

ISAF Council
Selection of Olympic Events 2012
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**How can it be in the interests of the
sport to cut off a big branch, when IOC
told ISAF to trim a twig?**

By
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Executive Summary

Intense controversy has been caused by the November 13 2007 decision at ISAF Council in Estoril to exclude any Multihull Class from the 2012 Olympics.

This report provides supporting evidence to a petition signed by 5600 people including former ISAF Sailors of the Year and Olympic Medallists requesting that the IOC include multihulls (www.ipetitions.com/petition/multihullinolympics/index.html).

It has been prepared to assist ISAF Councillors and members of the public in understanding better how such a widely unpopular decision could have been made and present facts that the authors hope will be taken into consideration for a re-examination of that decision.

The key findings of the report are:

1. Based on new research carried out by UKCRA the numbers of multihulls built, alive and actively sailed “around the world or around the cans” are as great as any other type of adult sailing boat. (Appendix 2). If the objective of the Sailing Regatta is to show “the wide range and diversity of sailing” according to Goran Petersson, President of ISAF, then it must include all the major disciplines.

That means single and two handed dinghies, keelboats, multihulls and windsurfers (Table 9 and Appendix 4). In the past all five categories have been included (Appendix 5 and Table 15). Apart from IOC guidelines, there is no rational reason, why one category should now be excluded.

2. Even though the interest in small boat sailing is appropriately reflected in the number of Olympic Events on water (Table 6), there are no multihulls, but six dinghy classes.

The numbers of multihulls racing at National, Continental and World level is as high as many Olympics classes. While other types of boat are typically represented by one of their most populous Classes, this is not reflected by the particular Multihull Class currently selected for the Olympic Sailing Regatta (Table 7), so multihull interest seems low to those viewing the world through ISAF eyes (Tables 4 and 14).

3. There is clear lack of Proportional Representation for multihull sailors within ISAF.

In many sailing clubs they are a very large group but usually a smaller number than monohull sailors. Therefore each club elects a Commodore/Chairman representing the monohull majority; He goes forward to the National Authority where he meets mainly other monohull representatives; The National Authorities therefore appoint monohull representatives to ISAF, where they meet more monohull representatives. Thus the large numbers of multihull sailors have their influence diluted stage by stage, until finally at ISAF Council they have been disenfranchised and allocated no Events (Table 1). In contrast the numbers of ISAF Keelboat classes are disproportionately high (Table 3).

4. Last minute changes in voting procedure could have confused Councillors.

Due to a last minute decision about Council's voting procedure, the selection process used by the experts on the Events Committee was replaced. The implications of that change may not have been appreciated by delegates who are not native English-speakers, and may have

been decisive in swinging the close vote (Table 8). This most controversial procedural issue was given the least notice, with only a day given to Council members in contrast to a month for the Events Committee.

5. Some Councillors may have voted for national self-interest rather than the interests of the sport as a whole.

According to Article 41 “they shall have regard to the interest of the sport of yachting throughout the world as a whole” and according to Article 29 “The word “shall” is mandatory”.

As Paul Henderson, Previous President of ISAF said “The most interesting observation is to see how many MNA’s are now saying that their delegates were instructed to vote in the best interest of their specific country winning medals - not in the best interest of our beloved sport. Surprise! Surprise! Holier than thou pontifications are quite hollow methinks.” Later he added “Multihulls should be in the Olympics” (www.sailingscuttlebutt.com No. 2482 and No. 2522). (Table 12)

UKCRA warned ISAF that this was likely before the ISAF Conference, but this warning was ignored (Appendix 1).

6. Council seems to have ignored IOC Recommendations.

On two occasions, the IOC encouraged ISAF to examine the blend of sailing offered in the Olympics, paying particular attention to the classes that offered high levels of broadcast appeal. The more viewers sailing attracts, the stronger the position of sailing in future Olympic Games, thus generating more funding for the sport (Appendix 3).

ISAF also appears to have misapplied other Recommendations, which offer alternative solutions to its dilemma. These concern weight categories (Table 5), the cost of keelboats and flexibility together with the number, similarity and sex of Events (Tables 10 and 11).

What is the objective of ISAF?

The International Sailing Federation Ltd (ISAF) is a company limited by guarantee. The objects of a normal company are typically described at length in its Memorandum of Association. However the brief Memorandum contained in its Constitution merely mentions its name, status as a private company, limited liability and provision for winding-up. In effect ISAF is whatever its members want it to be and that is determined by a political process rather than a stable formalised strategic objective.

As will be shown, this constitutional issue is central to the problem facing ISAF on this most political of issues. Article 41 on the Council states "Members of the Council shall be responsible for placing before the Committee the views of the Full members by whom they were nominated or elected, but in the exercise of their votes they shall have regard to the interest of the sport of yachting throughout the world as a whole". If the interests of yachting were a secondary consideration the text should include some qualification, such as also or in addition. Article 29 on Language adds "The word "shall" is mandatory and the word "may" is permissive". There is evidence to suggest that this is not what motivated Council.

When presenting the decision, Goran Petersson said "The ten events chosen for the London Games provide a perfect showcase of the wide range and diversity of sailing". Whether or not this was achieved, this represents its most authoritative statement of intent.

That is to say, the Olympic Sailing Regatta offers ISAF an outstanding opportunity to sell its sport, so encouraging wider participation and that is best achieved by using its showcase to display its newest, best-selling and most spectacular product lines. While the selection does include some best-sellers, it also includes a century old product, two identical products and something for a tiny market niche, while excluding any product at all from one of its best-selling lines as well as three of the four most spectacular product lines available. This decision is unprecedented as it is the first time ISAF has ever excluded an entire branch of the sport, rather than just a particular class of equipment. It is also extremely unusual among other Olympic sports (See Appendix 5 for Historical Background).

This report shows how this failure of presentation lies in 'relaxed' political processes and structure that function adequately in this collegiate body where participants normally have common objectives, but fails when they conflict, because of institutional bias. That is to say, participants believe that they make balanced judgements on the information at hand, but do not do so because that information is biased where some interests lack a formal voice.

Why doesn't ISAF know what boats are most popular?

To expose the difference between what sailors actually race and the Olympic showcase, the numbers of racing sailboats have been estimated and compared with ISAF's allocation of Olympic Medals (See Table 1 below). This shows several major discrepancies, of which the most glaring is that one type of craft is entirely excluded from the Sailing Regatta, even though its numbers are as great as those of the two most popular types, and many times greater than all other types that are allocated any Event. That craft is the Multihull, as highlighted by the Gain/Loss in the right hand column. In response to any quibble over precise numbers, the differences are so big that this remains true despite many quibbles.

To the best of our knowledge, no such comparable data has been previously published. This task has taken our voluntary researchers many man/days, so the professional cost of such a task might be prohibitive to a small organisation with just 20 staff like ISAF. ISAF does request some information on fleet location / number of boats, but this is only from classes applying for Olympic status, is not in a standardised format, is restricted to championship level, and has not been made available, so this will be part of the problem. To highlight the perception gap, the tables below show what ISAF Council sees in bold, while what it probably does not see is shown in normal text.

This perception gap is understandable, because the three obvious sources of data – sales, registration and ISAF fees - are unhelpful. ICOMIA sales data only indicate changes in the population of boats and are not sufficiently detailed for this purpose (See Appendix 2: Methodology – G: Yacht Racing). Second, government statistics are not relevant because these relate to registration, which varies from country to country and even state to state. Typically registration is often only required for boats with engines, or by length, which excludes all classes suitable for the Olympic Regatta. Yachts may stay registered even if they no longer take to the water. Third, as for statistics on class association membership, there is no need to join, except for those who take part in championships and open meetings.

Table 1: Market Share by Olympic Event

Type of Boat	Racing Sailboats			Entries	ISAF Votes		Olympic Medals	Gain/Loss
	Built Actual	Alive Possible	Active Probable	ISAF Worlds	Committee Events	Council		
2 Person Dinghy	32%	21%	17%	21%	15%	19%	25%	-7%
2 Person Dinghy (High Perform)	1%	3%	6%	15%	19%	19%	13%	11%
Keelboat	5%	12%	21%	12%	14%	13%	25%	20%
Multihull	29%	30%	26%	9%	15%	12%	0%	-29%
1 Person Dinghy	31%	32%	28%	28%	20%	20%	25%	-6%
1 Person Dinghy (Heavy)	2%	2%	2%	14%	18%	18%	13%	10%
Total	100%	100%	100%	100%	100%	100%	100%	0%

Sources: ISAF, Sailing World, US Sailing, Yachts & Yachting, **UKCRA Estimates**

* Excluding non-racing sailboats, youth classes, windsurfers and yachts

How big is the market?

There is an alternative basis for calculation and one that is highly relevant here because the selection of Olympic classes is exclusively about racing sailboats. That basis is sail numbers. All racing boats must be assigned a number on first sale. Not all racing boats must be raced, but the vast majority are raced at some stage in their life, because that is the purpose for which they were designed. Normally they provide a record of cumulative sales, as these are assigned in numerical order, starting at zero, but if not, adjustments can be made. These statistics exclude ISAF Radio and Yachts categories (See Table 9), non-racing boats and windsurfers, both in principle because this debate is about racing sailboats eligible for the Sailing Regatta, and in practice because it has not been possible to make verifiable estimates (See Appendix 2 for a full discussion of our Methodology).

Our analysis indicates that around 1.40 million racing sailing boats have been built, of which 0.97 million are adult classes, eligible for the Sailing Regatta. These figures are broadly confirmed by checking against claims made elsewhere (e.g. builders, classes, Wikipedia), which has been done for about half the population. On average the difference is around 3%, and that can largely be explained by rounding up or down on the part of the other source (See Table 13 for data by class).

While these are reasonable actual numbers, they are not the most meaningful indication of what sailors actually race because some boats will have been scrapped and others may have been dumped. Two alternative estimates have therefore been calculated, using fleet profiles by age, based on key benchmark boats (See Appendix 2 for explanation).

Estimates of numbers actively raced have been made using attendance at Open Meetings, as an indication of sufficient enthusiasm to travel. On that basis, it appears that there are probably still 170,000 active, of which 115,000 are adult classes.

However the number still alive will be considerably greater, because there are some owners who are happy just to sail for recreation without racing and others who race, but are happy to do so only at their home club. They may even be a majority. Using sample membership data, it appears that there may be twice these numbers still sailed, possibly 360,000 alive, of which 260,000 are adult classes.

What are the most popular types of racing sailboats?

The single largest market segment is Youth boats, accounting for 28% of the population of racing boats. This includes smaller versions of adult types, that is to say 1 and 2 Person Dinghies and Multihulls but no Keelboats and represents both classes sailed exclusively by children, of which the market leader is the little Optimist, as well as those sometimes sailed by a parent with a child, such as Mirror or Vaurien.

Excluding these Youth boats, three segments account for about 30% each. In descending order these are 2 Person Dinghy, 1 Person Dinghy and Multihull. The remaining segments are all minor (i.e. Keelboats, Heavyweight and High Performance).

However adjusted for mortality, our estimates suggest that in terms of boats alive the market share 2 Person Dinghy falls significantly, while that of Keelboats rises sharply. In terms of activity, Keelboats rise further to third place, supplanting 2 Person Dinghy. The reasons are age and durability. According to our calculations the average 2 Person Dinghy class was born 58 years ago while both 1 Person Dinghies and Multihulls are on average only 35 years old. As illustrated in Appendix 2, the fleet profiles by age show that multihulls are less durable than keelboats but more durable than dinghies. The dominant cat class, Hobie 16 was built only a third of a century ago and constructed in long-lasting fibreglass throughout, unlike earlier wooden monohulls which often rot, if poorly maintained.

For those who prefer to view participation in terms of competitors, rather than equipment, this data also makes it possible to make estimates, assuming that a third of multihulls are raced single-handed and that the average keelboat has a crew of three. In terms of boats built there is a clear ranking of 2 Person Dinghy (40%), Multihull (29%), 1 Person Dinghy (19%) and Keelboat (9%), in descending order. However allowing for the interplay of age and durability, in terms of activity the most popular are Keelboats (35%), followed by Multihulls (24%), then 2 Person Dinghy (19%) and 1 Person Dinghy (14%). In terms of boats alive, similar estimates place the most popular as Multihulls (31%), followed by 2 Person Dinghy (26%), then Keelboats (20%) and 1 Person Dinghy (18%).

Thus if participation in the Olympic Regatta is a reflection of participation in the sport, then good cases can be made for inclusion of 1 Person Dinghy, 2 Person Dinghy, Keelboat and Multihull – on all bases. If participation is the criterion for Olympic selection, no case can be made for either of the two sub-categories, namely 1 Person (Heavy) and 2 Person (High Performance) – on any basis – in their own right, rather than as alternative equipment.

Table 2: Top Ten Racing Sailboats

Class	Type	Sail No. (Max.)	Age (Years)	Alive (Possible)	Active (Probable)
Laser	1 Person Dinghy	191280	33	31%	13%
Optimist	Youth	112727	60	14%	12%
Hobie 16	Multihull	110213	38	25%	9%
Sunfish *	1 Person Dinghy	84802	38	20%	8%
Mirror	Youth	70861	45	19%	16%
Hobie 14	Multihull	63073	40	24%	9%
420	Youth	53200	49	17%	15%
Topper	Youth	46172	30	35%	16%
470	2 Person Dinghy	38745	51	20%	8%
Vaurien	Youth	38062	56	15%	13%

* See Appendix 2. Sources: Class Associations, UKCRA Estimates

In terms of Top Ten all time favourites, the single-handed Laser wins gold, while the children's Optimist wins silver and the multihull Hobie16 wins bronze. Apart from Laser, the only other Olympic Class to make the Top Ten is the 470. As the two top boats are single-handers while the third placed is two handed, it may even be the case that more people sail Hobie 16 than any other boat, even if they do not race it much. It may be said that old Hobies never die; they just fade away on beaches. That may not be apparent to dinghy sailors, who

race mainly on lakes, but it will be to those who go to the coast, where it is mainly cats that sail and race off the beaches. This is shown in extreme form in the Netherlands.

