

July 2019

NEILPRYDE

RS:X
OLYMPIC WINDSURFING CLASS

RS:X WINDSURFING

NEILPRYDE SUBMISSION - PARIS 2024



PARIS 2024



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NeilPryde is proud to officially enter the race to Paris 2024 Games Windsurfing Equipment Tender. The RS:X equipment came about as a result of a successful bid by NeilPryde Windsurfing to supply One-Design Windsurfing equipment for the 2008 Olympic Games in China. The original design brief from ISAF (WS) required that the hull should be constructed so that the one-design integrity and performance could be guaranteed for the complete 4 years Olympic cycle. The RS:X was designed in 2004 and went into production in 2005.

Windsurfing is a very diversified sport with many different disciplines (Slalom, wave, freestyle, raceboard, and any more...), which is what makes this sport so great. The RS:X was designed specifically for the Games, as the best compromise of all windsurfing disciplines and a truly Universal solution.

The RS:X design features a high technology rig, a carbon mast, boom and fin, a 'wide-style' board that merges modern windsurf

board design with a centerboard, thus, enabling competitions to be held in virtually any conditions from 3 to 30 knots. The equipment guarantees that the RS:X is at all times a dynamic, versatile class to watch, and that the racing is always close, exciting and visually appealing.

Two sizes of sail are available for competitors. Men use a 9.5m² sail while women and youth use an 8.5m² sail. The sail, rig and board have been designed in conjunction with each other in order to ensure a high level of design synergy.

The RS:X Class Association was established in November 2006 and incorporated in January 2007 and is critical to the establishment and ongoing development of the RS:X as an International Olympic Class.

The RS:X is the most affordable yachting class that is eligible for competition in the Olympic Games. It is also very easy to transport,

as it can be carried on commercial aircraft as excess baggage, hence allowing sailors to compete internationally at minimal expense. This allows the scheduling of many regattas, which can be attended by a large number of sailors from all over the world. The inaugural 2006 RS:X World Championships were held at Lake Garda, Italy. Since then, World Championship regattas have been organized all around the World attracting 160-200 sailors every year.

The Youth fleet, with its annual World and Continental Championships, is very popular and strong. The RS:X Class has a clear and well-working youth development pathway with the Techno 293, as the feeder class for the RS:X.

More than 5000 sets of equipment have been sold since production started in 2005 to competitors in more than 60 nations in 6 continents.

The RS:X fleet worldwide has a good gender balance, strong universality with a good number of countries competing globally.

Three successful Olympic games have been sailed with the RS:X – 2008 Beijing/Qingdao CHN, 2012 London/Weymouth GBR and 2016 Rio de Janeiro BRA. The RS:X is amongst the most exiting class featuring in the Games and has been selected as the official Windsurfing equipment for the 2020 Tokyo Olympic Games.

The RS:X provides maximum flexibility to sail in a wide range of sea states (wind and waves).

NeilPryde and the RS:X Class are reliable and long-standing partners of the Olympics; each race proceeded as scheduled.

Strong current, rough sea, big swell, light or strong winds, the RS:X was always able to deliver racing to the ISAF and WS schedule, therefore guaranteeing live racing coverage and a TV suitable format. This is essential in today's media environment.

As one of just two classes where all the equipment is supplied by the manufacturer, NeilPryde created a visual spectacle at the Olympic Regatta by delivering custom sails in bright, eye-catching colors as well as boards in the colours of the Olympic venue. The Windsurfing events were some of the most watched regattas with the best audience recorded.

NeilPryde has supplied brand new equipment Free of Charge in the last 3 Olympic regattas (75 packs for each Olympics) and all WS Youth Worlds since 2006.

When addressing the relative needs concerning style of racing – i.e. strategic vs. athleticism vs. boat handling vs. boat speed, the RS:X class rewards all aspects. Competitors must be able to sail the correct course and downwind tacking angles also become important especially in the lighter conditions.

The One-Design nature of the equipment means terminal and average speeds are very close and advantage is usually gained by better tactical decision making.

Brain and brawn are rewarded in a relative equal manner. With so many boards on the starting line, a sailor must be able to make a top-quality start from the front row or find him / herself in a tough position to recover.

The RS:X has been designed to perform in conditions from 3-30 knots. The daggerboard and adjustable mast track allow the board to race successfully in as little as 3 knots and still make effective upwind progress.

As wind speeds increase, daggerboard is retracted, the mast moved backwards in the mast track and the board becomes an effective planning surface with the sailor riding the board from the tail. This reflects modern windsurfing and makes the RS:X truly relevant. Reaching starts have been used since 2017 and slalom course format are under review to be implemented in official Championships.

The RS:X can perform in such a testing range of conditions due to the hybrid design that assures upwind progress can be made in the lightest racing conditions using the daggerboard, combined with dynamic short board planning characteristics when wind speeds increase.

The RS:X provides maximum flexibility to sail in a wide range of sea states (wind and waves). Strict One-Design equipment that creates an absolutely level playing field.

Olympic race schedules and modern-day media obligations such as Television coverage dictate that races take place to a pre-determined program. Waiting for wind is therefore not an option and the hybrid design **guarantees the RS:X delivers a spectacle.**

The short water line length of the RS:X also adds another tactical dimension in the lighter winds as the board is quick to spin into a tack as wind shifts come down the course. Sailors report they are able to take advantage of small shifts in a way they could not on classic race boards as those long boards favour sailing as fast as possible into the next gust, regardless of direction.

Downwind gybing angles remain essential in all windspeeds and correct angles deliver large gains over the fleet, making the RS:X tactically demanding, technical to sail and physically challenging.

The RS:X is able to accommodate a range of formats such as long-distance race or slalom racing while focusing in up and downwind performance in a wide range of winds.

The RS:X Equipment is widely accessible and available around the world.

The guaranteed competitive life of the equipment has encouraged National organizations to invest in equipment to support their National Sailing Teams and this has enhanced the universality of the Class.

High performance in competition by athletes is derived primarily from athletic superiority and tactical understanding rather than technical knowledge of the specific equipment.

The Class is making huge investments in coaching programs to develop competitive sailors in developing countries such as in Africa.

Hull Construction & Materials

PVC / Carbon / Epoxy sandwich over CNC machined EPS foam core. One-shot boards are pressed and cured in a single-shot process that reduces hand work to the minimum, resulting in a high degree of shape consistency.



