

## Equipment Committee Criteria for the re-evaluation of equipment under Regulation 23.6

### 1) Introduction

Under the Olympic Equipment Re-evaluation Procedure ("Procedure") and Regulation 23.6 the Equipment Committee ("EQ") is tasked with detailing the equipment criteria for each of the Olympic events under re-evaluation. Only criteria about the equipment are proposed below. Any other criteria are handled in other portions of the planning for the Invitation to Tender and will be completed by the Working Party appointed by the Board.

The events under re-evaluation are the Men and Women One Person Dinghy, as well as the Men and Women Windsurfer. The equipment for such event is respectively:

1. Men One Person Dinghy – Laser
2. Women One Person Dinghy – Laser Radial
3. Men Windsurfer – RS:X
4. Women Windsurfer – RS:X

Because the Windsurfer events are being reviewed under Regulation 23, these events are uncertain. Therefore, the re-evaluation of the windsurfer equipment should be delayed until it is known if it is retained.

As a reminder, Regulation 23.1.2, that is used in choosing Olympic events and equipment states that, World Sailing shall seek to ensure that the Olympic equipment taken together shall meet the requirements and objectives of the IOC and to:

- a) demonstrate the diversity of skills required to race various types of boats, and minimise the overlap between Events;
- b) place an emphasis on athlete skill rather than equipment development, and limit the impact of equipment on performance;
- c) demand a high level of athletic ability as well as excellent sailing skills;
- d) be attractive and accessible to young athletes from all continents, and of different size and weight, with a clear pathway from World Sailing Youth to Olympic Events and Equipment;
- e) maximise the participation of the world's best sailors and showcase the diversity of the sport;
- f) provide an effective platform for promotion of the sport, and elite sailors, between Olympics;
- g) progress towards an equal number of Events for men and women to participate in;

- h) avoid unnecessary or excessive equipment costs, development costs, measurement costs, coaching costs, race organisation and race official costs, and television and other media costs;
- i) offer continuity of Events and evolution of Equipment to give MNAs and sailors a dependable pathway into Olympic competition with continuity of investment;
- j) provide suitable Events and Equipment for Regional Games and other regattas;
- k) minimise environmental impact.

The One-Person Dinghy event has been identified by the Events Committee as being Universal. The portion of the description of a Universal Event that adds criteria to the equipment selection, is as follows;

- Equipment is widely accessible around the world;
- Success is more related to athletic superiority and tactical understanding than technical knowledge of the specific equipment;
- Equipment is simple, standardized and no option is given for development, optimization or customization under its Class Rules.

## 2) General Olympic Equipment Technical requirements

Considering the criteria for universality and sections of Regulation 23, the EQ details the following variables with the following descriptions:

1. Emphasis on sailor skill not equipment development and limit the impact of equipment on performance.
  - a) ED = Equipment development variable.  
Equipment will be scored based on customization, optimization and development capabilities for each part; hull, sails, spars and appendages, with no development within the Olympic Cycle being scored highest.
2. Demand high level of athletic ability as well as excellent sailing skills.
  - a) AA = Athletic ability variable.  
Equipment will be scored based on its demand on the athletic ability of the sailor, with the most demanding equipment being scored highest.  
For prototypes, this variable shall be evaluated via the Professional Qualification section in the Invitation to Tender.
  - b) HE = Height variable.  
This variable will account for the impact of height in the performance of the equipment, with small impact being scored highest.
  - c) WE = Weight variable.

This variable will account for the impact of weight in the performance of the equipment, with small impact being scored highest.

d) DV = Durability variable.

This variable will account for the durability of all the equipment when being used for racing and intense training, with highest durability being scored the highest.

e) OC = Other Cost variable to include measurement, and transportation.

This variable will account for; transportation costs, launching costs and others, with the lowest cost being scored highest. Measurement and inspection considerations will be part of the Professional Qualifications section the Invitation to Tender, and part of the Class Rules reviews.

3. Minimise environmental impact.

a) EI = Environmental Impact variable.

