

2.4 Metre International Class Association



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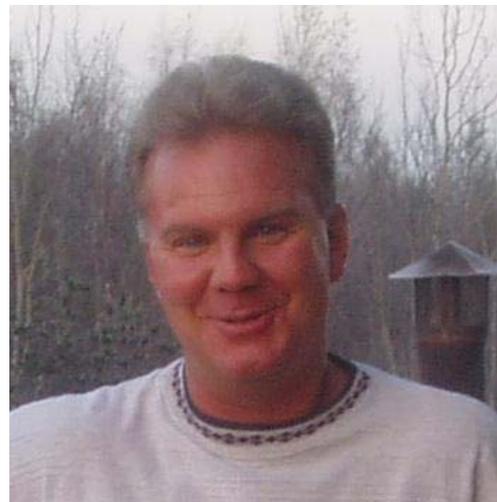
Website Address:
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Secretary's Report

Hello Everyone!! As advertised, here is the next installment of what I hope will remain a regular occurrence. I will continue to act as a strong link between the individual National Class Associations and the International Class. Communication is vital to the future growth and development of our Class. The strength of our Class is only as strong as its membership. I will also continue to oversee the website and work with our webmaster to ensure that the website is up-to-date and that new information is quickly posted. I ask that all National Class Association Contacts send this Newsletter to its' members as I do not have everyone's Email address. One thing that I would like to ask is that you go to the website and click on "Email Directory." Please submit your information as requested. This will allow you to automatically receive this Newsletter and allow other Class members to contact you.

The website for the International Class continues to grow. I am happy that there has been a lot of cooperation from fellow sailors.

This project will continue to grow and develop with the ultimate priority of keeping the site up-to-date. If you are a supplier of 2.4mR equipment, an NCA Contact, or a Class Official and your contact information changes, please send me your updated information. I wish to thank our webmaster, Antero Karjalainen of Finland, for his





commitment to this project. If you have not been to the website recently, I encourage you to do so at least once a month. There is much activity at the International level. Major occurrences and developments will be posted at the top of the homepage.

As you know, the topic of going One Design is again being discussed. I ask that you use the Sailor's Forum located on the ICA website at <http://www.boatsit.com/discus/messages/393/393.html> , as a resource to express your views. I have received many Emails from concerned sailors. Please remember that the ICA is IN THE DISCUSSION PHASE ONLY for the topic of going One Design. NO DECISIONS HAVE BEEN MADE AND WILL NOT BE MADE UNTIL THE AGM IN HELSINKI.

As all of you know, the 2006 World Championships is fast approaching. This year the AGM will be held over two (2) days and before the first race of the World Championships. The dates of the 2006 AGM are 29-30 July 2006. These dates are the measurement days of the Championship. I have spoken with the regatta liaison and have made arrangements for all NCA Representatives and Class Officials attending the AGM to have their boats measured early on the morning of 29 July. This way all attendees will be finished measuring their equipment and the meeting can begin in the early afternoon and continue uninterrupted. I have sent an Email to all Class Officials and NCA Representatives asking who will be attending the AGM and competing. This will allow me to send a list of sailors to the regatta organizers listing the boats to be measured first.

The reason this year's AGM is scheduled before racing and over a two (2) day period is because there are many topics that need to be addressed and will consume a lot of time. Since the ICA has adopted a new Constitution, the entire organization of the ICA will be restructured in order to follow the election parameters of our new Constitution. This will require the election of the positions listed below. The One Design issue will also be an agenda item. These two (2) items alone will take probably one (1) day.

