

1.Introduction of the Glide Tender

- a) SAB has the pleasure to present the Glide Tender for the 2024 Olympic Windsurfing Equipment and presents the Glide 2990 with an 8.5 3 x cambered rig. One set of affordable easy to use, fast, modern, durable, strict One design equipment, suitable for Charter equipment events.



2.Strong Financial Foundation

- a) The financial backing of the Glide manufacturer is extremely strong and has been in the windsurfing business for over 30 years.
- b) The manufacturer has proven it is committed to holding generous stock levels stock and so compete kits or parts are always available through its well-established global distribution networks.
- c) With over 120 boards produced since Feb 2019 and is supporting building charter equipment fleets around the world.
- d) With the existing large well trained staff, the factory can easily make more moulds and double or triple production if required.
- e) Attachments: Annex 1 (Financial Statements)



3.Glide Olympic Windsurfing Strength

- a) The Glide Tender supporters understand the strength of Olympic Windsurfing comes from universality, which was built on affordability and charter equipment events with the Windglider and Windsurfer classes in the 80s. We

recognise the importance of reducing the cost of Olympic Windsurfing and support the charter equipment model.

- b) The political strength of Olympic Windsurfing was shown after World Sailing replaced it with Kite surfing & the Windsurfing community rallied and successfully got windsurfing reinstated for 2016.

4. Glide Olympic Equipment Suitability

- a) The Glide tender recognises the importance the Olympic Equipment Guidelines from the IOC, which promotes the concept of fair competition based on the skills of the sailors and not the variations of equipment or amount of financial backing that could decide the outcome. Strict manufacturing quality controls, comprehensive Strict One Design Class Rules, freely available and comprehensive measurements all ensure identical performance of new equipment.

5. Glide Olympic Equipment Campaign Cost and Universality Considerations

- a) Glide Equipment durability is of high importance to SAB and design and testing have helped ensure the equipment will remain podium level for many years and maintain its resale value.
- b) At end of racing life, the Glide hull shape, volume, and durability ensures an excellent learn to windsurf or SUP board.
- c) The Glide concept is ideal for developing nations due to its price, durability and ease of replacing any parts.
- d) All parts are designed and made to be affordable, durable, functional and safe to use.
- e) The cost and durability of the equipment has been high priority in the choice of the materials and distribution systems.
- f) The choice of the Glide 8.5 rig and 60 cm fin for men, women and youth is a massive cost saving for Olympic Campaigns for the following reasons.
 - It reduces production costs due to economies of scale
 - Increases market catchment size for one rig, which simplifies options and reduces risks for importers, which means equipment, is more likely to be held in stock by importers.
 - It increases the resale market size which means the flow down effect of used men's equipment [the biggest fleet]this will mean entry level equipment is more available and better priced.

6. Reason to Change from RSX to Glide

- a) The Glide 2990 is an upgraded yet similar concept to the RSX designed in 2004. The Glide was designed in 2018 to sail well in all conditions and be faster, easier and safer to use.
- b) The Glide rig has 3 cambers, which has increased bottom end and top end performance compared to the RSX, which has 2 cambers.

- c) Those involved in Glide recognise that after 19 years of production, RSX parts are still breaking too quickly. There is no RSX stock available, the financial status of NP is not strong enough to support charter equipment events.
- d) The Glide Tender remedies the RSX used equipment issues. Currently it is very difficult to sell or find a use for used RSX 9.5 rigs and 66cm fin. This is a massive cost to federations and underfunded campaigns.
- e) It can be very difficult to buy used RSX 8.5 rigs and 60 cm fins because the women's fleet size is smaller than men's fleet size and they don't change out sails or fins as quickly as men. The net result is that seldom is there much affordable used equipment for youth in non-European countries. This is killing the growth of the sport in places like Australia & New Zealand.

7. The Glide Compared to Foiling

- a) Compared to Foiling, the Glide hull shape and rig size is very versatile for the widest range of formats, and sailing conditions, high performance racing.
- b) The Glide is designed to be able to efficiently and safely launch & compete efficiently in 1 to 30 knots in most sea states with the same 8.5 rig, one fin and centreboard.
- c) The max 60 cm fin and retractable 75 cm centreboard means it is able to sail in very shallow water & onshore conditions when launching & is easy to clear any debris caught on the fin or centreboard while sailing.

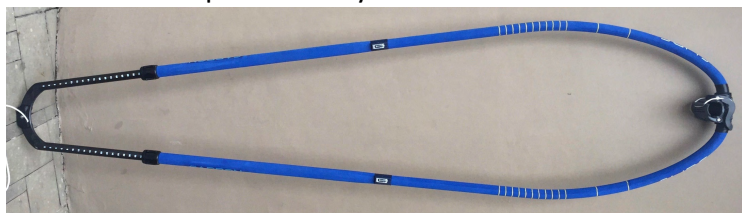


d)

8. The Glide 2990 General Features

- a) At 2990 mm long, the Glide is still under the 3-meter max length requirement from airlines and at 85 cm wide, can pass through security machines.
- b) The Glide Hull graphics are mostly white to help reduce heating and the resultant potentially destructive internal air pressures in the board. Also white is an easy colour to match for repairs.

- c) The colour strips are good indicators for learning to windsurf.
- d) The Foam sandwich Hull, weighs between 14.01 kilos to 13.75 and is very strong and durable.
- e) The hull has zero flex using the standard World Sailing bend test for Production Race Boards. This means the board can be sailed for many years in extreme conditions & driven hard without deterioration.
- f) The Glide mast track, gasket, centre board systems, fin fixing system were all specifically designed and made for the Glide and the upgradable Glide Regatta board concept. These parts compared to any other comparable parts made by other manufactures all contribute over all to improved ease of use, increased safety, better durability, affordable plus fast and easy to replace if ever required.
- g) The Glide boom is a state of the art carbon boom, but very durable and more affordable compared to any other carbon boom on the market.



h) BOOM



i) EXTENSION



j) TENDON BASE

- k) The Glide Mast Base is also state of the art and has the most durable tendon joint in the market.



