

ICF Wildwater Development Programme



MASTER PLAN 2009- 2012

ICF Wildwater Development Project:

The responsible persons of the ICF Development Programme 2009-2012

Working Group:

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Under the responsibility of:

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Mission: to support the ICF objective of maintaining the Olympic Programme by including more nations in Wildwater World Championships, and thus improving the opportunity of providing athletes for the Olympic events.

Goal: having 40 participating nations for the 2012 wildwater world championships, keep this number for the following worlds.

Challenge: wildwater must support the development of canoeing in all disciplines within the ICF and National Federations.

Where is wildwater now?

Wildwater is a part of the canoeing and kayaking history inside the ICF, first world championships were organized in 1959.

- easy to organize, wild water races are a part of ICF history,
- most of the nations with wildwater river and courses do organize races on the concept of wildwater (best time from one point to the other on a wildwater course)
- 26 nations participated at the last world championships in Karlovy Vary (CZE) (annex I)
- wildwater is a good school to reach Olympic disciplines (annex II)

Today 26 participating nations, this number is not increasing for the following reasons:

- **Decreasing number of boat builders**, more than 22 wildwater boats factories in 1989, 18 in 1999, and less than 10 in 2007. Today there is no more possibility to buy a specific wildwater boat in America (either North or South), Asia, Africa, and it is becoming quite difficult to find one in some European countries (UK for example). Most of Clubs and associations do not buy wildwater boats for their members anymore.
- **Cost of material**, due to the increasing prices for all synthetic components and due to increasing quality demand, the cost of material to build kayak as become more and more expensive. The cost of implementation is becoming also more and more expensive due to health regulations (especially in European Union). However nations such as India and China are new areas for boat manufacturing, and there may be opportunities to develop the manufacture of wildwater boats.
- **Cost for transportation**, since the late 90s, competition between airlines, return on investments and cost of energy has made intercontinental boats transportation more and more expensive and difficult. The size of airplanes containers is becoming standardized and does not allow wildwater boats to fit¹. All freight bigger than standard size will become more and more expensive. In the very near future, airlines will not transport wildwater boats at all, and they would have to be transported by sea freight. .

¹ the standard is actually the "LD3" or "AKE" also called "igloo" (L- 147cm, W-145cm, H – 155cm) in witch boats do not fit. Space for pallets is also available in airplanes but the "standard pallets" size is 2.5 meters / 3 meters.

Development Project

In the goal of having 40 participating nations at World Championships and participate in the ICF development, the project can be summarized in three parts:

1. Boat development (see annex III).
 - For the 2010 World Championships, introduce a new monotype racing boat.
 - It will be the intention that the monotype shape would be a property of the ICF, or otherwise controlled through license. It should focus first on a kayak shape for K1M and K1W.
 - To develop the sport a contract would be made between ICF and boat factories to ensure that a set of boats will be provided for new participating nations, and overseas participants at each world championships.
 - Sets of monotype boats will be provided on each continent with a contract with targeted national federations.
 - For the 2012 World Championships, only monotype boats should be used for K1M and K1W.

2. Coach development, Educational program, Clinics
 - To ensure a sustainable development, wildwater athletes and coaches must have the opportunity to meet each other and increase their skills.
 - In that goal, a “wildwater trainer network and database” needs to be restored, under the supervision of an ICF Wildwater Committee member.
 - Two type of clinics will be organized for coaches :
 - Clinics after each World Championships junior and Senior.
 - Clinics in the developing countries. (annex IV)
 - Edit a wildwater coaching handbook, in easy understandable English, with the basis of the training, the wildwater technique and bases of the river currents. This tool should be posted on Internet and promoted by National Federations.
 - Develop an ICF Wildwater Coaching Academy, providing clinics and educational program that will motivate and recognize the best International Coaches

3. Support for event organisers and developing nations. Communication program.
 - A set of monotype boats will be available at each World Championships,
 - Special work will be made by the Wildwater Committee to support and help the organizers in the goal of having more participating nations
 - Special help will be provided by the Committee to connect new paddlers to their National Federation, and help for a better communication in the goal of competing at world championships.
 - A brochure about Wildwater Racing will be produced and distributed to all National Federations to promote the discipline and its contribution to the family of canoeing.
 - Wildwater Committee will prepare exhibits and display for use at events.