Since our AGM is only a few months away, I need to start collecting information. On 20 April 2006, I sent an Email to all NCA representatives requesting an NCA Report, NCA proposals for items they wish to be discussed as well as amendments to the ICA Constitution and current Class Rules. Additionally, I asked each NCA to provide me with the name of the person which will represent your NCA, at the 2006 AGM, with voting rights. If your NCA will not be attending the 2006 AGM, I encourage your NCA to send their voting rights with a person that will be in attendance. This way the voice of your NCA will be heard. Finally, I requested nominations for the following positions:

Vice President-2 year term
Secretary-2 year term
Treasurer-1 year term
Executive Committee Director-1 year term
Executive Committee Director-1 year term
Technical Committee Member-2 year term
Technical Committee Member-2 year term
Technical Committee Member-2 year term
Webmaster-1 year term
Officers of Honor (Refer to ICA Constitutional paragraph 8.2)

According to our new Constitution, there needs to be at least one (1) nomination received for each of the above positions (except Officers of Honor) or the ICA Executive Committee may make such additional nominations as are necessary in order to fill all available posts. Refer to ICA Constitutional paragraph 11.2. This is your Class and your opportunity to send the ICA in the direction you desire. Please do not allow four (4) people to make this decision for you and decide our path.



All nominations for officers, applications to host a World or Continental Championship as well as NCA Reports and Proposals must be received, by the ICA Secretary, no later than 16 June 2006. Nothing will be accepted after this date nor will they be accepted at the 2006 AGM. ALL SUBMISSIONS MUST BE SENT BY YOUR NCA REPRESENTATIVE AS LISTED ON THE ICA WEBSITE. NO PERSONAL SUBMISSIONS WILL BE ACCEPTED.

I wish to thank all the people who made contributions to this Newsletter for without you, there would be no Newsletter. I specifically would like to thank Hasse Malmsten of Sweden, Peter Braun of Denmark, Peter Russell of Australia, and Peter Wilson of the United States.

Finally, since my office is up for election this year, I want to take this time to thank the International 2.4mR Class Association for the opportunity to serve as Secretary and all of the sailors for their assistance and support over the last two (2) years. As the outgoing Secretary, this will be my last Newsletter. The elections will govern the future—OUR FUTURE. Happy sailing to everyone and inshallah I will see you in Helsinki!!!

Thomas Franklin

Thomas Franklin
Secretary—2.4mR International Class Association

Technical Committee Report

Below are proposed amendments, for 2007, to our current Class Rules. I wish to thank Great Britain, the Australian, and the US NCAs for their contribution.

Håkan Kellner

Håkan Kellner
Chairman—Technical Committee





2.4mR Class Rules **Amendments for the 2007 version** **Proposal from the Technical Committee**

Rule C.4.2(a)(1)

Current rule: Towing rope minimum 5m long of not less than 5mm in diameter.

New rule: Towing rope minimum 9 meters long of not less than 5mm in diameter and material that floats.

Comments: 5 meters is not long enough to safely tow boats when the line goes from mast to mast when boats are in a string. (Proposed by the US NCA)

Rule D.4.1(a)(1)

Current rule: One manual bilge pump with a minimum capacity of 0,5 litre per stroke.

New rule: Deleted.

Comments: This rule is exactly written in C.9.1(a)(2). C.4.1 describes it as portable and D.9.1 as installed which makes a contradiction. This should be taken care of. Normally rules in Section C are to be checked at events and rules in Section D at fundamental measurements, but D.9.1(a) (1) and (3) are often checked at events as well. (Proposed by the US NCA)

Rule G.3.1 (c)

New rule: As an alteration to RRS APPENDIX G1.2 b), the national letters and distinguishing numbers shall be of the following minimum dimensions:

Height	250mm
Thickness	30mm
Space between adjoining letters and numbers	45mm

Comments: This will be exactly as in the rule from 1994, and this has been applied by the sail makers even since this clause by a mistake disappeared from the rule when converting it to the SCR format.

Rule J.1

Current rule: In the figure there is a second heading "APPENDIX B, CLASS INSIGNIA"

New rule: Delete the text in the figure APPENDIX B, CLASS INSIGNIA.

Comments: This figure is taken from the old version of the Class Rules where the Appendix was called B. The whole figure was inserted including the heading.

