International Nacra 17 Class Association

Av. des Alpes 62
1820 Montreux

Switzerland

www.nacra17.org

Subject: The Nacra 17 as an Olympic event: the case for 2032

Dear colleagues,

As the 2032 slate decision approaches, I want to set out what the Nacra 17 brings to the Olympic programme today. I'll focus on where sailing is heading, rather than where it has been.

1. The closest Olympic link to professional sailing

The pro game is already full of Nacra 17 sailors. Only the 49er sends more sailors into SailGP and the America's Cup.

- **SailGP:** Nacra 17 sailors hold nine seats across the 13 SailGP teams this season. Two of the 13 drivers came through the class. Quentin Delapierre sailed it at Tokyo 2020 and now drives for France. Nathan Outteridge, who campaigned the Nacra 17 and was the class's interim President, drives for Sweden's Artemis. Three of the 13 flight controllers, the job that keeps an F50 flying, are Nacra 17 sailors: Jason Waterhouse (Australia), Jason Saunders (France) and James Wierzbowski (Germany). Liv Mackay (New Zealand), Manon Audinet (France) and Nicole van der Velden (Spain) call the race as strategists. Anna Weis grinds for the United States. In the most demanding roles on the boat, the Nacra 17 is a proven source of talent.
- **America's Cup:** In Barcelona 2024, more than 20 Nacra 17 sailors raced across nine America's Cup programmes. For AC38, the reigning Nacra 17 World Champions, Gianluigi Ugolini and Maria Giubilei, were named as the trimmers on Luna Rossa's principal crew. Paris bronze medallist Erica Dawson led Emirates Team New Zealand to the women's trophy in Naples.

For an IOC that wants Olympic sports to be closely connected to the sports people actually watch, few events make that link as directly as the Nacra 17.

2. The best route for women into open professional sailing

On 27 September, Luna Rossa won the America's Cup Naples final against Emirates Team New Zealand. Maria Giubilei was trimming. She was the only woman on any principal crew in Naples, and she earned the seat in open selection, not through a quota.

Mateo Majdalani

president@Nacra17.org

International Nacra 17 Class Association

Av. des Alpes 62
1820 Montreux

Switzerland

www.nacra17.org

Two things got her there. The first was exposure. Most of professional sailing is still run and crewed by men, and in a mixed boat a woman trains and races alongside them every day. The second was skill: the Nacra 17 asks for the trimming, foiling and decision-making that the F50 and AC75 now demand. It is hard to find a bigger result for a woman in open professional sailing.

And she is not alone:

- Margherita Porro, who co-helmed Luna Rossa to the 2024 Women's America's Cup, now skippers the team's AC40.
- Anna Weis holds a hands-on grinding seat on the US SailGP F50.
- Every women's AC team in Barcelona had a Nacra 17 sailor.

3. Media reach, and a fair reading of Paris

SailGP is now a real broadcast property, and Nacra 17 racing already produces the moments that travel. We see thousands of video views every day, and over 10 million across the year. The figures in the current report don't reflect that. The report shows zero video views for June, for example, so I'd ask that those numbers be checked against our own data before they carry any weight.

The Paris 2024 viewing figures need the same care. The Nacra 17 medal race ran in some of the lightest air of the Games, conditions that would make any sailing event dull to watch. That the fleet got round the course at all speaks well of the boat. We shouldn't judge the event on the one afternoon the wind didn't show up.

4. A format that brings SailGP to the Games

The Nacra 17 is the natural Olympic platform for a SailGP-style format: short, close, high-speed races that are easy to follow on screen. The public is learning what sailing looks like from SailGP. The Olympic event that looks most like it is also the one best placed to borrow its format and show that sailing to a Games audience.

5. A level playing field

The Nacra 17 is proven, competitive and durable equipment, available to any nation. In the finals at the World Championship in Cagliari was a fleet of 4 boats. The age of the platforms was 2 years, 4 years, 6

Mateo Majdalani

president@Nacra17.org

International Nacra 17 Class Association

Av. des Alpes 62
1820 Montreux

Switzerland

www.nacra17.org

years, and 8 years old respectively. Because of the nature of foiling catamaran sailing and the consistency in production, the fleet does not need to continually buy platforms to race at an elite level.

On the cost concerns raised at Council, we have also proposed a central daggerboard pool, run the way SailGP does it. Teams would choose from vetted boards instead of developing their own, which takes the most expensive part of a campaign off the table.

6. A boat for normal-sized athletes, men and women alike

The Nacra 17 is proven across the widest range of body sizes on the Olympic slate. Short and tall men race it with short and tall women. Sailors compete at the weights they naturally carry, and nobody has to bulk up or starve down to be competitive. That keeps the event open to the largest pool of athletes. Teams are competitive at the team weights ranging 135-150kg, with skippers being 58-80 and crews 64-85kg.

Here are sample weights of top level elite sailors illustrating the breadth of sizes they are sailing at (skipper/crew). (Sinem 62kg/Alican 86=148. Ruggi 68/Caterina 74=142. John 77/Anna 62=139. Wilemjin 58 kg/Scipio 85=143. Emil 72/Hanna 73=145. Mateo 72/Euge 69=141 kg. Paul Kohloff 86/Alicia 64=150kg).

7. Newcomers can reach the top

New teams are moving up the rankings quickly. That comes from our open, published tuning guides, strict one-design rules and a consistent build. A nation starting a programme today can get on the pace quickly. The key differentiating factor is sailing skill and hours in the boat.

8. Easy to run anywhere and any conditions

The Nacra 17 launches from marinas and beaches alike. That widens the choice of venues for Games and qualifying events and keeps host costs down. The wind range is also massive, with boats able to self rescue well into 30 knot ranges, and as the Olympics showed, race in very light winds. Coach boats are permitted, commonly used, but not required.

9. Give the event room to grow

Mateo Majdalani

president@Nacra17.org

International Nacra 17 Class Association

Av. des Alpes 62
1820 Montreux

Switzerland

www.nacra17.org

Like the 470, the Nacra 17 has been under review in almost every cycle since COVID. That review has landed on the two years of each four year cycle when a class can grow. Sailors and national federations are understandably slow to buy boats and fund coaching with that much uncertainty. Participation is not a fixed fact about the event; it partly reflects the uncertainty we've put on it. A stable role in Olympic slates would show what this event can become.

The Nacra 17 already supplies the pro sport, opens the pro game to women, and produces racing people share. I'd ask that the decision be made on that basis.

Kind regards,

Mateo Majdalani
President of the International Nacra 17 Class

Mateo Majdalani

president@Nacra17.org