

JURGEN CLUYTMANS

Santander 2014 ISAF World Sailing Championships
Equipment Inspection Chairman

Rio 2016 Olympic Summer Games
Equipment Inspection Vice-Chairman

Media kit

Jurgen Cluytmans

Biography

Jurgen Cluytmans, piping & mechanical engineer at Fluxys Belgium and convenor of the European Pipe Coating Platform, began his professional career in 2006 as Inventory Controller at the same company. His main areas of activity are pipelines and piping stress analysis, pipeline coating, specification writing and supplier performance management.

At the time he started working at Fluxys Belgium, Jurgen Cluytmans also started his race official career at the ABN AMRO IODA Optimist Europeans 2006. Subsequently he held responsibilities serving as apprentice, deputy chief measurer and chief measurer at different sailing championships.

Following his election to a number of committees and subcommittees of the International Sailing Federation (ISAF) in 2012, he was appointed Equipment Inspection Chairman for the Santander 2014 ISAF Sailing World Championships and Equipment Inspection Vice-Chairman for the Rio 2016 Olympic Summer Games.

Jurgen Cluytmans holds a Master of Science in industrial sciences, electromechanical engineering from Group T Leuven Engineering College and a Master of Pipeline Technology from Avans+.

He was born in Edegem, Belgium on 4 May 1982.



Media

Jurgen Cluytmans is available for interview on topics such as:

In general

- his appointments for the Santander 2014 ISAF Sailing World Championships and the Rio 2016 Olympic Sailing Competition;
- his memberships of (sub-)committees of ISAF, International 470 Class Association, International 420 Class Association and International Optimist Dinghy Association.

In particular

- engineering and sport
about the way an engineering background could help you as an equipment inspector and/or International Measurer;
- equipment compliance and fair play
about the role of prototype measurement, inspection in production, certification measurement and equipment inspection;
- quality assurance at events
about peer-assessments and self-assessments of race officials;
- work-life balance
about combining international race official duties with a full time job;
- management (people, succession and processes)
about leading a team of race officials and preparations for the future;
- environmental awareness
about green sailing events, green boat production and product lifecycle management.

A few things to consider

- interviews either in person, by phone, by e-mail or via Skype are preferred, although written interviews remain possible;
- although Jurgen's schedule might sometimes be pretty busy combining his engineering career with his activities as an International Race Official and committee member, he is always up for an interview. It just might take a little time to coordinate schedules;
- questions about the activities, publications and decisions of Jurgen's employer that have no relationship with his activities as International Race Official will be forwarded to his employer's spokesperson;
- if you want to know more about his employer's point of view on his appointment(s), you could be put in touch with his employer's spokesperson;
- if you intend to interview Jurgen during one of the sailing events he is appointed to, please verify with the ISAF media team whether or not he is appointed as a media spokesperson for his discipline. In case he is not appointed to that position, you could still interview him on condition of a specific authorisation from the ISAF media team;
- questions about other race official disciplines or subjects he is/was not involved in, will be forwarded to the ISAF media team.
- specifics of a protest or CAS case will not be discussed outside the hearing.

If all that sounds fine, then just get in touch (media@jurgenclytmans.be)

Following media resources are available at Jurgen's website:

- sample questions for those new to sailing and measurement/inspection;
- fact sheet;
- curriculum vitae;
- photos;
- videos.

Sailing

Legacy

For centuries sailing was the transport of discovery, adventure and trade. Today it is a leisure activity, a competitive sport and a profession.

First contested at the Olympic Games in 1900, sailing has evolved with the World and the Olympic movement. Adopting developments in communication, technology and desire, it represents a way of life, nurturing the spirit of adventure, the drive for success under conflicting pressures and the challenges of a modern world.

Diversity

From the smallest dinghies to the gigantic super maxis tearing up the oceans, sailing reflects mankind in its diversity.

Demanding the very best from athletes, the Olympic Sailing Competition creates an arena for a variety of athlete types to shine in the same sport. High-octane skiff and multihull events are contrasted by the level playing field of supplied boats.

Universality

Young or all, tall or petit, able-bodied or disabled, sailing has something for everyone. Olympic sailing has equal opportunities for men and women whilst development projects across the world are educating tomorrow's talent from first time to finish line.

Completely integrated with Paralympic Sailing, it is the only sport where mixed disability athletes compete against each other.



