



INTERNATIONAL WINDSURFER CLASS ASSOCIATION
ROAD TO PARIS 2024



History of Windsurfer Class

The sport of windsurfing has reached fifty years since its invention (1967), 45 years since it became a recognized sport under the sailing Federations (1973) and 35 years since the professional World Cup started and the sport was inducted in the Los Angeles Olympic Games (1984). The first international sport events were with the Windsurfer Class, a "one design" class with one board and the same sail for all.

The class was introduced in USA and Europe in 1973; to Italy in 1975 and to Australia in 1976. Windsurfers were raced at their first international regatta in France in 1974.

Competitors were assigned into different divisions according to their weight and gender which made the fleet sizes more manageable and kept the competition fair for heavier sailors.

The sport of sailboarding was accepted as an Olympic yachting class in the early 1980s and the 1984 Olympics included the Windglider sailboard division as well as demonstration events on Windsurfer One Designs. At the end of the same year, the Windsurfer One Design World Championships were held in Perth, Western Australia, with over 450 entrants.

Even if the evolution of windsurfing took different ways in late '80, '90 and '00, the Windsurfer class went on racing in the traditional way, and in the last

10 years is remained one of the most popular in Italy and Australia, where in 2017 there were 43rd and 42nd national championships.

In 2017 in Barcelona (Spain) was held the Eurocup, with the participation of 80 athletes coming from 7 European nations.

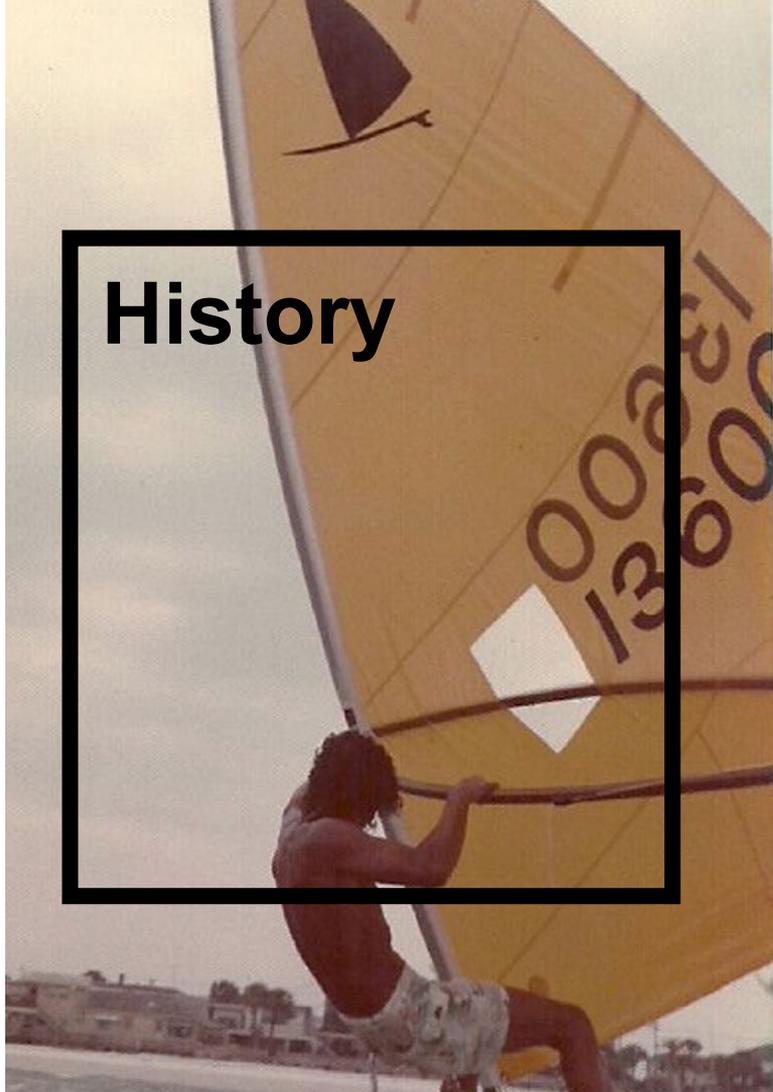
2018 was the year of the definitive relaunch of the Windsurfer class: in March the new Windsurfer LT was adopted, in July the World Cup on Lake Garda was held with the participation of 103 athletes from 12 nations, in September the Italian championship with 102 participants, in October the Spanish championship with 52 participants, in November recognition was received by World Sailing and in December the Siam Cup in Thailand with 90 participants coming from 14 Nations of 4 Continents; among them 12 athletes had participated in the Olympics, with 2 gold medals and 1 bronze.