How influential are different sailing classes?

The number of class associations is a useful, if minor, indicator of political activity. This is so because it is the number of associations, rather than the number of sailors, that determines how many voices may be heard at higher national and international levels. Each class can have only one Chairman, or spokesman.

Table 3: Active Sailing Classes Listed by Type

Type of Boat	Number of Classes			Proportion %		
	UK	US	ISAF	UK	US	ISAF
Keelboat	20	29	18	15%	38%	25%
2 Person Dinghy	40	26	10	31%	34%	14%
2 Person Dinghy (High Perform)	14	3	4	11%	4%	6%
1 Person Dinghy	15	3	3	12%	4%	4%
1 Person Dinghy (High Perform)	5	1	2	4%	1%	3%
1 Person Dinghy (Heavy)	4	1	3	3%	1%	4%
Youth	16	5	13	12%	6%	18%
Multihull	16	9	11	12%	12%	15%
Windsurfer	0	0	8	0%	0%	11%
Total	130	77	72	100%	100%	100%
High Performance / Total	27%	17%	35%			

Sources: *Yachts & Yachting, US Sailing, ISAF*

While these three sources show the classes well dispersed among the types of boats, they offer some clue to the disproportionate political strength of keelboats. Among international classes listed by ISAF these are the largest faction, accounting for 25% of the number of international classes, even though they represent probably only around 5% of all racing sailboats built, as shown in Table 1.

The power of tradition and incumbency cannot be under-estimated. As the representative of Keelboats, Star has three times faced eviction votes – for 1976, 2000 and 2012 – but won (See Appendix 5). Finn represents few boats except itself in the 1 Person Dinghy (Heavyweight) Event, yet was one of the classes most strongly supported by Councillors. These are the two longest established Olympic classes, having first been used in competition respectively since 1932 and 1952. With such long pedigrees at the highest level of competition, retired athletes may well graduate to the highest level of sports organisation. Indeed there are two Star past and present officers on ISAF Council.

There is also an important difference between the UK and the US, which helps to explain their opposing stances on the debate. Keelboats, together with their junior cousins, 2 Person Dinghies, account for 72% of active racing classes in the US but only 46% in the UK, while the opposite applies to high performance craft, defined throughout this report as 1 & 2 Person Dinghies (High Performance), Multihulls and Windsurfers. These account for 27% of classes raced in the UK but only 17% in the US.

Table 4: Numbers of Boats and Class Associations by Olympic Event

Olympic Event	Racing Craft			ISAF Worlds		Associations		Olympic Events
	Total	Olympic	%	Entries	Countries	Total	Rank	
1 Person Dinghy	290267	191280	66%	150	59	15	1	2
2 Person Dinghy	307800	38745	13%	112	47	61	1	2
Keelboat	49405	8320	17%	62	32	44	1	2
1 Person Dinghy (Heavy)	21976	6789	31%	73	32	5	2	1
Multihull	283187	3751	1%	49	21	25	9	0
2 Person Dinghy (High Perform)	12550	1050	8%	53	23	13	5	1
Windsurfer	20288	928	5%	74	23	8	5	2
Total & Averages	965185	249935	26%	82	34	171	3.4	10

Sources: ISAF (www.cascaisworlds2007.com), Class Associations, *UKCRA Estimates*

Table 4 illustrates the difference between the pinnacle of the sport, that ISAF sees and the mass market, hidden from statistical view. The analogy is an iceberg. The statistically visible peak is represented by columns in bold text, which cover the numbers of entries and countries represented at the ISAF Olympic Classes Regatta held at Cascais in 2007 as well as the number of Events allocated by ISAF for 2012. Based simply on what ISAF sees, the allocation of Events seems reasonable, and the only quibbles would be about Windsurfing (discussed below) and that one Event should be reallocated from Keelboat to Multihull to meet Goran Petersson’s claim for a “perfect showcase of the wide range and diversity of sailing”.

Should crew weight make a difference?

In its 2002 Review of the Olympic Programme, IOC recommended that “Weight category events should not be allowed, except for the combat sports and for weightlifting”, yet ISAF still maintains an Event entitled 1 Person Dinghy (Heavyweight). It is unlikely to be pure coincidence that the class in question is one of the best-entrenched, as discussed above.

However the problem is more fundamental, as the speed of sailing boats is essentially determined by the power to weight ratio, and the crew is the most significant variable factor. For a typical dinghy crew may account for half the combined weight, so different boats suit different folks. To demonstrate the range of weights, the table below shows data for the heaviest and lightest races at increasing ages, together with percentile scores for the single largest category in sailing, namely white men.

Halls provides US population data analysed by race. Taking a Caucasian male in his athletic prime at age 25 as the benchmark, average weight for Blacks is 2% greater, Hispanics 4% lower and for Other, essential Asian, is 10% lower. The table below shows age profiles for the median (i.e White) and an extreme minority (i.e. Other, mainly Asian).

Table 5: Average Weight (Kg.) by Age

Race & Sex	15	20	25	30	35	40	45	50
Men – Caucasian	64	72	76	80	81	82	83	83
Men – Asiatic	57	66	69	72	73	74	74	74
Women –Caucasian	56	59	61	63	65	67	68	69
Women – Asiatic	56	59	61	62	64	65	66	66
Men – White								
95th Percentile	100	105	109	112	114	116	117	116
75th Percentile	74	82	86	89	91	93	94	95
50th Percentile	66	72	76	78	80	82	83	84
25th Percentile	56	66	70	72	74	75	76	76
5th Percentile	50	56	60	62	63	64	64	64

Source: www.halls.md

The Laser and Laser Radial are theoretically well suited for mature Caucasian Men and Women as their ideal crew weights are respectively 81 Kg. And 69 Kg. However they are still acceptable for Asians of slightly above average weight, so can be raced competitively by large numbers of people. That is confirmed in practice in Table 4, which shows that the Laser has 66% market share in its segment, 1 Person Dinghy.

With ideal weight of 69 Kg. the 49er and Tornado are also well suited for a large part of the population. As shown in the table this is ideal for young Caucasian Men, Asiatic Men in their prime and older Caucasian Women as well as Caucasian Men of below average weight in their prime.

However there are two classes that are only suited to a small segment of the population, namely heavier men. These are Finn, which is best suited to crews weighing 90 – 105 Kg. and Star, where the ideal combined crew weight is around 190 Kg. That implies an average

of 95 Kg. per person. Thus the Star can be raced most competitively only by older Caucasian Men of above average weight or those in their prime who are among the heaviest. The numbers of Asian athletes who will be the ideal weight is likely to be minimal.

The Finn suits an even smaller section of the Caucasian male population and a tiny proportion of the rest of the population as the ideal crew weight ranges between 90 kg. and 105 Kg. At least for Keelboats like the Star, the influence of crew is diluted to only about a quarter of the combined weight. The Finn only suits the heaviest fraction of Caucasian men in their prime, or the heaviest quarter of older Men. That explains the popularity of the Masters and even Grand Masters racing within the Finn fleet, but also the Finn's lack of wider popularity. Adjusted for mortality, Finn is the second least popular Olympic class, ranking only 40th in our estimates of boats alive.

The same issue exists at the other end of the weight spectrum in the case of the 470, where the ideal combined weight is 120 - 130 Kg., or 60 – 65 Kg. per person. This suits Caucasian Male teenagers, young Asian adults and women of all races in their prime. Therefore the 470 is an ideal boat for Women Events, but not Men Events.

No Asian country has ever won any medal in Finn or Star, so it seems that in the interests of broadening global participation in the Games, ISAF has compensated for the traditional Caucasian bias of Finn and Star with an equal and opposite bias in favour of Asians with its selection of the 470, once for Men and once for Women. The reward was that Japan won Silver for Women in 1996 and Bronze for Men in 2004.

Rather than appeasing two minorities in contravention of Olympic guidelines, an alternative solution to broaden participation could be a wider variety of Events for boats suited to average weights, taking advantage, if necessary, of modern technology to include weight-compensation features, such as weights, adjustable racks and variable sail sizes. All of these have been tried and tested on some class or another.

Is the distinction between Events and Classes fully appreciated?

The first mis-perception is illustrated by this comment emailed to a Dutch sailor, Richard Haeger, by Henri van der Aat, influential ISAF Council member and media professional. "To ISAF it is important to express to IOC that a lot of countries are participating as much in qualification as in the Games themselves. Tornado class tend to fail in that aspect. On ISAF World Championship by far not all available entries were used and the number of countries that participated was limited. Therefore Tornado doesn't entirely fulfil the requirements."

What that Councillor does not see is that Tornado makes an exceptionally poor ambassador for its discipline, if the criterion is popularity. The global population of Multihulls is almost as high as any other type of racing sailboat shown in the left-hand column of Table 4. However the columns for only the Olympic Classes shows that Tornado numbers are among the lowest of all Olympic Classes and indeed represents just 1% of all Multihull classes. At the other extreme, Laser accounts for two thirds of its market segment. In terms of classes, Tornado ranks only ninth within its segment. As this table shows, no other Olympic Class ranks lower than fifth and several rank first or second.

This outcome confirms the effect of this political selection process, because no other Class meets the requirements set out by IOC so well. In 2002 the IOC sent guidelines on selecting events to the organising authorities for every participating sport. Generally, these recommended no weight classifications (except for combat sports and weight-lifting) and minimising duplication. Specifically, the report also criticised sailing for the expense of keelboat events and low broadcast and spectator appeal (Olympic Programme Commission Recommendations 2002). There is also a drive to increase female participation. Multihulls, open to both sexes, avoid the objections and meet the objectives uniquely well. If "citius, altius, fortius" (faster, higher, stronger) is the Olympic slogan, exclusion of the fastest Event appears dysfunctional.

The Olympic objective seems to be taken more seriously in selecting Multihulls than any other Event. Firstly the selected Class, namely Tornado, is the fastest within its Event, while many are not. Secondly, while the representative Class in many Events has often undergone modernisation, none has done so as radically as the Tornado, which was upgraded from 2-sail to 3-sail mode for the last Games – progress that the Star has not achieved in a century.

It is therefore a perverse consequence of politics that the Event in general, and the Class in particular, which go furthest to meet these Olympic objectives are singled out as the principle victim, losing out in both Women and Men / Open selections. This is not an isolated incident, but part of a pattern. That is borne out by the fact that the other loser, 2 Person Dinghy (High Performance) is the second fastest Event for Women.

Can sail numbers give rise to misperceptions?

The second mis-perception is that even sail numbers can conspire to subconsciously misrepresent the importance of incumbent classes in the minds of Councillors. As shall be shown below (Table 8), the debate was essentially between traditional and high-performance boats. Sail numbers show the total number of boats built, but not the numbers still actively sailing and/or racing, because mortality increases with age, especially for long-established classes, traditionally built in wood, as discussed earlier.

While the figures for boats alive are only estimates, they nevertheless illustrate a clear trend. For example within the keelboat category, Star appears to be the most popular with sail numbers over 8000, which is about half as much again as the runner-up, J/24. However Star was designed almost a century ago, while J/24 is only three decades old. Adjusted for mortality, the Star falls to third place on our estimate of boats possibly alive and outside the top ten keelboats in terms of boats probably active.

Of the 100+ classes in our database where survival rates have been estimated, Laser keeps its top position and 470 stays within the Top Ten. However the losers are all more important than a superficial glance at sail numbers suggests, because they are relatively new. The high performance 40 year-old Tornado rises from rank 31 to 24 and the 10 year-old 29er rises from rank 39 to 29. On the other hand the traditional 58 year-old Finn falls from rank 27 to rank 40.

What is this ISAF that has done this?

The third mis-perception is exemplified in an email to Simon Morgan of Wildwind by incoming Secretary-General, Jerome Pels. "I am personally disappointed in the way ISAF as an organisation and more in particular the ISAF staff are being attacked because of a democratic decision. What has ISAF as an organisation done wrong? What is this ISAF that has done this?"

The ISAF that has done this is a federation. It does not directly represent participants in its sport, but does so through Member National Authorities (MNA), which are themselves federations, who also do not directly represent those participants. Furthermore these MNA are generally also organised on regional lines, through the representation of clubs.

If membership of the average club is segmented along the lines of the boat population shown in Table 1, then it is likely that it will be dominated by 1 and 2 Person Dinghies because these account for 46% of the boat population, in terms of number built including Youth. If Youth Classes are excluded on the basis that they seldom represent themselves but are represented by parents who sail adult classes, then the dominance of these two segments is even greater, rising to 58% of the membership for an average club.

If each regional club elects its leadership from the majority, then in a national federation the vast majority of representatives will all share the same background, so minority interests are progressively diluted at each higher level of federation.

Typically ignored minorities create their own communities. That is true for the organisation of sailing as it is for other activities. Keelboats often have separate clubs, because they need different infrastructure, such as berths and docking facilities, whereas a beach or waterside field will often suffice for dinghy clubs. The need for deep water access also prevents keelboats from operating off the beach, so frequently requires physically different locations, club houses and hence also separate clubs. The typical Windsurfer normally prefers to operate as a nomad out of the back of a car or van, as he takes his equipment with him, so has no need to join a club to share infrastructure. Multihulls either join dinghy clubs as a minority, or if numerous enough, set up their own clubs.

It is instructive to observe what happens when multihulls set up their own clubs, as shown by the example of the Netherlands. It hosts the biggest sailing race for open boats in the world and this is only open to multihulls, namely Ronde Om Texel, which has attracted up to 900 entries annually since 1978, so one might expect its representative to vote that it was important to include a Multihull Event, but he did not do so (See Table 8 below). Due to divergent interests, three decades ago sea sailing clubs broke away from the Nederlandse Watersportverbond (NWW) to set up their own rival organisation, Nederlandse Federatie Brandingswatersport (NFB). So here is a case where multihulls sailed at sea are represented independently from monohulls sailed inland. The two organisations represent respectively 45 and 500 clubs, accounting respectively for 2000 and 10,000 members.