BOARD



BASE



FINS



8.5 SAILS

9.5 SAILS



BOOM



EXTENSION



MAST

DIMENSIONS**BOARD**

Length	285.6
Beam	93.3cm
Volume	227 Litres 3.8cm
Thickness 1	3.8cm

MAST

Lengths	Women's 490cm Men's 520cm
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SAILS

	Women's 8.5m Men's 9.5m
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FINS

	Women's 60cm Men's 66cm
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EXTENSION	48cm
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WEIGHTS

Hull Only	15.75kg
8.5 Sail	5.5kg
9.5 Sail	6.1kg
490 Mast 2	2.2kg
520 Mast 2	2.4kg
Boom	3.05kg



We, the International RS:X Windsurfing Class Association, would like to hereby offer a formal endorsement of the NeilPryde Ltd. in the Windsurfing equipment selection process, initiated by World Sailing for the Men's and Women's Windsurfer events for the 2024 Paris Olympic Games.

The International RS:X Class is proud to support the bid of the Neil Pryde Ltd. to tender at the Windsurfing equipment selection process with its RS:X Windsurfing equipment.

We appreciate the supportive decisions of the Board and Council from the World Sailing 2018 Mid-year meeting and the 2018 Annual Conference with regard to the RS:X Equipment for the 2024 Paris Olympic Games, also ratified by the World Sailing AGM.

We would like to confirm that the existing RS:X equipment is fulfilling all requirements and specifications of World Sailing for a successful and universal windsurfing event for the Olympic games:

- The equipment was specially built for the Olympic games, to fulfill the weather and format requirements of WS
- It is one-design equipment, placing an emphasis on an athlete's skills rather than equipment development, that avoids any equipment arms race by richer MNAs
- Selected through the open trials
- The equipment can race from 4 knots up to 30 knots
- The most cost-effective Olympic equipment available
- The fastest Olympic equipment available
- The equipment is aesthetically pleasing and will reflect well on the organization for media and spectators
- The equipment is widely available and sailed around the world
- Strong and well-working pathway from Techno 293 class to RS:X Class

THE CLASS

The RS:X Class Association was established in November 2006 and is critical to the support and ongoing development of the RS:X Windsurfing as an International Olympic Class. The RS:X Class has had 65 different countries represented at its events since Rio 2016.

The RS:X is the most affordable yachting class that is eligible for competition in the Olympic Games. It is also very easy to transport, as it can be carried on commercial aircraft as excess baggage, thus allowing sailors to compete internationally at minimal expense. This allows the scheduling of many regattas which can be attended by a large number of sailors from all over the world.

The inaugural RS:X World Championships were held at Lake Garda, Italy, and featured some 244 competitors. Subsequent World Championship regattas have been scheduled all around the world such as 2007 in Cascais, Portugal, 2008 in Auckland, New Zealand, and with more recent events held in Weymouth GBR, Kerteminde DEN, Perth AUS, Cadiz ESP, Buzios BRA, Santander ESP, Mussanah OMA, Eilat ISR, Enoshima JPN and Aarhus DEN. These events have attracted between 160 and 200 sailors at each event. The recent European and Youth European Championships in Mallorca, Spain, the RS:X Class succeed to have 333 sailors from 41 countries and 6 continents.

In addition to the senior fleet, the youth fleet has an annual World and Continental Championship event and is on equal footing with the senior fleet in terms of participation. The RS:X class is committed to continued participation of youth windsurfers and with the Techno 293, which prepares youth participants for the use of the RS:X board. There has been record participation in youth windsurfing.

The sport of windsurfing is represented all around the world by wide range of different disciplines, like course racing, slalom, speed, wave racing, freestyle, etc. The RS:X Windsurfing equipment was specially created and built for the Olympic Games, to represent the aforementioned wide range of disciplines and therefore the RS:X Windsurfing equipment is the most universal equipment to represent the windsurfing disciplines at the Olympic Games.

MANUFACTURERS CONTROL

The RS:X use of a 'One Hull & Rig' concept is the best (and most cost-effective) method for the continued growth of Windsurfing globally. The RS:X Windsurfing fleet worldwide has a strong appeal due to its nature as a gender-neutral sport equipment and its increasing international participation rate.

NeilPryde Ltd. has confirmed that the RS:XWindsurfing equipment license will be open to any other authorized manufacturer, which removes the limits to be the single manufacturer for RS:X equipment.

In accordance with RS: X Class Rule A.8, the RS: X class is open to any manufacturer, provided they can meet the manufacturing tolerances currently afforded to the existing manufacturers. This is reflected in the draft of the Olympic Class Agreement accepted by the Class, and if required the Class can amend the existing draft according to World Sailing specification.

Neil Pryde Ltd. is the IP right holder on the equipment and responsible for setting the manufacturing tolerances for each piece of equipment as well as the specifications for equipment in terms of material, shape and finishing specifications to be considered confidential and not for onward distribution.

In addition to an internal auditing process for quality control, any manufacturer should anticipate regular audits from Neil Pryde Ltd. and the International RS: X Class Association as independent verification of quality control.

The RS:X Class is also conducting regular annual manufactory visits and audits. This involves the Class Chief Measurer visting each manufacturing facility and inspecting the equipment against the build tolerances. The Class Chief Measurer has undertaken these audits for over ten years and the audit process has allowed for manufacturing tolerances to be reduced over this period which produces equipment which is even more "one-design".

All of the RS:X principal events are attended and supported by a World Sailing International Measurer who is familiar with the RS:X Class. The RS:X Class have adopted an equipment inspection regime which is aimed at breeding a culture of rules knowledge which is around post-race inspection only and limited pre-race inspection. Sailors are encouraged to ask questions about their equipment and the class rules as part of the equipment inspection process.



One Design Measures & Tolerance

All boards are one-design and are measured within a tolerance range by the supplier. Boards that fail to meet the measure are being rejected automatically.

The board manufacturer signs a RS:X Certificate of Compliance for each board produced. This confirms multiple inspection - and measurement points as conforming to class rules.

Multiple stations are measured using jigs and templates. Rail sections, overall rocker line, concaves and V-sections are all measured in the factory as part of the certification process.

The One-Shot construction process produces boards with a reduced tolerance range that ensures the closest possible performance characteristics across the class.

A measurement jig is available that allows 11 stations to be measured in a repeatable fashion to ascertain hull dimensions.

Masts are delivered with serial numbers on base and tips to clearly identify matching sections.

The hull, fins and daggerboard use a water transfer sticker. This is easily removed from the surface of the item if sanded too much by the sailor. This method preserves the one-design ethic of the class.

We have invested in mould for the hull and daggerboard (composite technology) and also for both fins. These moulds are producing fins and daggerboards that are as close as possible in terms in tolerance.