2019 started with the Australian championship with 107 registered athletes.

Hoyle and Diane Schweitzer, the man and woman behind the birth of the sport, together with competition also introduced a new way of life: the 'windsurfer spirit'.

"50% fair competition and 50% social time"

History



The sport of windsurfing was born in 1967 with Windsurfer boards

The IWCA started its activities in early '70

The first world championship was in San Diego (usa) in 1973

The Windsurfer Class was used in the 1984 Los Angeles Olympics as a demonstration sport

Since November 2018 IWCA is a recognised World Sailing class



WINDSURFER



PARIS 2024



IWCA

International Windsurfer Class Association



EXECUTIVE COMMITTEE

Executive Officers (5 Members)

Other Members (3 Members)

TECHNICAL COMMITTEE

(3 Members)



IWCA

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IWCA

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WINDSURFER



PARIS 2024

MARKET CONSIDERATIONS

To stimulate the widest possible distribution and create a competitive market environment, Windsurfer equipment is both manufactured and distributed in a totally innovative way:

Distribution Model is open to any interested party, both with or without an agreement with IWCA

Manufacturing Model, respecting a tight regulation of the one-design specifications, is potentially open to any interested supplier, that can demonstrate to be compliant with Class specifications and quality levels.



Market



MARKET CONSIDERATIONS

Distribution Model

Approved equipment can be marketed under three possible models:



Windsurfer branded equipment

1

Equipment has only the Windsurfer brand.

It is currently distributed in the following countries:

- AUSTRALIA (windgenuity)
- JAPAN (windsurfing japan)
- EUROPE (windsurfer europe srls)
- USA (aerotech)

Co-branded equipment

2

The equipment is co-brand by an approved distributor, and carry both the Windsurfer logo and the Distributor logo.

Current distributors adopting this model are:

- STARBOARD
- EXOCET
- 99 INTERNATIONAL

“White Board” model

3

The one-design board (excluding the rig) is marketed by an independent brand.

The board carries the Windsurfer Class approval patch on the deck, that implies that is accepted in any official Windsurfer Class competition using a class approved rig.

- GAASTRA

Windsurfer Class has the right to approve distributors under model 1 and 2
Any interested third party can adopt the model 3 (White Board) by entering in a direct agreement with the hull supplier

