

## **To: National Class Associations, 470 Sailors and Coaches, 470 Equipment Suppliers**

Dear All

As many of you will be aware, at the 2010 ISAF Annual Conference held in Athens, Greece “provisional” decisions were made by the ISAF Council regarding the events and potential equipment for the 2016 Olympic Sailing Competition and future Olympics.

It was “provisionally” decided that the current two 470 events – men and women, become a single mixed event, with it mandatory to have one man and one woman on board. For the 470 Class, we now need to consider our position on this and how it will impact on sailing around the world.

We can anticipate that the majority of helms will be female and crews will be male. Forcing the 470 to a mixed event is likely to: prohibit lightweight men from participating, as the men are more likely to become the heavier and stronger crews whilst the women will be the helm, may prohibit some countries from participating on religious/cultural grounds, put serious strain on male/female harmony in general.

The great majority of international dinghy classes are two-person boats. Conventional two-person dinghies and skiffs each represent an important part of the sport. We see no reason why both these forms of sailing should not be represented in the Olympic Sailing programme.

There has been much speculation in the sailing media since these “provisional” decisions were made by ISAF and I would like to clarify the present situation and what the next steps are to reach the “final” decision by the ISAF Council in May 2011.

At the 2010 ISAF Mid-Year Meeting, the ISAF Olympic Commission (which was appointed by the ISAF Executive to prepare a comprehensive vision and strategy to strengthen sailing as a sport in the Olympic Games) made a preliminary report which identified five core areas that ISAF should focus on to secure sailing's position as an Olympic sport:

- Increasing Universality
- Expanding Qualification Opportunities
- Building Popularity
- Improving Event Structure
- Enhancing the Olympic Games

A Supplementary Report was published by the Olympic Commission in September 2010, and the ISAF Olympic Commission report also gave recommendations in the form of "Submissions" to be considered and voted on by the various ISAF Committees and finally by the ISAF Council at the 2010 ISAF Annual Conference. These submissions were regarding the event structure for Olympic sailing, the ISAF Sailing World Cup and the process and criteria for deciding on the events and equipment to be used at future Olympic Games (2016 and beyond).

The main area of focus has been the events and equipment on the Olympic Programme and the ISAF Olympic Commission proposals were put forward in Submission 097-10.

In presenting the ISAF Olympic Commission recommendations in Submission 097-10 to the ISAF Conference, it was made clear that any decisions are “provisional” with the final decision to be made at the next meeting of the ISAF Council in May 2011. It was stated by the ISAF Olympic Commission presenter at the Council meeting that it was more likely that good decisions will be made in May 2011 if a slate of ten “provisional” events/equipment have been made in November 2010. This “provisional”

decision was to give ISAF and the sailing community time to reflect on the “provisional” slate of ten events/equipment, followed by time to consult so that submissions on the events/equipment slate can be made by the National Sailing Authorities and ISAF Class Associations and a “final” decision taken in May 2011.

At the 2010 ISAF Annual Conference, the ISAF Council made the following “provisional” decision on the 10 events and equipment, with a vote of 19 in favour and 16 against:

- . Men's board or kite board
- . Women's board or kite board – evaluation trials
- . Men's 1-person dinghy - Laser
- . Women's 1-person dinghy – Laser Radial
- . Men's 2-person skiff - 49er
- . Women's 2-person skiff – evaluation trials
- . Mixed 2-person dinghy - 470
- . Mixed 2-person multihull – evaluation trials
- . Men's heavyweight dinghy - Finn
- . Women's keelboat – Elliott 6m

Within this “provisional” decision, for some events the equipment was identified, whilst for others the equipment would be decided in November 2012 based on the outcome of evaluation trials.

At the May 2011 ISAF Mid-year Meeting which will be held in St Petersburg, Russia from 5-8 May 2011, the “final” decision to confirm the Olympic events and equipment for the 2016 Olympic Games and beyond will be made. Prior to that meeting and by the submission deadline (likely to be around the first week of March 2011), submissions may be made that recommend slates of 10 events. Submissions may be made by various groups including National Sailing Authorities and ISAF Class Associations.