The RS:X Regatta Measurement Process involves checking serial numbers and logos on all parts and Check-Measuring a sample selection of hulls.

Measurement of a hull takes approximately 9 minutes for an experienced measurer.

Hull

The RS:X is built to the highest specification of any Olympic sailing class. The hull is built from a full carbon fibre layup, guaranteeing the lightest possible weight and the highest possible consistency in production.

The use of carbon also ensures that the hulls retain their stiffness and designed shape over several racing seasons. No other material can deliver this consistency and the use of anything other than a carbon layup will likely result in shape deformation and a requirement on the sailor or MNA to buy several new hulls a season in order to maintain performance. The cost of ownership of the RS:X is therefore extremely affordable and represents excellent value.

NeilPryde created a new production process in collaboration with the manufacturer (Cobra) **to allow the highest level of shape replication from hull to hull.** This process completes the construction of the board in a 'One shot' process that sets the finished hull shape in the mould and allows for a hull cure before the hull is removed.

We allocated one craftsman to check rail sharpness and ensure all boards had the same rail finish. This ensures early planning characteristics are matched from board to board.

We use a stand-alone production line for the RS:X Olympic boards with a single mould reducing to a minimum production tolerance. Each board is measured on 33 stations and finally weighted.

Rig

The sail panels are cut from the **same batches of materials** in order to ensure the closest possible elongation and stretch characteristics across the Olympic regatta sails.

Only a limited number of production personnel is needed to assemble the panels and control the sail shape through tight-built tolerances of the key vertical and horizontal seams.

The WS technical delegate checked the batten configuration to ensure the length of each tube and tip section was the same from batten to batten and sail to sail. WS also checked sails by visual checking of seam and print positions by 'stacking' sails. These tests were passed successfully for the 3 latest Olympiads.

NeilPryde ensured all battens used a special colour shrink wrap to enable us to visually check the battens in the sails were built correctly for the olympics.

All powerbase units were checked on a test jib by deflecting 200 times to ensure there were no tendon failures.

We ran special production of 300 masts for each Olympiad and **checked the bend data for each one.** Together with the WS technical delegate during his visit in China, we verified this data again by bending the masts for a second time.

WS & NeilPryde then selected the closest masts for the Men's fleet and the Women's fleet. The selection criteria was based on 'cherry picking' the closest masts in terms of bend characteristics and weight.

150 booms are built for the Games and the closest 80 by weight were selected for delivery to each Olympic venue.

Parity

As the class is **one-design**, there are strict limitations on what the sailor can do to both the board and rig. This **ensures parity**.

Light to moderate winds promote very close racing with multiple place changing opportunities. As wind speeds increase, higher skill levels and technical ability come to the fore and are rewarded with higher board speeds. This can separate the fleet more than in the lighter conditions.

The raced courses help to maximise overtaking with the downwind legs also being tactical and requiring accurate angles to be sailed to maximise speed without increasing the distance sailed too much.

Sailors have the option of two leeward marks which helps keeping their options tactically open and therefore allowing for a last-minute race-result change. A final slalom section before the finish demands good boat handling skills late in the race and a final overtaking opportunity, as competitors tire.

Transportation

As the original design brief from ISAF (WS) requested that the hull should be constructed so that the one design integrity and performance could be guaranteed for the complete 4 year Olympic cycle, the hull was constructed with a high percentage of carbon reinforcement and this added some weight and cost. The benefit is in the fact that athletes do not need to frequently replace their boards as was customary with previous Olympic hulls where sailors were going through 6/7 boards per year. This made the initial cost higher but the ongoing cost to compete lower.

Due to its relatively compact size, the cost of traveling with RS:X rigs is significantly **lower than with any other Olympic Class vessels**.

RS:X rigs can easily be road-transported either individually on standard car roof racks or stacked on car-towed boat trailers.

For long-distance travel RS:X rigs **can be checked-in at airports** and most airlines are willing to accept them as Excess Baggage. Most international RS:X competitors use this method to transport their rigs to events.

With the equipment being very **consistent, durable and reliable**, the 'second hand' market allows beginners to get access to more affordable equipment.



Olympic Equipment selection, 75% of the board and sail production run has been selected for the Games after inspection and verification by the WS representatives.

E.g. if 100 boards and sails were produced, the 75 closest matching to standard were selected.

BOARD

From the start, RS:X boards have been built at Cobra, to allow for tight production tolerances compared to other board brand manufactured at this facility.

NeilPryde and Cobra have developed a One-Shot Construction Method. Within this process, both the deck and underside layers are laid up together in the mould and the board pressed and heated in One shot.

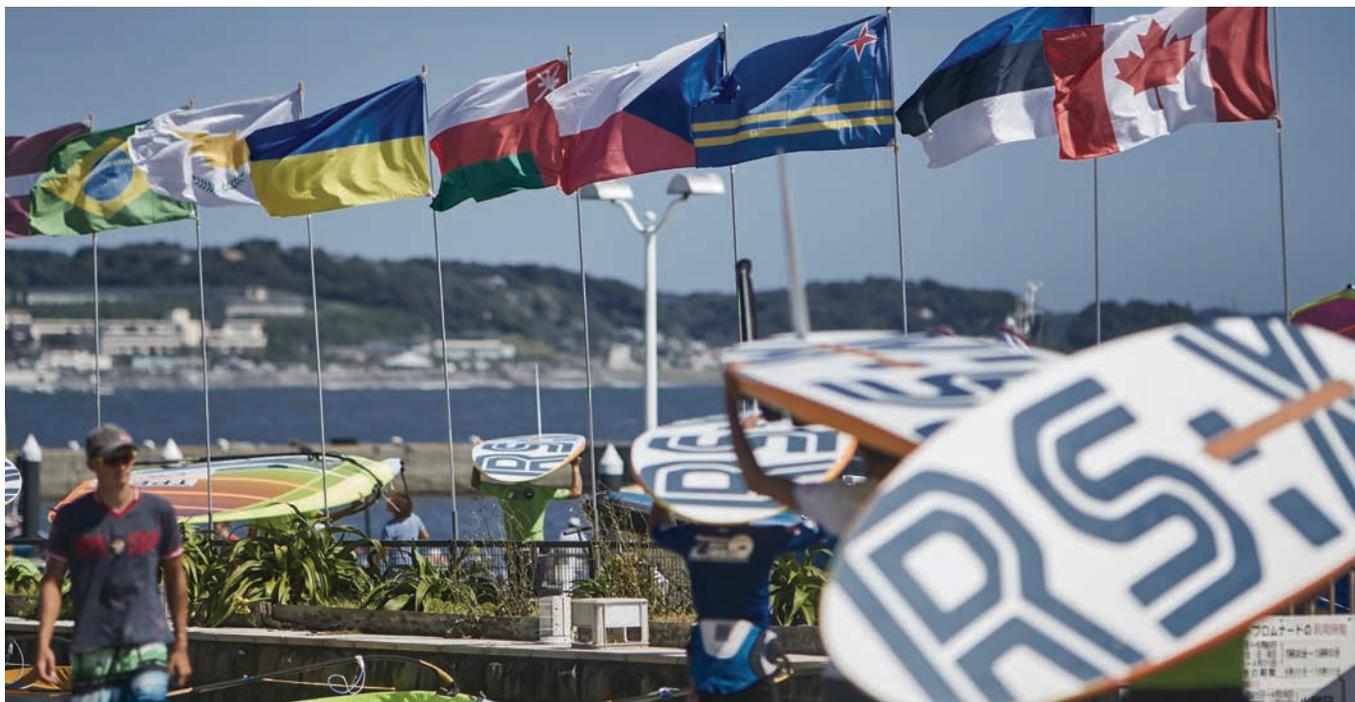
The One-Shot process ensures that the core shape is retained as both deck and underside cool and harden in the mould. This holds the board closer to the designed shape as it hardens.