Schedule / Timetable

- Monotype Boat :
 - o April 2009 – contract signed with manufacturers.
 - o October 2009 – first test of monotype during World Cups in Tasmania (Aus.)
 - o June 2010 – demonstration sprint races with monotype boat at Senior Worlds.
 - o July 2012 – sprint and classic with monotype boat (mandatory) at world championships in La Plagne (Fra)
- Clinics and Educational Program
 - o October 2009 – First international training camp with monotype boat, during the World Cups in Tasmania (Aus.)
 - o June 2010 – Second international training camp with monotype boat, following the senior worlds in Spain.
 - o July 2009 - wildwater trainer handbook posted on ICF website.
 - o July 2010 –Publication of the educational program of the wildwater coaching academy.
- Support for event organisers and developing nations. Communication program.
 - o November 2008 – presentation of wildwater activity at the ICF congress in Rome
 - o March 2009 – Edition of the wildwater racing brochure.

Budget

Monoclass boat	2009	2010	Total
developing the shape, contracting	20 000 €		20 000 €
First set of boats for world cup Tasmania	5000 €		5 000 €
first set of boats- 25 for WC		19 000 €	19 000 €
Coach seminar, and educational program for athletes			
coach clinics at world championships	1 500 €	1 500 €	3 000 €
clinics for targetted nations	2 000 €	2 000 €	4 000 €
organisers, developing nations and communication			
World Championships Junior	2 000 €		2 000 €
World Championships Senior		4 000 €	4 000 €
ICF WW brochure	2 000 €		2 000 €
Total year	32 500 €	26 500 €	
Total for the years 2009 – 2010 project			59 000 €

Monoclass boat	2011	2012	Total
second set of boats - 15 (asia-pacific fleet)	12 000 €		12 000 €
third set of boats - america (15 boats)	12 000 €		12 000 €
fourth set of boats - 10 (african fleet)		8 000 €	8 000 €
Coach seminar, and educational program for athletes			
coach clinics at world championships	1 500 €	1 500 €	3 000 €
clinics for targetted nations	2 000 €	2 000 €	4 000 €
organisers, developing nations and communication			
World Championships Junior	2 000 €		2 000 €
World Championships Senior		4 000 €	4 000 €
Total year	29 500 €	15 500 €	
Total for the 2 years 2011 – 2012 project			45 000 €

