

Introduction

The Mixed Two Person Offshore Keelboat Event was selected for Paris 2024 to represent the fastest growing discipline in sailing, doublehanded offshore racing. The focus is on the discipline of offshore double handed racing with its required skills in seamanship, navigation, weather prediction, route selection, boat-handling, and of course fast sailing.

The discipline is broadly defined for this purpose as any doublehanded race over 50 miles in length, no gender restrictions, racing one-design or under any rating system (e.g. ORC, IRC, or regional). Access to more information [here](#).

To encourage focus on the discipline of offshore sailing itself rather than on specific equipment, the Paris 2024 Olympic Equipment will be selected relatively close to the event.

The 2024 Mixed Keelboat Offshore Event will be a representation of this discipline. A very specific, one-race, mixed-gender, one-design, supplied-equipment, event with a specified duration. A Working Party comprising members of both the Equipment Committee and the Oceanic and Offshore Committee are meeting with manufacturers of offshore boats in the desired size range, and are developing a set of criteria both for the Paris 2024 Olympic Event and for the qualification events. This follows the selection process approved at the 2019 Annual Conference that will see criteria approved by World Sailing Council no later than 31 December 2020.

Background

World Sailing's Council approved the selection process for the Paris 2024 Mixed Two Person Offshore Keelboat Event at the 2019 Annual Conference in Bermuda. The process is documented in Regulation 23.1.9.

'23.1.9 Notwithstanding any other Regulation, for the Mixed Two Person Keelboat Offshore Event at the 2024 Olympic Sailing Competition:

(a) no later than 31 December 2020, Council shall approve the criteria that Equipment usable for qualification shall meet. A list with examples of equipment which meet the criteria will be provided at that time.

(b) no later than 31 December 2020, Council shall approve an additional set of criteria that Equipment for the Olympic Event shall meet;

(c) no later than 31 December 2023, Council shall select the Equipment for the Event using the criteria approved under Regulation 23.1.9(b). Criteria for suitable Equipment will be published no later than 31 December 2020 and the Equipment for the Event will be selected no later than 31 December 2023.'

The Working Party in consultation with the industry will recommend criteria and outline the equipment selection process for 2024. It is expected that the criteria will give the widest possible choice of suitable Equipment for the Olympic Event, giving manufacturers the opportunity for their Equipment to be selected for Paris 2024, and encouraging sailors to focus on the skills for the discipline rather than on the details of the particular equipment.

Whilst the criteria will guide qualification event organisers, the growing discipline of Offshore Double Handed (see event list [here](#)) provides sailors with potential opportunities to train and

compete in Equipment that is readily available and affordable within their continent and country.

With criteria for the 2024 approved by the end of 2020, the Equipment Committee will produce a recommendation to Council on the equipment to be selected no later than 31 December 2023. The recommendation will follow a tender process where eligible equipment shall comply with the approved criteria and other requirements to be included in the Invitation To Tender.

The evaluation of the tenders shall be against a list of evaluation principles that will be approved by the Equipment Committee and Oceanic and Offshore Committee and that will include but not be limited to the following considerations:

Event:

- A commercially viable scheme to supply the required fleet and spare equipment free of charge for sailors at the 2024 Olympic Event.
- Commitment to provide boatyard services and maintenance services at the 2024 Olympic Event.

Equipment:

- Compliance with criteria to be approved by Council.
- Appealing to offshore sailors, media and the general public. The boat shall handle and sail well, be modern and attractive.
- Proven suitability for shorthanded racing, inshore and offshore, and under IRC and ORC.
- Any selection process will not make speed, high performance or cost a decisive factor.
- One-Design production process adherence, evaluation of production capacity, methods and tooling, including inspection control processes.
- Commitment to performance equalization and quality control requirements to comply with one-design principles.
- Sustainability considerations including life cycle assessments, policies, and environmental improvement programmes.