Rail profile – all RS:X boards are checked at 11 points all around the board to ensure shape consistency of the Rail Profile.

Weight control - all RS:X boards are weighted with the board scale and checked if the weight lies within the tolerance (14.45-15.55).

SAIL

- . Seams are all checked before packing.
- . Lamination of film controlled on every sail.
- . All battens are measured.
- . Sail panels are cut by a computer controlled cutting machine which has very low tolerances.



DAGGER

- . Thickness is measured on 8 point (distance: 0/100/200/300/400/500/600/700).
- . Each dagger weight is checked with a according to a reference weight of: 1395gr

FINS

- . Each fin is measured and weighted.
- . Deflection measured on 3 points (distance: 109/15/20).
- . Profile check from SD printed.
- . Twist test with digital device for accurate and high precision measurement.

MAST

- . Each mast is measured and weighted
- . Bend curves measured on each mast
- . IMCS (stiffness control)

The RS:X equipment can provide a beach style and attractive racing format for the RS:X events, which was submitted and approved by World Sailing already.

- The principles of an event and format
- The regatta will consist of an Opening Series and provided a minimum of 6 races have been completed in the Opening Series, a Medal Race.
- If the event is split into Fleets, the Opening Series will be divided into a Qualification Series (3 days) and Final series (2 days). The top 10 finishers in the Opening Series will advance to the Medal Race (1 day).
- Qualification series will include one day for Marathon race. Course racing and Slalom disciplines will depend on the wind conditions. Minimum of 5 races required to complete the Qualification series.
- Final series will include the Course racing or Slalom racing, depending on wind conditions. Minimum of 4 races shall be completed for a Medal Race.
- Top 10 finishers in the Opening Series will sail in a Medal Race. One race will be sailed. If non-planing conditions, the W/L course will be applied. If planing conditions, then the Downwind Slalom course with the reaching start will be applied.
- All courses will be laid as close to the beach as reasonable, but especially the finish.
- The disciplines
- Wind 4-10kts – Course racing on W/L or Trapezoid course. Maximum number of races per day is 3. The target time 20-30 min.
- Wind 10-30kts – Downwind slalom. Maximum number of races per day is 10. The target time 5 min. Maximum size for the starting group is 20 sailors. The racing tables are shown in Attachment 1 below.
- Marathon – Beach start/afloat start, one race minimum 2hrs. In case of split fleets, both/all fleets will start together.
- Scoring



discipline (W/L course racing, downwind slalom, extremely wide

- For all races (including the Medal Race) and disciplines, the winner will be scored with 0 (zero) penalty points. Second place with 2 pts, third with 3 pts, and so on. (No penalty for the Winner!)
- Marathon/Long Distance race will be scored with the split points to make sure the last place will get the same amount of points as the last place in any course race. The race can be discarded.
- Slalom discipline will have the separate discard system from Course racing discipline. Both disciplines will have the discards as follows:
 - 1-3 races – no discard*
 - 4-10 races – 1 discard*
 - 11 or more races – 2 discards*

The current RS:X equipment can fulfil ALL the requirements requested for windsurfing event and it can sail at any format and

wind range, close to the beach format, etc), except foiling. It is a modern 'short board' able to race in any wind and wave conditions - from 4kts up to 30kts of wind.

The One Hull & Rig is the best (cheapest) equipment concept for the continued growth of Windsurfing globally. It is well established worldwide and also with the second-hand equipment performing to podium level and it is suitable for a very wide range of formats.

The above shown format makes the Olympic Windsurfing much more attractive as for sailors as for spectators.

It is a great honor to support the bid of the NeilPryde Ltd., a highly professional manufacturing partner to the Class and to support the RS:X Windsurfing equipment for the 2024 Paris Olympic Games.

Manufacturing

- Sails: Pryde Group Performance Manufacturing, Shenzhen, China.
- Hulls & Fins: Cobra international Co Ltd, Chonbury, Thailand.
- Masts: Weihai Julia Sport Product Co, Weihai, China.
- Booms / Ext / Bases: Technic Devotion Corp, Zhongshan, Guangong Province, China.

Licencing**Terms**

NeilPryde complies with the World Sailing Competition law policy and International Competition law as provided.

NeilPryde and Class have pre-signed the three-party contract, provided by World Sailing, for the Olympic Games of 2024 in France on February 3rd, 2018.

Neil Pryde Limited, the Licensor, designed, developed and is the current manufacturer of the RS:X Olympic Windsurfing Equipment.

The Licensor owns the RS:X Trade name, license, Copyright, Technical Knowledge and the Processes.

The Licensor agrees to enter into discussion with potential licensees who wish to use the Technical Knowledge and the Processes in order to manufacture, distribute and sell the RS:X products and the licensor intends to grant a non-exclusive license to the Licensees in accordance with fair, reasonable and non-discriminatory terms and conditions as will be set in a License Agreement set by the Licensor.

Due to the large number and complexity of the rig components, we consider that it is not practical to license rig parts. Same as for the 49er, we would recommend to only open the License for the Hull, Daggerboard and Fin. However, in this submission, and in order to follow the requirements set by WS, we are including rig parts. Interested candidates can apply for any of the parts listed (individually). The RS:X Class and World Sailing will set the technical requirements, inspect and approve if products pass quality standards and comply with Class rules.

