

## Development & training

### Sailing for a wider world

“Co-ordination of youth activity” includes extending sailing. IODA has more than doubled the number of member national associations over the last fifteen years and is committed to bringing the benefits of sailing to young people worldwide. It offers limited financial aid to “newer countries” in three areas.

### Free boats - the “6 for 5” scheme

Countries seeking to start or enlarge Optimist fleets can apply for one free boat for every five bought.

The boats may be bought from any approved builder and are owned by an association, club or other ‘not for profit’ organisation. They must be available to the children of non-sailors.

As a variation, countries which build batches of wood/epoxy Optimists can receive free spars, sails and fittings. In the last twelve months beneficiaries have included the Bahamas, Bulgaria, Serbia & Montenegro and, for wooden boats, Vanuatu.

Over the last four years more than 180 Optimists in twenty countries have been acquired under this scheme.



Bahamas - we only subsidised the first 18!

### Coach-Training Courses

For newer Optimist sailing countries and regions IODA subsidises the travel and fees of expert instructors to train local coaches.

The most recent courses have been held in Grenada and Anguilla.

### Participation in regional regattas

To encourage regional contacts IODA offers free entry and/or travel for countries to send their sailors to their first continental or regional regattas.

At least as important as the experience for the sailors are the contacts made by their leaders to exchange information and assistance.

In the last twelve months grants have been made to Mauritius to attend the Africans, St. Vincent to attend the North Americans in Tobago, Samoa the Oceanians and, exceptionally, to Sri Lanka to boost morale after the tsunami.

### What happens later?

There is always a question over the long-term effect of development projects. Of the twenty countries which have received “6 for 5” grants in the past four years, fifteen have *already* started to participate in international regattas.

Not everyone will progress, as have done Trinidad & Tobago, from “developing” to world class in a very few years.

But if, for example, the South Pacific can produce world class rugby players, why not sailors?



Serbia & Montenegro



Vanuatu



Grenada



Mauritius

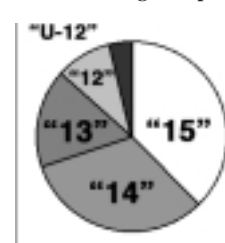
More details at [www.optiworld.org/ioda-develop.html](http://www.optiworld.org/ioda-develop.html)

## Sailors at the Worlds

Every year IODA collects information about the sailors who qualify, this year from 52 countries, to participate in the World Championship.

### Age

Sailors are eligible up to and including the year of their 15th birthday.



With a summer event this means that the oldest sailors are between 14.1/2 and 15.1/5, shown here as “15”.

14.1/2-15.1/2 38%

13.1/2-14.1/2 32%

12.1/2-13.1/2 17%

11.1/2-12.1/2 9%

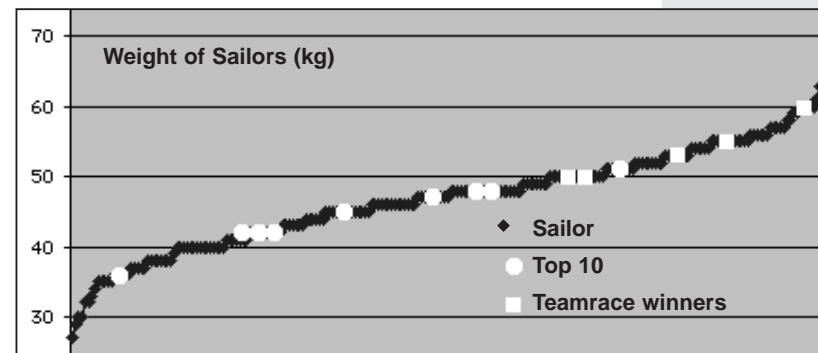
10.1/2-11.1/2 4%

One of the youngest group, Kim Pletikos (SLO) came a very creditable 39th and 9th girl!

### Weight

The Optimist must be the least weight-sensitive dinghy in existence, the top 10 sailors varying from 37 to 51kg.

Team Racing World Champions Argentina averaged 53.4 kg.



### Girls

Tina's victory shows why we do not run a separate championship for female sailors! This year 42 girls sailed, 17% of the total fleet, and in 35 of the 52 countries at least one girl qualified for the national team.

### The Top Ten

		Age	Height	Weight	Parent sailor?	Age started	Previous Worlds
Tina Lutz	GER	15	168	47	Y	6	1
Matthew Schoener Scott	TRI	15	152	42	N	13	1
Wu Jianan	CHN	13	160	48	N	13	1
Phillip Autenrieth	GER	15	160	45	N	5	1
Nicklas Dackhammar	SWE	15	153	48	Y	7	2
Jorge Martinez Doreste	ESP	14	165	51	Y!	7	1
Julian Autenrieth	GER	13	155	37	N	10	0
Daniela Zimmermann	PER	13	153	42	Y	7	1
Jakob Bozic	SLO	13	157	42	Y	7	1
Sean Bouchard	BER	15	158	48	Y	8	2

### Much nonsense

is talked about the ideal weight for the Optimist and the age at which sailors should leave the Class.

### An ideal weight?

In most Olympic Classes there is an ideal weight for the boat sailed and those who do not conform to the weight for a specific boat do not sail it. This is not true of the Optimist. The reason is unclear but every year the weight span of the top 10 is at least 10kg, a difference of more than 25%.

### Time to leave?

The Optimist Class does not seek to hold on to sailors who have outgrown it.

Teenagers do not grow at a similar rate each year but in “spurts” - one or more years in which they grow 10 cm or more.

For example Matthew Scott gained 12cm in the year: if Tina had done the same she would have become 1m77 and nearly the tallest sailor present!

Young people differ in growth patterns and these differences should be respected.