MARKET CONSIDERATIONS

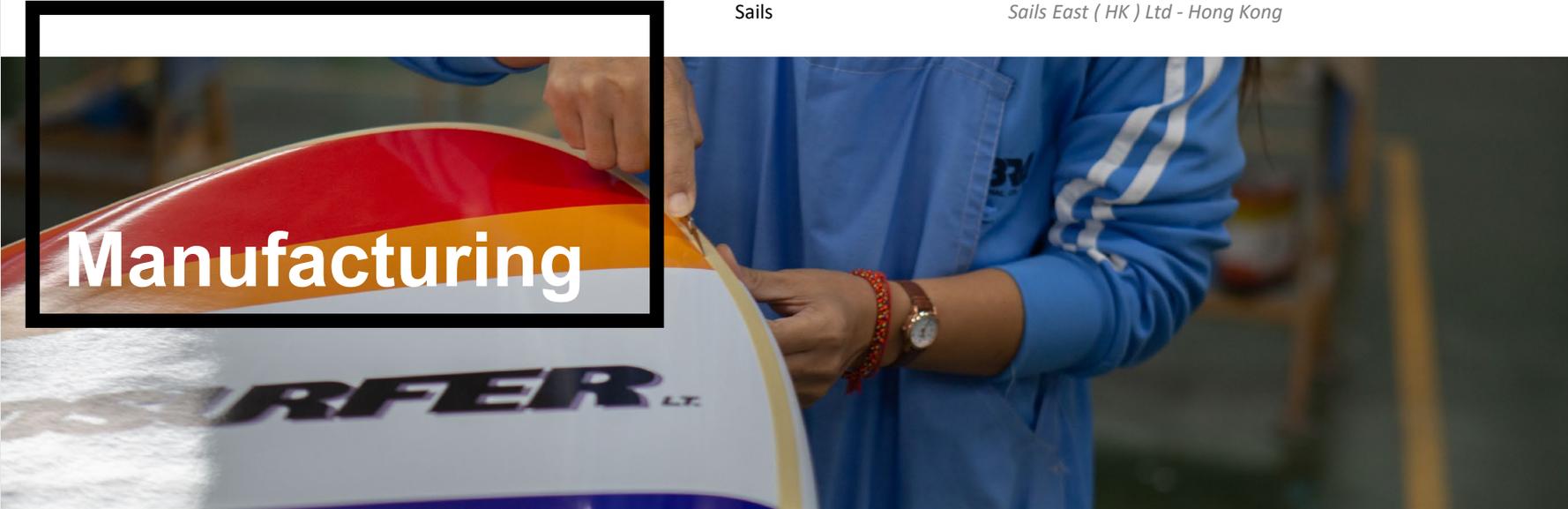
Manufacturing Model

Windsurfer Class equipment is manufactured by a list of approved production suppliers selected regularly in competing terms to a technical specification. The approval process is based on a recommendation made by the Class Technical Committee to be approved by the Executive Committee according to the Class Rules

CURRENT APPROVED SUPPLIERS

Hull, Daggerboard and Fin
Mast
Boom, Mast Base and Joint
Sails

Cobra international Co Ltd, Chonburi, Thailand
Weihai Julia Sport Product Co, Weihai, China
Technic Devotion Corp, Guangong Province, China
Sails East (HK) Ltd - Hong Kong



Manufacturing



EQUIPMENT CONSIDERATIONS

Description



VOLUME
227 liters



LENGTH
366 cm



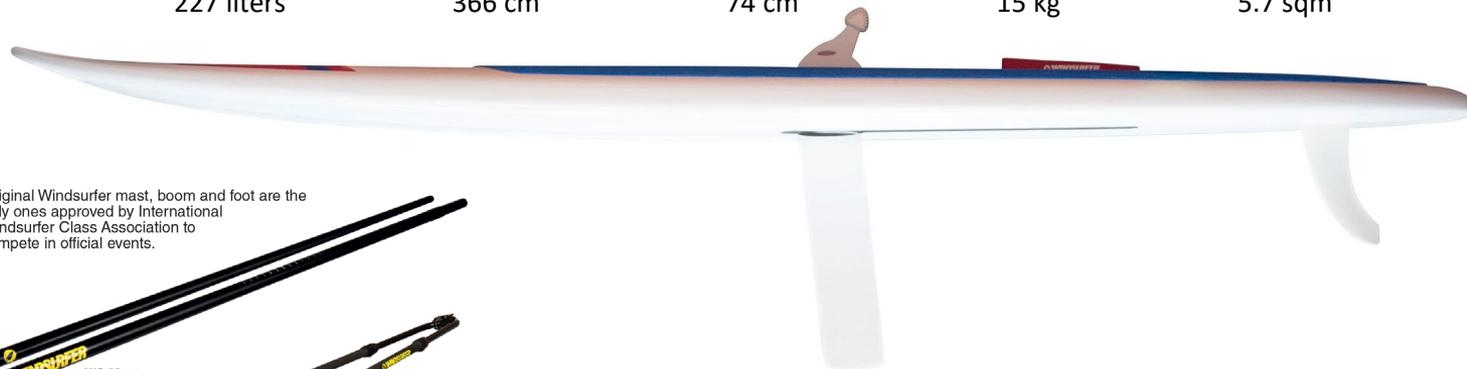
WIDTH
74 cm



WEIGHT
15 kg



SAIL
5.7 sqm



Original Windsurfer mast, boom and foot are the only ones approved by International Windsurfer Class Association to compete in official events.