**For further information about the
ICF Wildwater Development Programme**

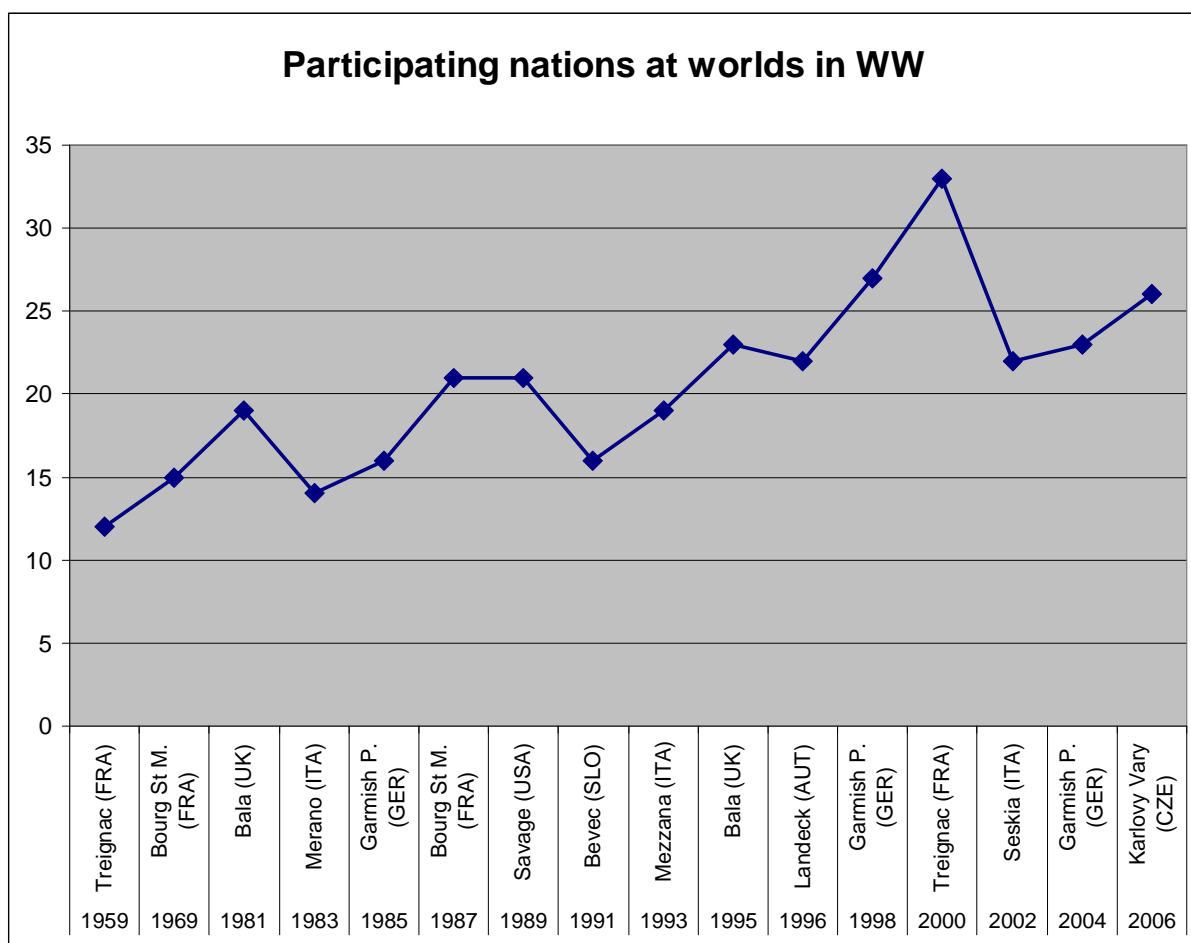
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Annex

I. Background



Annex

II. Wildwater paddlers in Olympic Disciplines.

Wildwater Racing must be considered has a good training process to reach the Olympic disciplines. Wildwater Athletes develop skills that are transferable sometimes in Slalom Racing (in Canada, in UK) and more often transferable in Flat Water Racing.

Wildwater Racing add some new chances for National Federation to have other and good paddlers that enter the sports and sometimes reach the Olympics

The example of Duisburg last World Championships:

At least 8 nations brought teams including paddlers that started developing their skills in Wildwater Racing Schools; most of them are young by age and are medalist at wildwater senior or junior championships.

A Final

- Great Britain:	John Schofield	9 th K2M 500m
- Czech Rep:	Michala Mruzkoca	8 th K2W 500m
- France:	Arnaud Hybois & Ol. Boukpetit	5th K2M 200m
- Belgique :	Kevin De Bon	5th K2M 1000m

B Final

- Germany:	Max Hoff	1th K1M 1000m
- Italy:	Maximilian Benassi	5th K1M 1000m

Suisse and USA also had former wildwater paddlers in their teams.

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III. ICF Monotype Summary Report

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1. MANAGEMENT SUMMARY

1.1 PRESENT STATUS

The Project was established by the ICF Wildwater Committee to “Introduce a new Mono-type boat in a durable material for racing which can contribute to the development of Wild Water Racing by:

- reducing the costs of the sport to the paddlers;
- widening the availability of equipment on equal terms to all;
- making boats available to new Nations and Paddlers to the sport at low/no cost;
- reducing the costs of paddlers travelling to events around the world.

The ICF have given their support to the Project and are prepared to provide development funds for the Project.

The Project for the Mono-type Boat has been underway for some time, but so far limited progress has been made. The major problem has been to find a suitable material for the construction of the Boats that meets the requirements set out for the Project.

A number of Manufacturers have been contacted in writing to seek their interest and support and to see if they have a material which they could use to make the Boat

The people contacted so far have included:

- Perception (UK)
- Systema (Italy)
- Zastera
- Watermark Sports (USA)
- Chris Hippgrave (USA)
- Dagger
- A contact in China via John Handyside
- Joao Tomasini Schwertner (Brazil)
- Prijon
- Some contacts in France

The ICF Wildwater Committee continue to seek a suitable material and Manufacturer.

