International iQFOiL Class Association
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iQFOiL Class EGM 2024

SUBMISSION FORM

The deadline for submissions is **2400 hrs UTC on 29th March 2024**

This submission form shall be used as the format for your submission, saved as a PDF and sent by email to: info@iqfoilclass.org

Please read the following notes carefully before completing the Submission Form.

- Submissions shall be sent by e-mail to the Class Executive Secretary (info@iqfoilclass.org / valerie@iqfoilclass.org) either by a National Class Association being an iQFOiL Class *Full Member* or by the iQFOiL Class Executive Committee itself.
- To make your submission as clear as possible, the original exact wording received on submission forms shall be retained in the final formatted submissions. However, if wording is unclear the Class will consult the originator for clarification.
- Please click in the highlighted boxes in the Form below to insert the purpose or objective, the proposal, the current position and the reasons.
- If the submission proposes new policy, please insert the wording in full in the "Proposal" section and also complete the "Current Position" and "Reason" section.
- If the submission proposes a change to existing Articles, Regulations, the Racing Rules, or other Class or World Sailing Codes and Rules, 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 "Reason" section.
- The font and size for text in submissions is Arial 11pt
- The font Times New Roman 12pt should only be used when inserting current wording or new wording proposals to amend the Racing Rules of Sailing.

Authorisation to make a submission *(Only a duly authorised person may make a submission. Please detail name of authorised person)*	
Country Code: *(eg. AUS)*	**GBR**
Name of Authorised Person:	Sam Ross
Position: *(Position in NCA)*	GBR Delegate and Coach
Contact Email:	sam.ross@britishsailingteam.com
Date:	29.03.2024
All submissions will be acknowledged. If you do not receive an acknowledgment or you need any further information about the submission process, please contact info@iqfoilclass.org	

Submission: 04-24

Title:

Class Rule Change: Men and Women's Kit to be the same

Subtitle:

Men and Women to both use the 8m HGO at Senior Level

A submission from:

GBR Representatives

Purpose or Objective

To Maintain and grow the class by keeping it as economically and accessible to the widest range of athletes and MNAs, whilst recognizing that the class is still developing it's format, understanding of the operable conditions for racing as well as the increasing skills and athleticism of the sailors.

Proposal

Section G – Sail

G.1 GENERAL

All parts of the **Sail** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.10.1.

G.1.1 PARTS

For the Men and Women division:

(a) 8.0 m^2 **sail**

(b) Battens and tensioners

(c) Camber Inducers

(d) Spacers

Current Position

Section G – Sail

G.1 GENERAL

All parts of the **Sail** and its associated fittings are to be produced by licensed manufacturers unless specified otherwise in C.10.1.

G.1.1 PARTS

(a) 9.0 m^2 **sail** for the Men division.

(b) 8.0 m^2 **sail** for the Women.

For the Men and Women division:

(c) Battens and tensioners

(d) Camber Inducers

(e) Spacers

Reason

Economies of Scale:

From a pure manufacturing point of view producing one mast and sail size would reduce costs which would in turn reduce costs or at least maintain those to the sailors, clubs and MNAs.

This would also allow QC to be more easily maintained and keep warranties at a lower level.

The overall cost of equipment to the Male sailors would reduced

The increase in one type of rig would also make second hand equipment more readily available allowing easier transition for both youth and junior athletes.

Clubs and MNAs that purchase equipment on behalf of sailors would be able to effectively double their investment as they would only need to buy one type of rig. Not only would this allow the sharing of equipment between male and female sailors in clubs but it would also allow more impactful investment in demographics less represented in the IQ Foil Class currently.

This would also reduce the cost that comes to all sailors and nations in the equipment 'testing' process with male and female athletes often preferring different equipment characteristics.

Distributors would be able to stock more heavily and in so doing are more likely to promote the class, provide demo kit and support sailors, clubs, MNAs and athletes.

In turn shops are more likely to hold stock reducing pressure on distributors and also giving better service to sailors and clubs.

Environmental Impact:

Less waste, more recycling of equipment, one rigb is a more sustainable solution.

By continually developing one rig there would be a Reduction in Warranties

Ability for the class to develop formats and also reflect on athlete size and weight:

If the class is looking to reduce the competitive weight of sailors, then this is more likely to be best done through format adaptation rather than female sail size reduction.