- l) m) The Glide Mast was chosen from a number of manufactures as the most consistent from bend tests & for its excellent durability records. The well thought out graphics make rigging and tuning the sail easier than ever before.



GLIDE 2990

Glide 8.5m Rig

9. Glide Dimensions Considerations

- a) The hull dimensions were designed around the ideal learn to windsurf shape while being under 3 meters so it could be taken on board planes for international travel, then it was tuned to produce the fastest board possible in all conditions. Seven prototype boards were made and tested.
- b) The Glide with the 3 Cambered 8.5 rig is designed to be able to be raced in zero to 30 knots in a wide range of sea states without any equipment change. Five 8.5 prototype sails were made & tested.
- c) The Rig & Fin size choices were based on the global average sizes for men & women.

Western Median Male height = 177 cm

Global Median Male height = 172 cm

Western Median Female height = 163.3 cm

Global Median Female height = 157 cm

<https://www.quora.com/What-is-the-average-height-of-humans-in-the-world>

10. Glide Class Association

- a) The Glide Class association President & Secretary have been working with the International - Windsurfing Association Secretary since July 2018 to become an internationally recognised Class Association. We have recently achieved this status and are now operational under the umbrella of the IWA
- b) By October 2019 the Glide Class will have met the criteria required by World Sailing for International One Design Class status.
- c) The Current and accepted Glide Class Rules accommodate an Olympic One Design Fleet and are available on request –
- d) Until recently, due to the previous low numbers of events there has been little urgency to establish the Glide Class Association.
- e) The Glide Class website is currently providing general information on the equipment and provides a point of contact. A new more comprehensive Glide Website is under construction.
- f) The Glide Class association has the following members.

Chairman	Bruce Kendall	[New Zealand]
Secretary	Alex Mowday	Taiwan & Australia
Woman & China Rep	Peina Chien	
Asia & Australian area Rep	Alex Mowday	
Technical Committee	Bruce Kendall, Alex Mowday, David Bell, Ricardo Santos	
Americas Rep	Ricardo Santos	[Brazil]
Class Measurer	David Bell	Australia
- g) The Glide Class has agreed on its constitution. Attached
- h) The Glide Class Association is using the IWA address & financial systems.
- i) Attachments : Annex 2 (Class Rules) . Annex 3 (Constitution)Annex 12 (glide recognition China)

11. Glide Equipment control

- a) During manufacture, all equipment has strict Quality Controls and equipment out side the tolerances is destined for windsurf schools.
- b) For a regatta, only one fin, centreboard, hull and rig are allowed to be registered for racing.
- c) To register equipment at an event, all items will have the serial numbers recorded. By 2020 all equipment will have an intelligent chip hidden inside which will be scanned and will deliver all information including date of manufacture, weight, owners name and regatta results.
This information will be made available on the Class Website.
- d) SAB can supply on request measurements, instructions for measurement and measurement jigs.
- e) All equipment measurements & the systems used to measure will be available on line, so that any event organiser, coach or sailor can determine where their equipment fits inside the allowable range.

- f) For major events, sailors will be required to use charter equipment that has been measured & fits within a very narrow range. This reduces the need to search for equipment that is “faster” or the ability of sailors to “modify” their equipment.

12. Glide Global Manufacturing

- a) In the interests of affordability and growing the sport, SAB the owners of Glide have made contact with potential licensed manufacturers in Poland, France, Portugal, Argentina, Brazil and Greece. At the time of these conversations it was uncertain if windsurfing would remain in the Olympic Games and uncertain what type of equipment would be used. As a result, manufacturing in these countries has not occurred. SAB are still open to licensing other manufactures.
- b) The Glide hull, fin and centre board moulds, injection moulded, extruded parts, construction systems etc are available to purchase. A licence will be granted to manufacture these parts to ensure the manufacture and performance of the equipment remains identical and that Licencees will cooperate to support charter equipment events. The licence fee funds go towards supporting the class association, charter equipment events and other promotional events.
- c) We are open to other suggested systems if we consider this ensures affordable fair racing on Glide equipment.

13. Glide Tender position on other manufacturing options.

- a) We believe “open manufacturing measurement controlled” will less likely support a class association or support charter equipment events. It is also expensive and difficult to measure the small variations that contribute to speed differences. Initially it will lead to large variations on performance. History has shown that in the end, one manufacturer is favoured globally who can then command a higher price. This creates a monopoly such as Mastrom had with the Tornado. We think this system is expensive & unfair to underfunded campaigns & developing nations.
- b) We believe “multiple one designs - registration production series option” will initially lead to very large variations on performance for the class and unfair limitations of supply of the top designs and a very high cost for the equipment. In the end one brands shape will dominate and there will be a premium price to cover the equipment development costs and again there will be a monopoly - such as Mastrom had with the Tornado. This will over complicate equipment choice for developing, underfunded or remote nations and they will be lost from the sport.
- c) We believe “Open designs – box rule measurement controlled this system” will lead to the largest variations on performance possible, highest cost Olympic Campaigns in windsurf history and we will lose all developing nations and under funded campaigns. This would very likely lead to windsurfing being dropped from the Olympic Games.

14. Quality management

- a) We have many years of very close experience with Olympic Windsurfing Equipment and the need for durability and consistent performance of new equipment. This has guided us to develop Quality control systems for all parts during manufacturing and to choose suppliers where consistency and durability is of high importance.
- b) In Addition to the bid documents supplied to WS in Feb 2019, we can supply further documentation related to quality assurance on request.
- c) Below are some of the steps we use to check for water tightness and general bottom shape.



Water Tank Test



Flatness / Shape inspections



Rocker Height Inspection



V – Inspection.

- d) Main equipment items at manufacturing, indicating permitted

Tolerances.

- e) We can supply on request the QC tolerances for all our hulls and centreboards
- f) Our fins are made by Select, who have a reputation for very high quality and identical performance fins of this size. [60 cm]
- g) We measured many masts from a number of manufacturers and chose the mast supplier that had the most consistent bend test measurements.
- h) GLOBAL CREATIONS has proven to be amongst the top sail making companies in the world for consistency.