Innovation

Sailing is at the cutting edge of design and technology on-board and ashore. Increasingly accessible for spectators, ticketing at the Olympic Games and other sailing venues is guaranteed with fans in their thousands soaking up the atmosphere of thrills and spills on the race course.

Hand in hand with Olympic competition are sailing's professional competitions and commercial pathways, creating unique and evolving opportunities for athletes, administrators and fans.

Lifestyle

Sailing is a sport for a lifetime and at its heart are strong values of teamwork, respect, friendship and fair play. One of the few sports where men and women compete on equal terms, sailing creates a sense of freedom and equality.

From their first time afloat, sailors have many opportunities. The joy of family cruising is as precious as the career pathway from learning to sail, to local racing, the Olympic Games and professional competition.

Environment

The world's oceans, lakes, canals and rivers create exciting natural sporting arenas with stunning backdrops. Add sailing and sailors and the package is complete.

Using their skill and endurance to harness nature's continually changing elements, sailors have a deep respect for the power and beauty of the natural world and a commitment to preserving the environment they depend on.

About ISAF

The world governing body for the sport of sailing was created in Paris in October 1907. It was initially called the International Yacht Racing Union (IYRU) before the name was changed to the International Sailing Federation (ISAF) on 5 August 1996.

The International Sailing Federation is officially recognised by the International Olympic Committee as the governing authority for sailing world-wide. As such, ISAF is responsible for promotion of the sport internationally, managing sailing at the Olympic Games, developing the International Racing Rules and Regulations for all sailing competitions and the training of judges, umpires and other administrators, the development of the sport around the world, as well as representing sailors in all matters concerning the sport.

The name change to the International Sailing Federation in 1996 came with the change to the name of the sport on the Olympic programme from Yachting to Sailing.

In order to promote the development of the sport the ISAF has established several events - including, but not limited to the ISAF World Sailing Championships and ISAF Sailing World Cup (for Olympic equipment), ISAF Youth Sailing World Championship, ISAF Team Racing World Championship, ISAF Match Racing World Championship, ISAF Women's Match Racing World Championship, ISAF Nations Cup, as well as endorsing and grading the top international match racing and Olympic Class regattas, the results of which go towards sailors' world rankings, which are administered by ISAF.

ISAF currently consists of 138 member nations who are its principle members, and responsible for the decision making process that governs the sailing world.

There are currently 114 ISAF International, Recognized and Classic Yacht Classes, ranging from the small dinghies up to the 60ft Monohulls.

ISAF, from its outset, has worked towards a primary goal to ensure that as many people as possible go sailing.

In 2007 ISAF celebrated its Centenary year by celebrating sailing. The ISAF members, sailing clubs, regatta organizers, sailors and fans were encouraged to organize activities to mark the Centenary with the 'Sail the World weekend' dedicated to getting as many people out on the water world-wide as possible. ISAF also launched the ISAF Sailing Hall of Fame in 2007 to acknowledge some of the sports greatest achievers.

ISAF has had seven elected Presidents since 1946 when Sir Ralph Gore took up the role. Current ISAF President, Carlo Croce, who was elected in November 2012, follows in the footsteps of his father Beppe, who held the role from 1969-1986.

Measurement & Inspection

Racing of all classes under the Racing Rules of Sailing (RRS) and Equipment Rules of Sailing (ERS) is based on the assumption that each boat complies with its class rules, the class rules complementing the RRS & ERS by defining the boat and equipment that may be used.

Normally it is necessary to measure the physical dimensions of a boat, its equipment and sail(s) to establish if it complies with the class rules and this is the principal role of the "measurer".

Measurers therefore play a fundamental role in the organisation of sailboat racing and their ability to apply the class rules correctly and accurately is essential. Equipment is measured for certification before being used for racing, but it is inspected at events as well. Techniques vary in general as certification requires derivation of actual dimensions and inspection means comparison with known minimum / maximum limits.

Good to know - meaning of terms

"Racing Rules of Sailing (RRS)" and "Equipment Rules of Sailing (ERS)"

The Racing Rules of Sailing (RRS) govern the sport on the water. The Equipment Rules of Sailing (ERS) govern the equipment used in the sport. They are both revised and published every four years by ISAF.

Class Rules

Set of class specific rules that specify a boat and its use, the crew, personal or any other equipment and its use, and any changes to the rules as permitted by the Racing Rules of Sailing.