As NWW only recognises its own qualification, very few multihull sailors see the need to pay for the NWW racing licence, as they receive little useful benefit individually and can race at their own club, and most multihull clubs without it. However since NWW is the sailing authority it only sees the need to represent its own members, rather than Dutch sailors as a whole. This bias is shown in the fact that the Netherlands was prepared to send to the last ISAF Worlds at Cascais as many as six keelboats and 17 dinghies but only one multihull, despite the indisputable quantity and quality of its multihull racers. Its two best multihull medal hopes have accordingly moved abroad, Carolijn Brouwer to Belgium and Mitch Booth to Spain.

At both national and international levels, there are attempts to compensate for this regional structure by inclusion of representatives for the different sailing disciplines. Typically this is done through the creation of special interest committees, which themselves reflect the many class associations for each different type of sailing equipment. However that structure is in decline. ISAF abolished its Committees for all disciplines except Windsurfing a few years ago and the only sailing interest to have a direct representation on Council by right is Offshore Racing, which is not competent on inshore Olympic matters.

Thus a Federation organised on regional lines is faced with making decisions on sailing disciplines by a political process in which those disciplines have no votes, except in a haphazard way dependent on the personal interests of regional representatives (See further discussion below). It is instructive that the major discrepancy between racers and Olympic Events shown in Table 6 relates to Windsurfing, the only discipline with its own Committee.

Table 6: Watersports Participation Survey 2006 (UK)

Type of Boat	Recreation		Racing	Olympic Events	
		%			%
Canoe + Kayak	1065665	32%	Medium	9	26%
Surfboarding	638373	19%	Low	0	0%
Small Boat (Dinghies, Multihulls)	527245	16%	High	8	23%
Rowing	442772	13%	High	14	40%
Yacht (Keelboats)	327140	10%	Medium	2	6%
Windsurfer	262093	8%	Low	2	6%
Kitesurfing	43494	1%	Low	0	0%
Total	3306782	100%		35	100%

Sources: RYA, IOC

As can be seen, when all active as opposed to sedentary watersports are considered together, those that are competitive are all given some recognition with Olympic Events.

Rowing appears to have high allocation, but that may well be reasonable given its predominately competitive nature. Other craft seem proportionate, when the differing terminologies of the survey and Events are combined.

It is in this way that the federation of federations structure creates a situation where a minority that represents 21% of all racing sailboats (and an estimated 33% of adult boats still alive) has only 13% of the participants to speak for it at the lower level, Events Committee, and then only by the chance that Mr. Bovyn, Mr. Grael and Ms. Brouwer happen to also to be catamaran sailors as well as national representatives. However at the highest level, Council, this minority has nobody to speak for it and zero Events are allocated to it. Council sees that as fair because there is no Councillor with an interest in speaking for it.

In terms of political structure, this federal organisation effectively means that ISAF operates on winner-takes-all basis rather than proportional representation. While the first is typical of Anglo-Saxon countries, the second is normal in Continental Europe and Japan. As displayed in national politics, the first gives power to alternating extremes, such as eliminating an entire branch of the sport, while the second leads to coalition government and compromise.

How well are smaller countries represented?

An additional feature of this federal structure is that dominant countries represent minor countries within many groups. If their interests diverge, then the interests of smaller countries will not be represented with adverse consequences for the objective of maximising the number of countries participating in the Sailing Regatta. There is evidence of this in at least two ISAF regions.

In Group F (Low Countries), the Netherlands represents Belgium, and voted against Multihull at Council. After this became public, Ms. Brouwer, Netherlands Representative on Events Committee wrote to us "I have contacted both the Belgian and Dutch federations (as they have 1 vote together in Council). The Belgians are in favour of Multihull."

In Group L (South West Pacific), Andre Raoult was quoted on www.catsailor.com "As president of the Oceania Sailing Federation (OSAF) I have been much disappointed by the ISAF council decision to drop off the multihulls from the Olympic series ! More : looking at the votes the group L New Zealand sailing association representative (Mr Joe Butterfield) voted against multihulls as the Australian (David Tillett) voted for ...As I know none of the Group 'L' countries were informed of the decision made by their representatives .."

ISAF was aware of the need for independent representation, but had not seen any urgency in doing something about it. Minutes of its Executive Committee in September state "The Executive Committee noted the applications from the Oceania Sailing Federation and African Sailing Federation to become ISAF Continental Members. Decision: It was noted that further consultation will take place with both applications before the applications considered for approval".

How well does ISAF represent its end-customers?

However, this now raises a crucial definitional issue. Should the basis for representation be ISAF Council members, competitive sportsmen or recreational sailors? ISAF's decision to award Events to Windsurfing implies that it is not just the highest Council level that counts, but also the lowest level, recreational users. Nevertheless its decision on other Events indicates that the intermediate level of competitive sportsmen, does not count.

The fourth mis-perception lies in double standards, which can remain unchallenged if the disadvantaged interest has no voice. Again taking Henri van der Aat as an example, he discounts much Multihull racing "Within the sport there is a great difference between what I would call "Adventure" and Olympic competitions". Thus he criticises multihull racers for their arrangement of marks, but does not criticise Windsurfers, the vast majority of whom do not

race and so do not use marks at all. The official records show this Councillor voting For Windsurfer Men and Women but Against Multihull Open and Women (See Table 8).

As a media professional and representative of the nation that hosts the Texel race that attracts an exceptional level of media interest he could alternatively have suggested that the Multihull deserves an Event at the Games because it is uniquely well-suited for sailing's version of the marathon, namely long distance racing, like Ronde Om Texel, or for the Games of 2012 Round the Isle of Wight – an exclusively multihull event that is already established. That might be a useful inclusion to maximise “the wide range and diversity of sailing”.

It has been necessary to omit another intermediate level, namely top-level international competition, as represented by the ISAF Regatta for Olympic Classes, because the argument is circular. Some Olympic Classes owe their strength predominately to their Olympic status. Others would attract wider participation by more countries if they achieved Olympic status, in that participation is then largely funded by the national sports authority, rather than at the competitors own expense. (See also Appendix 2, F: Championships)

That is particularly marked in the case of Multihulls Championships, where no less than three non-Olympic classes achieve higher turnouts at private expense than several of the funded Olympic Events, including the Multihull Event, as can be seen by comparing the number of entries in Tables 4 and 6.

Table 7: International Multihull Classes

Class	Boats	Boats /	Championships 2006/2007		
	Built	Country	Entries	Countries	Average
Hobie 16	110213	5801	238	26	9.1
Dart 18	7905	791	123	10	12.3
F 18	6754	450	141	15	9.4
Tornado	4380	209	49	21	2.3
Topcat	3751	469	40	8	5.0
A Class	2091	131	82	16	5.1

Sources: ISAF, Class Associations

This table not only provides the data on numbers of entries for World Championships on a comparable basis to Olympic Classes in Table 4, but also illustrates how Olympic status maximises the number of countries participating. Among international multihull classes the Tornado has the second lowest number of boats built, yet the highest number of countries participating at its World Championship, which is also the ISAF Olympic Classes Regatta.

That is undoubtedly the case because of the sports funding that Olympic status brings. It is therefore reasonable to assume that more well-to-do countries would participate if the equipment selected for this Event were the cheaper Formula 18 and even more developing countries would participate if it were cheapest Hobie 16.

How can one interpret official voting records?

Voting records fall short of best practice in terms of transparency in that they are normally not divulged, but may be requested by any MNA, who in turn may make them generally available, if that MNA believes it to be in the public interest, as happened on this occasion. This invaluable analytic tool is presented below in Table 8. The top section provides details of the Classes previously selected for each Event. For new events, appropriate candidates are shown with a question mark. A rating of comparative speed provides an objective measure of broadcast appeal. The left hand column lists the Councillors, while the right hand section provides information about them. Smaller countries are represented in regional groups by one of their members; larger countries represent themselves and the largest country gets two votes. In addition Vice Presidents, Offshore and Women's Committees have votes and the Chairman has a casting vote. Where Councillors sit on Committees that manage affairs for one type of event, but not equally in all Events, these are indicated below.

Table 8: Council Voting Record

Councillor	Speed	Class	2012 Event												High Performance Ratio	Regional Group or ISAF Status	Nationality
			145%	152%	117%	168%	167%	100%	NMF	164%	152%	144%	172%	108%			
Helmut Jakobowitz	0	1	1	1	1	1	1	1	0	0	1	1	1	1	1.50	Group B	AUT
David Kellett	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Vice Pres	AUS
Fiona Kidd	1	0	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Women	CAN
Kim Andersen	0	1	1	1	1	1	1	1	1	0	1	1	0	1	1.00	Group G	DEN
Theresa Zabell	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Group E	ESP
Jean-Pierre Champion	1	0	1	1	1	1	1	1	1	0	1	1	0	1	1.00	Group D	FRA
Chris Atkins	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Group A	GBR
Fiona Barron	1	1	1	1	1	0	1	1	0	0	1	1	1	1	1.00	Vice Pres	GBR
Rolf Bahr	1	1	1	1	0	1	1	1	0	1	1	1	0	1	1.00	Group B	GER
Katsumi Shibamura	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Group J	JPN
Teo Pin Low	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Vice Pres	SIN
Carle Hildebrand	0	1	1	1	1	1	1	1	1	0	1	1	0	1	1.00	Group G	SWE
Teresa Lara	0	1	1	1	1	1	1	1	0	1	1	1	0	1	1.00	Vice Pres	VEN
Maximo Rivero Kelly	1	1	1	1	0	1	1	1	1	1	0	1	0	1	0.67	Group M	ARG
David Tillett	0	1	1	1	1	1	1	1	1	1	0	1	0	1	0.67	Group L	AUS
Kamen Fillyov	1	1	1	1	1	0	1	1	0	1	1	1	0	1	0.67	Group C	BUL
David Sprague	1	1	1	1	1	0	1	1	0	1	1	1	0	1	0.67	Group P	CAN
Jane Moon	0	1	1	1	1	1	1	1	1	1	0	1	0	1	0.67	Group O	CAY
Zhou Changcheng	0	1	1	1	1	1	1	1	1	1	0	1	0	1	0.67	Group J	CHN
Philip Tolhurst	1	1	1	1	1	0	1	1	1	1	1	0	0	1	0.67	Offshore	GBR
George Andreadis	1	1	1	1	1	0	1	1	0	1	1	1	0	1	0.67	Vice Pres	GRE
Tomasz Holc	1	1	1	1	1	0	1	1	0	1	1	1	0	1	0.67	Group C	POL
Sergio Gaibisso	1	1	1	1	1	0	1	1	0	1	1	1	0	1	0.67	Group D	ITA
Alexander Kotenkov	0	1	1	1	1	1	1	1	1	1	0	1	0	1	0.67	Group H	RUS
Barrie Harmsworth	1	1	1	1	0	1	1	1	1	1	0	1	0	1	0.67	Group I	UAE
Harry Adler	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group N	BRA
Aiay Balram	1	1	0	1	1	1	1	1	1	1	0	1	0	1	0.43	Group K	IND
John Crebbin	1	1	1	1	1	0	1	1	1	1	1	1	0	0	0.43	Group A	IRL
Henri van der Aat	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group F	NED
Joe Butterfield	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group L	NZL
Eric Tulla	1	1	0	1	1	1	1	1	1	1	0	1	0	1	0.43	Group O	PUR
Ross Robson	1	1	1	1	1	1	0	1	1	1	0	1	1	0	0.43	Group Q	RSA
Nazli Imre	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group D	TUR
Cory Sertl	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group P	USA
Charles Cook	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Group P	USA
David Irish	1	1	1	1	1	0	1	1	1	1	0	1	0	1	0.43	Vice Pres	USA
ISAF Council Votes	23	34	34	36	33	21	35		21	31	20	35	3	34	0.73		36
- Committee Adjustments	5	3	0	0	0	1	1		4	3	0	0	0	1			
= Adjusted Council Votes	18	31	34	36	33	20	34		17	28	20	35	3	33			
NB: Events Committee Vote	★	✓	✓	✓	✓	✓	✓	□	★	✓	✓	✓	★	✓			
Committee	OC, MR, IU	TRSC, IU					WSC		OC, MR, IU	TRSC, IU			WSC				

Notes:

The votes of Council members on each Event are scored as 1 = For or 0 = Against

ISAF Committee: OC = Offshore, MR = Match Racing, IU = Umpire, TRSC = Team Racing, WSC = Windsurfing

Rating is a measure of comparative speed based on RYA PY system adjusted by US PY and SCHRS

Database is sorted by H.P Ratio, in descending order of preference for higher performing over traditional classes

High Performance Ratio =
$$\frac{2 \text{ Person Dinghy (High Perform)} + \text{Multihull} + \text{Windsurfer}}{\text{Keelboat} + 2 \text{ Person Dinghy} + 1 \text{ Person Dinghy} + 1 \text{ Person Dinghy (Heavy)}}$$

Who voted for what?

Whatever Councillors may say, this data makes it apparent that the principle difference in practice was whether the Sailing Regatta should be about traditional craft or about high-performance equipment.

That difference can be expressed as a High Performance voting ratio by comparing the votes for high performance to traditional craft. The first group contains 2 Person Dinghies (High Performance), Multihull and Windsurfers. The second includes Keelboats, 2 Person Dinghies and 1 Person Dinghies including Heavyweight. This column is shown among the Councillor data in the right hand section.