- i) - Building specification for main equipment items including
 - a. Dimensions, weights, materials - See attached "BUILDING SPECIFICATIONS"
- j) The Glide hull is a foam sandwich construction and is probably the best durability weight cost ratio we could find. It is very similar to the RSX.
- k) We are confident the hulls will remain at podium level as long as an RSX – which, when well looked after we have seen to be over 4 years – some as many as 8 years.

- l) Please find the Laminate schedule attached.
- m) We can also provide photos of the boards in production.

- n) Each hull is almost a custom board with each to ensure high quality and consistency

- o) Our construction methodology is very controlled, so we only have a 3% variation in hull weight. Boards are weighed following each stage of lamination ensuring a more consistent weight throughout production.

- p) Our hull moulds are resin skinned; steel reinforced concrete to ensure the hulls are a consistent shape.



- q) Our Centreboards are made in Steel moulds using high temperatures and pressure and use a foam sandwich construction with pre peg laminates. The high load areas are over engineered while the low areas are engineered to allow twist to improve performance.

r) Attachments:

- I. Annex 4 (Board Strength Test)
- II. Annex 5 (Production Flow Chart)
- III. Annex 6 (Glide Board Process)
- IV. Annex 7 (Lamination Schedule Board)
- V. Annex 8 (Dagger Board Layup)
- VI. Annex 9 (Glide Sail Specs)
- VII. Annex 10 (Glide Mast Specs)

15. Glide Formats and events

- a) Please see attached 2018 Glide sailing instructions for more detailed information
- b) The Glide is specifically designed for fleet racing from 2 to 30 knots with one set of equipment and an 8.5-meter sail.
- c) The best quality fleet racing is windward leeward courses to allow the maximum tactical over taking opportunities.
- d) On the Glide, reaching legs are also part fleet racing courses and are fun, high speed & easy for spectators to follow.
- e) The Glide is easy to tack and carve gybe in all conditions and so is also good for slalom type racing. 6 buoy slalom as per the 80's, figure 8 slalom and down-wind slalom.
- f) Fleet racing equipment is also suitable for match racing and team sailing.
- g) Match racing and "last through the finish line losses" team racing is especially easy to follow and very well suited for small courses in shifty conditions close to shore.
- h) Its manoeuvrability in all conditions, buoyancy and width also make it suitable for old school and some new school free style tricks. Due to the high stability, Tandem free style is also a good option.
- i) Glides very well suited for long distance events where extreme ranges of conditions and changes may be experienced, all with one set up. The Glide has been tested and raced open ocean events, harbour courses, long distance sailing, inland narrow waterways and even gusty hotel swimming pools. It is possible to race efficiently with the Glide in Zero to 30 knots.
- j) The Glide is a very new class and so fleet sizes are still building.
- k) The Glide was originally designed for the R300 class, where the Bic Techno, RSX & others race boards under 300 cm long could compete. Currently this class is now only operational in Japan where they allow high tech custom boards to compete.
- l) The Glide is chosen equipment for the 2021 World Masters Games in Wakayama Japan. Their competitors may choose to use the weight class's option where Glide One Design rigs range from 8.5 down to 5.8.
- m) [Currently the 9.5 rig size option is open design.]
- n) The Glide will be able to compete in a number of events over the next 12 months. Please refer to the calendar of events below.

16. Glide Regatta Results and Calender

a) **China Calender – Attached.**

b) **Taiwan :**

Glide Taiwan Championships OCT 2019

Glide Asian Championships Nov 8 – 14 2019 (NOR on IWA site)

c) **Japan -**

World Masters Games Test Event Aug 22 – 24 2019 - Wakayama

d) **Australia**

Sail Melbourne Jan 2020.

Attachments : Annex 13 (Glide Events China) Annex 14 Glide Results China

17. Manufacturers and availability

a) Attached – list of main Manufacturers endorsed.

b) Weekly maximum delivery capacity.

Boards - Approx 30 / month - Capacity can be increased with the addition of hull molds - Hull Mold Production Lead time - 14 days.

c) - Example of warranty policies, claim forms and warranty history of the last Two years. We do not have 2 years history for Boards but do have warranty history for Booms, Bases , Extensions. IN general we apply a warranty policy that follows existing industry standard and in accordance with European Law. Warranty policies outline compliance to supply products free of material or workmanship defects. This is a section that we prefer to develop and could have available at the time of the short list.

d) - Description of current market situation, including licensing terms and Applicable royalties, fees and any intellectual property ownership Considerations.

With the anti-monopoly situation, we actively searched for partners to product the hulls for Glide. 12 months ago we had 2 intersted parities (Europe and South America) Without a supporting status of being a popular class and the inability to select the next Olympic Windsurf Equipment based on the initial time , this has resulted in a cooling of this process. We think any further action will be dependant on a positive result for Glide at the selection process. For now Information is according to our initial bid from Feb 2019 - supporting documents

18. Equipment availability

- a) Presently we prefer to have a main distribution centres for Asia, Europe, USA and Australia (South Pacific)

Our plan is to make stock placement to the main distribution hubs in order to have the best availability if not immediate. Through experience we have seen poor equipment availability for the present Olympic equipment with lead times sometimes exceeding 120 days.

By Sept 2019 we will have full range product placed at these distribution centers.

- b) **Europe** -

Equipe Trading – Already has a full working distribution center for their existing product ranges - Loft Sails, Unifiber (that we are the manufacturing partner with) We will start with 20 sets complete as an initial introduction. Equipe Trading has a good distribution model to serve the whole of Europe.

- c) **USA** –

Using our existing distribution partner, Aerotech Sails (Business partner for 30 years) We will place 20 sets of Equipment , 10 of which will be used for Charter Events.