Equipment Inspector, Official Measurer and International Measurer

The term "measurer" is a term often used to describe a person who performs either certification control or equipment inspection or both. However it must be made clear that people performing equipment inspection at events should be called "equipment inspectors", and those who perform certification control should be called "official measurers". The title of "International Measurer" is awarded by ISAF to a person who meets the criteria set out in the ISAF regulations.

Equipment Inspection Committee (EIC)

A panel of 3 or more members of the following - the Chairman of the Equipment Inspection Team, the ISAF Head of Technical & Offshore and the ISAF International Measurers appointed by ISAF and responsible for the conduct of inspections in one or more of the Events.

Associations, registrations & memberships

Jurgen currently is registered with / member of a number of organisations. Below you can find a non-exhaustive list of the organisations and his involvement:

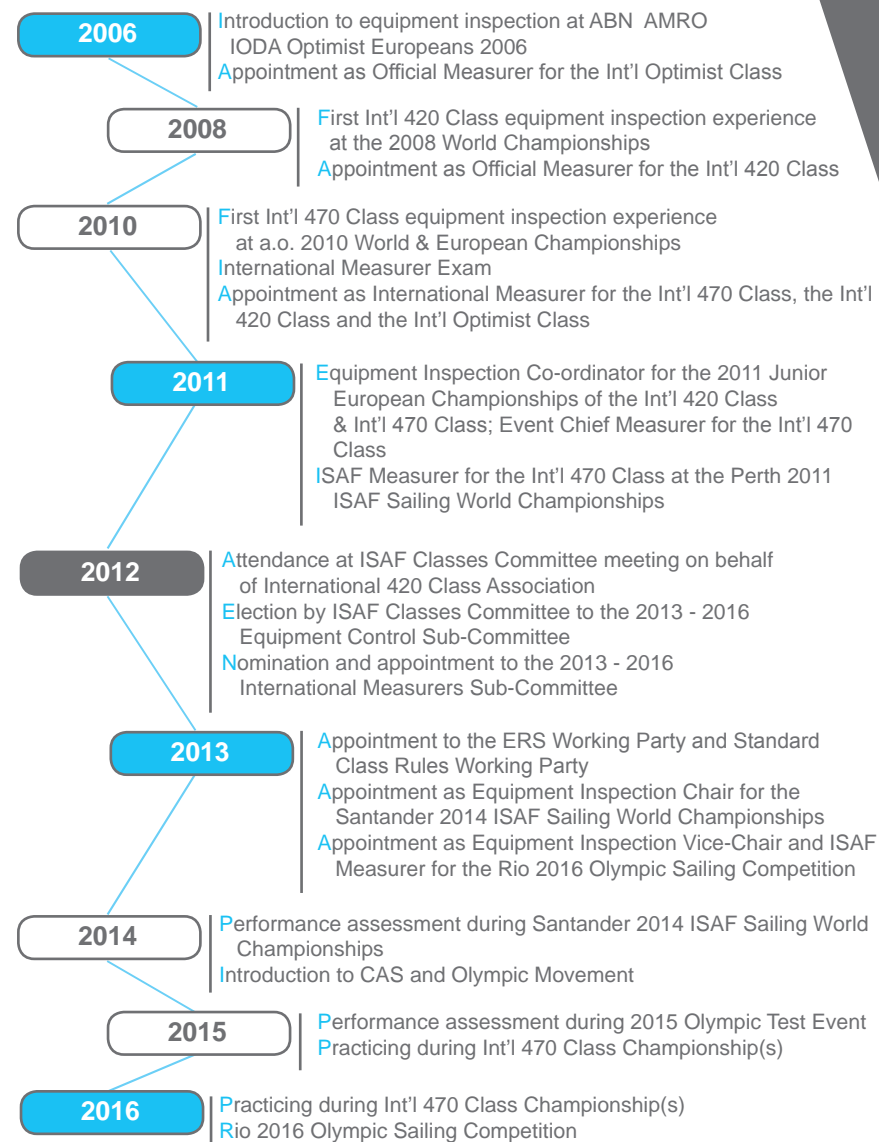
Sailing

International Sailing Federation (ISAF)	<i>member of several (sub-)committees & working parties</i>
International Optimist Dinghy Association (IODA)	<i>technical committee member</i>
International 420 Class Association	<i>executive committee member</i>
International 470 Class Association	<i>technical committee member</i>
Royal Yacht Club of Belgium (RYCB)	<i>member</i>

