

OCTOBER 2026

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MEETING SUMMARY

Discussion between Hannah Stodel (World Sailing)
and the 2.4mR Class

OVERVIEW

This document summarizes an informal-to-formal discussion (later noted as an official meeting) held during the ongoing event. Participants included class officers (including John Seepe), sailors, and national representatives from the 2.4mR Class, together with Hannah Stodel of World Sailing. The discussion focused on coordination between the 2.4mR Class and World Sailing's Para Inclusive program, with particular emphasis on the 2027 Inclusive World Championships in Gdynia, Poland, the Paralympic pathway, equipment selection, and future event planning.

Key Topics Discussed

1. SCHEDULING CONFLICTS AND COMMUNICATION OF DATES

The 2027 World Sailing Inclusive Championships in Gdynia (Poland) conflict with the planned 2.4mR World Championships in Norway. The class had long-standing plans for Norway (postponed earlier due to COVID) and is already planning further ahead (2028-2029).

Original dates were communicated via MNAs, the Para Inclusive newsletter, the World Sailing website calendar, and earlier class meetings (over 1.5 years prior for the Gdynia event). Dates later shifted (April) partly due to America's Cup scheduling.

Class representatives stressed the need for earlier written official releases to classes (not word-of-mouth), clearer windows once a host is selected, and better coordination so classes can avoid clashes when setting their own calendars.

Action: World Sailing to improve formal notifications; class to ensure use of the official secretary/EC email address for all correspondence.

2. CLASS COMMITMENT, LETTERS OF INTENT, AND EQUIPMENT PROVISION

A full Para Inclusive Classes contract (similar to Olympic classes) was paused pending Paralympic equipment selection. In its place, World Sailing requested simple letters of intent/commitment (May) covering participation in the evaluation process and provision of equipment if selected.

The 2.4mR Class submitted a letter of intent. Communication reached both personal and class addresses; the class prefers the shared EC/secretary address going forward (World Sailing agreed to update it).

Challenge: 2.4 boats are highly customized and privately owned. Sailors generally bring their own boats. The class can commit to supporting equipment provision (own boats or sets), but a standardized “fleet” model is more difficult than for manufacturer-backed classes (e.g., RS). Charter fees go to providers; third-party liability is required of sailors; physical insurance of any class-supplied boats would be needed.

Clarification: The 2.4 is not listed as a “technical boat” in the current Paralympic bid context.

3. EQUIPMENT EVALUATION PROCESS

Next year World Sailing plans a full, sailor-driven equipment evaluation process (analogous to the Olympic process), involving sailors testing boats, feedback scoring, and review by technical, Para, and equipment committees.

Outcome depends on the broader Paralympic program decision. The process aims to avoid past problems (manufacturer-heavy evaluations).

4. PARTICIPATION NUMBERS, FUNDING, AND PARALYMPIC CASE

Low entry numbers at recent inclusive events (e.g., approximately 14 boats previously) were noted as a concern for demonstrating strength, though World Sailing stated that raw numbers alone do not determine inclusion (developing groups such as vision-impaired are accepted at lower numbers). Commitment and country representation matter more.

Sailors face practical barriers: national federation funding timelines are long; many prefer the larger traditional class Worlds (projected approximately 100 boats in Norway) over a smaller inclusive event.

The class is working internally (EC + NCAs) on how to handle the Norway conflict and future alignment. Suggestions included reserved calendar windows or clearer early signals from World Sailing.

5. GDYNIA 2027 STATUS AND CONCURRENT TIMING

At present the 2.4mR is not on the Gdynia race schedule. Hosts interpreted an earlier meeting (30 October 2025, involving class representatives and Gdynia organizers) as indicating limited interest. The schedule is already set and no race-course space is currently allocated.

The class side described that conversation as more exploratory/casual and noted language barriers and the need for formal EC/NCA decisions.

Hannah noted that the concurrent timing with the 2.4mR World Championship in Norway is unfortunate given the class's existing commitment, but also practically convenient from an organizational standpoint: securing space at this late stage would require her to "have a fight" with the Polish hosts. She is willing to do so if the class confirms genuine interest and realistic substantial numbers (referencing the possibility of a strong fleet such as around 80 boats). Absent that, the class turning up "gives me a headache" because of the need to renegotiate resources with the venue.

She stated that raw boat numbers in any single class are not decisive for inclusion, but demonstrated commitment and country representation do matter.

Hannah's Final Comments on the Championship Timing and Country Representation

Toward the end of the discussion, Hannah provided additional clarity regarding the concurrent scheduling of the 2.4mR World Championship and the Inclusive Championships in Gdynia. She indicated that the fact the events were scheduled at the same time was, from her perspective, a blessing. Because the class was committed to its own World Championship in Norway, it meant the class was not asking her to free up space, plan a dedicated class race area, or allocate additional resources at Gdynia at this late stage in the planning process.

Hannah stated that what she really needed was a few Para sailors from countries which had not yet participated in the Inclusive Championships to come and sail in one of the classes already competing in Poland. Such participation would provide additional country representation for the event. She specifically cited Denmark as an example of a country from which a sailor would be particularly valuable. This approach would help strengthen the overall country count for the Para Inclusive program without requiring the full 2.4mR fleet to attend or necessitating changes to the existing race schedule and resource allocation.

She presented this as a practical and low-impact way for the class to support the broader effort and the case with the IPC, while the class proceeds with its Norway championship plans.

6. IPC / PARALYMPIC TIMELINE AND FUTURE EVENTS

Hannah's current best estimate (gut feel only): decision on sailing's Paralympic status around May, under a new IPC board reviewing bids item-by-item. Updates are given monthly in Para Committee meetings; class members are strongly encouraged to attend.

After the current event, World Sailing will open bids for the Inclusion Championships platform for 2028–2030 (aiming to decide by end of year for speed). 2031 is planned as the pinnacle World Sailing Championships (pre-Olympic/Paralympic). Existing expressions of interest already include European, Middle Eastern, and American venues; an Australian venue is considered likely.

Events are Para Inclusive (open), not Para-only. Para medals and inclusion medals are awarded.

Race format reality: 50–60 minute races are unlikely to continue at World Sailing Championships or Paralympic Games because of broadcast windows (approximately 25–30 minutes of racing). Mix of formats may be negotiable for non-Games events.

OUTCOMES AND NEXT STEPS

- Class EC to meet soon (with Norwegian organizers) to decide on the Norway versus Gdynia conflict and communicate a clear position to World Sailing as quickly as possible.
- If the class elects to remain with Norway, consider Hannah's suggestion of supporting a small number of Para sailors from countries which had not yet participated (such as Denmark) to compete in other classes at Gdynia in order to improve country representation.
- World Sailing to update the official class contact email and continue monthly IPC updates via the Para Committee.
- Ongoing dialog encouraged; World Sailing stated the "door is open" and resources are limited (Para department currently very small).
- Insurance, charter, and equipment-supply models clarified for any future supplied-equipment scenarios.

OVERALL TONE

Constructive but candid. Both sides acknowledged past communication gaps, resource constraints, and the practical difficulties of aligning a relatively small, privately owned, sailor-driven class with a large organization still rebuilding its Paralympic pathway. Mutual interest in continued cooperation was expressed, with emphasis on written commitments, earlier date clarity, realistic expectations around formats and numbers, and pragmatic options for supporting country representation even if the full 2.4mR fleet does not attend Gdynia.