Councillors were invited to vote on six high performance options and seven traditional options, so the benchmark for even-handedness will be marginally below parity at 0.85. However the average score was below this at 0.73, indicating a consensus in favour of traditional craft. For Country and Regional Representatives alone, the ratio falls to 0.69.

If acting independently of national mandates, the voting record of Vice Presidents should be an indication of what is in the overall interests of the sport, rather than individual countries. The ratio for this group was 0.85, which is the highest enthusiasm for high performance racing of all sub-sets of Councillors and equals the benchmark for even-handedness.

It is notable that the committee participants appear mainly in the columns for Keelboats and 2 Person Dinghies and they mainly appear in the lower half of the table, among Councillors who predominately preferred traditional craft. Of the 21 such cases, all but two show the Councillor voting in favour of the interest that he or she represents on a committee. For this group the ratio is lowest of all at 0.59. There are no Vice Presidents among them, all of this group being national or regional representatives.

Whatever the legal position about declarable interests within ISAF, these grey areas show the natural inclination of individual Councillors. Their view of the sailing world will be weighted in favour of those Events that represent their peer groups. The decision of the Offshore Representative to vote in favour of Keelboat rather than abstaining is also worthy of note, because this particular issue concerns only inshore racing.

On the other hand there are very few voices on Council to speak up for high performance Events. There is only one representative of Windsurfers, and only one person with an interest in Multihulls, the Women's Representative and her interest only arises because that is the sole Event open to women among the Men's Events.

Some Councillors sit on Committees that manage affairs for one type of event, but not equally in all Events. Thus Audit, Constitution or Executive are not marked but Team Racing, Match Racing, International Umpires, Women (Open only) and Windsurfing are marked. This is entirely proper, but nevertheless influences their view of the sailing world.

Councillors may also hold positions of authority in an international class previously selected for an Event and voted on it this time. Three such cases have been identified. Mr. Adler is a Vice Commodore of the International Star Class, whose term of duty included the ISAF Conference. Two others have been reported, namely Japan (470) and Germany (Star), but Alternates were appointed to vote in their place.

Individuals are not identified in the table, but discounting these special interests, as if they were abstentions, it is clear that they proved to be the decisive swing factor. That is shown by subtracting the row for Adjustments from that showing ISAF Council Votes to arrive at Adjusted Council Votes. This is also evident from the High-Performance Voting Ratio discussed above.

The biggest adjustments are for Keelboats and they would have been sufficient to swing the decision in favour of two high performance Events, namely the Multihull (Open) and 2 Person (High Performance) for Women.

The next row down shows that these adjustments would have brought Council's decision into line with the recommendation of its Events Committee. This is clear evidence that structure of Council played a significant role in changing the substance of this decision.

Was the voting procedure fair?

It is not just structure but also processes that can influence political decisions and there was clearly unhappiness among the Councillors about voting process. It seems that a last minute proposal about voting procedure was considered to be a surprise attack launched by the Keelboat lobby, which had lost out when the issue was debated by the Events Committee. This was succinctly expressed by Yachting Australia who stated that they "are also concerned over the process by which the multihull was excluded. The ISAF Council voted to change the process recommended for the selection of the events. This meant that there was no "run-off" vote between the Multihull and the Keelboat.

"There was no real discussion over the implications of the change. It altered the fundamental principles of the recommended system." says Phil Jones. "Some consider that the change, which was taken on a motion from the floor, was taken with undue haste. Certainly many around the Council did not seem to appreciate the full implications of the change. Those that used their first vote to support other events may well have backed the multihull over the keelboat had they had the opportunity."

Defending the change, outgoing Secretary-General, Arve Sundheim wrote afterwards to Councillors "Please be aware that effectively the Council voting system was not amended. Until the voting procedure was presented at the Council Meeting on 8 November, there was no previously approved voting procedure in place for use by Council in selecting the ten events for the 2012 Olympic Sailing Competition." However there was an established precedent, namely the procedure already used by the Events Committee.

Against the charge of surprise attack he adds "The ISAF President specifically asked Council to consider and decide the voting system on Thursday 8 November, to ensure all Council members would be satisfied on the voting system in place in due time before the actual vote was taken. If any Council members were dissatisfied with the voting procedure between Thursday 8 November and taking the decision on the ten Olympic events on Friday 9 November, there was due time for this to be raised."

While there was time, was there "due time"? Was one day sufficient opportunity for Councillors to confer with their own Boards, let alone the practicalities of obtaining instructions from all the members of their Group, that some were responsible for representing. That would mean up to ten countries in Group L and as many as twenty countries in Group O.

One day's notice for Councillors stands in sharp contrast to a month's notice for members of the Events Committee. By contrast the Minutes of the previous Events Committee meeting show that "It was agreed that a proposed voting protocol will be circulated by 3 October 2007 which can be adopted by the Events Committee by Email before the November meeting". That contrast is all the more marked bearing in mind that the members of the Events Committee were the ones with expertise on this matter, not Councillors.

It seems that this issue was a long-running bone of contention between the experts and the President because he had also sent the Events Committee a personal submission to change Regulation 16.1.1 which determines the selection of Events for the Olympic Regatta on the basis that the processes "were perhaps not laid down in the Regulations as best as possible". The Events Committee snubbed him with a resounding 19-2 vote against Submission M01-07.

Explaining it, outgoing Secretary General, Arve Sundheim, wrote to the MNA on 11th December 2007 "I am aware of comment and have received direct communication that the voting procedure used by Council was amended without due notice or consideration. Please be aware that effectively the Council voting system was not amended. Until the voting procedure was presented at the Council Meeting on 8 November, there was no previously approved voting procedure in place for use by Council in selecting the ten events for the 2012 Olympic Sailing Competition."

However this issue has an even longer history, because ISAF faced a similar invidious choice in 1996. Then the subject was which class to reject in order to make room for the first of the new generation of high performance dinghies, the 49er. The Events Committee operated the same "which one to chuck" procedure in 1996 as in 2007. Then also the Star lost the relegation vote, that time against Men 470. Then also Council did not simply accept the Events Committee's recommendations. Similar political tactics were tried but failed on that earlier occasion. Subsequently ISAF persuaded IOC to grant it an eleventh Event.

Therefore there was a voting procedure not just with a precedent, but a long-established precedent at that. Admittedly this voting procedure was for the Events Committee, rather than Council, but no explanation has been offered as to why different rules should apply to Council.

Given that this issue had a contentious past history, and that "many around the Council did not seem to appreciate the full implications of the change" a day's notice hardly seems like "due time" for the implications to be fully understood. According to the budget, ISAF received more than half its income during the previous year from Olympic funds. In the circumstances this debate was certain to be highly emotive.

There is the additional point that, according to the Rules of Debate set out in Regulation 9.3.7 "Apart from minor amendments, which may be accepted at the proposer's discretion, a matter will be passed, rejected, or deferred. When a matter is deferred, the Council shall determine to which Committee the matter is deferred and the timeframe for the matter to be re-presented". Arguably nothing is minor when it concerns the most important income stream for both ISAF and many of its members, so why was the issue not deferred back to the Events Committee? Such expert volunteers may justifiably feel that their time is being wasted.

This answers the question raised by Jerome Pels "What has ISAF as an organisation done wrong?" ISAF may have obeyed the letter of its own law, but the losers believe it did not obey the spirit of its own law. Apparently the voting procedure was suggested in the interests of efficiency, but democracy is an inherently inefficient decision-making process, because building consensus takes time. As that time was cut short, the necessary consensus could not be built. That is what ISAF has done wrong.

How should Events be classified?

There are legal issues as to whether a multihull is a separate type of boat or a type of dinghy or keelboat. Those are beyond the scope of this report, which is concerned with practicalities. For the purposes of this report dinghy refers only to monohull dinghies and keelboat refers only to monohull keelboats.

In other political arenas, representatives are provided with staff reports together with the agenda for consideration in advance of a Conference. Since there is no evidence of such documentation in this debate, Councillors had only the recommendation of the Events Committee. For Council to over-rule such experts implies that the motivation for its decision was something other than expertise.

Staff papers are also an important part of such processes, for they clarify the alternatives open to policy makers. Categorisation is the key issue in this debate for, if the Events chosen

were to “provide a perfect showcase of the wide range and diversity of sailing” in the words of Goran Petersson, then the appropriate selection should include something from every major category. For racing sailboats the relevant categories are sailing disciplines, as expressed by categories of Events.

Without an objective means of classification, Events can be defined at will by Councillors as narrowly as necessary to justify whatever Class each prefers. In the absence of a staff paper covering this subject, this appears to be what happened. As it happens, ISAF has such a system for this purpose, as mentioned below, but appears not to have used it on this occasion, even though it provides valuable evidence of what categories are widely used in practice for sailing.

Classification systems are characterised by degrees of difference and numbers of participants. Typically categories that are very different and found in only small numbers are either excluded or included in a miscellaneous category, such as the menagerie or handicap fleet in sailing clubs.

Table 9: Classification Systems for Racing Sailboats

ISAF	Category Number	Yacht 8	Keelboat 26	Centreboard 35	Multihull 14	Windsurfer 9	Radio 4
US Sailing	Category Number	20	34	35	Multihull 13	Windsurfer 4	0
Wikipedia	Category Number	Yacht & Keelboat 83		Dinghy & Skiff 154	Catamaran 24	0	0
Y&Y	Category Number	Yacht 98	Keelboat 34	Dinghy 117	Multihull 22	0	0

The four databases used in our research are widely used classification systems. ISAF itself is the most detailed. Yachts and Yachting’s website differs in that it excludes two ISAF categories, Windsurf and Radio Controlled and makes no distinction between Yachts and Keelboats, as does Wikipedia. However its annual of survey of classes does make that distinction. US Sailing includes all the ISAF categories except Radio Controlled in a catch-all category called One Design Classes, but then has separate Committees for Multihulls and Windsurfing. The numbers for each category in US Sailing have been derived by reference to the other two classification systems. Dead classes have been excluded from these totals, which are not comparable with figures in Table 3 because of different inclusions and exclusions.

Most tellingly, this is very much the classification system that ISAF itself uses to determine the choice of equipment. Regulation 16.1.6 states “The equipment for the Olympic Games and all Regional Games shall be chosen from the following classes: Windsurfing..., Single-handed Dinghy..., Multi-Crewed Dinghy..., Keelboat.... and Multihull...” Regulation 18.2.1 uses the same breakdown for World Championships.

When the membership of any category becomes a disproportionately large part of the total, it is common practice that this category be subdivided. In this case that applies the Centreboard a.k.a. Dinghy category. It is the single largest category in both the ISAF and Y&Y databases, and would be equal largest on our basis of appropriation for US Sailing.

The obvious sub-division within Dinghies is between Single-Handers and those for two or more persons on board. Such sub-division is justified by the number of 1 Person versus 2 Person Classes in Table 3. The numbers are 8 versus 14 by ISAF, 24 versus 54 by Y&Y and 5 versus 29 by US Sailing. That is exactly how ISAF itself treats this issue.

It is also self-evident as single-handed sailing is comparable to other sports where all-round skills are required for the Pentathlon in Athletics or Combination in Skiing. Those are also assigned their own Event by their sport’s international authority. According to the Decathlon Association, when King Gustav V of Sweden presented awards at the 1912 Olympic Games of Stockholm, he proclaimed to the decathlon winner, an American Indian named Jim Thorpe, as the world's top athlete. "You sir, are the world's greatest athlete." Ever since, the

Olympic decathlon champion or world record holder has been dubbed "the World's Greatest Athlete" - and rightly so, since the decathlon is the only objective test of all around athletic ability. In 1953 Jim Thorpe was voted the "Athlete of the First Half Century."

The logic of classification therefore suggests that the selection of Events should include five categories respectively for Keelboat, 1 Person Dinghy, 2 Person Dinghy, Multihull and Windsurfer.

In contrast the Events selected exclude one of these categories, namely Multihull, even though it is the second or third largest category depending on the definition of market share. Nevertheless the Events selected include two sub-categories, namely Heavy and High Performance, even though both are statistically insignificant. Categorisation analysis suggests that the appropriate place for these two sub-categories lies within the respective high level categories, not as alternatives to them, and these be treated as equipment issues.

Why does ISAF promote sexual apartheid?

There is a notable absence from any of these sailboat classification systems. Nowhere in these databases are there any Classes classified by sex, yet the ratio of Men / Women Events was a prerequisite for agreement by Council, before it debated individual Events. That led Council also to duplicate three Classes, namely 470, Laser and Windsurfer. This is only logical for the latter two as they are single-handers.

However appropriate it may be in other sports, categorisation by sex is a theoretical distinction not grounded in practice as far as sailing is concerned. It is clear that large numbers of women race sailboats. Based on figures provided in the Akenford Watersports Report 2006 for the RYA it has been possible to calculate the proportion of women competitors in the UK is 44% for small sailing boats and 45% for yachts, , but there is little evidence that they race separately. While many women sail, women-only crews are unusual except logically on single-handers, and women-only events are a rarity, outside the restricted world of championships for Olympic classes.

This can be confirmed away from the distorting influence of the Olympics by the biggest championship for any single class of racing sailboat, namely the Hobie Worlds. Attracting 478 competitors in several fleets taking turns on supplied boats, participation for this event in 2007 was 75% higher than any of the Olympic Classes at the ISAF World Championship and nearly twice as high as the Optimist World Championship.

Table 10: Female Participation at Hobie 16 World Championship

Category	Total Entries	Number of Women			Proportion of Women		
		Helm	Crew	Total	Helm	Crew	Total
Youth	24	1	8	9	4%	33%	19%
Open (Qualify)	104	6	56	62	6%	54%	30%
Open (Semi)	112	6	62	68	5%	55%	30%
Open (Final)	56	0	30	30	0%	54%	27%
Masters	38	0	25	25	0%	66%	33%
Grand Masters	18	0	10	10	0%	56%	28%
Women	21	21	21	42	100%	100%	100%
Total	373	34	212	246	9%	57%	33%
Total ex Duplicates	239	27	134	161	11%	56%	34%
Female Role		14%	86%	100%			

Source: International Hobie Class Association

This unsubsidised event dispels four common myths. Approximately a third of the participants are women, so the sample is statistically significant. The wider sailing world is thus not only different from the Olympic Events.