Draft Equipment Criteria for consultation with manufacturers

Objectives:

- Expected to give the widest possible choice of suitable Equipment for the Olympic Event.
- Intended to set the characteristics of the equipment that will guide what equipment tenderers will be able to propose.
- Not intended to cover all technical details and obligations. (Further requirements will be included in the Invitation to Tender and supply contacts)

Draft criteria

(Section to be approved by Council by end of 2020. The proposed equipment will have to fit the following descriptions)

- One design monohull sloop rigged to use asymmetric spinnakers
- Hull Length 7 to 11 meters.
- Fixed keel while racing
- Non foil borne, i.e. non-flying. Stability assist foils are not precluded but the boat shall be a boat that sails conventionally and shall not be designed to have more than 60% of its displacement supported by foils.
- Spars - either carbon or aluminium.
- Rudder - either single or double rudder.
- OSR2 compliant in every respect.
- Sail inventory in compliance with OSR Category 2:
 - Mainsail with three reefs, deepest reef to be 50% of luff length.
 - Jib with hanks, and zipper reef.
 - Heavy weather jib with hanks, and zipper reef.
 - Storm jib, with hanks, usable as staysail.
 - A-Sail, furling.
 - Code Sail, furling.
- Sustainability considerations:
 - Blackwater tank for toilet.
 - Minimum renewable power source required.

Comments and other considerations

(for discussions)

1. There shall be requirements to commit to the equalization of equipment and quality controls, agreeing to a define set of building specifications, tolerances, correction methods, and production schedules.
2. Lifting keel for transportation purposes is allowed.
3. OSR CAT 2 details include: plan review, scantlings, propulsion, electronics, safety, stability, and equipment. The full 2020 Monohull Cat 2 OSRs are available for review here: [https://www.sailing.org/tools/documents/mo2-\[26062\].pdf](https://www.sailing.org/tools/documents/mo2-[26062].pdf)
4. The reason to specify a mainsail with three(3) reefs is that a 50% reef makes a trysail unnecessary under OSR2.
5. Although performance is of interest, speed, high performance features, materials and initial cost are not decisive factors. As illustrated in the examples below:

- a. An expensive, high-tech, large boat shall not be precluded if a vendor finds a way to fund a fleet, possibly as a way of introducing a “concierge sailing” business or by pre-sale to owners.
 - b. A small, simple, low-cost, low-technology boat is not precluded so long as the boat meets the criteria and is a modern, attractive, good handling boat.
 - c. Both high-tech and low-tech boats might be good options, so long as they are good handling boats and meet the equalization and other criteria above.
6. For the qualifying events, The objective is to not preclude the use of a local fleet that routinely races offshore in local waters but does not meet all the Olympic equipment requirements or OSR reviews. Equalization remains particularly important and is not expected to be compromised. The intent is to allow the following exemptions:
 - a. Organizing Authorities may be allowed to choose to exempt their fleet from the specific requirement for plan review or scantlings if due to a review by a Naval Architect or through experience sailing in the local waters, the fleet is deemed to be fit for the purpose.
 - b. Relaxation of the electrical systems support of media gear per requirements of the Organizing Authorities.
 - c. Be shown to be equal within commercially acceptable standards of the marine industry, such as race results under rating systems or other proposed system by the Organizing Authority.

Other opportunities for manufacturers

World Sailing encourages MNAs to use the broad discipline of doublehanded offshore sailing, sailed both in one-design or under any rating system, to guide sailors and focus their preparation efforts on the required skills to succeed. Skills such as seamanship, navigation, weather prediction, route selection, boat-handling and of course fast sailing, common to the discipline, can be refined rather than optimising the performance of a particular boat.

Whilst the focus is on the discipline of Offshore Double Handed racing, World Sailing recognises the interest and growing opportunities from manufacturers to supply one design fleets to events.

Events such as the World Sailing Offshore World Championships, World Sailing Hempel World Cup final, Continental championships and potential new discipline circuits, added to the interest of traditional Olympic discipline event organizers to include a representation of this new Olympic discipline bring an opportunity for suppliers of equipment.

Promoters of sailing circuits, training camps, and event organizers seeking to incorporate double handed offshore are invited to contact World Sailing to contribute to the promotion of this exciting and fast growing discipline.