The Licensor will, at any time during the continuance of the Agreement, disclose, provide and make available to the Licensee the Technical Knowledge and all necessary information for the manufacture of the Products so as to ensure that the Products are manufactured efficiently up to the Licensor's standard.

The Licensor shall advise the Licensee of the standards and specifications for the products.

Royalties and Payments

Net Sales Royalties. On a Product-by-Product and territory-by-territory basis, during the applicable Royalty Term, the Licensee will pay Neil Pryde Limited royalties based upon the Net Sales by the Licensee for each Product. The royalty rate for each Product for Net Sales made by the Licensee will be 8%.

The payment of Royalties shall be made by the Licensee in USD on a quarterly basis.

Minimum annual quantities shall be 100 units per product except fins (x200).

Licensee's main obligations

The Licensee shall use its commercially reasonable endeavours manufacture, distribute, promote, advertise, market and sell the Products in the Territory pursuant to the terms of the Agreement.

The Licensee, upon request, shall deliver to the Licensor & World Sailing free of charge randomly selected samples of the Products for inspection.

The Licensee shall effect and maintain product liability insurance policy to cover the risk of product liability with a reputable insurance company.

Supply

RS:X Sales Services & Spare parts are available via an established network of Pryde Group distributors. Neil Pryde has also established an on-line store that sells all main items and spare parts directly to sailor from Hong Kong.

Distributors list:

American Continent / Pryde Group Americas	Korea / Air Wave
Asia / Pryde Group Asia	New Zealand / Watersports South Pacific
Australia / Ocean Peak	Russia / VTS
Greece / Funsports	Scandinavia and Baltics / NeilPryde Scandinavia
Europe and North Africa / Group Satet	Southeast Asia / Constant Wind
India / Ocean Blue	Taiwan / Liquid Sports
Israel / Tzvicraft	UAE / Pelican Marine (point Abu Dhabi)
Japan / Shriro Trading	Turkey / Redline Extreme Sports

Fleet sizes & Locations

By the end of 2018, a total of 5,200 RS:X Boards have been sold worldwide.

ASIA PACIFIC 2,220 | EMEA 2,430 | AMERICAS 550

Group	Region	Equipment already available for purchase in region	Item	Retail Price excl. Tax and shipping
Group A	Ireland / United Kingdom	yes	Ready for racing M	€5,792
Group B	Central Europe	yes	Ready for racing W	€5,643
Group C	East Europe	yes	Board	€2,885
Group D	South Europe	yes	Mast M	€531
Group E	Iberian Peninsula	yes	Mast W	€483
Group F	Low Countries	yes	Boom	€869
Group G	North Europe	yes	Sail M	€997
Group H	Euro-Asian	yes	Sail W	€913
Group I	Middle East and West Asia	yes	Fin M	€416
Group J	East Asia	yes	Fin W	€399
Group K	South and Central Asia	yes	Extension	€41
Group L	South West Pacific	yes	Base	€52
Group M	Southh & West South America	yes		
Group N	Central & South America	yes		
Group O	North South America, Central America and Caribbean	yes		
Group P	North America	yes		
Group Q	Africa	yes		

Warranty Policy

NeilPryde warrants that this product, when it is purchased from an authorized NeilPryde RS:X vendor, will be free from defects in materials and workmanship for a period of one (1) year from the date of purchase by the original customer. This warranty is solely for the benefit of the original customer and may not be assigned. For customer Limited Warranty claims, proof of purchase from an authorized NeilPryde RS:X vendor is required. If the date of purchase cannot be established, NeilPryde will make a determination based upon on the last production year of the particular model, or on the condition of the equipment claimed.

If you have any questions about the NeilPryde Limited Warranty or procedures for making claims thereunder, please contact NeilPryde at www.neilpryde.com. The NeilPryde RS:X Warranty Center will determine if a product is covered under this Limited Warranty. If covered, NeilPryde will, at NeilPryde's sole option, repair or replace the product in question.

All RS:X warranty claims must be submitted directly through the e-warranty gateway: <https://www.neilpryde.com/pages/warranty-form>. NeilPryde team will process the request and communicate with the customer directly. Any repair or replacement of any product under this Limited Warranty is not available for ordinary wear and tear, including scratches or paint chipping, or for any damage caused by misuse, abuse, unauthorized modification or repairs, accident, heat, excessive exposure to sunlight, improper handling, storage, environments; use in reef waves, shorebreak or off the water; any blow or impact with a hard object or any other irresponsible use.

THE FOREGOING LIMITED WARRANTY IS EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES OF QUALITY AND PERFORMANCE, WRITTEN, ORAL OR IMPLIED AND ALL OTHER WARRANTIES, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, ARE HEREBY DISCLAIMED. IN NO EVENT SHALL NEILPRYDE BE LIABLE FOR SPECIAL, INDIRECT, INCIDENTAL, CONSEQUENTIAL, STATUTORY OR EXEMPLARY DAMAGES, WHETHER IN CONTRACT, TORT, NEGLIGENCE, STRICT LIABILITY OR OTHERWISE including, without limitation, loss to property other than this product, loss of use of said product, or other property or other economic losses. NeilPryde shall not be liable for contribution or indemnification, whatever the cause.

Some jurisdictions do not allow limitations on how long an implied warranty lasts and/or the exclusion or limitation of incidental or consequential damages, so the above limitation and exclusion may not apply to particular customers. NeilPryde's obligations under any warranty shall be limited, to the greatest extent allowed by law, as provided in this NeilPryde Limited Warranty. This Limited Warranty gives you specific legal rights; you may also have other rights, which vary from one jurisdiction to another.

SUSTAINABLE DEVELOPMENT GOALS**GENDER EQUALITY.**

Since 2020 Tokyo Olympic Games the RS:X fleet is split almost equally between women and men, where 25 men and 27 women sailors will compete at the Olympics. At the Class events the split is around 60/40 for men and women accordingly.

**DECENT WORK AND ECONOMIC GROWTH.**

NeilPryde provides work for women and men in conditions of freedom, equality, security and human dignity. It involves opportunities for work that deliver a fair income.

**RESPONSIBLE CONSUMPTION AND PRODUCTION.**

NeilPryde has set itself the target of the total removal of all packaging related plastics by 2024.

**INDUSTRY, INNOVATION AND INFRASTRUCTURE.**

NeilPryde is constantly investing in scientific research and innovation to ensure and facilitate sustainable development.

**PARTNERSHIPS FOR THE GOALS.**

“Inspired by the work of their co-founder Prof Yunus, Nobel Peace Prize laureate, the Yunus Sports Hub helps organizations solve the most pressing challenges of humanity, whether they are a social or environmental, through the power of sport and social business.