1. The proportion of women declines only modestly from 30% to 27% as competition intensifies from the Qualifying round to the Finals, so women are not necessarily at a

competitive disadvantage. Indeed, women crews appear to be better, because the Final results of Mixed crews was on average 5% better than Men only.

2. Overwhelmingly women crew, while men helm, thus illustrating that the two sexes combine well in complementary roles. 86% of the women take the tactical role while men do the physically harder work on the mainsheet.
3. Given the choice which this championship uniquely provides with both Open and Women fleets, women prefer to sail with men, rather than separately. Eliminating duplication, only 42 of the 161 women sailed together. Three times as many women preferred to sail with men as with other women.
4. Open Events are much more popular than events for women only. There were 179 entries for the Open category versus only 21 for the women category. Open attracted eight times as many entries as Women.

As has been shown for Multihulls, Olympic status boosts the numbers of countries participating in World Championships. The same logic suggests Olympic status may be responsible for creating the few women-only championships. In other words the case for sexual apartheid in sailing is circular, apart from single-handers.

It is relevant here to quote the IOC guidelines of 2002. Paragraph 2.1 states that "sports should organise world and continental competitions for the youth/ junior age categories as well as for men and women." It does not say "youth/ junior and men/ women categories", so the IOC guideline on sex can be met by Open or Mixed Events. (See Appendix 3)

There is concern that Open Events are prone to male domination. This is not helped by IOC lumping Open and Mixed Events together on its website and describing them all as Mixed. To assess the truth of the matter, the medals won in Mixed Events have been extracted from the IOC database. Only six of the 34 sports in Summer and Winter Games have any Mixed Events. For Badminton and Ice Skating, Mixed means one member of each sex. For Equestrian Events, Mixed means Open but is broadly balanced in practice as 38% of medals 1992-1996 were won by Women. For Luge, Sailing and Shooting Mixed means Open and effectively implies male dominance. Shooting has reformed since 1992.

Table 11: Medals by Sport in Mixed Events 1992/2006

Sport	Total	Men	Women	Women %
Badminton	18	9	9	50%
Figure Skating	48	24	24	50%
Equestrian	183	114	69	38%
Shooting	6	6	0	0%
Luge	24	24	0	0%
Sailing	96	96	0	0%
Total	375	273	102	

Source: IOC

Sailing is thus the only remaining example in the Summer Games and by far the most significant case overall. At various times the IOC website shows that Mixed status has applied to Keelboat (Star), Match Racing (Soling), Multihull (Tornado), Single-Handed Dinghy (Laser), Skiff (49er) and Two-Handed Dinghy (Flying Dutchman). Our analysis reveals that virtually all the medallists have been Men.

It was not until 1988 that 470 became the first Class to have separate Men and Women Events. The logic of separate Men and Women single-handed sailing followed it in 1992, with Women Events for 1 Person Dinghy (Europe) and Windsurfer (Lechner), but the political power of incumbency illogically enabled 470 to keep two Events. Multihull is currently the only Open Sailing Event for the 2008 Games.

It therefore seems perverse that ISAF should vote to eliminate its only remaining Open Event. Indeed the world's leading high-performance female sailor, Ms. Brouwer (Runner-Up in 2007 Tornado World Championships) recommends that there be more Open Events "Or take for example the 470. The boys now (especially due to the conditions in Qingdao) but

normally as well, the boys have to be very light and skinny to suit a 470. A mixed combination could be the perfect solution for this problem. And also here it has been proven in the past that it is possible (1984 Olympics with Cathy Foster and Pete Newlands).”

This decision appears to arise out of confusion between events ‘open’ to both sexes and events where the requirement is for competitors of ‘mixed’ sexes. Ice Skating and Badminton are good examples of the latter. Equestrian events show that the former can also work in practice, given appropriate equipment. Sailing could be either. ISAF could require that all two-handed events have Mixed crews, or mandate equipment that is more suited to either sex. However Council has voted that sailing should be neither.

However Council preferred to discontinue the last remaining Open Event rather than reform the Sailing Regatta, so that all two-handed Events are Mixed. If it did so, it would avoid not only the invidious choice between Keelboats and Multihulls for Men but also Match Racing and Skiff for Women. If it did so, the Regatta would also better reflect the realities of racing away from the Olympics, than the current policy of sexual apartheid.

Why did the US delegation object?

As the instigation for overturning the recommendation of the Events Committee reportedly came from the US, its position merits closer examination. The US is the only country to have two representatives on Council. In addition one of the six Vice Presidents is also a US citizen, as confirmed in the official voting record.

Their voting pattern differentiates itself from that of other countries who have more than one Councillor by virtue of other roles performed. While there was unanimity among US representatives, that was not the case for any other country, specifically UK (3 votes), Australia (2 votes) and Canada (2 votes). Given that each nationality cast up to 30 votes, the statistical odds of such unanimity are slight, so it is unlikely to be mere coincidence.

There is every reason to believe that in doing so, the US Councillors are accurately reflecting the dominant interest nationally from participation in recreational sailing through to winning Olympic medals. Table 3 above shows that Keelboats account for the largest proportion of active Classes, representing 38% of the US total. Table 10 below shows the distribution of medals won in successive Olympic Games.

Table 12: US Olympic Sailing Medals

Event	Total Medals Won				Proportions %			
	1956-1968	1972-1988	1992 - 2004	2008 Games	1956-1968	1972-1988	1992 - 2004	2008 Games
Keelboat	18	21	11	2	86%	58%	34%	18%
2 Person Dinghy	0	6	10	2	0%	17%	31%	18%
2 Person Dinghy (High Perform)	0	0	1	1	0%	0%	3%	9%
1 Person Dinghy	0	0	2	2	0%	0%	6%	18%
1 Person Dinghy (Heavy)	3	2	2	1	14%	6%	6%	9%
Multihull	0	4	4	1	0%	11%	13%	9%
Windsurfer	0	3	2	2	0%	8%	6%	18%
Total	21	36	32	11	100%	100%	100%	100%

Source: US Sailing

Note: Gold = 3, Silver = 2, Bronze = 1 Point

While the proportion of US medals won in Keelboat events has been declining, this is explained by the development of Olympic Sailing Events. Multihulls were introduced in 1976, Windsurfers in 1984, Lasers in 1992 and High Performance Dinghies in 2000.

Nevertheless more than two thirds of all US medals have been won in Keelboat and their smaller cousins, 2 Person Dinghy Events. This is twice the proportion of medals available in the forthcoming Games. Even more pronounced is the US dependence on just two classes. Over the entire period, the Star Keelboat accounts for 20 points and the 470 Dinghy accounts for 16 points, representing respectively 29% and 21% of the total. Thus two classes

account for fully half the cumulative US haul of medals in the last half century. Again, diversity is clearly not a US priority.

The US also dominates the rankings for Olympic medals in this class, having won 7 Gold, 3 Silver and 1 Bronze since 1932. Using the convention 3,2,1 weightings, the US scores highest of all countries with 29% of the total, more than three times the joint runner-ups, Brazil, Italy and Sweden.

While the Star is an International Class, it is dominated by the US. North America accounts for 8 of its 19 global Districts. US residents account for about half the 400 individual members listed on its website.

Indeed the Star Class appears to have an exceptionally well-entrenched political position in ISAF. Mr. Allen, ISCYRA President states in his report on the Conference "Past Star class Presidents Riccardo Simoneschi and Dierk Thomsen along with Harry Adler and Carlo Rolandi also were instrumental in our success." Thomsen and Adler are both ISAF Council members, while Rolandi sits on ISAF Constitution Committee and ISAF Review Board.

When interviewed on the subject by Sailjuice.com, Mr. Brenner, chairing U.S. Olympic Sailing, confirmed this motivation. "But we never shied away from saying that men's keelboat was a priority for us, and that's because we believe it affords the US team our best medal chances. You could take a different approach. Some people say you should make decisions, not on medal prospects, but on what's best for the sport, and that sounds good, but if your team doesn't win medals your fund raising is going to dry up and you're not going to be successful in the long run, are you?"

Why is nationalism such strong motivation?

This motivation is by no means exclusively a US concern. New Zealand Yachting's Report, Olympic Events 2012, in its Olympic Committee Recommendation to Board, is specifically sub-titled "Recommendation is based on our ability to win medals 2012". It contains such comments as "NZL is currently suffering in expensive classes (Tornado & 49er) that are suited to younger (fit) sailors- so we should avoid these." This indicates how far national political priorities have taken the selection process away from Olympic objectives, specifically that "a sport must show a direct emphasis on youth and development",

However Yachting New Zealand has since changed that policy. In a statement on 21st December, it stated "The Board consulted with the Olympic Committee and the High Performance Committee on the matter and made the decision to make such a submission based on the longer term view of the future of sailing at the Olympics rather than the specific medal opportunities at the 2012 Games."

The primacy of national political motivation is most authoritatively expressed by the previous ISAF President, Paul Henderson. For an interview with Sailing Scuttlebutt he said "The most interesting observation is to see how many MNA's are now saying that their delegates were instructed to vote in the best interest of their specific country winning medals - not in the best interest of our beloved sport. Surprise! Surprise! Holier than thou pontifications are quite hollow methinks."

Mr. Brenner's statement illustrates the problem of zero sum games. There is little reason to believe that a different selection of Events would reduce the global funding total, but good reason to believe that it may affect its distribution. The outcome of this political process is a zero sum game. A different selection of Events achieved through a positive sum game could even increase total funding by attracting more TV coverage.

The primacy of nationalism over objective analysis in this debate is well-summarised by Rod Carr, RYA Chief Executive in an interview with Sailjuice. "We want to see ISAF getting away from 'sticking plaster' politics and taking a more strategic approach to the future of the sport," he said.

"That's why we're doing what we're doing. Even if ISAF said 'match racing is part of our strategy', we might not agree with it but we would at least go along with it, if that was part of a strategy that had been properly thought through."

What do spectators really want to watch on TV?

In its 2002 Report, the IOC guidelines state that "Global public and media interest in a sport must be considered as key elements... for these are fundamental elements in the success of the Games" but then complain that "In comparison with other individual sports, the Commission noted the high quota and number of events in sailing, in comparison to the low broadcast and spectator appeal". The difficulty in determining which Events would best achieve that goal is that there are two very different perceptions of what is exciting to watch.

The establishment view favoured by fans of traditional boats is that close quarters racing is what counts and slow boats best achieve that. Again Henri Van der Aat expresses this view well "I doubt whether the Tornado is the most exciting to watch. That works better where teams are close together rather than far apart. A Tornado may be very spectacular, but not for 25 minutes."

The radical view favoured by fans of high performance sailing is that what counts is athleticism, balance, excitement and speed expressed in "crash-and-burn". As illustrated above by New Zealand Yachting these are "classes (Tornado & 49er) that are suited to younger (fit) sailors". This view doubts whether the vast majority of spectators have much interest in the minutiae of tactical battles that they do not understand.

The first emphasises rules, the second emphasises spectacle. The first is well supported at Council; the second is repeatedly expressed in the comments of the signatories to the e-petition requesting that IOC / ISAF reconsider the selection of Events.

By our reckoning there are five Councillors who have special interest in tactics and rules by virtue of their other activities for ISAF. There is one member of Match Racing, three of Team Racing and two International Umpires.

Ideally, to resolve the issue of spectator appeal, it would be desirable to conduct a poll of public opinion among those interested in sailing. One such poll has been carried out in Dinghy Sailing magazine, a UK publication targeted at the club sailor, and therefore a good indication of likely spectators at the 2012 Sailing Regatta. Published in the February Issue it asked "Do you agree with the events selected by the ISAF Council for the 2012 Olympics at Weymouth?" 9.4% agreed with ISAF, but 90.6% said NO.

There are a few additional indicators.

1. Whatever it might be, IOC delicately hints above that the current selection of Events is not it, and the current selection is driven by the establishment view of tactical battles between traditional dinghies and keelboats. That favours high-performance craft.
2. If media appeal is measured in terms of TV coverage, it might be match racing, as the recent America's Cup set new records for the amount of sailing broadcast. By contrast conventional fleet racing achieves only summary exposure, so is limited to brief extracts. That favours keelboat match racing, but it might also favour multihulls, depending on resolution of the legal issues.
3. If guidance is sought from the most successful comparable sport, then it might be speed, as the massive coverage given to motor sport is concentrated on elitist Formula One, rather than any popular participation classes. That also favours high-performance craft.

None of these indicators suggest that spectator appeal is maximised by a Sailing Regatta where seven of the proposed ten events are fleet racing dinghies and keelboats and multihulls are excluded, as currently proposed.



MULTIHULLS IN OLYMPICS

There is evident lack of representation for the interests of Multihull sailing, since the Multihull committee was disbanded.

That may have been unimportant in the past, but for the forthcoming meeting in Portugal it could become highly relevant because that meeting will be the first where ISAF has to decide among a reduced number of Olympic Events. This debate at the Events Committee could degenerate into an unseemly exercise of special interests in which the underlying Olympic ideals are betrayed.

That this is a real and present danger is evident from the very large number of Submissions and the public outcry against the two largest Member National Authorities at their Submissions on this issue. Under legal threat, US Sailing changed its submission so it is now driven by the principle of equal representation by sex and sailing discipline. Similarly a last minute outcry forced the Royal Yachting Association to amend the overtly anti-catamaran bias of one Submission.

The majority of Submissions promote the special interests that each country holds dearest, while remaining neutral on other interests. That seems inappropriate when the purpose of the Olympic movement is to spread the Olympic ideal to as many sports, as many countries and as many spectators as possible. That implies as much variety within the Sailing Regatta as possible and that should mean representation, in some form, for each of the four sailing disciplines, namely Dinghies, Keelboats, Multihulls and Windsurfers.