WS Mast
460 SDM 40%



WS Boom
Alu 180-240



WS Base



WS Joint



EQUIPMENT CONSIDERATIONS

Performance

The Windsurfer LT performs very well in a wide variety of wind and sea conditions. Upwind performance is much better than other windsurfing classes, thanks to the significant upwind angles that are granted by the board shape and racing daggerboard. This is always true from minimal wind to 30+ knots.

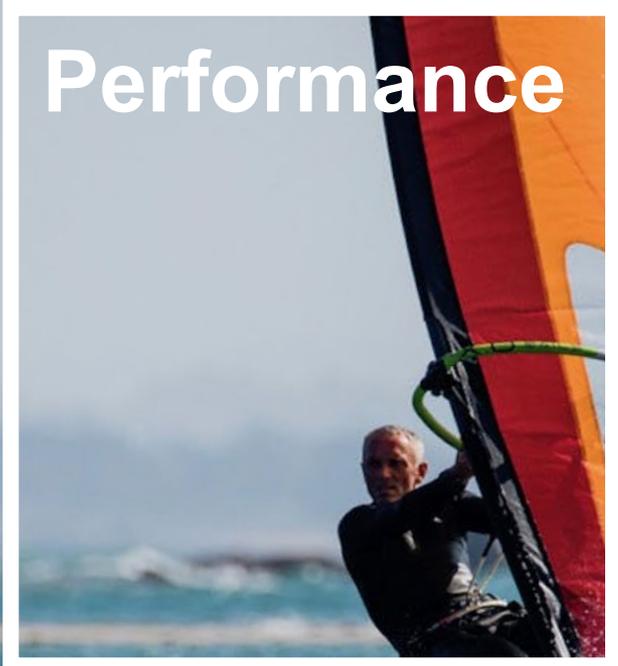
This versatility plays a key role in a possible Olympic race schedule, having a very high percentage of predictable starts at precise timing.

Upwind performances and easiness of tacking are also ensuring the possibility to see a lot of strategic actions on the water.

Downwind performances are enabled by the fully retractable daggerboard. This allows racers to reach considerable speeds in planing conditions, with full planing gybes. With light wind conditions downwind legs become more tactical as sailors have to find the perfect trade off between narrower angles and higher speed vs wider angles but slowest speed.

The absolute versatility of board and rig, is a key enabler to offer an unprecedented range of competition formats, such as course racing, slalom, long distance, freestyle and of course team sailing.

It is important to remark that the board has a width and stability that makes it perfect also for school or SUP usage. This is considered crucial for a worldwide relaunch of the entire windsurfing sport.



Performance



WINDSURFER



PARIS 2024

EQUIPMENT CONSIDERATIONS

Media Appeal

The bright multicolored sails and tactical races guarantee an excellent return on the media.

The ability to compete in any wind and sea conditions is the best guarantee to respect the television slots.

The use of flag sails, customized for each country, guarantees recognition on every media.

The formula of the team sailing with top shooting with drone on a small race course ensures great comprehensibility even for non-expert viewers





Physique of Windsurfer Class Sailors

Hull volume of 220 liters allows a competitive and comparable use of Windsurfer equipment to athletes (women and men) whose weight ranges from 45 kg to 95+ kg sailors

A single sail size (5.7 sqm) is adopted for male and women, for all different sailors weight and in every wind conditions

Level of athleticism required is not excessive for local or regional level regattas, obviously it is higher when it goes internationally.

It is important to remark that in course racing pumping is not allowed on upwind legs – excluding 30 seconds after the start - and is unlimited on downwind legs. This ensures that the tactical and technical aspects of sailing are as important as the physical aspects.

The tactical setting during regatta are important in both light and strong wind conditions. In fact, the Windsurfer LT is a very maneuverable board and allows you to take advantage of every wind shift. Tacking is fast and not so disadvantageous as in other windsurf classes.