Neil Pryde is in discussion on series of subject, such as material recycling, athlete dual career / career transition as well as the support to social businesses in link with sailing activities or 2014 Games. These actions will have direct leverage on many others SDG's.”

**REDUCES INEQUALITIES.**

Since 5 years the International RS:X Class is running the Class Youth Scholarship for emergent nations to help them to participate at the RS:X Youth World Championships.

From 2019 onwards there is a new Class Emerging Nation Program (Sailors & coaches) for emergent nations to help their RS:X sailors, specially the female sailors (due to the IOC's and World Sailing's gender equality policies) to improve their skills and the level of their professionalism.

The first CENP camp will be called during the 2019 Princesa Sofia Trophy regatta, followed by the RS:X Windsurfing European & Youth European Championships in Mallorca, Spain.

For 2024 the CCP program includes the work with the new countries, to help them to join the RS:X fleet.

Pathway

The Class developed its Youth Racing Program with its own Class Youth World Championship (boys and girls U19) and has been selected as the official supplier of the World Sailing Youth Worlds.

In addition, the Class has established a series of regional and continental regattas in co-operation with the Techno 293 Class to enable young sailors to gain international experience.

What the sailors really want

(Letter from the RS:X Class to World Sailing, June 18th, 2019). Since the World Sailing Mid-Year conference in London, England, the RS:X Class would like to respond to comments made during the conference by providing facts which it is hoped will aid World Sailings deliberations for the future.

A very important point is that the RS:X Class is not voiced by individuals at meetings, nor is it represented by any one country or any one sailor's view. The RS:X Class has had 65 different countries represented at its events since Rio 2016 and it is not appropriate for one sailor or one country to speak on behalf of the whole class, this is their personal opinion only and is not the opinion of the whole RS:X Class or every sailor.

To provide World Sailing with accurate information, the RS:X Class have taken the initiative to survey as many of its sailors and coaches as possible to see what they want the future of windsurfing to look like. This is important for the class as these are the sailors that have paid and invested into the class and the sport with their time and money. This investment should be acknowledged and respected when making decisions.

The results of this survey highlight that there is a desire to change, but that to change for 2024 is too soon for most of the sailors,

especially the smaller countries where their investments are much more important in terms of participation. The survey results show that more than 50% of the class do not want change and would like the RS:X to be the equipment for the Windsurfing events in 2024 with 60% of respondents preferring windsurfing in 2024 to be non-foiling. When asked what they would like for 2028, 55% said that this should be foiling windsurfing. The results of this survey are shown at the end of this letter.

The survey results support the view that change should happen but that it needs to be managed over a longer period of time to minimise the drop off effect on the sport. Both World Sailing and the RS:X Class have a responsibility towards the health and sustainability of the sport in the longer term. Managing a transitional change of equipment over two Olympic cycles allows for MNA's and sailors to plan longer term, make the best use of their resources and to work with World Sailing over a longer period.

When looking at this drop off effect, the decisions that World Sailing make have a significant impact on the wider sport, especially at the disciplines which are most accessible such as the Laser and RS:X. In 2010 and 2011 there were 394 boards and 451 boards sold by NeilPryde in those respective years. In 2012, following the decision of World Sailing to replace Windsurfing with Kiteboarding, there was a huge drop off in participation (evidenced by sales records and event numbers) such that the RS:X Class has struggled to get back to similar levels of participation.

It is this lack of stability that is affecting both the RS:X Class and Windsurfing right now. Sailors are currently not buying equipment because they don't know what their future looks like.

Also, the World Sailing Council were told that the RS:X Class was not growing and therefore this was a prominent reason for change. Since

2012, the whole windsurfing community has suffered from the decisions to exclude and then re-include windsurfing. To grow any element of a sport; a country, a sailor a national authority, needs confidence in the longevity of their investment. This is especially true when dealing with the "universality" of a class. Windsurfing has suffered by not knowing its future, both in terms of an event and equipment. This uncertainty has not permitted growth as a smaller country that would look to invest its precious resources, would not invest in the RS:X Class for such a limited time and without knowing the security of their investment.



However, at the recent European and Youth European Championships in Mallorca, Spain, the RS:X Class succeed to have 333 sailors from 41 countries and 6 continents. This is coupled with over 300 sailors at the Techno 293 World Championships in 2018 and highlights that the sport of windsurfing is still recovering and needs the support to continue to grow.

Year meeting are an example of how difficult it is to promote the sport to new countries, initiate growth, when equipment is chopped and changed so regularly. Data from NeilPryde has shown that every time the World Sailing Council makes, or doesn't make, a decision on windsurfing events and equipment, it effects the whole class and ripples wider into the sport of windsurfing.

sport of sailing – it will remain committed to promoting all that is great within sailing. But the sport needs stability through thoughtful decision making which is based on facts not emotion. The RS:X Class request that it is supported in managing the change through to 2028 for the betterment of World Sailing, its MNAs and windsurfers throughout the world.

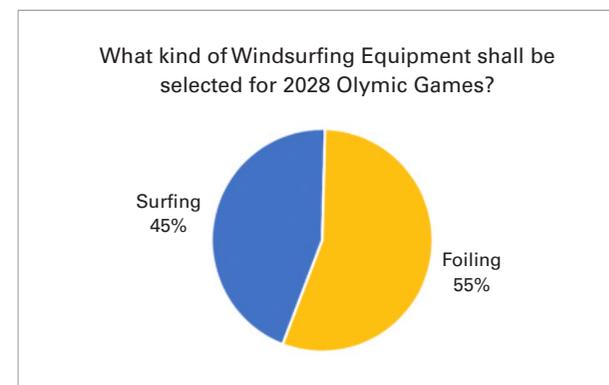
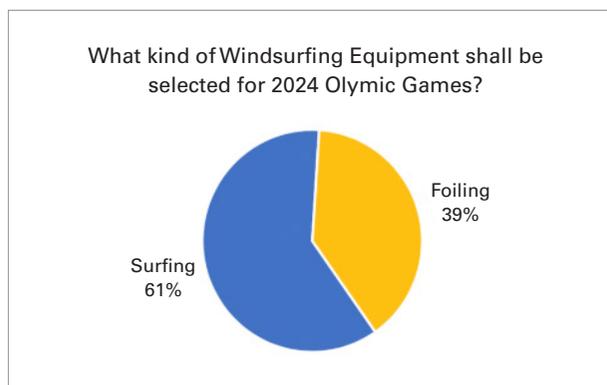
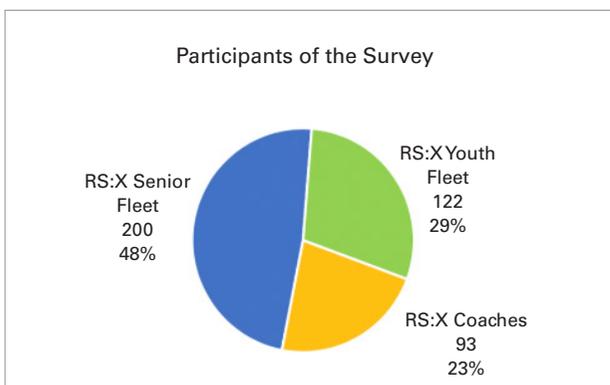
Currently, sailors are not buying equipment because they don't know what to invest in. The decisions of World Sailing at the Mid-