The following Sections have been sent, attached to a letter, to each of the above contacts to seek their support.

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2. MANAGEMENT SUMMARY

3. THE MONO-TYPE BOAT PROPOSAL

To introduce a new Mono-type boat in a durable material for K1 racing. There are various aspects which need to be considered, in particular the design of the boats, the material to be used and the number of years over which stability will be maintained.

3.1 OBJECTIVES

This Proposal is about boats and the contribution that this can make to the development of Wild Water Racing by:

- reducing the costs of the sport to the paddlers;
- widening the availability of equipment on equal terms to all;
- making boats available to new Nations and Paddlers to the sport at low/no cost;
- reducing the costs of paddlers travelling to events around the world.

3.2 TARGET OUTPUTS (RESULTS)

As a result of the successful outcome of the project there will a number of tangible items produced.

1. Boat Designs -
2. Mono-type Definitions -
3. Mono-type Boats -
4. Rule Changes -
5. Manufacturing Contracts -
6. Promotion Material -
7. Proposal to ICF -

4. OUTLINE OF THE PROJECT

4.1 REQUIREMENTS

4.1.1 K1

In discussion the length of the boat was agreed to be 4.5m maximum.

The basis of the boat design should be taken from the Savage since it is one of the most used boats the model known as "High Savage" should be used.

In response to the question of designs for MK1 and WK1 it was decided that the same boat should be used for both Classes.

In respect of the weight the target should be to be less than 13Kg, and no more than 15Kg fully fitted.

Price limit is not possible to determine at this stage since it depends on materials and the basis of the contract. Need to consider the material to be used with respect to damage resistance and reparability.

Fittings for the boats should be capable of being provided by the paddler and attached to boat easily. The fittings include seat, knee bars, foot rest. There should be a minimum of four adjustment points for the seat.

The characteristics which define the mono-type include the ICF registration certificate, length, weight, width.

4.1.2 Summary of Requirements

The factors which need to be taken into account in looking at a Mono-type Boat are summarised below.

- Stability
- Handle easily
- Quick reacting
- Fast
- High impact resistance: Plastic → TWINTEX → Diolen → Fibre glass
- Easy to make: Method, Availability, Proven
- Easy for fitting out and installation of movable fittings

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- Easy for assessment in Boat Control at Races
- Easy to carry out safe repairs

The basic questions when trying to formulate the basis of a Mono-type are “How would you recognise one? How would you confirm your decision as to whether a boat is in or out of the class?” In trying to form an answer the following table has been created and offered for consideration:

Factor	K1
Length	4.5m Max
Width	0.6m Min
Weight	12<15Kg fitted
Seat position	Variable 4+ points
Footrest	Variable - Bar
Fittings	Back strap, Knee bars, Side blocks
Material	Define via contract
Manufacturers	Certificate in boat
Shape	High Savage with higher wings also consider detachable front and back
Cockpit	Same as today

In general it is clear that all materials need to be reviewed in order to select an appropriate method of manufacture which contributes to the overall objectives where damage resistance will have to be balanced with ease and costs of repair.

4.2 DESIGNS

New designs for the boats to meet the needs will be requested and through discussion, the ICF-WWC will select designs for manufacture. The initial suggestions for the designs are outlined in the table above, but more detailed proposals and information are to be produced following some initial prototyping.

4.3 MATERIALS

The material(s) selected for the Mono-type Boats will be vital to the success of the project since they will, to a very great extent, dictate the overall cost parameters both for manufacture and the on-going repairs. Various materials need to be examined and assessed for possible use. Some of the materials identified so far are as follows:

- Polycarbonates
- Polyethelene and Carbon Fibre
- General Plastics
- Diolen
- Twintex

An important aspect of material selection is the method of manufacture of the boats and whether this could form a barrier to production and distribution to all parts of the World. Again various methods need to be examined but will be related to the type of material:

- Lay up in a mould
- Blow Moulding
- Roto Moulding

For the Mono-type to be a success it will be important that the boats can be produce quickly, to a high quality standard in both construction and finish. In addition, the Manufacturer must have or have access to a good world wide distribution channel for rapid availability of boats throughout the world.