This variable will take into account the recyclability and other environmental aspects of the equipment, with the more environmentally friendly being scored highest. Sustainable and environmental considerations regarding the production process and practices of the manufacturing yards will be part of the Professional Qualifications section the Invitation to Tender.

The above parameters will be combined per the following formula:

$$OVC = (ED + AA + HE + WE + DV + OC + EI) / 7$$

Any scoring plan where weighing of these criteria would be appropriate will be determined by the Working Party.

### 3) Specific event equipment requirements

These criteria are to describe the equipment that fits into the goals of the event and create its unique signature on the program. They are considered to be equal in importance and will be combined without any weight factors.

#### One Person Dinghy

The Men's and Women's One-Person Dinghy events have been retained for the 2024 Olympic Sailing Competition. The event and therefore the criteria requires that the equipment is:

- A monohull dinghy designed to be sailed by one person, with variations in rig and sail to accommodate men and women respectively.

- Has the ability to be chartered locally through a strong distribution network. This implies that the boat is a strict one-design with few opportunities for optimization or customization.
- The event will be competed in a traditional format of fleet races, therefore the equipment should be suited to that purpose.

#### 4) Technical suitability to the event

This section defines the criteria that ensures that the equipment is challenging and attractive to sailors at an Olympic level and on the pathway for Youth.

##### One Person Dinghy

For the One Person dinghy the areas that have technical impact are as follows. They are considered to be equal in importance and will be combined without any weight factors:

- The functionality of the equipment to allow the boat to be sailed competitively in a fleet race. Examples of areas to be examined are;
  - Hiking aids and arrangements.
  - Deck hardware design and typical sailors ease of use for sail controls
  - Appropriate purchases for control loads.
  - Rudder and tiller size for manoeuvring in a fleet race.
  - Safety
- Supports racing competition in winds from 5 to 25 knots. This requires analysis of:
  - Sail area and centre of effort, with consideration of righting moments produced from the sailor.
  - Hull projected area and centre of buoyancy location.
  - Centreboard area.
  - Boat weight, including weight of different parts.
- Built to function in the extreme conditions of less than 5 knots and over 25 knots. This durability of the manufacture will also be reviewed in other sections and is to be included in sailing trials and not only reviewed in paper form.
- Other practical considerations:
  - Launch and retrieval arrangements.
  - Capsize and righting process.

## 5) Technical viability of the proposal

The technical viability of the proposal is concerned with the business of being an Olympic equipment manufacturer and an Olympic Class organization. The purpose of this evaluation is to make sure that the delivery as presented above is reasonable.

- 1) Existing fleet.
- 2) Construction methods and materials.
- 3) Class documents, if they exist, or draft proposals.

There are other elements of the evaluation which will have more information regarding the producers of the equipment's ability to satisfy all the needs of Olympic sailors and MNA's. These other criteria are business issues and operations of those businesses and are not part of the evaluation of the product, the boat used in racing. It is therefore not part of the Equipment Committees recommendations. The following are repeated from the Procedure document as reference.

### Market Criteria

- 1) Required to sign the 2024 Olympic Classes Contract
- 2) Class Market Structure and Organization, ie measurement controlled, manufacturer controlled, or registered series production scheme.
- 3) Class Licensing Agreements and intellectual property
- 4) Manufacturer's resources and personnel
- 5) Staff and resources.
- 6) Delivery capacity (ability to meet the expected demand), whether that be via distribution network, direct sales or other arrangement.

The invitation to tender document shall include additional information to be supplied to support the feasibility of the venture and its compliance with the above requirements, and any other concerns for a new piece of equipment.

## 6) Percentage equipment criteria scoring weight

The equipment criteria scoring will be the addition of the general criteria in section 2 (OVC), plus the specific event equipment criteria in section 3 (SEC) and the technical suitability to the event criteria in section 4 (TSC), weighed as described in the following formula.

As an example, weightings to be determined after criteria set and tested:

$$EQC = 15\% \times OVC + 50\% \times SEC + 35\% \times TSC$$