Rule J.2

Current rule: The National letters and distinguishing numbers shall be placed on the mainsail as laid down in the RRS. They shall be of the following minimum dimensions:

Height of insignia	220mm
Width of insignia	520mm
Width of figures	200mm
Thickness of figures	40mm
Thickness of line	40mm
Diameter of point	55mm
Space between line and figures	10mm

New rule: deleted



Comments: The original diagram of the class insignia was made in scale and without dimensions. This was inserted in the new rule as App J. In order to clarify the dimensions of the insignia, the dimensions were scaled from the figure and inserted as J.2, where the dimensions were intended to refer to the insignia only, which was not written clearly enough. Later the ISAF has completed the diagram with dimensions. J.2 is no longer needed. The dimensions of national letter are ruled by RRS. (Proposed by the UK NCA).

Rule J.3

Current rule: J.3

New rule: New number J.2.

Comments: See above

Rule K.3.1

Current rule: The weight in C.5.1 shall be minimum 259kg and maximum 261kg

New rule: The weight in C.5.1 shall be 254kg.

Comments: Measurements have shown that the displacement of Norlin Mk III design corresponds to the boat weight in C.5.1 of 254kg.

Rule K.3.2

Current rule: The weight of the lead **ballast** in the keel including equipment specified below and placed in the keel whilst racing shall be maximum 182 kg. Equipment that is not included in the ballast weight is one electrical pump weighing not more than 0.400kg, one manual bilge pump made of plastic and hoses made of plastic.

New rule: The weight of the lead **ballast** in the keel including equipment specified below and placed in the keel whilst racing shall be maximum 176 kg. Equipment that is not included in the ballast weight is one electrical pump weighing not more than 0.400kg, one manual bilge pump made of plastic and hoses made of plastic.

Comments: According to K.3.1 the ballast weight will decrease correspondingly with 6kg.

How To Build A Fleet

by Hasse Malmsten

First, have a very clear objective. In our case, on the west coast of Sweden, we wanted a fleet for the local sailor, first and foremost with the aim to have fun together. Peer relationships matters more than pure competition. Racers need to compete not only against their peers in ability, but also against their peers in social status—we need to be more careful to accommodate and welcome all levels of racing in our local class events.

Initially, we projected approximately five boats the first year, adding three boats each following year. Next, consider existing resources. Are there any 2.4mR in your area? Are there older x-2.4 sailors? Utilize them in whatever capacity you feel they can best help the fleet. For example, elect them to be in charge of various fleet duties such as Fleet Captain, Secretary, Race Chair, Tuning Specialist, Web page coordinator, Boat Repair Specialist, etc.





The next step is to find dry storage. Our fleet evaluated very carefully the capacity of all the Yacht Clubs in our area in terms of their hoists. Attempt to negotiate special rates for storage. Negotiate with at least five boats that can move in tomorrow.

The Classic category for boats pre 1991 and Norlin Mk III is a good place to start. These 2.4mRs are available for much less than the Norlin and Stradivaris boats, and without a doubt, are the best value of any racing keel boat in the world. In Scandinavia, it is not too hard to find modern boats of 10+ years in age.

Persuade five or six of your closer sailing companions to each donate one thousand dollars/euro up front. Use this seed money to purchase older boats. This kind of support is necessary if you are serious about building your fleet. You will have to research boats for sale, be persistent with hesitant sellers, and talk them down in price. It will take work to get the boats you need at the prices you can afford.

Next if your club does not have weekly club races, set your own race committee and go race short windward-leeward courses with the main objective being to have fun. We closed each evening with a social event. There was no entry fee for these races, and it was the most fun people had in years.

Make several "trophy-worthy" categories:

Best beginner

Best woman

Best baby 2.4mR sailor, under 25

Best junior 2.4mR sailor, under 40

Best sailor over 70, etc.

