

REGULATION 23 SUBMISSION FOR 2018 ANNUAL CONFERENCE

The deadline for submissions to be received is **12:00 hours UTC on 1 August 2018**. A submission should be completed and returned to World Sailing to submissions@sailing.org.

World Sailing strongly advises that submissions are sent in plenty of time in case there are technical faults when sending.

If you are submitting in PDF format, please also send a Word version.

World Sailing has published guidance on submissions on its website. You are strongly recommended to read this guidance before making a submission.

Formatting:

- If the submission proposes a change to existing Articles, Regulations, the Racing Rules of Sailing, or the Equipment Rules of Sailing, please insert the current version in the "Proposal" section highlighting new wording as **bold and underlined**, and text to be deleted as ~~double struck through~~. The words "As above" should then be inserted in the "Current Position". Clearly defined reasons should be inserted in the "Reasons" section.
- The font and size for text in submissions is Arial 11pt except for the RRS/ERS.
- For the RRS/ERS submissions, the font Times New Roman 12pt should be used when inserting current wording or new wording proposals. For ERS submissions the new wording should not be in bold unless it refers to an ERS definition.

Name of Authorised Person: Pete Davis
Position: Chairman – International Speed Windsurfing Class
Contact email: pete@speedsailing.com
If you are making a submission which you are aware will be the same as one from another submitter(s), please provide details*:
This submission is the exact same as that sent by the International Formula Windsurfing Class
<i>* This is not mandatory but greatly assists the World Sailing Executive Office in cross-checking</i>
For Committee Chairmen: Please tick the box to confirm that the responsible Vice President has been informed of this submission: (forms where the box is not ticked will be returned to the submitter).
All submissions will be acknowledged within 24 hours. If you do not receive an acknowledgment please contact World Sailing.

2024 Olympic Sailing Competition

Olympic Events & Equipment

A submission from the International Speed Windsurfing Class

Purpose or Objective

To propose equipment criteria, format and pathway for the Olympic windsurfing events.

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 for Men and Women Windsurfer

Concept: Convertible

- 1x board, course-racing wide-style board, maximum 100cm wide;
- 1x foil, option of 2x front wings;
- 1x fin, maximum 68cm in length;
- 1x sail, for Men 8.0 to 9.0 m², for Women 7.0 to 8.0 m²;
- 1 x rig - ie 1 mast, 1 boom, 1 mast extension.

Same board for Men and Women with different rig concept

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.

Format proposal: see Appendix 1.

Other Equipment considerations:

- Price: to cost less than the current cost of an Olympic windsurfing package
- Development: to lock development of foils to a minimum of 3 years before the Olympic Games. This will ensure that the equipment development continues within the open market and benefits from the steep development curve that the technology has been experiencing; but will also ensure certainty, stability and affordability for the Olympic fleet. This will also ensure that Olympic windsurfing remains at the cutting edge of the sport.
- Youth: see Appendix 2 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

Windsurfing has reached the next stage in its evolution - Foiling. Foiling has transformed 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.

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.

The convertible board concept (ie board with 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.

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.

A multi-manufacturer one-design class is suggested. However, Production registered design in accordance with a tight box rule is also an option.

An exciting evolution in the sport also makes for an opportune time to bring about a format revolution too - see Appendix 1.

In selecting new equipment the youth path is also crucially important - see Appendix 2.

APPENDIX 1: FORMAT PROPOSAL

Option 1: Windsurfing Pro Evolution Racing Format

Description: 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 to be completed to constitute a regatta—instead the format offers options for fair foil racing irrespective of the weather conditions.

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 weighted double. The five racing sub-formats are: *Classic*; *Landmark*; *Point to Point*; *Sprint*; and *Time Trial*. They are described in detail further below.

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 the elite level, including club level regattas, can pick and choose the disciplines as circumstances allow, whether that be conditions, staffing or sailor ability.

Classic

The *Classic* racing sub-format is the current trapezoid or windward/leeward racing format. Under the Pro Evo 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.

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 landmarks 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.

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.

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.

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.

Reason:

The justification behind the Pro Evo 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.

Option 2: Classic Racing

Reason: Status quo remains which mean no adaptation to new formats, and universal understanding by those already involved in sailing.

APPENDIX 2: PATHWAY

In considering the selection of new Olympic equipment it is crucially important to consider the pathway, 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. Last 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 high performance, this is a very strong and important springboard which absolutely 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 World Sailing Youth and beyond. Many junior sailors move off the Techno early (depending on size and ability), and graduate to the WS Youth Class (currently RSX)

Under this submission for new Olympic equipment, it is strongly recommended that Techno continues support development as an olympic pathway class.

Youth Sailing

In the event of selecting Olympic equipment in line with the broad criteria in this submission, it is 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 m²; 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 it 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.