Non-Sailing

Chartered Quality Institute (CQI)	<i>associate</i>
Institute of Corrosion (ICorr)	<i>ordinary member</i>
NACE International	<i>member</i>
ASME	<i>member</i>
Alumni Avans+ Pipeliner	<i>member</i>
Alumni Group T Leuven Engineering College	<i>member</i>
Flemish Chamber of Engineers (VIK)	<i>member</i>
Alumni KU Leuven	<i>member</i>

Personal pathway to RIO 2016



Competitions

Santander 2014 ISAF Sailing World Championships

About

The ISAF Sailing World Championships are the most important event organised by the International Sailing Federation (ISAF). They are held every four years and bring together all classes of the next Olympic Sailing Competition in a single competition. Other years each class celebrates its World Championship separately.

The championships are used as the first of two qualifying events for countries to gain their place to compete at the Summer Olympics Sailing Competition. As such, Santander 2014 will be the first qualifier for Rio 2016.

The past ISAF Sailing World Championships were held in Cadiz (Spain) in 2003, in Cascais (Portugal) in 2007 and in Perth (Australia) in 2011. About 1000 boats, 1400 sailors and 95 countries represented are the most important numbers of this event, which moves about 5000 people.

The percentage of qualifiable places has been changed from 75% to 50% for the 2014 edition.

Website

www.santander2014.com

Event dates

8 - 21 September 2014

Media enquiries

please contact the ISAF Media Team

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Rio 2016 Olympic Sailing Competition

About

Sailing was first contested at the 1900 Olympic Games, made its next Olympic appearance in 1908 and has been on every Olympic programme since that year. It is one of the oldest sports on the Olympic programme and its Olympic history is littered with many heroes including some of the sporting world's great figures.

In the early Olympic Games, sailing was dominated by bigger boats, sometimes with as many as 10-12 sailors, and time handicaps were used to adjudicate the races. Starting from 1924 and increasingly from the 1950s onwards, the trend has been towards smaller and smaller one-design boats with fewer crew members. In the last 20 years, equipment trials have resulted in several new boats reflecting the latest developments in the sport.

The current line up of boats is a mixture between classes with a long Olympic history such as the Finn which was first seen at the Helsinki 1952 Olympic Sailing Competition, and those reflecting the design and technology advances in the sport, such as the 49er and the Nacra 17.

Women have always been allowed to compete in Olympic sailing with men, but in 1988, separate sailing events were introduced exclusively for women. The Olympic sailing programme for Rio 2016 will see men and women compete side by side in the Mixed Multihull event using the Nacra 17 as the equipment.

In effect, sailing made its Olympic debut in Sydney, as it became the first Olympic sport to make a name change. The sport had always been called yachting in the past.

Website

www.rio2016.com

Event dates

5 - 21 August 2016

Media enquiries

please contact the ISAF Media Team
see previous page

Events & Classes

Men's & Women's Two Person Dinghy 470

The 470 is a One-Design racing dinghy with an overall length of 4.70 m for a crew of two, designed by André Cornu in 1963 and adopted as an International / Recognized class in 1969. It became an Olympic Class in 1976 where the class was sailed as an open event before the introduction of separate events for men and women in 1988.

Details

Type: Centreboard boat
Crew: 2
Number of trapeze: 1
Designer: André Cornu
Hull material: GRP
Year designed: 1963

Mainsail area: 9.45 m²
Spinnaker area: 12.16 m²
Headsail area: 3.59 m²
Sail area (upwind): 13.04 m²
Min. boat weight: 120 kg
Olympic debut: 1976

Men's Skiff 49er

The 49er is a skiff-type racing dinghy, designed by Julian Bethwaite, that stands out as a fast boat and as a boat of risky and spectacular manoeuvres, requiring major fitness and a thorough survey of the boat. It is a double trapeze boat, so both helm and crew are hanging on the trapeze. It has a large asymmetrical spinnaker which allows it to develop high speed.

Details

Type: Centreboard boat
Crew: 2
Number of trapeze: 2
Designer: Julian Bethwaite
Hull material: GRP
Year designed: 1995

Mainsail area: 16.1 m²
Spinnaker area: 38 m²
Headsail area: 5.1 m²
Sail area (upwind): 21.2 m²
Min. hull weight: 94 kg
Olympic debut: 2000



Women's Skiff 49er FX

Mackay Boats designed a new rig, called FX, for the 49er. After several months of development and testing the new boat was taken to the Olympic Equipment Evaluation in Santander, ESP.