- d) **Japan**

As Glide has been selected as an official Class Equipment for the 2021 World Masters Games, We will be supplying 30 sets (or more) for full Charter. In August 2019 we will have a Test Event in Wakayama – We will have 20 Sets Charter equipment that will be managed by our existing business Partner Maneuverline in conjunction with the Wakayama Sailing Club.

- e) **Australia**

20 Sets Charter / Promotion Equipment has arrived 22/7 and will be used for youth development programs as well as the Coming events this summer including Sail Melbourne.

We have a single distribution contact for Australia who is also dedicated and involved in the development programs and events.

- f) **GLOBAL**

As we have been in the windsurfing industry for more than 30 years, we have ample distribution partners around the world - Distribution has not been an issue, it is the service and level of involvement by the importer that is required in order to ensure - We see a central hub more effective in servicing the Olympic community. As popularity grows, so will the representative network required to service demand.

19. Retail prices (Local Currency, excluding Tax and Shipping) Request for information

Item	Supplier	Retail Price	Comment
Ready for racing, including all main equipment items: (Board, Rig, Sail, Appendages)	SAB	EU1974	
Board (excluding Foot straps)		EU1920	
Mast Top		EU110	
Mast Bottom		EU158	
Wishbone Boom Carbon 200 - 250		EU520	
Sail 8.5		EU520	
Centreboard (if applicable)		EU130	
Fin (if applicable)		EU102	
Foil Mast (if applicable)			
Foil Fuselage (if applicable)			
Foil Frontwing (if applicable)			
Foil Rearwing (if applicable)			

Attachments : Annex 15 (Retail Pricing Euro, NT , AUD)

20. Sustainability

- a) Sustainability considerations.

Based on the construction of the Glide, Boards will last for at least an Olympic cycle - Carbon PVC sandwich has proven to give a stable rigid structure .

- b) Life cycle assessment.

Although we have a short history with Glide, based on the construction and materials used we see a life cycle similar to that of the RS:X . Our Dagger Board Lips system will exceed the life of the existing RS:X

- c) - Manufacturers third party environmental certificates.

Based on the stringent rules and regulations existing in our manufacturing base (China) it is guaranteed that environmental issues and regulations are met – There are many certificates that we can present on request.

- d) - Environmental improvement programmes.

Our belief is that the Glide Equipment can have a long lifespan as the design is such that versatility allows seniors to retire their aged equipment to the youth pool. We feel with the quality durable construction, boards will maintain a respectable 2nd hand value.

21. Other considerations

- a) Existing pathway equipment.

- b) The Glide 2990 fits very nicely in between the Bic Techno and the RSX allowing a smooth transition from one to the other. It is also an excellent learn to windsurf board.

Our initial entry into Asia and Australia, we have seen the Glide being adopted into Youth Development programs. IN China the Glide with the 7.8 rig is an official youth class and due to its success and obvious performance advantages compared to existing equipment, we have seen the inclusion of the 8.5 rig for senior racing.

In Australia our recent entry into the market has been a success with the Glide being considered as the youth development equipment – In the past there was no suitable equipment for this pathway with RS:X being either too expensive or too difficult to sail for the youth athletes – While at the other end, the Techno saw youth dropping out of windsurfing once they became too heavy for the boards (they went from being competitive to being non-competitive). The Glide has a huge range from youth development with rig and fin sizes to suit body weight to Olympic level sailing with high quality components and rigs and hulls of equal performance.

22. Suitability or plans to serve as equipment for following Olympic cycles.

- a) The durable construction of the Glide means a board can remain competitive for more than one Olympic cycle, which helps reduce costs & ensures supply.

The Glide while being a high performance, modern hull shape has been designed to perform in a similar manor to the Mistral One Design which is often still faster around the course than the RSX unlike the RSX, does not rely so heavily on the fin performance.

- b) - Safety considerations.

During the design process of the Glide, many safety issues were addressed. Center-board stomp pad + Cover - The centreboard + pad combination eliminates the chance of damage to the feet while at the same time makes it easy (even for youth) for daggerboard deployment.

The Glide Mast track has been developed solving the existing problems related to toe cuts due to the sharp edge and wide slot - The Glide track has a narrower slot and rounded edge that , combined , eliminates foot damage.



Mast Track



Stomp Pad + Cover

c) - Any Brochure or marketing material.

Web Site - www.glide-sport.com

23. Identification

1. Representatives of the tender, class association representatives and main equipment item manufacturers and suppliers shall sign the identification in

Attachments: Annex 1 and 1A (Identification to tender)

a)

GLIDE 2990
CLASS RULES

2019

Date Effective: 01/01/2019

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INTRODUCTION

The Glide 2990 is a sailboard developed by SAB Ltd.

Glide 2990 board hulls, hull appendages, rigs and sails shall only be manufactured by SAB Ltd or they're Licensed manufacturers, unless permitted by these class rules. Such equipment is required to comply with the Glide 2990 construction manual and is subject to World Sailing approved manufacturing control system.

A hull, a hull appendage, a rig or a sail may, after having left the licensed manufacturer, only be altered to the extent permitted in Section C of these class rules.

Owners and crews should be aware that compliance with rules in Section C is not checked as part of the factory based fundamental measurement process.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in the Equipment Rules of Sailing Part I and in the Racing Rules of Sailing.

The Glide 2990 hull & is a strict closed One-Design. The Class rules for the rigs & appendages are restricted to a strict set of class rules according to section C.

Where it is not specifically mentioned to allow a change or addition, it is illegal.

The Glide 2990 Class is based on finding the most skilful sailor, and discourages those trying to find a way around the rules to give an advantage.

To help sailors to afford an easier financial entry into the class, from now until Jan 1 2020, all rigs may be from any manufacturer but must comply with the same size restrictions. After 2020, the 5.9, 7.8 & 8.5 rigs used for racing shall be produced by Glide Licensed manufacturers & will be a Strict One Design.