The ISAF Olympic Commission report also identifies a defined criteria which the 10 events and equipment on the Olympic Programme should meet:

- Ensure that the widest reasonable range of size, weights and skills are provided for when taken as a ‘slate’.
- Select the majority of Events as ‘matched’ Men’s and Women’s Events using similar Equipment.
- Select Equipment that is challenging to sail; is as far as possible one design; and is capable of being supplied to major events.
- Select Events and Equipment that are suitable, appealing and accessible for youth, ensuring that there is a single step pathway from Youth to Olympic competition.
- Note: All Olympic Sailing Events should be accessible to sailors immediately they cease to be youth sailors.
- Both in selecting Equipment, and in making decisions to change it, consider as major factors cost, in terms of capital and development, and availability around the world.

470 Internationale strongly believes that the 470 Class and 470 sailing deliver key benefits to the Olympic Games and sailing around the world and deliver to the ISAF Olympic Programme criteria:

### **The 470 Delivers – Global Spread and Participation**

- *109 men’s and 62 women's teams from 39 nations and 6 continents competed in the 2010 470 World Championships.*
- *The 470 has 296 Men’s teams from 45 nations and 139 Women’s teams from 34 nations on the ISAF rankings.*
- *The 470 is established worldwide within over 60 National Class Associations and MNAs.*
- *The 470 is the most popular Olympic Class, along with the Laser and RSX in terms of participation and worldwide spread.*

- *At Continental and Regional Games the 470 is the most preferred multi-person boat.*
- *For many nations, the 470 is the only multi-person boat sailed at the Olympics simply because it is the only realistic option.*
- *The 470 requires a skill set that can readily be obtained by sailors in developing sailing nations.*
- *Two-person symmetric spinnaker sailing must surely be the largest base of dinghy sailing around the world and the 470 class is the most globally spread boat in this discipline.*

### **The 470 Delivers – Youth Participation and Transition**

- *The 420 class provides the perfect stepping stone into the 470 class.*
- *At the 2010 ISAF Youth Sailing World Championships there were 36 men's 420 teams and 28 women's 420 teams representing 38 nations.*
- *Many Olympic Medallists in the 470 class came out of the ranks of the 420 class.*
- *The 420 + 470 classes hold joint 420 and 470 Junior European Championships, making the transition from Youth to Olympic Competition easy and non-intimidating for youth.*
- *The 420 + 470 classes hold joint 420/470 coaching clinics - the most recent were held in October in South America (Argentina) and Africa (Angola) with over 140 participants.*
- *The 470 is accessible to youth sailors and we regularly have young sailors who compete at both the 470 Junior and Senior Championships.*

### **The 470 Delivers - Weight**

- *The 470 is the only dinghy that caters for lightweight men.*
- *A high percentage of young men world wide are naturally 60 to 75kg. This is especially so in Eastern countries and is another reason why the 470 has such worldwide appeal. The helm can be 60 to 67kg, the crew 67 to 75kg).*
- *Women 470 sailors can be lightweight (55 to 65kg) through to heavy weight (70 to 75kg). At the 2008 Olympic Games, the Women's Gold Medal was won by the lightest team and the heaviest team won silver.*

### **The 470 Delivers - Skills**

- *The 470 requires the crew to be accomplished in all aspects of sailing including tuning for speed, tactics, strategy, technique and boat handling.*
- *The range of sail and rig controls on the 470 allows the boat to be tuned to obtain optimum performance in a wide range of conditions. A skill that is fundamental to sailing in the widest context.*
- *The result is that the 470 can be raced in winds in excess of 30 knots or as little as 3 knots.*
- *The 470 requires a skill set that can readily be obtained by sailors in developing nations hence the popularity of the class in these nations.*
- *Symmetric spinnaker sailing, the most popular form of spinnaker boat sailing, requires a wide skill set that must incorporate both apparent wind techniques and running techniques. Being able to best utilise either technique depending on the specific wave conditions and wind strengths is fundamental*
- *Like any Olympic class, the 470 places a strong emphasis on physical fitness. In light air, the boat rewards agility, flexibility, quickness, and aerobic fitness (a light air roll tacking duel is a true test of aerobic fitness). As the winds increase sailors also need pure strength. A 65kg guy must have optimum weight to strength fitness to helm a 470 with the mainsheet loads and repeated adjustment necessary.*