It would therefore be best if the Events Committee voted first on which disciplines it intends to include. Apparently it is proposing to deal first with the matter of sex, but that is not a sailing issue, nor one which segments the sailing community. These four disciplines generally do not race together, while men and women race often do, even though at Olympic level this only applies to Multihulls.

That concern is very real because the Multihull Event is currently represented by the Tornado Class. That is entirely correct if the only objective is excellence because it is the pinnacle of our sport. It is the fastest boat, according to any handicap system, not only among multihulls, as in the ISAF Small Catamaran Handicap Racing System (SCHRS), but also including open dinghies and keelboats, as in the Portsmouth Yardstick. It is also the most technical, requiring the greatest experience to master. UKCRA has calculated that since the Event began in 1976, the average age for Multihull medallists was 32.25 for Gold, 31.94 for Silver and 31.00 for Bronze.

However it appears that excellence is in practice not the only objective considered by the Events Committee, otherwise the Laser might be replaced by an asymmetric single-hander and there would not be events for both low and high-performance two person dinghies. Nor does it appear that the international popularity of racing is strictly relevant; otherwise there would be no windsurfing.

It seems that an elitist class is likely to lose out to popular classes in an untrammelled democratic voting system, because the distinction between Event and Class may not be fully appreciated by voters. Were the Committee to consider Multihull Classes on similar grounds

of popularity, like Laser or 470, they should consider the Hobie 16 catamaran, the third most widely sold boat in the world, after Laser and Sunfish.

Were the Committee to consider Events on a matrix of considerations, they should consider a One-Design Formula 18, which is half the cost and has already attracted ten times the numbers of racers in one decade that the Tornado has attracted in three, while only 7% slower according to SCHRS. Hobie has much experience of such deals with its F18 Tiger and Hobie 16 World Championships, but there might be competing bids from manufacturers.

Game theorists would describe the current situation as a multi-objective, multi-player variant. Political analysts would describe it as horse-trading in the corridors of power. Either description is a recipe for creating aggrieved minorities. It would be helpful if the Committee were guided clearly on the necessary and sufficient conditions for selection.

In the ISAF Yearbook, the President wrote “We have to make the sport attractive to people of all ages and we have to make it accessible, affordable and exciting”. While Dinghies and Windsurfers are most accessible and affordable, Keelboats and Multihulls are least ageist and now also most exciting, thanks to new technologies - respectively GPS positioning for match racing keelboats and on-board TV cameras for catamarans.

Failure to focus on excellence may prove counter-productive, in that it could result in a further reduction of Events in the Sailing Regatta. This risk arises because excellence and speed are generally related to excitement for spectators. The Olympic movement relies upon the media to spread its gospel. Currently the Sailing Regatta is one of the least popular components of the Games, but that need no longer be the case thanks to this modern technology.

Without an Olympic Multihull Event, the relevance of an ISAF World Youth Event is much reduced, so that would be immediate collateral damage at international level, with more to follow, as the down-grading of multihulls percolates down at national level.

If all four disciplines are not included in the Olympic Sailing Regatta, many in the sailing committee will therefore be disappointed that ISAF does not represent their sport fairly.

Nick Dewhirst
Chairman
23/10/2007

Appendix 2: Racing Sailboat Market Research

A. Verification by Sail Number

The use of sail numbers is supported by data for boats built from other published sources, which cover about half the population of boats as well as spot checks with leading manufacturers, specifically Dart, Laser and Hobie brands. Only in the case of Sunfish has a major discrepancy been identified, namely 85,000 by sail number versus 500,000 mentioned on Wikipedia.

Table 13: Boat Sales by Class

Class	Verified	Boat Numbers		Gap	Claimed Source	Date of Birth	Rank
		Claimed	Gap				
Laser	191280	190000	-1%	Wikipedia	1974	1	
Hobie 16	110213	110000	0%	Class	1969	3	
Sunfish	84808	500000	490%	Wikipedia	1951	4	
Mirror	70507	70000	-1%	Wikipedia	1962	5	
420	53200	56000	5%	Class	1958	7	
Topper	46172	50000	8%	Class	1977	8	
470	38745	40000	3%	Class	1956	9	
Vaurien	38062	36000	-5%	Wikipedia	1951	10	
Lightning	15275	15000	-2%	Wikipedia	1938	14	
GP14	13973	14000	0%	Wikipedia	1949	16	
El Toro	11880	11000	-7%	Wikipedia	1940	17	
Star	8320	8000	-4%	Class	1911	26	
J/24	5200	5000	-4%	Wikipedia	1976	45	
Tornado	4380	4800	10%	Class	1967	49	
J/22	1523	1600	5%	Wikipedia	1983	117	
Average (ex Sunfish)			1%				

Sources: Class Associations, Wikipedia

Our contacts with the class association confirm 200,000 built from launch in 1951 up to 1982 and 250,00 up to 1990, with sales continuing at a modest rate up to the present day, so 300,000 is probable, and including its predecessor Sailfish since 1945 and licence sales since 1972, the figure of 500,000 is also feasible. In practice the large numbers of cheap early wooden boats will almost certainly no longer be alive. According to the 2006 The Annual Classes Survey by Sailing World, the Association has 1506 members, so this confirms that racing interest is low. This situation for the US Sunfish may also apply for the British Mirror (See Mortality below) and the French Vaurien as well as the International Optimist. As the numbers are so large, this could significantly distort the statistics.

In theory this makes a difference to the numbers of sailing boats, but not in practice to the numbers of racing sailboats, which are the subject of this debate. Lee Parks of US Sailing explains that “the 85000 sail numbers reflect the number of racers over the past 50 years, which represents approx. 5 to10% of the boat buyers.” While this therefore makes no difference to our conclusions, it is useful in clarifying the difficulties in defining terms.

It is our belief that this database includes virtually all active racing classes, because three independent sources have been cross-checked. ISAF provides links to the websites of all international classes. US Sailing provides similar contact details on 275 one-design classes, but two thirds of these are inactive. In the UK, the leading sailing magazine Yachts & Yachting also provides a similar service. While there are some classes that are based in other countries, such as Vaurien in France, the most important of these are also included as International Classes by ISAF. All these sources have been checked.

B. Exclusions

Any such database as this runs the usual hazards of compiling compatible data from sources that were not designed to be compatible. Industry knowledge has therefore been required to eyeball data for obvious outliers and check unlikely results for credibility. Spot checks have also been made with some leading manufacturers.

In calculating the totals, exclusions have been made for offshore racing and cruising yachts with berths, boats without sail numbers and dead classes as evidenced by absence of recent national / world championships or dead / non-existent websites. It is unlikely that these exclusions make much difference to the broad totals or conclusions as they are in any event not eligible for the Sailing Regatta.

Yachts: There is a clear and logical inverse relationship between the cost of boats and quantities sold. If the number of keelboats is only a small fraction of that for dinghies, the number of even more expensive yachts is likely to be even smaller. As keelboats account for only 5% of all racing sailboats, racing yachts are likely to be even less significant. While there are impressively large numbers of entries for major regattas, like Cowes Week, some 40% of these were Keelboats. In terms of yacht classes that have UK national championships, the proportions are even lower – only 22% of Keelboat turnout and under 3% of all UK One Design Classes. (See also G: Yacht Racing below)

Dead Classes: There are no less than 167 dead classes within the total of 278 One Design Classes listed by US Sailing. However these are the economic failures of the boat-building industry, so each class only represents only small numbers of boats sold, and even smaller proportions of boats alive and certainly a negligible proportion of boats that are still active, in terms of our definition of attending any Open Meeting.

Boats without Numbers: As mentioned for Sunfish above, there have been large numbers of boats built, that were not assigned numbers because they were never raced. If these were included, they would double the numbers of adult single-hander and add a quarter to the grand total. However most of these will have been early wooden kit boats, which are now mostly dead. The same applies to Snarks and Oppies, among youth boats. However these do not have sail numbers and/or measurement certificates.

Adjustments have also been necessary to exclude individual exceptionally high sail numbers and for classes whose name is a number, e.g. Laser, RS. In such cases sail numbers often start from that number. Similarly for international classes it is often necessary to add up the totals by country, when classes do not use integrated worldwide numbering systems.

C. Windsurfers

Windsurfers pose particular problems because the vast majority are used solely for recreation and are never issued racing numbers. Trade sources suggest that sales peaked at 0.50 million per annum at the end of the Eighties, but are still running at an annual rate of 0.10 million a year, so there will have been several million boards sold globally. Extrapolating from NMMA statistics on US shipments of sailboards, our calculations suggest possibly two million boards globally. While the total numbers of boards built substantially exceeds all sailing boats, the numbers in use may be considerably lower. By way of example, the Arkenford Survey suggests that the number of UK people windsurfing is about half those who sail small boats.

However miniscule numbers of board sailors engage in competitive activity, so have their sails numbered. To complicate matters further, numbering is not well policed, so some choose their favourite numbers, unless these are already taken. It has been reported to us that there are probably no more than 100 and 200 UK competitors respectively in the leading Formula and Raceboard classes. In the largest market, US Sailing states “The Formula Windsurfing class was last year’s most popular class. Over 200 racers were ranked in the fastest growing class in the world.” If 200 nationally ranked competitors are all in the most

popular class in the largest market in the world, the number of board racers globally must indeed be very small.

Such tiny numbers of board racers contrast with 102,450 individual members of RYA, most of who join because they are engaged in formal competitions in racing sailing boats. Observation in many countries confirms the virtual absence of competitive fleet racing on boards at club level.

D. Categorisation Issues

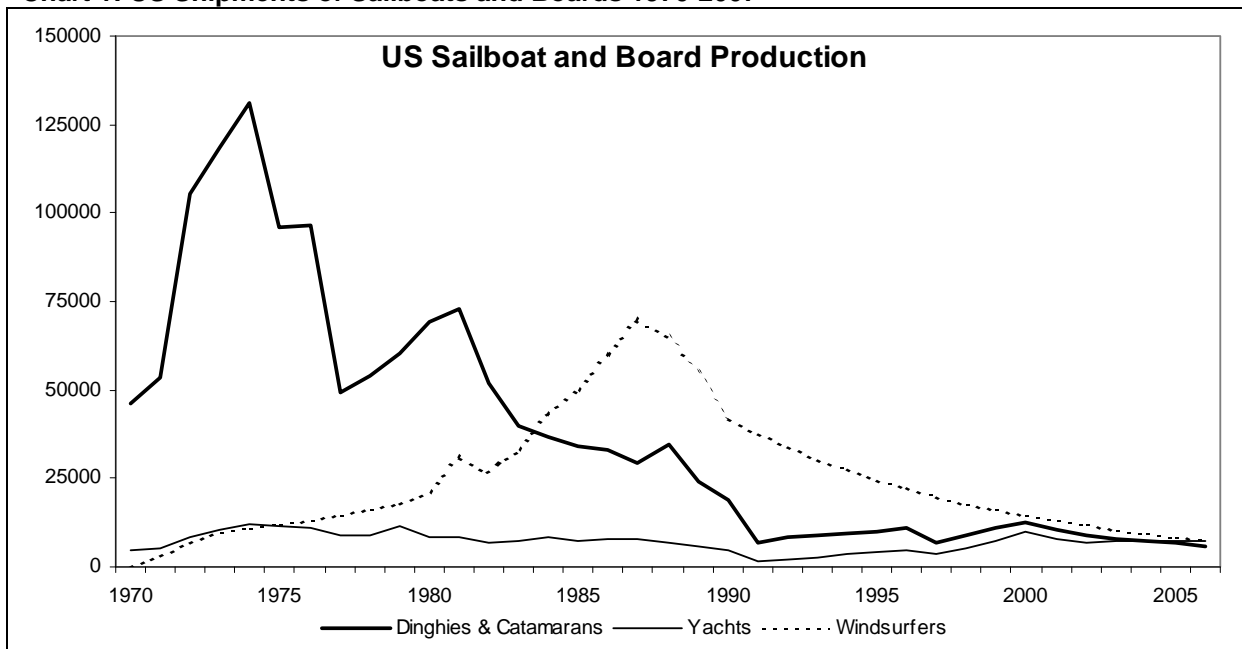
As with any classification system, there are borderline issues. Given the subject of this analysis, categories have been determined in terms of the choice of Olympic Events. Allocating sailing classes to categories poses problems when boats are sailed in different versions, such as the Laser. In such cases only the most widespread version has been used.

Some categorisation issues are straightforward. The distinction between 1 Person Dinghy, 2 Person Dinghy, Multihull and Windsurfer is obvious, even to a layman. However the borderlines between 2 Person Dinghy, Keelboats and Yachts is not so obvious, as confirmed by differences of allocation between the three sources of our data. Similarly where Olympic Events are defined by a sub-categorisation i.e. (Heavy) and (High Performance), it is not always obvious where certain Classes should be allocated.

E. Mortality

It is clearly necessary to adjustment for mortality as sailboat production peaked more than three decades ago and is currently running at around only a tenth of that level as shown in the chart below. This is based on NMMA data for the total US sales and partial data by type of craft, with gaps filled by UKCRA estimates.