These Class Rules promote the standard equipment as supplied by SAB Ltd & Licensed manufacturers and any of the limited permitted variations & changes to the equipment are designed to ensure longevity and increase the enjoyment of sailing the board.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the class is English and in case of dispute over translation the English text shall prevail
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

A.2.1	MNA	WS Member National Authority
	NCA	National Class Association
	IGCA	International Glide Class Association
	SABL	SAB Ltd & Licensed Manufactures
	ERS	Equipment Rules of Sailing
	RRS	Racing Rules of Sailing

A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The International Authority of the Class shall be the IGCA.
- A.3.2 The IGCA do not accept any legal responsibility in respect of these **class rules** or any claim arising therefrom.

A.4 World Sailing RULES

- A.4.1 These **class rules** shall be read in conjunction with the ERS.
- A.4.2 Except where used in headlines, when a word is printed in “**bold**” type, the definition in the ERS applies, and when a term is printed in “*italic*” type the definition in the RRS applies.

A.5 AMENDMENTS TO CLASS RULES

- A.5.1 Amendments to these **class rules** require a simple majority of the delegates vote in a general meeting of the IGCA. Only delegates “in good standing” in accordance with the IGCA Constitution are eligible to vote.

A.6 INTERPRETATION OF CLASS RULES

- A.6.1 Interpretations of these **class rules** shall be made by IGCA.

A.7 SAIL NUMBERS

- A.7.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If their owner's MNA is administering the Class, the owner shall apply to his/her MNA for a sail number; otherwise he/she shall apply for a sail number to his/her NCA. From Jan 10 2021 the IGCA shall issue sail numbers according to the world ranking from the previous World Championships. This system will continue on a rolling annual basis. Sailors who did not attend that World Championships shall apply to the IGCA for a sail number at least one month prior to attending any event out side their country. Failure to do so will mean an event organization can allocate that sailor a number for that event. Events may allocate temporary sail numbers when needed.

A.8 LICENSED MANUFACTURERS

- A.8.1 Glide 2990 equipment shall be manufactured by SAB Ltd & licensed manufacturers.

Section B – Equipment Eligibility

For equipment to be eligible to be used for *racing*, the rules in this section shall be complied with.

B.1 CERTIFICATE

B.1.1 **Hull certificates** are not issued.

B.2 EVENT INSPECTION

B.2.1 GENERAL

- a) For the purpose of RRS 78, **crews** are considered to be the owners.
- b) The role of **Equipment Inspectors** at an event is to verify that equipment has been produced by a Licensed Manufacturer and has not been subsequently altered, (other than as is permitted within these rules) using whatever inspection methods they deem appropriate, including comparison with a standard or a sample of other equipment presented for Inspection. Should this comparison reveal deviation greater than the Equipment Inspector considers being within manufacturing tolerances, this should be reported to technical representatives of WS, IGCA and SABL for investigation and a decision on the legality of the equipment. If this investigation takes longer than the time available for inspection, the owner may present alternative equipment for Inspection.

B.3 EVENT LIMITATION MARKS

- B.3.1 All items of a **crew's** equipment which are subject to control, as per the schedule on the Regatta Measurement Control Form, and which may require **event limitation marks** shall be so marked.
- B.3.2 Some items of equipment may receive two **event limitation marks**, one in a readily visible position and a second in a position protected from wear and tear.
- B.3.3 Equipment produced from Jan 1, 2020 will have intelligent chips embedded into the Hull, Centre Board, Fin, Mast, Boom and Sail. These chips may be used as event limitation marks & will carry a history of that piece of equipment, such as date & place of manufacture, QC information, Date sold, History of weight, name of owner/s, history of competition.

PART II – REQUIREMENTS & LIMITATIONS

The **crew** and his/her equipment shall comply with the rules in this Part when *racing*. Inspection to check conformity with the rules of Section C is not part of **fundamental measurement**.

The rules in Part II are **closed class rules**. Inspection shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- a) The following ERS shall not apply: A.2 Certificate; B.9 Setting, Sheeting and Changing Sails.

C.1.2 SAFETY AND LIFE-SAVING EQUIPMENT

- a) In accordance with RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS 40 applies, in which case the **personal flotation devices** shall be worn. If used, the **personal flotation device** shall conform to the minimum standard of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.

C.2 CREW

C.2.1 LIMITATIONS

The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA, then the **crew** must be a member of the IGCA.

C.2.3 DIVISION REGATTAS

A) Division Management

- i) Divisions and any associated rules shall only be applicable where specific age and or weight divisions are invoked within the event Notice of Race and Sailing Instructions.
- ii) **One or more Divisions** may be applied in a regatta.
- iii) A Regional Games, One Design World Champs or Charter Equipment event may specify the rig & fin size/s to be used.
- iv) All Divisions shall be published on the official notice board more than 2 hours prior to the first race.
- v) Specified sail colours will only be applicable at World Championships.

B) OPEN DIVISION REGATTA

- i) For OPEN DIVISION WORLD CHAMPIONS, a strict ONE DESIGN POLICY is in force and ONLY the rig size is 8.5 Rig with the 60 cm fin and 780 mm centreboard.
- ii) Regional Games is considered an OPEN DIVISION REGATTA and shall specify in the NOR either the 8.5 rig or 7.8 rig, or one division of each. All fleets will use the 60cm fin & 688mm centreboard with the 7.8 rig and 780 mm centreboard with the 8.5 rig.
- iii) The only extra divisions of these fleets would be Gender.

C) WEIGHT DIVISION REGATTA

- i) Weight divisions will be decided at weigh in during registration.
- ii) Rig AND Fin sizes will be determined by body weight as per the table below.

Weight Divisions	Sailor Weight	Sail Size & Colour	Fin	Cntr Board
SUPER LIGHT	UNDER 55 Kg	5.9 Yellow or 5.5 and less	<55 CM	688 mm
LIGHT WEIGHT	55Kg to 65 Kg	5.9 Yellow OR 7.8 Red	<55 CM	688 mm
LIGHT MEDIUM	65Kg to 75 Kg	7.8 Red or 8.5 Yello	<55 CM	688 mm
MEDIUM	75Kg to 85 Kg	8.5 Yello or 9.5 Blue	<60 CM	688 mm
LIGHT HEAVY WEIGHT	85Kg to 95 Kg	9.5 Blue	<65 CM	780 mm
HEAVY WEIGHT	ABOVE 95 KG	9.5 Blue	<65 CM	780 mm

D) AGE DIVISION REGATTA

- i) Age divisions for a regatta are determined on 31 December of the current year and are as per the table below.
- ii) **YOUTH DIVISION REGATTAS** for under 19 years are linked to Rig & Fin sizes as per the table below.