FLEET SIZE AND LOCATIONS

Geography

During the 80's and 90's the Windsurfer Class grew massively with over 350,000 one design boards sold globally. The biggest sailing class ever.

With the relaunch of the Class based on the introduction of the Windsurfer LT in 2018, already over 800 boards have been sold around the world:

- EUROPE 400+
- ASIA/AUSTRALIA 300+
- USA 100+





EQUIPMENT COST

The cost of a Windsurfer LT ready to sail is only 1990€, much less compared to every other Olympic boat.

Boards + Rig (ready to sail)	1.990 €
Board Only	1.295 €
Rig	695 €
Spare Parts	
WS Boom 180-240	170 €
WS 460 SDM Mast (40% Carbon)	160 €
WS Base + Joint	60 €
WS 5.7 Sail	300 €
Accessories	
Board Bag	119 €
Accessory Bag	89 €

EQUIPMENT TRANSPORTATION

Due its relatively light weight and single rig, the cost of traveling with Windsurfer equipment is significantly lower than other windsurfing board and other olympic class equipment.

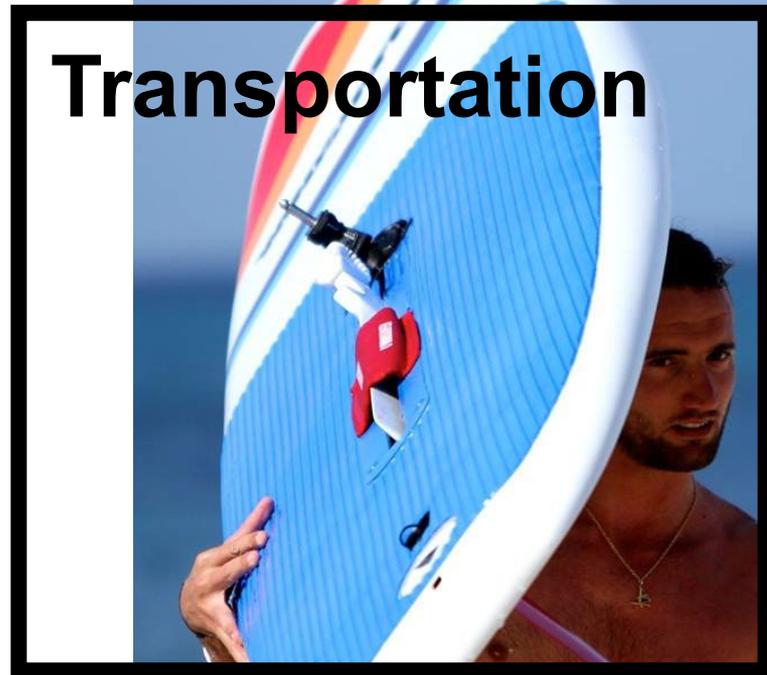
Windsurfer boards and rigs can be easily transported on standard car roof racks.

For long-distance travel Windsurfer equipment can be checked-in at airports and most airlines can accept the equipment as excess baggage.

Anyway, being widely distributed worldwide, thanks to its innovative distribution model, in every major event (World Championships, Continental Championships, International Races), the local distributors can guarantee the availability of charter boards with an affordable charter fee (equal or lower than 200€ per event).

For competitions in locations where local distributors are not present, the Class with support of distributors can arrange bulk transportation of equipment to be chartered

Transportation



MULTIPLE COMPETITION FORMATS

Windsurfer class has used various regatta formats since the 70s: course race, slalom, marathon, team racing, freestyle. The simplicity of the hull and rig guarantee the versatility of the ways of doing the competition.