Chart 1: US Shipments of Sailboats and Boards 1970-2007

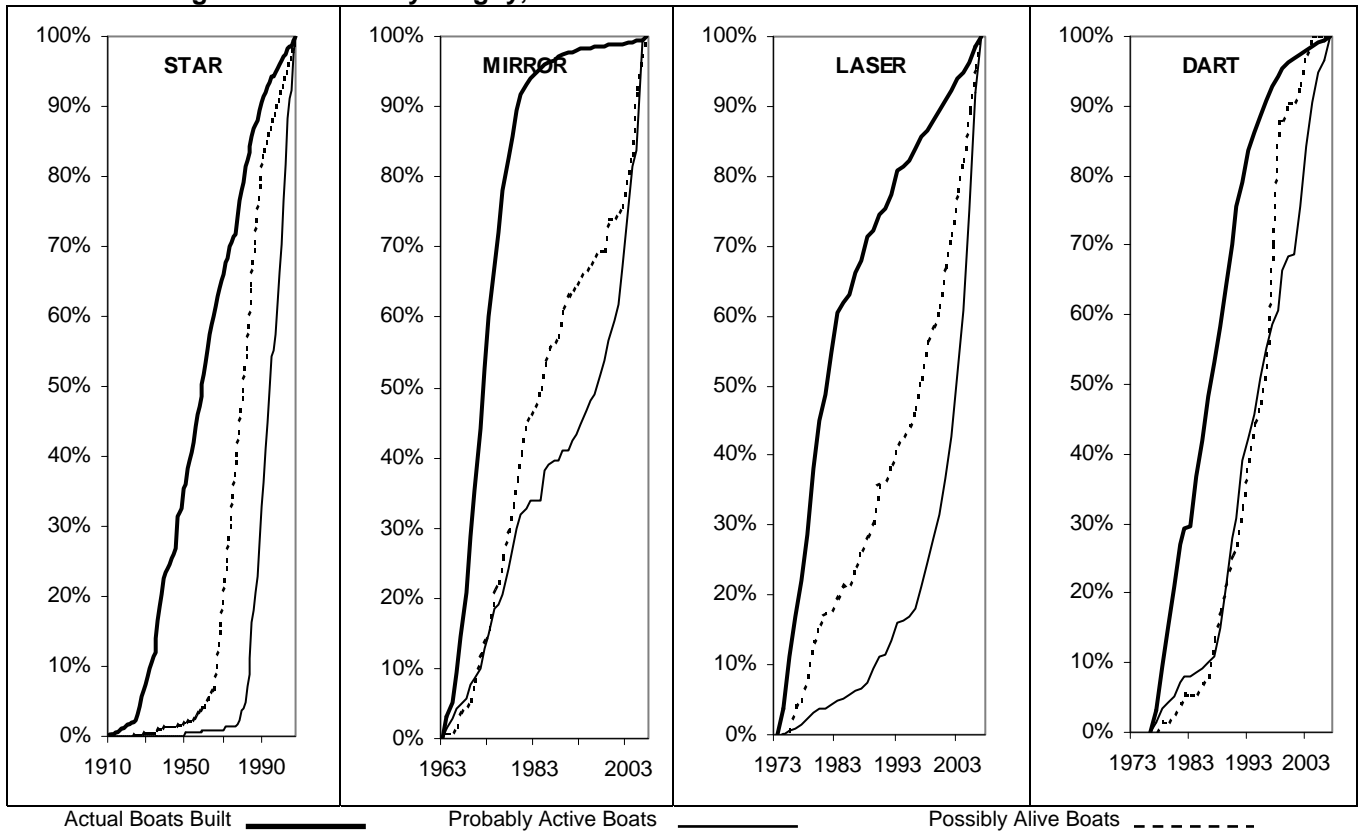


Sources: NMMA, UKCRA Estimates

There is a record of births, but there is no record of deaths for boats. The Star Association was founded in nearly a century ago and claims to be the oldest One Design Class. However the vast majority of the leading classes are much younger. The dates of birth for the Top Ten classes can be seen in Table 2 and for Olympic classes in Table 7. Between three and four decades ago fibreglass replaced wood as the principle means of construction, so old hulls do not rot, and may still be in use where properly maintained, if no longer for high level competition, but just for recreation. For example less than a tenth of the Stars currently alive date earlier than 1965, yet even though 60% were built before the fibreglass shift.

It is likely that mortality varies between different types of boat. Not only will fibreglass boats last longer than wooden ones, but one-design classes are likely to survive longer than development classes and the stricter the design the greater the survival rate.

Chart 2: Age Profiles for key Dinghy, Keelboat and Multihulls Classes



Armed with the date of birth, survival rates could be calculated for over 90% of all the boats built. This has been done with reference to the age profiles for typical benchmark boats, where class association websites provide the necessary data on the years in which sail numbers were issued. These benchmarks are Star (1911) to represent traditional keelboats, Mirror (1962) to represent the era for wooden dinghies, Laser (1973) for modern fibreglass dinghies and Dart 18 (1978) for modern fibreglass multihulls. This should be a reasonable indication because the first three are the most popular class of each type.

This approach generates reasonably accurate estimates for boats probably active by using data for participation at open events. This implies sufficient interest in racing to travel away from one's home club and is calculated using national data for Dart, Laser and Mirror in the UK. Given the greater scale of the US, the appropriate comparison is District level for the Star. While this provides a sound basis for comparison between classes, the absolute numbers can also be confirmed as likely to be accurate by comparison with the class membership data collated by Sailing World. This is appropriate because association membership is a qualification for entry at open meetings. There are 20 purely North American adult classes which have 5046 members, which compares with an estimated 5169 active boats for the same sample of classes.

Estimates of boats still alive are more problematic, because of difficulties in definition and small sample sizes. In each case the criterion chosen requires some voluntarily incurred cost or time, which would not be incurred if the boat was simply neglected at home, dumped or scrapped. For Dart and Laser the criterion is the payment of boat parking fees at the two leading inland and sea clubs in the UK. For Star it is participation in any club race within Division One. For Mirror it is participation in the largest junior sailing week in the UK. These estimates should therefore be treated as only a best guess.

In the case of multihulls additional analysis has been undertaken to improve accuracy because the benchmark is not the leading class, which is Hobie 16.

1. In terms of boats built, sail numbers have been confirmed as broadly accurate by the class, who say that replacement sales account for only 2-3% of the total, but this will be offset by extra boats with special sail numbers provided for annual championships raced in supplied equipment. The proportion of replacement sails is small because high mark-ups encourage the keenest racers to upgrade to new boats.
2. Regarding estimates of boats possibly alive, the Dart 18 provides a reasonable benchmark because both boats stem from a similar era, are similarly constructed and targeted at a similar market segment in different parts of the world.
3. However in respect of active boats a different approach is required because event attendance is not comparable, as the Dart is mainly in densely populated European countries, while the Hobie is often in sparsely populated places like Australia or the US, so travelling times are very different. While the pro-rata calculation generates an estimate of 20,000 active Hobies, other approaches based on Hobie national championships and US class association membership suggests more modest numbers, so Hobie estimates have been discounted by three-quarters.

Each line represents the cumulative proportions of the boats dating from each year since the class was founded. The steeper the line the greater the proportion of each year group. The smaller the gap between the lines the higher the proportions of each year group are still surviving. These charts lead to the following conclusions: -

Star – Boats continue to be built at a comparatively stable rate, despite the great age of this class. There are practically no boats built before 1970 still actively raced, though a small proportion of classic boats is still alive. A high proportion of boats recently built are still alive, indicating high durability, but this is only a small proportion of all the boats built. It has been possible to cross-check live boat estimates against its British-based equivalent, Flying Fifteen. In both cases the average of live boats is 11 years.

Mirror – The bulk of the fleet is ancient, because sales were high in early years, but have tailed off to minimal amounts in the last quarter century. On the other hand the vast majority of the boats actively raced are only a few years old. Most boats less than five years old are actively raced, but that does not apply for older boats. A well-maintained Mirror can last a very long time, but few older Mirrors are well-maintained.

Laser – After an initial surge for the first decade, sales have slowed to a steady but stable and continuing rate. However as much as half the actively raced fleet is less than five years old, indicating that peak fitness is short-lived. Nevertheless a substantial part of the fleet remains sailable, even if no longer competitive.

Dart – Sales have been steady for many years, but have recently begun to decline sharply. Half the actively raced fleet may be more than a decade and a half old, indicating that older boats are still competitive.

F. Championships

Championship attendance has been suggested elsewhere as a basis for assessing participation by different types of boat. This has the advantage that the data is easy to analyse, because it is already collated by various sources in the major sailing countries. For the record, data is presented below for the two largest sailing countries, namely the United Kingdom and the United States.

On the basis of championship attendance, keelboats are seen to be considerably more popular, becoming the second most popular, after two-handed dinghies in both the UK and the US. If the figures are calculated in terms of individual participants, rather than entries, then keelboats competitors would be the most popular of all.

However this is a very poor indicator of participation in the sport of racing sailboats, as only a small minority attend championships. Assuming that the UK and US account for a fifth of all racing, only a tenth of boats still used and only a fifth of boats actively raced boats attend a national championship. Furthermore attendance varies enormously between the different types of boat. Generally, the smallest market segments display the greatest enthusiasm, most notably in High-Performance Dinghies, both single- and two-handed, as well as the Heavyweight Single-Hander. None of these segments accounts for much more than one percent of all the boats built. The relatively low turnout for 1 Person Dinghy is a statistical anomaly due to counting only one championship for standard Lasers, not Masters, Youth or Radial. Multihulls show the lowest attendance, but still account for a tenth of the classes eligible for Olympic Events.

Table 14: Participation in National Championships by Event

Type of Boat	Share of All Nationals		Proportion of Sailboat Population		
	UK	US	Active	Alive	Built
2 Person Dinghy	21.0%	28.4%	35%	15%	3%
2 Person Dinghy (High Perform)	8.3%	1.9%	67%	37%	18%
Keelboat	14.8%	26.1%	29%	23%	15%
Multihull	7.1%	9.4%	7%	3%	1%
1 Person Dinghy	12.2%	6.8%	11%	5%	1%
1 Person Dinghy (Heavy)	4.2%	0.7%	51%	22%	5%
1 Person Dinghy (High Perform)	3.4%	1.4%	76%	54%	15%
Sub-Total for Olympic Events	71.1%	74.7%	20%	10%	3%
Youth	26.4%	22.8%	16%	13%	3%
Yacht	2.5%	2.6%	18%	4%	2%
Total	100.0%	100.0%	19%	10%	3%

Sources: *Yachts & Yachting, Sailing World, UKCRA Estimates*

Nevertheless, as it happens, there is a useful opinion poll about this group's opinions. At the time of publication, an on-line survey by Sailjuice has approximately 1500 participants who were asked the question "Which Event should ISAF eliminate from the Olympic Games?" The profile of respondents closely matches that of our calculations for competitors, rather than boats, at UK National Championships (shown in brackets). Hiking Dinghy = 45% (39%), High Performance Dinghy = 18% (14%), Keelboat = 13% (26%), Catamaran = 9% (10%) and Yacht = 8% (9%). 13% of the participants also added that they were keen enough to be involved in an Olympic campaign.

In declining order, the opinion of such expert racers is that the least desirable Event is Men 1 Person Dinghy (Heavy) = 29%, Women Keelboat = 21%, Men 2 Person Dinghy = 14%, Men Keelboat = 9%, Open Multihull = 9%, Men 2 Person Dinghy (High Performance) = 6%.

When further asked what new Event they might prefer to see, the most popular suggestion was Women 2 Person (High Performance) = 39%, followed by Open Team Racing = 24% while Women Match Racing = 8% only.

The clear implications from the only current survey of competitors available is that Men 1 Person Dinghy (Heavy) and Women (Keelboat) represent few people other than themselves, while there is unsatisfied interest for more High Performance, Open and varied Events.

G. Yacht Racing

It has also been suggested elsewhere that Keelboats are the Olympic representative for enormous numbers of yacht racers. Unfortunately there are no comparable global statistics to confirm whether or not this is true. However there are a few indications that make it possible to guess the approximate size of the market.

United States: The National Marine Manufacturers Association calculated in 2005 that there are 137,000 sailboats registered with in-or outboard engines. As registration is required in 80% of the states by population, this generates an estimate of 172,000 yachts in the largest

market. It implies that yachts account for 11% of an estimated boat park amounting to 1.56 million sailboats.

United Kingdom: The 2006 Arkenford Watersports Survey estimated that 327,000 people participate in yacht cruising and 527,000 in dinghy sailing. Assuming 4 people per yacht and 1.6 per dinghy, this implies that yachts are 20% of the total. ICOMIA estimates the UK boat park at 212,000 sailboats, which suggests probably about 40,000 yachts.

Italy: The National Union of Boat Builders has identified 14,884 registered yachts in 2005. This compares with estimates of 7880 unregistered dinghies and 6750 unregistered catamarans, so represents 50% of the sailboat park.

Sweden: The Swedish Boating Survey found that sailboats with sleeping accommodation account for 7.7% of the 718000 boats owned in 2004. This implies that there are 55,000 yachts in Sweden.

If the data for those countries are used as benchmarks for their respective regions and applied to ICOMIA figures for sailboat parks of 2,737,000 (including our estimates for missing data), that generates estimates of nearly 600,000 yachts globally.

However data on the size of boat parks needs to be treated with caution, as it may be based on unrealistic assumptions. The figures may be a better representation of the number of yachts built than of yachts still alive and sailed.

For example Italian statistics simply make an assumption of 20 years useful life for dinghies and cats, whereas our analysis of Open Meetings indicates 13.7 years for the Star keelboat in the US, 12.7 years for the Dart catamaran in the UK and only 7.3 years for the Laser dinghy in the UK. Even for recreational use, sample club data suggests no more than 15 years for the Laser. These are best case examples, because these are examples of highly successful classes and the life expectancy of less successful classes will be shorter. Similarly the NMMA estimate for the US sailboat park is equal to the sum total of all US sailboat production in the last 35 years. It assumes mortality only about 1.5% per annum, which seems low.

Registration is not necessarily an indication that a boat is in use, but often merely a legal confirmation of ownership, or legal licence to use national waters. Unlike cars, there is no system for recycling fibreglass boats, so many unused boats are still in existence and are not craned into the water from one year to the next. In the United States licence terms vary from state to state. Typically annual licence may cost a modest \$25, so it is a very cheap option for the dream that one might use the boat again, or find someone interested in restoring it. That contrasts with the considerable cost of scrapping, which could easily amount to several thousand Dollars, depending on the size of the yacht.