Age Divisions	Sail Size & Colour	Fin	Cntr Board
Under 13 Yrs	5.5 or 4.5 - Yellow	no cambers	<35 CM 688 mm
Under 15 Yrs	5.9 Yellow		<55 CM 688 mm
Under 17 Yrs	7.8 Red		<55 CM 688 mm
Under 19 Yrs	8.5 Yello		<60 CM 688 mm

- iii) **MASTERS DIVISION REGATTAS** shall specify the equipment in the notice of race & shall specify either **One Rig Size For All** [with or without weight divisions] or **Maximum Rig Size** According to Body Weight Divisions as per the table above.
- iv) **MASTERS DIVISION REGATTAS** are as used in the World Masters Games as per the table below.

Masters Divisions	Sail Size & Colour
30 to 44 Yrs	As per the NOR
45 to 54 Yrs	As per the NOR
55 to 64 Yrs	NB for 2021 Wld Masters Games, above 55 yrs is combined
65 to 74 Yrs	As per the NOR
over 75 Yrs	As per the NOR

C.3 PERSONAL EQUIPMENT

C.3.1 **Personal equipment** does not have to be produced by a licensed manufacturer.

C.3.2 a) **Optional**

In addition to food and personal effects to keep warm and/or dry, and/or to protect the body, the following may be carried on board:

- i) A harness
- ii) A container for holding beverages in accordance with RRS Appendix B 2.1(b).
- iii) An electronic or mechanical timing device.
- iv) A heart rate monitoring device.
- v) GPS tracking device as supplied by the regatta organisation.

C.3.2 b) **Total weight**

- i) Clothing and equipment including harness, including empty beverage container, worn or carried by the **crew** shall not weigh more than 7kg when weighed in accordance with RRS Appendix H.

C.4 PORTABLE EQUIPMENT

C.4.1 Portable equipment does not have to be produced by a licensed manufacturer.

C.5 ADVERTISING

C.5.1 Advertising as chosen by the **crew** is permitted, as restricted by WS Regulation 20 – Advertising. (<http://www.sailing.org/documents/isaf-regulations.php>)

C.6 HULL

C.6.1 LIMITATIONS

- a) Only one **hull** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Technical Committee. The Technical Committee may then attach an **event limitation mark** to the replacing **hull** and remove or alter any **event limitation mark** attached to the replaced **hull**.
- b) A maximum of 9 and a minimum of 8 foot Glide straps shall be fitted to the existing inserts using Glide stainless steel screws and washers. The foot straps may be changed or replaced during an event.

C.6.2 HULL WEIGHT

- a) The weight of the **hull** with only the fittings listed below and the attachments associated to these and **centreboard** shall not be less than 15.00 kg:
 - The complete mast track
 - Centreboard support plates & centreboard stomp system.
 - Centreboard fixing foam pads.
 - Gasket assembly
 - Air ventilation screw
- a) Any **Corrector weights** shall be attached to fit inside the back of the centre board case & use the front screw of the back centre foot strap.
- b) The **hull** may be weighed wet after a minimum of 10 minutes standing vertically on its aft edge.

C.6.3 MAINTENANCE AND MODIFICATIONS

- a) The **hull** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected. The serial number shall remain legible.
- c) The deck grip may be restored to its original condition provided that the original deck graphics remain legible.
- d) Foot straps may be taped.
- e) Any lubricant may be used on the mast track assembly, inside the dagger board case and the gaskets
- f) The **hull** may be lightly sanded and/or polished.
- g) The distance between the centreboard hull gasket system and **hull** may be filled and faired.

- h) The manufacturers graphics shall not be affected except in the case of the result of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events other than, World and Continental Championships may amend this rule.
- i) The ventilation screw shall be removable.
- j) Foam pads may be glued or taped to the inside of the centreboard case to fix the centreboard in the retracted position. The added material shall not touch or affect the gasket assembly.
- k) Footstrap insert holes may be filled.

C.7 HULL APPENDAGES

C.7.1 LIMITATIONS

- a) Until the 1st of January 2020 competitors using the 8.5 M2 sail or above may use any **Fin** under 60 CM long & any **Centreboard** under 688 MM long.
- b) Until the 1st of January 2020 competitors using the 7.8 or 5.9 M2 sails may use any **Fin** under 55 CM long & any **Centreboard** under 688 MM long.
- c) After 1st January 2020, competitors shall use Glide fins & centre boards allocated to the sail sizes with lengths as per C.7.1 (a & b]
- d) Competitors using sail size 9.5 may use any **Fin** under 70 cm & any **Centreboard** under 780 MM long.
- e) The **centreboard** shall be carried in the centreboard case at all times when *racing*.
- f) Only one **centreboard** and one **fin** shall be used during an event, except when lost or unintentionally damaged beyond repair. Such replacements may be made only with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing **hull appendage** and remove or deface any **event limitation mark** attached to the replaced **hull appendage**.

C.7.2 MAINTENANCE AND MODIFICATIONS

- a) The **hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) **Hull appendages** may be lightly sanded or polished providing that the essential shape and characteristics of **hull appendage** are not affected.
- d) Any lubricant may be used within the centreboard cassette.
- e) The fin root may be sanded and/or shimmed to fit the box. The gap between the fin root and the **hull** may be filled and faired. The filling or fairing material may not extend beyond the surface of the **hull**.
- f) The **centreboard** or centreboard plates may be shimmed to fit the centreboard case.
- g) The manufacturer's graphics printed on the **appendages** shall not be affected except in the case of local repairs to unintentional damage. The Notice of Race or Sailing Instructions for events may amend this rule.
- h) The first 50 mm from the leading edge of the **appendages** may be tunned using sand paper.