4.4 PROTOTYPES AND TRIALS

As with any new product it will be important to produce prototypes and to make these available for trials. This will enable the designs, the material and the manufacturing techniques to be assessed. In addition the most vital part of the prototypes and trials will be the reaction of the paddlers and their feed back which will enable views and possible ideas to be incorporated into a final design for each of the class boats.

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Once the target class boats have been defined and produced in some limited volumes they need to be trialled in races for a number of months to enable the new approach to be assessed prior to approaching the ICF for final approval for use in International Races.

4.5 MANUFACTURE

The selected designs will be offered to manufacturers to enable the ICF-WWC to obtain the best quote which meets the overall need including distribution. There are various Manufacturers who have indicated that might be interested in helping with the project, at this time it will depend to a large extent on the materials selected and the capability of the Manufacturers to handle the process. An important aspect of selecting a Manufacturer will be the type of Contract that can be agreed for the production and availability of the boats for the ICF as well as the overall quality of the boats produced.

4.6 INTRODUCTION TO THE SPORT

Paddlers, Clubs and Nations will be able to buy the boats and in addition the ICF-WWC will make available to selected paddlers and Nations a number of boats for specific events to encourage attendance and participation.

The boats will be introduced through new classes at Internationals, World Cups and World Championships for both Juniors and Seniors to run in addition to the existing classes. Special Team races will also be introduced to encourage use.

The timetable at events will enable paddlers to enter both Mono-type and existing Class races. The target is for the first boats to be made available for first use in 2008/09 in the form of trials in all classes K1.

The period from 2009 to 2010 will be an Official Test to assess the proposal prior to presentation for approval by the ICF. An important aspect will be that the boats can be correctly identified as Mono-type Boats by the people administering boat control at events.

4.7 COMMUNICATIONS

Providing information about the Mono-type Boat project will be vital to its success, especially once the prototypes have been produced and are to be made available for limited testing. Information needs to be available through Canoe Express, the Wild Water Bulletin, the ICF-WWC Web site and other means as they are identified such as International Events. Various forms of information need to be produced ranging from simple one page notes through to full glossy pamphlets once the boats are heading for production.

It will be important to focus on the Nations and to keep them informed of progress and so it will be useful for some of the key Nations to focus on others to help.

4.8 FUNDING

The Proposal will be self financing, the designs will be financed either by the manufacture of the design or by royalties included in the price of the boats manufactured and distributed.

The manufacturers will supply an agreed number of Mono-type boats to the ICF-WWC each year free of charges (this could provide about 50 boats if between 2% to 5% is added to the sales price of the boats based on estimated sales per year).

4.8.1 Royalties

Royalties may be payable by the manufacturers to finance the design of the boats and to provide forward funding to the ICF-WWC to develop the sport of Wild Water Racing. The royalties could be a number of boats provided to the ICF per year, or a percentage of the number of boats manufactured in a particular year. The royalty money could also be found through sponsors of events or through fees for coaching or by other means.

5. CONTROL AND APPROVALS

Contracts for manufacture and distribution of the boats to the designs will be placed for a number of years (possibly up to 6 for the first Contracts).

Contracts could be placed with more than one manufacturer to produce the boats to the designs.

Annex

IV. Coach development / targeted nations

The following list is a part of a working plan that needs to be further developed. Nations are listed in the basis of

- existing National Federation
- existing wild water rivers and courses
- potential contacts

Asia	6
	Cambodia
	China
	India
	Nepal
	Singapore
	Thailand
Africa	3
	Algeria
	Morocco
	Tunisia
America	4
	Argentina
	Chile
	Costa Rica
	Mexico
Europe	12
	Bosnia H
	Denmark
	Estonia
	Greece
	Hungary
	Lithuania
	Macedonia
	Norway
	Poland
	Portugal
	Sweden

Oceania is not listed because of the lack of Wildwater Rivers in most of these countries. Nevertheless a support program is already planned with the 2009 Wildwater World Cups in Australia.