Unfortunately statistics for cruising yachts presents certain logical difficulties if applied to racing sailboats.

1. The argument that keelboats are representative of yachts is akin to claiming that racing cars are representative of motor homes, when their close relative is sports cars. Analysis of categorisation systems above shows that yachts are a separate category in their own right. Just as the Radio category is ineligible for the Olympics because racing does not require athleticism, so yachts are ineligible on grounds of cost, transportation and the different cruising rather than racing purpose for which they were designed.
2. If some yachts are to be representative of Keelboats, then others should be representative of Multihulls. According to industry sources the multihull proportion might have been 5%-10% traditionally, but it is rapidly growing and already amounts to approximately a third of the modern charter fleet.
3. Whatever these statistics show about boats built or alive, the proportion of yachts actively raced is minimal. As the best-selling US yacht, the Catalina 22 last year attracted just 43 entries for its championships out of its 15,500+ owners. Of the

estimated 6500 boats built for the second best-seller, Catalina 30, only 1000 joined the Class Association and of those only 15% are racers, according to last year's survey by Sailing World magazine. In the UK championship turnout is low. Only 14 of the classes listed by Yachts and Yachting had a championship, and none attracted more than 27 entries either this year or last year. Together they mustered only a third of the entries that Keelboat classes attracted. Furthermore there is a substantial element of double counting at major regattas. For example, of the 1000+ entries to Cowes Week, more than 40% are Keelboats.

This low interest in racing yachts is borne out by our own survey of racing classes worldwide. Using sail numbers for one design classes, we could only identify about 40,000 one design yachts, compared with crude boat park guesstimate above of 0.60 million cruising yachts and around 1.40 million smaller racing sailboats.

Nevertheless there is a broader argument about the appropriate definition of participation. Just as most skiers do not race, and most horsemen do not participate in gymkhanas or show jumping, this does not exclude these sports from the Olympics. If this argument is applied to the Sailing Regatta by the windsurfing and keelboat lobbies, then it should be applied equally to beach catamarans, only there is no one to lobby for them as there is no Multihull Committee or Council member with a special interest in multihulls.

Appendix 3: ISAF versus IOC Requirements

Differences between ISAF Regulation 16.1.5 and IOC requirements set out in :-

- Review of the Olympic Programme and the Recommendations on the Programme of the XXIX Olympiad, Beijing 2008 – August 2002
- IOC Olympic Programme Commission Report – 24 May 2005 in its Report on Event Selection of August 2002 and subsequent Report of May 2005

(i) Spectator Appeal

ISAF Regulation = “Must combine both traditional and modern events and classes, to reflect, display and promote competitive sailing”

IOC Recommendation: = “Global public and media interest in a sport must be considered as key elements ... for these are fundamental elements in the success of the Games In comparison with other individual sports, the Commission noted the high quota and number of events in sailing, in comparison to the low broadcast and spectator appeal”.

Comment: IOC is not concerned how traditional the equipment is, but how well it attracts people to the sport. It appears that this Regulation was introduced at the Sydney Conference in 2000 after the Star was evicted, in order to ensure its reinstatement.

(ii) Weight Events

ISAF Regulation = “Must allow athletes around the world, male, female and of different sizes and weight, to participate”

IOC Principle = “Weight category events should not be allowed, except for the combat sports and for weightlifting”

Comment: The only Olympic sports to be allowed weight Events are Boxing, Taekwondo, Weightlifting and Wrestling. All of these are define their Events by the weight of the competitor. Sailing is the only sport to do so by the type of equipment, 1 Person Dinghy (Heavyweight). It appears that this was sub-category was created for the specific purpose of retaining the Finn, which has been an Olympic class since 1952. Rowing was also criticised.

(iii) Female Participation

ISAF Regulation = “Must achieve the current IOC objective of the minimum level of participation for women”

IOC Principle = “Sports should organise world and continental competitions for the youth/ junior age categories as well as for men and women”.

Comment : IOC does not specify that this be achieved via sexual apartheid as it does not say “youth/ junior and men/ women categories”. Four other sports have Events where men may (Open Event) or must (Mixed Event) compete with women in the same team. Badminton and Ice Skating have Mixed Events and all three Equestrian disciplines are exclusively Mixed – where individual or team. These provide other precedents for Open Events or even requiring that some Events are sailed Mixed in the Olympic Regatta.

(iv) Cost

ISAF Regulation = “Must give the best sailors in each country the opportunity to participate in readily accessible equipment”

IOC Recommendation = “It was noted that the Keelboat class are very expensive boats and demand costly infrastructure for Olympic competition, and for general practice and development in comparison to other classes. Therefore, if the Executive Board recommends the reduction in the number of athletes and events, the Commission believes these reductions could be made through the exclusion of keelboat sailing events”

Comment: Past ISAF President, Paul Henderson defended the decision to retain expensive Keelboats on the grounds that “It was pointed out that the PC was wrong in their cost evaluation as the installations for the keelboats did not increase the cost of the Games as the installations required for keelboats were needed for the Paralympics Events.” Since then a full range of dinghies, multihulls and even skiffs has been specially developed. Three Access boats are international classes recognised by ISAF. (See <http://www.accessdinghy.org> and <http://www.sailchallengers.com>). Nevertheless cost remains an issue for general practice.

(v) Similar Events

ISAF Regulation = "Must meet the IOC's criteria for participation in the Olympic Programme"

IOC Recommendation = "Similar events.....and large numbers of events for the same athletes should be avoided"

Comment: ISAF has included two Events for 1 Person Dinghy and for two for 2 Person Dinghy eligible only for Men. Skills may be readily transferable, as shown by Ben Ainslie winning Gold in successive Games sailing Laser and Finn.

(vi) Number of Events

IOC Recommendation = "While acknowledging that reducing the number of events would in most cases directly reduce the number of athletes, it may be difficult to make a significant reduction in certain sports in the current total number of events without eventually affecting the quality of the programme of a sport.

Comment: The conditions for maintaining eleven Events are met. ISAF is having such difficulty, if its Council disagrees with the slate of Events approved by its Events Committee. Eliminating Multihulls affects the quality by failing to show the full range and diversity of the sport. The objective of cutting the costs of hosting so many athletes can be achieved by alternative means, namely reducing the number of competitors per Event, rather than reducing the number of Events. This should not affect the quality of Events, because a 10% pro-rata reduction in fleet size will scarcely be noticeable to spectators.

(vii) Flexibility

IOC Recommendation = "The Olympic Programme must not necessarily reflect the programme of a World Championships of the respective Sport"

Comment: This indicates that it could be acceptable for ISAF to meet the IOC target for a reduction in the number of Events by changing classes among Men, Mixed, Open and Women were it minded to find a compromise solution to its dilemma without sacrificing the target of raising female participation or cutting off a branch of the sport.

In Defence of ISAF

NB: In his letter of 11th December 2007 to Council members the outgoing Secretary-General, Arve Sundheim states "Since the ISAF decision on the Olympic events in November 2007, the recommendation of the Olympic Programme Commission has been referred to in various external communications as though it was a policy of the IOC to recommend that if any events are to be removed from the Olympic Programme for sailing that it could be keelboat. This is not the case and as explained above, this statement was purely a recommendation in respect of the 2008 Olympic Games."

Comment: The distinction he seeks to make between a "policy to recommend" and a "recommendation" may not be appreciated by those using the "Plain English" of Article 29.

He adds "At the Council meeting on 9 November and prior to making the decision on the ten events for the 2012 Olympic Programme, the ISAF President was explicitly asked by a Council member if there was any IOC guidance which may affect the choice of events. The ISAF President responded that the IOC guidance was to achieve universality, nation participation, medal spread and media appeal. Be assured that if there had been any specific IOC guidance which was new to the table, you would all have been advised in advance".

Comment: The President provided guidance only on 'new' IOC guidance, rather than 'any' guidance, so it appears that no mention was made of the IOC Programme Review 2002.

Appendix 4: The Discipline of Multihull Sailing

Adult Perspective

Multihull sailing is an individual sailing discipline in its own right – as different as dinghy sailing is to keelboats or windsurfers, motorbikes are to cars, Formula One car racing is to rally driving or hang-gliding is to fixed-wing gliding.

The explosive power to weight ratio of a performance multihull is noticeably more dynamic than conventional monohulls. For any given weight the greater width of a multihull enables it to sustain greater righting moment and minimum drag converting these factors into forward drive.

Consequently catamarans are generally the fastest open racing boats. Among Olympic classes, the Tornado is 17% faster than 49er, 52% faster than 470 and 68% faster than the Laser on average, according to the RYA Portsmouth Yardstick and ISAF Small Catamaran Handicap Racing System.

At higher speeds, drag increases significantly. Indeed it increases at the square of speed. Thus sail shape, hull and foil fairness assumes increasing importance. A rotating mast plays an important role in maximizing this performance. This degree of performance attention and control does not exist on monohulls. The mast profile for a multihull is egg-shaped for maximum efficiency which when combined with other rig controls produces a three-dimensional bend characteristic which only exists in multihull sailing.

Whereas changing course can be a short term tactical decision for monohulls, which approach relatively slowly and tack relatively quickly, for catamarans this is a strategic decision requiring a significantly different approach and forward planning.

This makes the Multihull one of the most technically demanding of all disciplines in Olympic sailing and a unique technical skill at the highest competition level. In the past this has led to multihull Olympic success, generally, at a later age 30yr + unlike dinghy sailing 20yrs+. The Multihull Event is therefore one of the few Olympic Events that maximizes diversity because it is less ageist than some other disciplines.

Youth Perspective

Put young monohull sailors on a multihull and set them off for a sail and they will say: -

- It goes much faster for its size
- It accelerates like nothing else
- It tacks in a whole different way
- The skills required downwind are confusing for dinghy sailors
- The smallest technical adjustment makes a huge difference to speed.
- Floating 2 meters up in the air is brilliant!
- The power in the rig can take your breath away.

Put them on the race course and they will say: -

- The starting technique is a new challenge
- Upwind tactical decisions make a much bigger difference in cats than monohulls
- Downwind sailing requires planning way ahead while dealing with the here and now.
- Around the marks, tacking and gybing are critical to stay in the pack.
- Making the rig work is a whole new game.

The basic principles of sailing are the same for all boats, but the techniques applied and the feel required to sail a multihull at the highest level is quite different from that of any other sailing craft.

Brian Phipps
Author of "The Catamaran Book"

Appendix 5: The Historical Background

Changes in equipment have been a frequent feature of ISAF Council meetings. Since fibreglass technology appeared on the sailing scene, ISAF has chosen no less than fifteen different types of sailboat and five different types.

In the Sixties the Sailing Regatta was smaller and dominated by traditional keelboats. The classes initially selected were Star, 5.5 Metre and Dragon, but the Dagon was replaced by the Soling, which survived until 2000, when it made room for one for Women, namely the Yngling. The Star has faced relegation battles for 1976, 2000 and 2012 (two of which were against the Tornado) but survived.

Over this period, the number of dinghies Events has grown from two to five. In the single-handed segment, the heavyweight Finn has been joined by more popular boats, namely Laser for Men and first Europe, then Laser Radial for Women. Among two-handers, the traditional Flying Dutchman survived until 1992 to make room for the Laser. It was briefly joined by the Tempest, which supplanted a keelboat in 1972, but then was superseded the popular 470, which became the first example of sexual apartheid in 1988, with a second Event for Women. Development of high-performance skiffs led to the 49er in 2000.

The growth of windsurfing led to the inclusion of the first board for Men in 1984 and a second one for Women in 1992. While there have been frequent changes of equipment, there has been no subsequent change in the type of Event.

Similarly the growth in multihull sailing led to the inclusion of a Mixed Event in 1976. The Tornado has represented this sector throughout the period, but only after winning a selection battle, by upgrading to three-sail mode to match skiffs in 2000. Apart from the Star, once a class has been eliminated from the Regatta, it has never been reinstated. The decision of Council to eliminate the Multihull Event is unprecedented as it is the first time ISAF has ever excluded an entire branch of the sport, rather than just a class of equipment.

Among other sports that rely extensively on equipment, such changes are infrequent. For Alpine skiing slalom, giant slalom and downhill have been Olympic events since 1952. Two and four-man Bobsleigh have been Olympic Events since 1924. Among Equestrian Events, Dressage, Eventing and Jumping have all been included since 1912.

Table 15: Olympic Sailing Events 1960-2012

Class	Classification	60	64	68	72	76	80	84	88	92	96	00	4	8	12
5.5 Metre	Keelboat														
Dragon	Keelboat														
Soling	Keelboat														
Star	Keelboat														
Yngling	Keelboat														
Finn	1 Person Dinghy														
Laser	1 Person Dinghy														
Europe	1 Person Dinghy														
Laser Radial	1 Person Dinghy														
470 Men	2 Person Dinghy														
470 Women	2 Person Dinghy														
49er	2 Person Dinghy														
Flying Dutchman	2 Person Dinghy														
Tempest	2 Person Dinghy														
Tornado	Multihull														
Windsurf Men	Windsurfer														
Windsurf Women	Windsurfer														
Total	All Categories	5	5	5	6	6	6	7	8	10	10	11	11	11	10
Sub-Totals	Keelboat	3	3	3	3	1	2	2	2	2	2	2	2	2	2
	2 Person Dinghy	1	1	1	2	3	2	2	3	3	2	3	3	3	3
	1 Person Dinghy	1	1	1	1	1	1	1	1	1	2	2	2	2	2
	Windsurfer	0	0	0	0	0	0	1	1	2	2	2	2	2	2
	Multihull	0	0	0	0	1	1	1	1	1	1	1	1	1	0

Source: IOC