C.8 RIGS

C.8.1 LIMITATIONS

- a) Only one **rig** may be used during an event, except when specified in the sailing in the Sailing Instructions or when an item has been lost or unintentionally damaged beyond repair. Such item may only be replaced with the same type of item and with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing item and remove or deface any **event limitation mark** attached to the replaced item.
- b) To help sailors to afford an easier financial entry into the class, from now until Jan 1 2020, all rigs may be from any manufacturer but must comply with the same size restrictions. After 2020, the 5.9, 7.8 & 8.5 rigs used for racing shall be produced by Glide Licensed manufacturers.
- c) **Rig size Classes may be used for any age or gender & specified in the Sailing Instructions.**
- d) **The Glide rig size classes shall be ;**
 - i. Any soft sail under 4.5 m2. *
 - ii. Any soft sail under 5.5 m2. *
 - iii. Glide 5.9 m2
 - iv. Glide 7.8 m2
 - v. Glide 8.5 m2
 - vi. Open manufacture 9.5 m2 – [fin size is max 70cm]

* [Only the first batten from the head may be a full length batten]

C.8.2 MAINTENANCE AND MODIFICATIONS

- a) The **Glide rigs** shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) The **Mast spar** shall be lengthened using the Glide mast extension.
- d) Any uphaul may be fitted.
- e) Any safety line or device to secure the **Rig** to the **Hull** may be fitted.
- f) Any adjustable downhaul system may be attached.
- g) Any adjustable outhaul system may be used and any block may be fitted to the clew of the **Sail**.
- h) The surface of the **Boom spar** grip may be roughened using abrasive material. The **Boom spar** grip may be replaced with the same type of grip supplied.
 - i)
 - j) Any harness lines may be used.
- k) Any lubricant may be used on the outhaul and downhaul.
- l) Cleats pulleys and ropes may be replaced by any of equivalent size and type.
- m) Additional material added to the boom spar on top of the boom spar grip in the area immediately around the outhaul cleat as supplied by the licensed manufacturer is permitted. The material for the additional grip covered by this rule is optional.
- n) In addition to the timing device listed in C.3.2(a)(iv), an additional electronic timing device may be attached to the **rig**.
- o) Additional ropes or **rigging** may be added to the boom spar for the storage of **personal equipment** or other permitted items.
- p) Any adhesive tape may be added to the **boom spar** in the immediate area around the boom clamp at the front end of the **boom spar**.

- q) Any removable adhesive tape may be added to the **mast** or spigot, within 100mm from the joint and 100mm from the bottom of each mast section.

C.9 SAILS and MASTS

C.9.1 LIMITATIONS

- a) At each regatta, sailors must register the sails they will use.
- b) For **World Championships**, only one **sail** and or **mast** of a particular size may be used during an event, except when a **sail** and or **mast** has been lost or unintentionally damaged beyond repair. Such replacement may be made only with a **sail** and or **mast** of the same size and with the approval of the Technical Committee. The Technical Committee shall then attach an **event limitation mark** to the replacing **sail and or mast** and remove or deface any **event limitation mark** attached to the replaced **sail and or mast**.
- c) A sail and or mast replacement of a particular size is only allowed once during a regatta, unless the sail and or mast was lost or damaged beyond repair.
- d) Battens one to seven shall be placed in their corresponding **batten pocket**, batten one nearest the **head**. Camber inducers shall be used in pockets 4, 5 and 6.
- e) **During the period of One Year, a sailor shall only be able to acquire 5 new or used sails or 4 new or used masts.**
- f) At time of order / purchase, and before competition use, each sail and or mast shall be registered to a sailor on the Glide Class Ass website.
- g) The owner may apply for exemption to replace sails lost, stolen or destroyed sails.
- h) Chartered equipment is not counted as part of the limitation.

C.9.2 SAIL IDENTIFICATION

- a) All Sail Identifications shall be made on removable adhesive backed film or fabric.
- b) National Letters and Numbers
The national letters and sail number shall be black in colour and applied "back to back" on an opaque white background to the **sail** immediately above batten 4 and as close to the **leech** as possible. The opaque background shall extend a minimum of 30 mm beyond the national letters and sail number. In all other respects they shall comply with RRS Appendix G 1.2 for craft less than 3.5 m in length.
- b) Division Identification
At events where the organising authority specifies the use of identification of division, the identification shall be displayed on the **sail** above the class insignia. The minimum height of the display shall be 230 mm. The division and displays shall be:

YOUTH - BOYS	Black Triangle (pointing down)
YOUTH – GIRLS	Red Triangle (pointing up)
MEN -	Blue Diamond

- c) National Flags

For World and European Championships of Divisions A and B, the National flag of the competitor shall be displayed on both sides of the **sail** between battens 4 and 5. The material depicting the flag shall self-adhesive and be placed back to back within 100mm of the **leech**. The flag area shall be a minimum of 6000sq cms and the aspect ratio of the flag shall not be altered. The national flag shall be clearly discernable on both sides of the **sail**. The Notice of Race or Sailing Instructions of an event may amend this rule.

C.9.3 MAINTENANCE AND MODIFICATIONS

- a) **Sails** and fittings shall not be altered in any way except as permitted by these **class rules**.
- b) Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.
- c) Any transparent self-adhesive mono-film patches may be attached to the **sail** adjacent to the **boom spar**.
- d) Any lubricant may be used on the camber inducers.
- e) Any number of Glide camber inducer spacers, supplied by the licensed manufacturer may be used in each camber inducer.
- f) Battens, camber inducers and camber inducer spacers may be replaced. Such replacements shall be made on a "like for like" basis using fittings supplied by the licensed manufacturer.
- g) Any transparent self-adhesive chafing patches are permitted.
- h) Where a **sail** repair requires the replacement of a sail panel, or where a **sail** repair involves a seam and/or a **batten pocket** over its complete length, the **sail** shall not be eligible for use at Class World or European Championships for Divisions A or B.
- i) Battens 5 and 6 may be covered with transparent adhesive tape. Any tape applied shall not affect the bend or performance characteristic of the batten.
- j) Battens may be shortened at the outer end by reducing the fibreglass length.