COURSE RACING COURSES:

- 2 marks
- 2 marks with gate
- 3 marks

SLALOM COURSES

- 6 buoy course: 1 vs 1 direct elimination
- 4 buoys course: heats with multiple boats

TEAM RACING

- Team racing based on Course Racing courses
- or 4 buoys slalom course

MARATHON

- Long distance race

FREESTYLE

- Skill exhibition



WINDSURFER

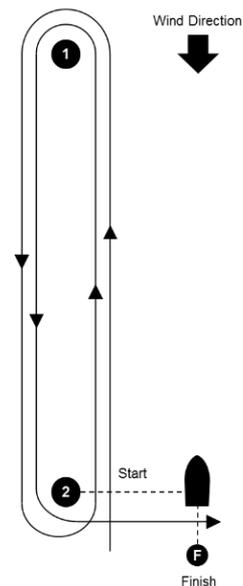




COURSE RACING COURSES: 2 MARKS

Course Description: Start – 1 – 2 – 1 – 2 – Finish
 Leg length: 0.5 – 0.8 nm
 Target Time: 20-25 min

Class Flag  Yellow Fleet	Class Flag  Blue Fleet	Up 	-5 min
Preparatory  India		Up 	-4 min
Preparatory		Down 	-1 min
Class Flag		Down 	Start



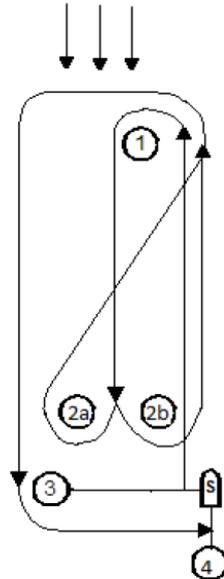
COURSE RACING COURSES: 2 MARKS WITH GATE

Course Description: Start – 1 – 2a/2b – 1 – 3 – Finish

Leg length: 0.5 – 0.8 nm

Target Time: 20-25 min

<p>Class Flag</p>   <p>Yellow Fleet Blue Fleet</p>	<p>Up</p> <p>↑</p>	<p>-5 min</p>
<p>Preparatory</p>  <p>India</p>	<p>Up</p> <p>↑</p>	<p>-4 min</p>
<p>Preparatory</p>	<p>Down</p> <p>↓</p>	<p>-1 min</p>
<p>Class Flag</p>	<p>Down</p> <p>↓</p>	<p>Start</p>





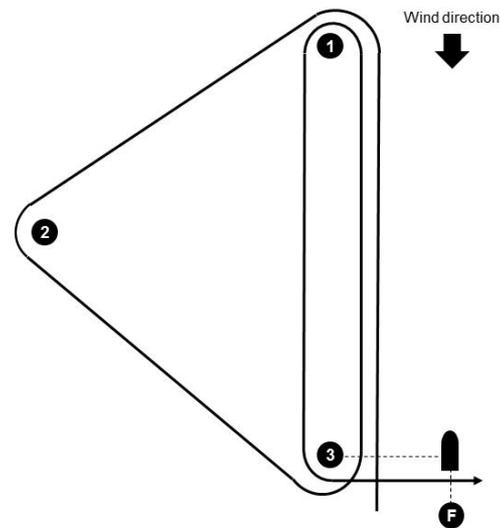
COURSE RACING COURSES: 3 MARKS

Course Description: Start – 1 – 2 – 3 – 1 – 3 – Finish

Leg length: 0.5 – 0.8 nm

Target Time: 20-25 min

Class Flag	Up	
 	↑	-5 min
Yellow Fleet Blue Fleet		
Preparatory	Up	
	↑	-4 min
India		
Preparatory	Down	
	↓	-1 min
Class Flag	Down	
	↓	Start



SLALOM COURSES: 6 BUOYS

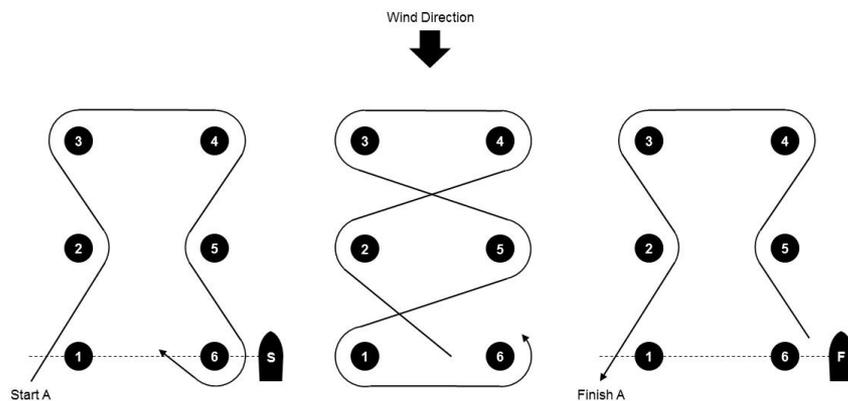
Course Description: see diagram

Leg length: 0.02 – 0.04 nm

Target Time: 3-5 min

Scoring system: heats of 1 vs 1. Single or double elimination

Boat A and B start on opposite sides of the starting line.