We already know from senior men training with Women on the 8m that despite being up to 25kg+ heavier they can still get foiling in similar wind conditions.

We also know through sailing Men and Women alongside that the advantages of weight are not reduced by sail size when sailing on a reach in light winds; for example, in our PD3 and SD3 formats.

The class has already come up with good ideas of ways to change this by either racing upwind in less breeze or using new courses like the U course.

However due to proximity to the games and critical selection points for MNAs the class has been unable to fully deploy these and has been unable to assess what the impact of this will be on Overall sailor weight and skill.

By only reducing the Men's Rig size and by maintaining the Women's rig size the class would have time in the next cycle to be able to better develop and test these formats and also look at wind minimums for upwind racing.

For example if the class strategy is to bring down the average weight of female sailors then racing upwind in 8 knots is more likely to achieve this than a reduction in sail size. This is a lived experience through extensive training in both the Men and Women's fleet.

Increased Training Opportunities:

Having both Men and Women on the same size sail will allow greater training opportunities. We already see a large crossover between youth Men being used as Female 'Sparring' Partners and many nations have senior men sailing alongside female sailors on 8ms to run effective training.

With both divisions on the same sail size the ability to do this will be massively increased.

Whilst a benefit for all nations this could have the biggest impact within emerging nations or even nations that have limited coaching resources or numbers.

Also in terms of developing coaches from all nations the ability to focus on one rig will quickly mean the increase in knowledge development and therefore competitiveness.

Maintain Wind Minimums

In current training we see that top female athletes can get foiling in between 6-7 knots, current senior men sailing on the same rig can also do this.

We need to recognise that weight is not a direct correlation to foiling early in the Men's and Women's fleet and athletes at the top of their game in both divisions are different.

Currently within the Women's fleet the earliest foilers are not the lightest sailors they are the ones that combine the best power to weight and technique.

The exposure to increasing the wind minimum in the Men's fleet by reducing sail size is very small as it has been tested. Current information shows the exposure of lost days and having to increase the wind minimum in the Women's fleet by a reduction in sail size is much larger.

Long-term Female Health and Happiness

Within RS:X we often saw female sailors on a continual diet to meet optimum and competitive weight.

Not only this but due to sailing in different venues and the different modes they would need to sail athletes not only had to continually diet but adapt and distort their natural weight over short periods to be competitive in different venues.

The Weight of sailors in IQ has increased but the consistency of the top ten has become more stable, whilst a large range of girls are competitive, we are seeing that venue and wind variance is having less impact on rewarding the best sailors.

The class is developing, a few years ago we saw little pumping. As the level of the fleet improves the margin become smaller, people foil earlier, and the athleticism of sailors is increasing.

Yes the average weight has increased but so has the range compared to RS:X.

We have come from a period where sailors once had to manipulate their weight from event to event and even run the risk of stopping or interrupting monthly cycles at key times in their development to a time where the range of heights, weights and body shapes has never been broader in Olympic Windsurfing. This is the most inclusive our sport has ever been and as skills become increasingly important this will only get greater.

For example:
Over 1/3 of the U19 Women's Youth fleet raced at the Senior Worlds.
Over 1/3 of the Senior Worlds Fleet are Under 23.
The Senior Women's Fleet Is double the size of the Youth fleet (U19).
The crossover from Youth Women to senior is successful with the top U19 female finishing in the top 10 at the senior worlds.

Encourage better transition from Youth for Men.

In the Men's fleet we see the biggest drop in numbers from Youth to Senior

Unlike the Women's fleet the Men's senior fleet is smaller than the Youth Fleet.
There were 139 U19 Sailors at the 2023 Youth Worlds.
However only 118 at the Senior Men's World's in 2024.
Only 13 U19 sailors who competed at the 2023 Youth worlds went on to compete at the 2024 senior worlds which isn't only a lesser % than the women but a lesser number overall.

In Conclusion:
Cheaper for Manufacturers, Distributors, Shops, Sailors and MNAS. Greater coaching training and development Opportunities.

More environmentally Friendly.
Will allow class to develop formats with minimum change.
Will help continue support conversion from youth to senor in women and enhance in Men.
Should maintain and lead to healthier and happier athletes.