Section D – Hull

D.1 GENERAL

D.1.1 MANUFACTURERS

- a) The **hull** and fittings shall be manufactured by a licensed manufacturer.
- b) The **hull** shall be produced by using moulds in the possession of the licensed manufacturer.

D.1.3 IDENTIFICATION

- a) The **hull** shall carry a manufacturers serial number displayed just aft of the rear centreplane footstrap mounting plates or displayed on the hull centreline just in front of the mast track

D.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual.

D.3 FITTINGS

- a) Mast track complete
- b) Centreboard support plates
- c) Centreboard stomp system.
- d) Gasket assembly
- e) Foot straps
- f) Air ventilation screw

Section E – Hull Appendages

E.1 PARTS

- a) 350 mm **Fin**
- b) 550 mm **Fin**
- c) 600 mm **Fin**
- d) 688 mm **Centreboard**
- e) 780 mm **Centreboard**

E.2 GENERAL

E.2.1 MANUFACTURERS

- a) **Hull appendages** shall be manufactured by a licensed manufacturer.
- b) Moulds shall be made from master plugs, made from the master files, in the possession of the licensed manufacturer appointed by SAB Ltd. and shall be approved by WS.

E.2.2 IDENTIFICATION

- a) From Jan 1 2020, the **centreboard** shall have a serial number moulded in by the licensed manufacturer.
- b) From Jan 1 2020, the **fin** shall have a serial number moulded in by the licensed manufacturer.
- c) The **fin** and **centreboard** shall carry the "Glide" logo as applied by the licensed manufacturer.

E.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

- a) Appendages shall comply with the Glide 2990 construction manual
- b) The length shall be measured from the fair underside of the hull where the appendage exits the board in a fully extended position to the tip of the appendage & shall not be longer than the dimensions mentioned above

Section F – Rigs

F.1 GENERAL

F.1.1 MANUFACTURERS

Masts, booms and fittings shall be manufactured by a licensed manufacturer.

F.1.2 IDENTIFICATION

- a) The **mast spar** top and bottom sections and the **boom spar** shall carry the manufacturer's identification as applied in the factory.

F.2 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual.

F.3 FITTINGS

- a) A **mast** extension.
- b) A Universal joint.
- c) A Deck plate.

Section G – Sails

G.1 PARTS

- a) 8.5 m² **sail**
- b) 7.5 m² **sail**
- c) 5.9 m² **sail**

G 2 GENERAL

G 2.1 MANUFACTURERS

Sails and fittings shall be manufactured by a licensed manufacturer.

G 2.2 IDENTIFICATION

- a) Sails
 - i) The Class insignia shall be applied by the licensed manufacturer.
- b) Battens
 - i) Battens shall have a unique Identification graphic applied by the licensed manufacturer and be numbered 1 to 7 according to position in the **sail** from the **head**.

G.3 MATERIALS, CONSTRUCTION AND DIMENSIONS

Shall comply with the Glide 2990 construction manual

G.4 FITTINGS

- a) Battens
- b) Camber inducers
- c) Spacers for Camber inducers

PART III – APENDICES

Section H – Hull Weighting

H.1 Hull Weighting – Wet

Where an **Equipment inspector** chooses to apply C.6.2(c), the following procedure shall be applied.

The **hull** shall be presented for this test in the condition as prescribed in C.6.1, which shall require the foot straps and any centreboard covers to be removed. The ventilation screw shall be in place for the test.

The **hull** shall be put into water and left unaided to float for 30 seconds. The hull shall then be turned over and left to float unaided for a further 30 seconds.

Once complete, the **hull** shall be stood vertically on its aft end for a period of 10 minutes. After the 10 minutes the **hull** shall be re-weighed.



ANNEX 15

GLIDE RETAIL PRICE
May 15 2018

EST EURO PRICE

Item	EST TAIWAN RET	EST EURO RETAIL	EST AUSTRALIAN RETAIL
	NT\$	EU	AUD
Glide 2990	92000	2550	3468
With 8 Straps and dagger Board			
55 cm Fin Carbon	5000	138	187.68
SAILS			
Regatta 8.5 (3 cam)	22000	610	829.6
Regatta 7.8 (2 cam)	20500	570	775.2
Regatta 5.9 (2 cam)	18000	500	680
RIG COMPONENTS			
Glide 490 80% Carbon	11300	313	425.68
Glide 430 80% Carbon	10000	277	376.72
Glide Carbon Boom 200 - 250	23000	638	867.68
Glide Alloy Taper Boom 180 - 230	6700	185	251.6
Mast Extension 36 cm Alloy	2600	72	97.92
Tendon Joint	1800	50	68
Accessories			
Glide Foot Strap Race	400	11	14.96
Dagger Board Single	6300	175	238
Mast Track	5900	160	217.6
Stomp Pad	2000	55	74.8
Fin Screw System	0	0	0
Dagger Board Lips System	1980	55	74.8
Dagger Board Side Plates	1500	40	54.4
Board Bag Wheeled	10000	275	374
Board Day Bag	0	0	0
Rig Bag Light	0	0	0
MARKETING			
Glide Beach Flag (feather Flag)	0	0	0
Glide Beach Flag -(POLE)	0	0	0
Glide Banner	0	0	0
Glide Beach Tent (colapsible)	0	0	0
Glide TOP MARK	0	0	0
	0	0	0

TOTAL PACKAGE	NT\$	EURO inc 21% VAT	Australia AUD inc 10% GST
Glide Complete with 8.5Rig	157700	4380	5940
Glide Complete with 7.8 Rig	139900	3880	5270
Glide Complete with 5.9 Rig	136100	3780	5170