Boat A	1	2	3	4	5	6	2	4	3	5	1	6	5	4	3	2	1
Boat B	6	5	4	3	2	1	5	3	4	2	6	1	2	3	4	5	6





SLALOM COURSES: 4 BUOYS

Course Description: Start – 1 – 2 – 3 – Start (Gate) – 1 – 2 – 3 – 4 – Finish

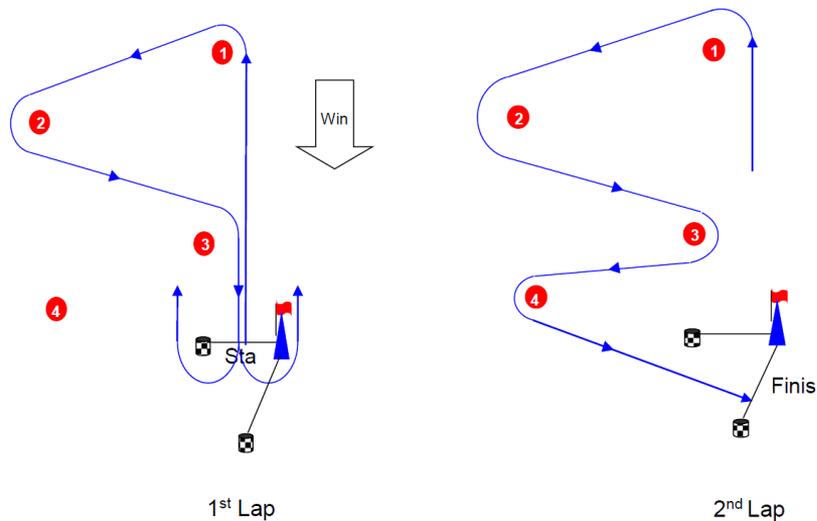
Leg length: 0.04 – 0.08nm

Target time: 5-8 mins

Scoring system: heats of “n” boats; first “n/2” proceeding to the next round

Single or double elimination

Final with 8 sailors. 3 heats no drops. Combined lowest score wins



TEAM SAILING

Team racing based on Course Racing courses or 4 buoys slalom course

Team of 2 Men and 1 Women per Country

Jury boat position can be moved in the middle of the upwind leg

Winner combination White Team							Scores/Point	
Position	1	2	3	4	5	6	White	Black
1 2 3	☐	☐	☐	◐	◑	◒	6	15
1 2 4	☐	☐	◐	☐	◑	◒	7	14
1 2 5	☐	☐	◐	◑	☐	◒	8	13
1 2 6	☐	☐	◐	◑	◒	☐	9	12
1 3 4	☐	◐	☐	☐	◑	◒	8	13
1 3 5	☐	◐	☐	◑	☐	◒	9	12
1 3 6	☐	◐	☐	◑	◒	☐	10	11
1 4 5	☐	◐	◑	☐	☐	◒	10	11
2 3 4	◐	☐	☐	☐	◑	◒	9	12
2 3 5	◐	☐	☐	◑	☐	◒	10	11



MARATHON



Long distance single fleet race

Courses vary according to locations

Starting procedures: from the beach “Le Mans” style or water “rabbit start” (Sailors cross the line after the rabbit boat. The 60’ count of the starting procedure is announced also on the beach.