Finally, encourage sailors from other classes to join you. Even non 2.4mR sailors can improve their game by getting approximately one hundred additional starts and mark roundings. Remember to listen very carefully to input from your fellow sailors. However, show clear leadership and do not deviate from your mission.

See you on the water!!

2.4mR – One Design is a Class Growth Opportunity

The US 2.4mR NCA Position

There are two reasons the class should consider taking the appropriate steps to make the 2.4mR an international one design class. First we are already more than halfway there with the Norlin Mk III, and second, it is the best path for increasing class growth worldwide. Clearly there are also potential issues relating to the large number of non-Norlin Mk III boats in Scandinavia that will have to be addressed. However, they are not insurmountable, and we should be able to work together to find a way to resolve them.



We are more than halfway towards becoming a one-design class with an estimated almost 70% of the membership sailing a Norlin Mk III (or earlier Norlin design).

- While some have extensively customized the Mk III, most of us sail the basic boat with modifications focused mostly on sail handling and tuning. Without the support of Björndahl to build the Norlin Mk II and the III, and to a lesser extent the US and Australian builders, it is quite likely that the 2.4mR class



would be a small class, like some of the other metre boat classes. The broad availability of the Norlin Mk III has brought the class some stability and made it almost de facto one design.

- However, the stability and growth provided by the Norlin Mk III is at risk as long as we stay a development class. Consider what might happen to our class if somebody builds a design that beats the Norlin Mk III hands down on all points of sail? Would we ‘outlaw’ it? Of course not. But it is clear that we would all be faced with a very tough decision, sailors and builders alike, and many sailors would probably become less active rather than buy the new design.
- Appendix K has provided a measurement framework to bring the Norlin Mk III boats to a reasonably equal footing for Paralympic sailors, and is being used for major events in the US where over 25% of the fleet is often disabled sailors. Appendix K is a proxy for one design, not perfect, but it appears to work.

The primary reason (and opportunity) to become one-design is to facilitate class growth.

- Our boat is probably one of the very best in the world wherein sailors of all ages and physical abilities can compete on a sailing skills basis. Can we name another class where disabled sailors finish at the top in the world championship? The 2.4mR has the potential to appeal to a much broader mix of sailors than any boat in the world, but cannot realize this potential until it can promise those sailors that it will always be a competition of sailing skills, not one of boat design or “customization”.
- Development classes tend to stay small because there is no incentive for builders to support and promote the class. Most of us also do not have the time, or money, or skill (or all of these) to invest in optimizing a development class boat. When you sail in a development class, those with more money and time can gain design and “optimization” advantages that the weekend sailor cannot ever match. Competing on the basis of design appeals to a limited number of people, and by its very nature limits growth potential.
- Most sailors want to compete on the basis of skills (preparation and sailing), not money. That makes the sport fun. Most sailors want a boat that will stay competitive over time, and have some resale value as an entry point for new class members. When you can buy a stock boat that is competitive, you enter a reasonably level playing field. Hence, one design racing has a very large appeal. In fact, one could argue that the availability of the Norlin Mk III production boat has helped the class to grow by appealing to sailors who don’t want or have the time to play the design optimization game.
- Paralympic sailors are an important part of our class, and it is important for the whole class that the 2.4mR remain the Paralympic single handed boat. IFDS wants all Paralympic boats to be one-design, to assure that their Olympic competition is among sailors, not boats. Disabled sailors should have the opportunity to compete on a skills basis, which is what the Olympics is all about, and our class has the opportunity to assure that this happens in the future.

Issues to address

Non-Norlin Mk III boats - Assuming that a shift to one-design is based on the Norlin Mk III (which is the logical choice), this has implications for owners of older boats and non-Norlin designs...”I need to buy a new boat to compete”. Yes, and maybe no. We see no reason why local fleets cannot continue to allow a wide range of 2.4mRs to race together. Toronto’s fleet does this, as do many in Europe. However, if you want to compete for 2.4mR class prizes at a national, continental, or world level, then you must move over time to the one-design. To smooth the transition to one design, the class might decide to allow “open” boats to race at the larger regattas competing only for top “open” prizes for several years.