The RS:X Class do not wish to work against World Sailing, its members or the support of growth in windsurfing or the wider

PARTICIPANTS OF THE SURVEY		
RS:X Senior Fleet	200	46,7%
RS:X Youth Fleet	122	31,1%
RS:X Coaches	93	22,2%
Total	415	100,0%

2024 OLYMPICS - SURFING OR FOILING?		
Surfing	252	60,7%
Foiling	163	39,3%
	415	100,0%

2028 OLYMPICS - SURFING OR FOILING?		
Surfing	185	44,6%
Foiling	230	55,4%
	415	100,0%



Foiling is gaining more and more momentum and already is heading towards a bright future.

Although foiling is the current trend in Windsurfing, and represents a big part of the NeilPryde Windsurfing division business, we believe that it would be premature to impose it for 2024.

As a pioneer and a one of the most active brands in the foil industry, NeilPryde has the expertise and confirms that WS needs more time to select the best foil option for the Games. The equipment is constantly evolving, race formats are still under trial at professional level, there is no established feeder Class yet, production quality inconsistencies, security issues still not addressed or solves, durability and cost optimization are amongst the main current challenges. At this stage, we believe that only 'richer nations' will be able to invest in a foil campaign as most MNAs won't have the chance to train competitive sailors for Paris 2024.

NeilPryde suggest 2028 as the commencing year for Olympic foiling, as by then the discipline will have stabilized and matured more.

In summary, foiling, like all new disciplines at the beginning of their lifecycle, is constantly evolving. Not to mention that it does not yet work in very light conditions (wind less than 5 knots).

Too many uncertainties:

Imposing foil equipment too soon would place great uncertainty on the Olympic Games which, by definition, require consistency.

- 2024 is already coming close with the first Olympic qualifiers starting in 2.5 years.
- Pathway, youth program and / or coaching is non-existent. The risk is high to sacrifice a generation of athletes.
- What size for the equipment? Several sails and foils? There are too many open questions at this stage on the equipment size and required athlete's physique.
- The cost of foiling is high. RRP excluding VAT is above 9,000 EU for competitive equipment. Some countries will not be able to create a competitive fleet in time.
- Many countries have heavily invested in the RS: X program. Time is needed to manage the transition to new equipment.
- Individuals/families have sometimes made significant sacrifices to acquire RS:X equipment. Rushing into foiling with no proper transition would mean excluding those who cannot afford to invest.

NeilPryde is already working on a solution for the Los Angeles Games, which could be either multi-supplier One-Design or a Box Rule, and is willing to collaborate with other industry members, Class associations, athletes, federations to design and select the best equipment solution for 2028. We have a unique opportunity to get all the windsurfing stakeholders behind a single project.

The RS: X is a dynamic class that can help build the future of Olympic Windsurfing both in terms of equipment and racing formats. As such, it deserves to be extended until 2024.





IDENTITY

Name of the tenderer: NEIL PRYDE LIMITED

Legal status of the tenderer: Private Limited

Date: 26 July 2019

Country: HONG KONG

Registration number: 21513

ADDRESS

Address of registered office of tenderer:

20/F, YKK building - Phase 2, No.2, San Lik Street,
Tuen Mun, N.T.

CONTACT PERSON

Surname: Leconte

First name: Marc-Olivier

Title (e.g. Dr, Mr, Ms): Mr

Position (e.g. manager): Brand Manager

Telephone number: +34633309050

E-mail address: mleconte@pryde-group.com

CLASS ASSOCIATION

Name of the class: International RS:X Class Association

Main contact email: andrus@rsxclass.org

Telephone number: +3725035030

Marc-Olivier



International RS:X Windsurfing Class Association
E-Mail: andrus@rsxclass.org Web: www.rsxclass.org
Via Vittorio Bachelet 12, 00185 Rome, ITALY
One Design Olympic Windsurfing



Rome, 23rd of July 2019

World Sailing
20 Eastbourne Terrace,
W2 6LG London
United Kingdom

Re: Letter of Endorsement to Support NeilPryde Ltd. as a Tender at the Selection of Windsurfing Equipment for the 2024 Paris Olympic Games.

Dear Sir/Madam,

We, the International RS:X Windsurfing Class Association, would like to hereby offer a formal endorsement of the NeilPryde Ltd. in the Windsurfing equipment selection process, initiated by World Sailing for the Men's and Women's Windsurfer events for the 2024 Paris Olympic Games.

The International RS:X Class is proud to support the bid of the NeilPryde Ltd. to tender at the Windsurfing equipment selection process with its RS:X Windsurfing equipment.

We appreciate the supportive decisions of the Board and Council from the World Sailing 2018 Mid-year meeting and the 2018 Annual Conference with regard to the RS:X Equipment for the 2024 Paris Olympic Games, also ratified by the World Sailing AGM.

We would like to confirm that the existing RS:X equipment is fulfilling all requirements and specifications of World Sailing for a successful and universal windsurfing event for the Olympic games:

- The equipment was specially built for the Olympic games, to fulfil the weather and format requirements of WS
- It is one-design equipment, placing an emphasis on an athlete's skills rather than equipment development, that avoids any equipment arms race by richer MNAs
- Selected through the open trials
- The equipment can race from 4 knots up to 30 knots
- The most cost-effective Olympic equipment available
- The fastest Olympic equipment available
- The equipment is aesthetically pleasing and will reflect well on the organization for media and spectators
- The equipment is widely available and sailed around the world
- Strong and well-working pathway from Techno 293 class to RS:X class

THE CLASS

The RS:X Class Association was established in November 2006 and is critical to the support and ongoing development of the RS:X Windsurfing as an International Olympic Class. The RS:X Class has had 65 different countries represented at its events since Rio 2016.

