

Youth Olympic Games – Nanjing 2014

Following the announcement of Nanjing, CHINA, to hold the second Youth Olympic Games in 2014 ISAF has issued an open invitation for manufacturers to put forward bids for the supply of Equipment to the Youth Olympic Games (YOG) for the One person Dinghy events. The 2014 YOG will be held in Nanjing from 16-28 August. It is anticipated that there will be a test event in August 2013.

IOC Vision

'The Youth Olympic Games will inspire young people around the world to participate in sport and adopt and live by the Olympic values.'

Age Category

The agreed age category for Sailing in the YOG is 15-16.

Events & Quotas for the YOG

100 athletes will compete in the sailing events at the YOG.

Event	Quota
Girl's One person Dinghy	30
Boy's One person Dinghy	30
Girl's Windsurfer	20
Boy's Windsurfer	20

One person Dinghy requirements

Event	2014 YOG Equipment Requirements	2013 YOG Test Event Requirements
Girl's One person Dinghy	35 (30 + 5 reserve)	20
Boy's One person Dinghy	35 (30 + 5 reserve)	20

For the purposes of the YOG ISAF will accept bids from manufacturers of any one person dinghy or multihull.

Windsurfer Equipment

The Techno 293 will be the equipment chosen for the 2014 YOG Windsurfing events, subject to the signing of the YOG Equipment Agreement.

Timeline

28 February 2012	Invite bids from manufacturers of equipment for the One Person Dinghy events
1 April 2012	Bid deadline
April 2012	Evaluate Bids
May 2012	Confirm Equipment – Sign YOG Equipment Agreement for both the One Person Dinghy and Windsurfer events.



Manufacturer & Class Commitment

The manufacturer shall supply at its own cost the Equipment for any of the events as above, which shall be complete and ready to sail dinghies to the total required for both the 2014 YOG and the 2013 YOG Test Event. The complete boat includes all items of equipment needed to sail at the YOG. A launching trolley for each boat (not the boards) shall also be supplied. The Equipment shall be supplied ready to sail at the YOG venue no later than 14 days before the start of the competition. The manufacturer shall also provide on site technical assistance and repair service for the duration of the Games.

All supplied boats and equipment shall comply with the relevant class rules and the building specification for the class, to be agreed with ISAF. All boats or boards shall be of a uniformly high standard of construction and finish and shall be identical in shape, appearance, weight and weight distribution, within the recognized manufacturing tolerances, so as to ensure that each competitor has an identical boat or board. No changes in the design of the boat or its fittings or equipment shall be made without the prior written approval of the ISAF.

The manufacturer and Class shall support the implementation of 6 Continental Qualification Events and a World Championship Qualification Event. The manufacturer and Class will use their best endeavors to supply equipment for the Qualification Events or make equipment available through charters.

Requested Information

Please send your proposals for the One Person Dinghy to ISAF in electronic format. The points below are an indicator of the information required. Please provide more information if you wish to elaborate in any areas and on any factors that you feel are important.

1. Suitability for Youth Olympic Games

Aim of section: to understand clearly the special appeal of the Equipment for the Youth Olympic Games

- suitability for girls and boys aged 15-16
- appeal to young people around the world
- promote sailing around the world

2. Boat Dimensions

Aim of section: to understand clearly the dimensions of the Equipment proposed:

- length, draft, beam, mast length and weight
- weight of boat and other equipment, such as mast weight
- construction materials and methods
- Sail area

3. Measurement

Aim of section: to understand how Equipment is verified as conforming to the rules, the overheads associated with this measurement process, and the opportunities for individual sailors to take advantage of tolerances in the rules

- one design, how strict
- what is normally measured
- length of time to measure at regatta, time to measure full boat, examples of measurement tools and forms used
- how well developed are the equipment rules; is there opportunity to make possibly significant changes to parts of the equipment within the current rules

4. Builder / Production Quality Control

Aim of section: to understand how Equipment is ensured to be of high and consistent quality

- are production manuals used
- mould control, and builder certification
- home building rules

5. Manufacturers / Suppliers

Aim of section: to understand how globally accessible the Equipment is to all sailing nations

- names and plant locations for hulls, foils, spars etc
- manufacturing capacities

- class or manufacturer ability and willingness to supply boats for the YOG and possibly other events such as qualifiers

6. Sailor Demographics

Aim of section: to understand the likely physique of potential sailors in the Equipment

- what are the typical and ideal sailor physiques for the Equipment
- specific physical and demographic data from the past 3 (if possible) events such as individual helm and crew statistics: [height, weight, age, sex, finish position and any other relevant items]

7. Fleet Locations / Boat Numbers

Aim of section: to understand how widely the Equipment is sailed today

- number of boats built in total, number built in past year
- where applicable location of last ten pinnacle events and number of boats, countries and continents represented
- number of boats racing at recent events, whether continental, regional or national championships, plus the countries and continents represented
- distribution by country and continent of boats being actively raced currently

8. Cost of Equipment

Aim of section: to understand the real cost of the Equipment

- cost (including taxes, in Euros, in a variety of countries including US, Germany, Singapore, Australia or NZ) of
 - ready-to-sail boat or board [excluding sail]
 - cost of set of sails
 - cost of a mast
- number of sails typically required
- competitive life of sails and hull

9. Transportation

Aim of section: to understand how transportable the Equipment is

- method equipment is normally transported to events: roof rack, trailer, truck, container, air luggage; one at a time, double decked or multiple boats on rack
- long distance shipping: aircraft baggage, or size of container and number that can fit in one container

10. Administrative Strength of Class Association

Aim of section: to understand the strength of any class association

- how long has class association been in existence
- list of class executive and country of residence
- activities of class association
- number of paid up class association members



11. Sailor Appeal

Aim of section: to understand the appeal of the Equipment to the sailor

- style of racing: strategic vs. athleticism vs. boat handling vs. boat speed
- what wind strengths is the Equipment suitable for racing (starting, and during the race)
- Why do you feel the Equipment would be attractive to 15-16 year olds

12. Media Appeal

Aim of section: to understand any extra appeal of the Equipment to sailor, spectator and media

- boat speed in wind speed of 5, 15, 25 knots upwind and offwind
- colourfulness of sails and spinnaker,
- planning ability and under what conditions,
- level of athleticism required,
- level of innovation in the Equipment
- typical closeness of racing and level of overtaking

13. Development

ISAF specifically selected the 15-16 year age group for inclusion in the YOG to complete the pathway and act as catalyst between junior sailing and the elite youth events. It is therefore likely that the Equipment selected will play a significant role in youth programmes around the world. Please can you outline how you as a manufacturer would intend to support the development of sailing through the provision of Equipment and what initiatives you feel could be implemented to ensure the Equipment and replacement Equipment is easily available and affordable specifically to developing sailing nations.

14. Design and Graphic Attributes

ISAF would like the equipment to be graphically innovative and attractive. Please could you outline your ideas as to how this can be achieved on the hulls, spars and sailors of your Equipment.

15. YOG Qualification System

How would you be able to support the series of Continental Qualification Events for the YOG?

Please ensure that all bids are returned to the ISAF Secretariat by **1 April 2012**.

Email: pauline@isaf.co.uk