Grandfathering -Will a one-design rule based on the Norlin Mk III be able to adequately “grandfather” pre-one-design Norlin Mk III boats? If a Mk IIIA design becomes the platform, and the only change is to smooth out the current minor symmetry problems, then grandfathering should be possible. However, this is a question best answered by our class measurers in conjunction with Peter Norlin. Our sense, based on several major events that were raced under Appendix K, is that it will be possible to grandfather.



Consistency across builders – It is clear that the hulls built by the three licensed builders are not currently identical. Are the small differences meaningful? No one knows for sure. In a boat that spends a lot of time “down speed”, these small differences probably won’t impact performance. Nonetheless, if the class elects to go one-design, it will be important to initiate a project to assure that all builders are building the same boat with the same lay-up and other specifications to create appropriate one design consistency long term. A key to the long term growth and health of any (one design) class is that the boats be high quality, and competitive “out of the box”. If owners have to tweak and/or pay extra to get the boats competitive then the great majority of the sailors will get discouraged by being beaten all of the time. This has happened in many Olympic classes (Tempest, Soling, and Flying Dutchman), and where are those classes now.

New tooling required - The current tooling used by most all builders is old and needs replacing. Additionally, it is not symmetrical side to side and not a fair as it should be. There seems to be little point in building new tooling without solving these problems. As well, attracting good builders to the class has been difficult due to the high cost of the tooling required and the fact that we are a development class. Currently a financial sponsor is working with Norlin to produce a set of lines that will be modeled off the Mk III, but will be faired and cleaned up. Our sponsor is prepared to underwrite the initial investment for the tooling and recover his cost from licensed builders only as boats are built. This could be an important positive step towards going one design. However, the sponsor sees little value in making such an investment to promote the class if it will not become one design.

Regatta Reports

Semaine Olympique Francaise 2006

Reprinted from ISAF News by Corinne McKenzie (as amended by ISAF)

23 April 2006



The 1,000+ sailors kicked off their campaigns today at the ISAF Grade 1 Semaine Olympique Française. A light and shifty breeze across the six racing areas, resulted in a tricky day on the water, but one in which some of the new young faces in Hyères were quick to seize the initiative.

Thierry SCHMITTER (NED) won both races in the 2.4 Metre Paralympic event, leading the scoreboard in front of 2005 winner Helena LUCAS (GBR), whilst Ruud HOLSTEIJN (NED) and Bjornar ERIKSTAD (NOR) are tied in third.



24 April 2006

Racing in Hyères hit full speed, with 46 races completed in perfect conditions on the second day of the ISAF Grade 1 Semaine Olympique Française. After some of the new faces impressed on day one, the breezier conditions brought many of the favourites back into the reckoning as racing nears the halfway mark. **Thierry SCHMITTER (NED)** conserved his lead in the 2.4 Metre, with 2005 winner **Helena LUCAS (GBR)** only two points back in second place. **Bjornar ERIKSTAD (NOR)** lies third. Defending champion and **Alcoa IFDS World Disabled Sailing**



Championship silver medalist **LUCAS** commented, *'The first race was great, and I won quite easily thanks to some brilliant conditions, some big waves and some awesome surf downwind. The downwind legs were where I pulled out my biggest leads by just catching some good surf. In the second race I was just down on pace for some reason – not really sure why - but it was generally not a bad day!'*

25 April 2006

Medium easterly breeze and choppy waves provided once more for some good racing in Hyèresat the ISAF Grade 1 Semaine Olympique Française and in most classes the lead saw few changes. No change either in the top three ranking for the 2.4mR class. It is however the first race won in Hyères by Norwegian **Bjornar ERIKSTAD** who remains in third overall behind **Thierry SCHMITTER (NED)** and **Helena LUCAS (GBR)**. **Megan PASCOE (GBR)** gains one place in the overall results in fourth.