Course Length: 15-20 nm

Duration: 1,5 – 2 hours





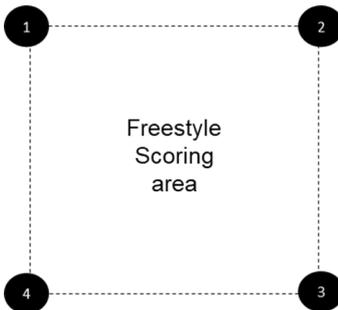
FREESTYLE

3 minute routine. Competitors are judged based on:

- Degree of difficulty of the individual trick
- Control of the rig or board
- Overall impression with respect of fluidity, style and artistic impression

Scoring System: Three judges award points according to freestyle scoring sheet.

Freestyle judging area is 4 buoys laid as a 'box' – approx leg length 30-40m



NAME:		SAIL #:		JUDGE:	
DIFFICULTY	SCORE	EXECUTION	SCORE	CHOREOGRAPHY	SCORE
EASY (0.1)		COMPLETE FALL (1.0)		VARIETY	MAX (2.5)
		PARTIAL FALL (0.4)		EXCELLENT (2.5)	
			VERY GOOD (2.0)		
MODERATE (0.3)		DROP SAIL (0.3)	GOOD (1.5)	MAX (2.5)	
			AVERAGE (1.0)		
		POOR (0.5)			
HARD (0.5)		BOOM DRAG (0.2)		CONTINUITY	MAX (2.0)
		SAIL CONTROL (0.2)		EXCELLENT (2.5)	
			VERY GOOD (2.0)		
VERY HARD (0.7)		INCOMPLETE TRICK (0.3)	GOOD (1.5)	MAX (1.0)	
			AVERAGE (1.0)		
		POOR (0.5)			
DISMOUNT (0.5) LAST 10 SECONDS OF ROUTINE OR 3 SECONDS AFTER		REPETITION (0.2)		CARRIAGE	MAX (0.0)
		DURATION (1.0)		EXCELLENT (2.0)	
			VERY GOOD (1.6)		
RISK (1.0) ADJUST FOR CONDITIONS			GOOD (1.2)	MAX (0.0)	
			AVERAGE (0.8)		
		POOR (0.5)			
TOTAL		TOTAL		ARTISTIC PRESENTATION	MAX (1.0)
	= 10 MAX		= 10 MAX	VIRTUOSITY	MAX (0.0)
				SELDOM AWARDED	
				TOTAL	
				GRAND TOTAL	

PROFESSIONAL QUALIFICATION

As the distribution model open to many independent distribution companies, Windsurfer Class is unable to provide the documentation requested for economic and financial capacity (as indicated in 10.1) and technical and professional capacity (as indicated in 10.2)

IWCA requests that the innovative business model represents a valid exceptional reason for not providing this documentation to World Sailing.

Nevertheless, at a second stage, it will be possible to collect the above informations from each single distributor. Sustainability of International Windsurfer Class Association is guaranteed by a model based on:

- Contract with each approved equipment supplier, recognizing to IWCA a fee for each part produced
- Membership fees coming from National districts or continents

A photograph of a hand dropping a coin into a glass jar filled with coins. The jar is sitting on a pile of sand. The background is a sunset over water, with the sun low on the horizon and its light reflecting on the water's surface. A black rectangular frame is superimposed over the image, containing the word "Qualification" in a large, bold, black sans-serif font.

Qualification



QUALITY CONTROL INSPECTIONS AND SELECTIONS

Cobra International Co. Ltd. has many years' experience producing Windsurfing Boards to the highest possible standards. Production conforms to several ISO standards for process, quality control and quality assurance. To keep the equipment accessible to the widest audience possible the current QC/QA standards differ from those of the current Olympic windsurfing RS:X class. This was a conscious decision made to prevent cost being a hindering factor in partaking in both the sport of windsurfing and a internationally competitive class.

It is possible for Cobra international to re-evaluate the QC and QA standards set for the Windsurfer LT hull and bring the tolerances in line with the current RS:X equipment, however this could have implications for the price and therefore accessibility of the equipment which the Windsurfer class believes is one of its greatest strengths.

Specific details as to the QA and QC procedures and processes established by Cobra are of a commercially sensitive nature. As a result, they will be happy to share these with interested parties once confidentiality agreements are in place.





T H A N K S