of two separate medium length races (about 40 to 60 minutes each). This constitutes of first, an upwind race, out to a finish line some distance away. Then a following a healthy rest period, the next race is the downwind return (or vice

versa). The races are to be scored separately. This sub-format is easy to follow and rewards the more specific aspects of sailing on and off the wind. Much like the *Landmark* races, this can also make use of the often beautiful surroundings found at regatta venues, and is very media/spectator friendly.

iv) *Sprint*

*Sprint* races are short slalom style races with between one to three gybes. The aim is for races to last around three minutes. High visual impact and high stakes, it is exciting to watch and easy to follow, it rewards perfect sailing and punishes small mistakes. In larger fleets, *Sprint* can be broken down into fleets for safety.

v) *Time Trial*

This sub-format aims to incorporate the technology that we now use out sailing every day (GPS devices), and what is a popular comparison tool between weekend sailors and professionals alike. During a half hour window, competitors have as many opportunities as to wish to attempt to record the fastest time over 500 metres.

### Reasons

The justification behind the Pro Evolution Racing format is that it represents a broader cross-section of what windsurfing is today. It is intended to promote interest and excitement in the sport. It caters not just to Olympic level sailors but to a broad array of participants – in particular it is intended to appeal to the Youth.

Each sub-format serves its purpose and highlights a fundamental aspect of the sport. The *Landmark* races will promote venues, produce great media images, and are enticing and easy to understand for spectators. The *Point to Point* races are spectator friendly, and highlight the differing skills required for up and downwind sailing. The *Sprints* allow for a greater number of races to be completed in a short space of time, reward perfect execution of racing elements, and provide exciting viewing. The *Time Trial* component incorporates modern technology in an easy to understand yet exciting way. Finally, the *Classic* component anchors this whole format to a traditional racing style, ensuring that while we are pushing the development and evolution of our sport that we are also grounded in familiarity.

### Proposal 2: Classic Racing

#### Reasons:

Status quo remains, which means: racing in new equipment without adaptation to the formats. With this limiting the amount of changes at the same time and use the advantage of universal understanding of classic racing, by those already involved in sailing.

## **APPENDIX 2: PATHWAY RECOMMENDATIONS**

In considering the selection of new Olympic equipment it is crucially important to consider the pathway to get there, and to ensure that there is an existing infrastructure to feed through that pathway.

### **Junior Sailing**

The Bic Techno is arguably the most successful junior sailing class in the world. This year alone over 400 junior sailors competed at the Bic Techno World Championships. The Techno caters for and is accessible to junior sailors as young as 8 years old, and allows them to compete right up until they are 17 years old. While it is not very high performance, this is a very strong and important springboard which must remain. The equipment is affordable, durable, easy to use, and provides children with the necessary fundamental windsurfing skills which they require to progress through the ranks to Youth and beyond. Most junior sailors move off the Techno early (depending on size and ability), and graduate to the Youth Class (currently the RS:X W package) at around 14 to 15 years old.

Under this submission for new Olympic equipment, it is strongly recommended that Techno continues to be fully support as a wonderful junior board.

The Bic Techno should be seen as comparable to the Optimist, in dinghy terms.

### **Youth Sailing**

In the event of selecting Olympic equipment in line with the broad criteria in this submission, it important that a comparable foiling youth class is chosen as well.

Excellent foiling/convertible equipment suitable for youth sailing is already available on the market. The parameters for this equipment should be, broadly speaking: a similar board to the Olympic equipment but approximately 10 percent narrower; the sail for boys and girls should be 7.0 m<sup>2</sup>; and above all it should be very affordable – somewhere in the range of 50 percent of the price of the Olympic Equipment.

The equipment is lower spec' than the proposed high performance Olympic equipment, meaning with will be safe for children to learn to race on, more affordable and more durable. The speeds will be lower, limited by slower foil designs and made from aluminium construction.

The youth class should be seen as comparable to the 29er, or 420.