The RS:X is the most affordable yachting class that is eligible for competition in the Olympic Games. It is also very easy to transport, as it can be carried on commercial aircraft as excess baggage, thus

The International RS:X Class Association



allowing sailors to compete internationally at minimal expense. This allows the scheduling of many regattas which can be attended by a large number of sailors from all over the world.

The inaugural RS:X World Championships were held at Lake Garda, Italy, and featured some 244 competitors. Subsequent World Championship regattas have been scheduled all around the world such as 2007 in Cascais, Portugal, 2008 in Auckland, New Zealand, and with more recent events held in Weymouth GBR, Kerteminde DEN, Perth AUS, Cadiz ESP, Buzios BRA, Santander ESP, Mussanah OMA, Eilat ISR, Enoshima JPN and Aarhus DEN. These events have attracted between 160 and 200 sailors at each event. The recent European and Youth European Championships in Mallorca, Spain, the RS:X Class succeeded to have 333 sailors from 41 countries and 6 continents.

In addition to the senior fleet, the youth fleet has an annual World and Continental Championship event and is on equal footing with the senior fleet in terms of participation. The RS:X class is committed to continued participation of youth windsurfers and with the Techno 293, which prepares youth participants for the use of the RS:X board. There has been record participation in youth windsurfing.

The sport of windsurfing is represented all around the world by wide range of different disciplines, like course racing, slalom, speed, wave racing, freestyle, etc. The RS:X Windsurfing equipment was specially created and built for the Olympic Games, to represent the aforementioned wide range of disciplines and therefore the RS:X Windsurfing equipment is the most universal equipment to represent the windsurfing disciplines at the Olympic Games.

MANUFACTURERS AND EQUIPMENT CONTROL

The RS:X use of a 'One Hull & Rig' concept is the best (and most cost-effective) method for the continued growth of Windsurfing globally. The RS:X Windsurfing fleet worldwide has a strong appeal due to its nature as a gender-neutral sport equipment and its increasing international participation rate.

NeilPryde Ltd. has confirmed that the RS:X Windsurfing equipment license will be open to any other authorized manufacturer, which removes the limits to be the single manufacturer for RS:X equipment.

In accordance with RS: X Class Rule A.8, the RS:X class is open to any manufacturer, provided they can meet the manufacturing tolerances currently afforded to the existing manufacturers. This is reflected in the draft of the Olympic Class Agreement accepted by the Class, and if required the Class can amend the existing draft according to World Sailing specification.

NeilPryde Ltd. is the IP right holder on the equipment and responsible for setting the manufacturing tolerances for each piece of equipment as well as the specifications for equipment in terms of material, shape and finishing specifications to be considered confidential and not for onward distribution.

In addition to an internal auditing process for quality control, any manufacturer should anticipate regular audits from NeilPryde Ltd. and the International RS:X Class Association as independent verification of quality control.

The RS:X Class is also conducting regular annual manufactory visits and audits. This involves the Class Chief Measurer visiting each manufacturing facility and inspecting the equipment against the build tolerances. The Class Chief Measurer has undertaken these audits for over ten years and the audit process has allowed for manufacturing tolerances to be reduced over this period which produces equipment which is even more "one-design".

All of the RS:X principal events are attended and supported by a World Sailing International Measurer who is familiar with the RS:X Class. The RS:X Class have adopted an equipment inspection regime which is aimed at breeding a culture of rules knowledge which is around post-race inspection only and limited pre-race inspection. Sailors are encouraged to ask questions about their equipment and the class rules as part of the equipment inspection process.

The International RS:X Class Association

2



FORMATS AND EVENTS

The RS:X equipment can provide a beach style and attractive racing format for the RS:X events, which was submitted and approved by World Sailing already.

- The principles of an event and format
 - a. The regatta will consist of an Opening Series and provided a minimum of 6 races have been completed in the Opening Series, a Medal Race.
 - b. If the event is split into Fleets, the Opening Series will be divided into a Qualification Series (3 days) and Final series (2 days). The top 10 finishers in the Opening Series will advance to the Medal Race (1 day).
 - c. Qualification series will include one day for Marathon race. Course racing and Slalom disciplines will depend on the wind conditions. Minimum of 5 races required to complete the Qualification series.
 - d. Final series will include the Course racing or Slalom racing, depending on wind conditions. Minimum of 4 races shall be completed for a Medal Race.
 - e. Top 10 finishers in the Opening Series will sail in a Medal Race. One race will be sailed. If non-planing conditions, the W/L course will be applied. If planing conditions, then the Downwind Slalom course with the reaching start will be applied.
 - f. All courses will be laid as close to the beach as reasonable, but especially the finish.
- The disciplines
 - g. Wind 4-10kts – Course racing on W/L or Trapezoid course. Maximum number of races per day is 3. The target time 20-30 min.
 - h. Wind 10-30kts – Downwind slalom. Maximum number of races per day is 10. The target time 5 min. Maximum size for the starting group is 20 sailors. The racing tables are shown in Attachment 1 below.
 - i. Marathon – Beach start/afloat start, one race minimum 2hrs. In case of split fleets, both/all fleets will start together.
- Scoring
 - j. For all races (including the Medal Race) and disciplines, the winner will be scored with 0 (zero) penalty points. Second place with 2 pts, third with 3 pts, and so on. (No penalty for the Winner!)
 - k. Marathon/Long Distance race will be scored with the split points to make sure the last place will get the same amount of points as the last place in any course race. The race can be discarded.
 - l. Slalom discipline will have the separate discard system from Course racing discipline. Both disciplines will have the discards as follows:
 - 1-3 races – no discard
 - 4-10 races – 1 discard
 - 11 or more races – 2 discards

The current RS:X equipment can fulfil ALL the requirements requested for windsurfing event and it can sail at any format and discipline (W/L course racing, downwind slalom, extremely wide wind range, close to the beach format, etc), except foiling. It is a modern 'short board' able to race in any wind and wave conditions - from 4kts up to 30kts of wind.

The One Hull & Rig is the best (cheapest) equipment concept for the continued growth of Windsurfing globally. It is well established worldwide and also with the second-hand equipment performing to podium level and it is suitable for a very wide range of formats.



The above shown format makes the Olympic Windsurfing much more attractive as for sailors as for spectators.

It is a great honour to support the bid of the NeilPryde Ltd., a highly professional manufacturing partner to the Class and to support the RS:X Windsurfing equipment for the 2024 Paris Olympic Games.

Sincerely yours,

Carlo Datta-Vedova
President
The International RS:X Windsurfing Class Association