### **The 470 Delivers - Cost**

- *The cost of 470 equipment and the cost to campaign a 470 is low compared to most other Olympic classes. Purchase of a complete ready to sail 470 from leading suppliers is EUR12,445 ex tax.*
- *Equipment costs include the initial purchase price plus the cost and frequency of equipment replacement.*
- *Campaign costs can be minimised by sailing a 470. Up to 10 boats can be shipped in a 40ft container.*
- *Economy on the road is commonly obtained with 2 boats and a coach boat on one trailer with 2 teams and 1 coach in the vehicle.*
- *The configuration of the 470 is identical for both men and women. This offers significant benefit to smaller sailing nations with less funding, who for example can share one coach. Not only from the obvious cost advantage of sharing equipment and logistics, but also in the development of the specialised skills required to race the boat, and access to the technical know how, often from imported coaches.*
- *The 470 balances the criteria for “up to date” equipment and “economical” equipment. For example the 470 has explored the option of a carbon fibre mast; but at 3 times the price of the aluminium equivalent, and with no apparent gain in longevity, the expected increase in performance was simply not warranted in a one-design class. Significant changes in equipment may make existing equipment “out of use”.*
- *As a proven class, the 470 has a distinct advantage that it is not trying to re-invent itself every few years. Equipment develops over time on a proven basis and the 470 Class is a high-tech racing machine. It does not suffer from the teething and prototype problems of “new” equipment introduced into the Olympics which incur increased costs for sailors.*
- *It is important not to overplay the strict one-design aspect of Olympic boats. A well controlled one-design class like the 470, with excellent technical rules and building specification, creates as level a playing field as any class while offering the sailors the opportunity to shop around for their equipment thus keeping the cost down.*
- *The class has evolved to the point where there are no significant breakthroughs to be made within the rules and equipment is therefore very much one-design. There is no arms race in the 470.*
- *Men’s and women’s regattas are always held at the same time at the same venue, thus spreading costs for the organising authority and making the regatta larger and therefore more attractive to the public and to sponsors.*
- *The 470 Class is continually trying to make its events more accessible to all athletes. The 2010 470 Junior Worlds in Doha, Qatar will not only have supplied equipment, but an entry fee that includes such things as accommodation, all meals and social events, removing some of the barriers to attending major Championships. Past ISAF Sailing World Championships and ISAF Sailing World Games have successfully supplied 470 equipment.*

I will be sending you further communications in the next months and I will appreciate to receive your feedback and input. Please note the references below to the various documentation which you can find online.

With kind regards

**Stanislav Kassarov**  
**President**  
**470 Internationale**

**References:**

ISAF Olympic Commission Report – May 2010

[www.sailing.org/news/32708.php](http://www.sailing.org/news/32708.php)

ISAF Olympic Commission Supplementary Report – September 2010:

[www.sailing.org/committees/2009-2012/isaf-council.php](http://www.sailing.org/committees/2009-2012/isaf-council.php)

Submission 097-10 – Proposal on Olympic Events and Equipment

[www.sailing.org/tools/documents/09710EventandEquipment2016Olympics-%5B9390%5D.pdf](http://www.sailing.org/tools/documents/09710EventandEquipment2016Olympics-%5B9390%5D.pdf)

ISAF Council – the ISAF Council is the final decision making body of ISAF and represents the ISAF National Authorities around the world. Members of ISAF Council are: [www.sailing.org/committees/2009-2012/isaf-council.php](http://www.sailing.org/committees/2009-2012/isaf-council.php)