26 April 2006



A quiet blue sea and bright sunshine welcomed the sailors on the fourth day of racing at the ISAF Grade 1 Semaine Olympique Française. A light wind appeared in the afternoon, with all but the windsurfers managing to complete races in a day which seemed to favour the chasing pack, as they reeled in the top crews on the leaderboards.

Unfortunately the conditions at the end of the morning were more suited to sunbathing than sailing! The racing committee postponed all



classes waiting for the sea breeze. Appearing timidly early afternoon with five to six knots near the coast, there was just enough wind to start the seventh race in the 2.4.Metre. Thierry SCHMITTER (NED) claimed his fifth race in the championship, increasing his dominance in the fleet. Second place went to Bjornar ERIKSTAD, the Norwegian who is consistently improving in his first time at Hyères. *'My aim his for a top three placing,'* revealed ERIKSTAD. After wining his first race ever in an international event on Tuesday, he is closing the gap on defending champion Helena LUCAS (GBR), who scored her worse result with a fourth place. *'I started on the port end of the line,'* recalled LUCAS, *'I heard the race officer calling GBR so I thought I was over and restarted, I found out later that I had a clear start and it was Megan [PASCOE (GBR)] who was over. It does look tricky now to win the regatta. I have to try to win the three last races. Anything can happen!'*

27 April 2006

The penultimate day of the ISAF Grade 1 Semaine Olympique Française saw the fickle conditions in Hyères leaving the sailors on the shore for much of the day, although a light wind did eventually see most of the boats out on the water. Yesterday's disappointment though turns into anticipation today, as the Medal Races promise an exciting and closely contested series of finales to this year's record breaking regatta.

In the 2.4 Metre, Thierry SCHMITTER (NED) scored his seventh bullet of the series and looks certain to take the gold medal tomorrow. The 2.4 Metres will sail a normal race to complete their series, with Helena LUCAS (GBR) looking to hold off Bjornar ERIKSTAD (NOR) for silver.

28 April 2006

As the final day at the ISAF Grade 1 Semaine Olympique Française dawned, the tension building for the final Medal Races increased as the wind threatened to put a dampener on the regatta finale. But a westerly breeze swept in and the Medal Races ensued, with plenty of drama as the podium places were decided. Everything was in place for the Medal Races in Hyères. Two racing areas were set close to shore, a host of media boats were all set to take to the course and the live speakers hummed in anticipation. There was even a free full breakfast to entertain the 'non selected' sailors. The only unknown parameter was the wind! The weather team had predicted no less than four winds trying to squeeze in the bay of Hyères; that is three too many! While the sea breeze was expected, the westerly wind turned out to be the one that saved the day, allowing the Medal Races to start with only a one hour delay.

Meanwhile in the 2.4 Metre competition Thierry SCHMITTER (NED) took the overall honours, with Helena LUCAS (GBR) securing silver with a final race bullet, and Bjornar ERIKSTAD (NOR) third.





38ème SEMAINE OLYMPIQUE FRANCAISE 2.4mR - Fleet racing

Results after 10 races (Discards : 2) (11 entries)

(Click on the underlined names to access the individual skipper's file)