The new 49er FX is the evolution of the 49er for the female category at the Olympic Games and has some modifications in terms of rigging to make it ideal to a crew weight inferior to that of the 49er, but keeping the same features that have made the 49er one of the most spectacular boats.



Details

Type: Centreboard boat
Crew: 2
Number of trapeze: 2
Designer: Bethwaite / Mackay
Hull material: GRP
Year designed: 1990s / 2012

Mainsail area: 13.8 m²
Headsail area: 5.8 m²
Spinnaker area: 25.1 m²
Sail area (upwind): 19.6 m²
Min. hull weight: 94 kg
Olympic debut: 2016

Men's One Person Dinghy Heavyweight Finn

The Finn was designed in 1949 to be the single-handed boat at the 1952 Summer Olympics. Since its 1952 debut, it has been in every Summer Olympics, making it one of the longest serving dinghies in the Olympic Sailing Competition. Nowadays it is used for the men's heavyweight category.



Details

Type: Centreboard boat
Crew: 1
Designer: Rickard Sarby
Hull material: GRP
(classic boats wood)
Year designed: 1949

Mainsail area: 10.2 m²
Min. hull and centreboard weight: 116 kg
Olympic debut: 1952

Men's One Person Dinghy Laser

The Laser is a One-Design single-handed dinghy, considered by some as the little brother of the Finn. With more than 200,000 boats in 140 countries, it is clearly one of the most popular boats for both youngsters and adults.

Women's One Person Dinghy Laser Radial

The Laser Radial is basically a laser but uses a shorter mast and less sail area. Like the standard Laser, it is a One-Design boat and has wide acceptance among youth and female sailors.



Details

Type: Centreboard boat
Crew: 1
Designer: Bruce Kirby
Hull material: GRP
Year designed: 1969

Sail area Laser: 7.06 m²
Sail area Laser Radial: 5.76 m²
Min. Hull weight: 58 kg
Olympic debut: Laser - 1996
Laser Radial - 2008

Mixed Multihull Nacra 17

The Nacra 17 is a high performance multihull, designed by Morelli & Melvin in 2011. The Nacra 17 was chosen by ISAF as the multihull boat that would participate in the 2016 Summer Olympics. At the moment, it is the only Olympic class with mixed crew and is characterized by its hardness, highly complicated handling and high speeds. It also has double trapeze and curved daggerboards.

Details

Type:	Multihull	Mainsail area:	14.45 m ²
Crew:	2	Headsail area:	4.00 m ²
Number of Trapeze:	2	Spinnaker area:	18.5 m ²
Designer:	Morrelli & Melvin	Sail area (upwind):	18.45 m ²
Hull material:	GRP	Min. Boat weight:	143 kg (alu mast)
Year designed:	2011		139 kg (carbon mast)
		Olympic debut:	2016

Men's Windsurfer / Women's Windsurfer RS:X

The RS : X was the result of a successful bid by NeilPryde to provide windsurfing equipment for the 2008 Olympic Games. The RS: X is a 'grand style' board that combines modern design with a centreboard, allowing competition in virtually any wind condition. This means that the RS: X is a dynamic and versatile class to observe.

Details

Type:	Windsurfing	Sail area (Men):	9.5 m ²
Crew:	1	Sail area (Women):	8.5 m ²
Designer:	Jean Bouldoires & Robert Stroj	Min. hull & centreboard weight:	17.2 kg
Hull material:	GRP & carbon	Olympic debut:	2008
Year designed:	2004		



Sailing at the Olympics since 1900

1900 - PARIS

1908 - LONDON

1912 - STOCKHOLM

1920 - ANTWERP

1924 - PARIS

1928 - AMSTERDAM

1932 - LOS ANGELES

1936 - BERLIN

1948 - LONDON

1952 - HELSINKI

1956 - MELBOURNE

1960 - ROME

1964 - TOKYO

1968 - MEXICO

1972 - MUNICH

1976 - MONTREAL

1980 - MOSCOW

1984 - LOS ANGELES

1988 - SEOUL

1992 - BARCELONA

1996 - ATLANTA

2000 - SYDNEY

2004 - ATHENS

2008 - BEIJING

2012 - LONDON

2016 - RIO DE JANEIRO

2020 - TOKYO



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