Pos	Sail	Competitors	Pts Net	Pts tot	r.1	r.2	r.3	r.4	r.5	r.6	r.7	r.8	r.9	r10	Club/Country
1	NED 12	<u>SCHMITTER Thierry</u>	11.00	17.00	1	1	2	1	3	1	1	1	3	3	WV BRAASSEMERMEEER - The Netherlands
2	GBR 75	<u>LUCAS Helena</u>	14.00	21.00	2	2	1	2	2	3	4	3	1	1	Great Britain
3	NOR 102	<u>ERIKSTAD Bjornar</u>	19.00	29.00	3	4	5	3	1	2	2	5	2	2	TONSBERG SF - Norway
4	NED 11	<u>HOLSTEIJN Ruud</u>	31.00	42.00	4	3	4	5	6	5	3	4	4	4	WVBRAASSEMERMEEER - The Netherlands
5	GBR 60	<u>PASCOE Megan</u>	32.00	50.00	5	6	3	4	4	4	OCS	2	5	5	Great Britain
6	FRA 13	<u>TOURNEUX Herve</u>	50.00	66.00	6	5	7	7	7	7	5	9	7	6	S R VANNES - France
7	FRA 9	<u>FULGONI Gerard</u>	50.00	67.00	8	7	6	6	5	6	6	6	9	8	I.Y.C DE HYERES - France
8	FRA 16	<u>VENNIN Jean-marie</u>	58.00	76.00	7	8	8	8	10	8	7	7	6	7	Y C ILE DE FRANCE - France
9	FRA 1	<u>MORAINES Magali</u>	69.00	92.00	11	9	9	DNF	8	9	9	8	8	9	HANDI VOILE MIDI PYR - France
10	FRA 8	<u>MIRC Jean claude</u>	79.00	103.00	9	10	11	DNC	9	10	OCS	10	10	10	HANDI V. MIDI PYR. - France
11	GBR 56	<u>PREVITE Andrew</u>	84.00	108.00	10	DNC	10	DNC	11	11	8	---	11	11	QUEEN MARY SC - Great Britain

Penalties and redress : 6 (3 DNC ; 1 DNF ; 2 OCS)



Reports From NCAs

Danish National 2.4mR Class Association

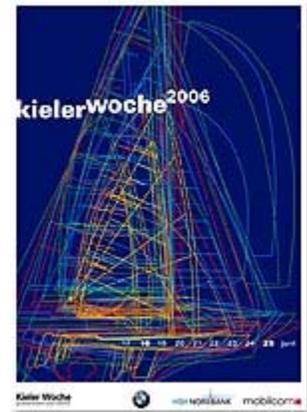
We are pleased to announce that we have launched the website for the 2007 World Championships which can be found at www.24worlds07.org. Of course the site is still under construction in a lot of areas, but the first steps are taken and the structure is laid down.



German National 2.4mR Class Association

The 2.4mR will be part of Kieler Woche 2006. The regatta is scheduled for 17-25 June. Since the integration, of the 2.4mR into this event, our fleet size has always been below the minimum number of 25 boats required to be accepted as a Class. Our future participation beyond 2006 is at risk!! There are really only two opportunities for Olympic Classes and Paralympic Classes to share the same venue—US SAILING'S Rolex Miami Olympic Classes Regatta and Kieler Woche. Kieler Woche, because of its' camaraderie and close interaction, allows Paralympic 2.4mR sailors the possibility to showcase themselves as legitimate athletes on a world stage and demonstrate that Paralympic sailors deserve the same respect and opportunities as the Olympic sailors.

All Paralympic sailors and those aspiring to be one are invited to accept the challenge and share the responsibility to show that Paralympic and Olympic sailors are equals by participating in Kieler Woche 2006. Our future and growth depends upon it. The event website is <http://www.kieler-woche.de/eng/englishdefault.htm>



The following is reprinted from ISAF News dated 01 April 2006.

One of sailing's grandest and oldest institutions, the ISAF Grade 1 Kiel Week is adopting the new Olympic Format for this year's event, with the top ten crews across the Olympic Classes going into a Medal Race shoot out on the final day.

By adopting the new format, the 124th Kiel Week will be ensuring it remains right up to date when racing takes place from 17-25 June this year. The same format will be used in Qingdao, China at the 2008 Olympic Sailing Competition, and has already been adopted by the two ISAF Grade 1 all Olympic Classes events so far this year, Sail Melbourne and the Rolex Miami OCR.

'With the new system with final races we will increase the tension and we are able to present the finals right in the front of the harbour. That will bring more emotions from the water direct to the people on the dockside, where they can follow the races very closely,' explained Jobst RICHTER from the Kiel Week organizers.