

Minutes of F18 World Council Meeting
FFV Offices,
Paris
01.12.2007

Present :

Olivier Bovyn. Chairman.

Pier Riches Italy.

James Baeckler France

Frederique Pfeiffer France.

Christian Rocholl Germany.

Thomas Pierlet Belgium

James Power UK.

Gillian Power UK.

Liesbeth Oosterhagen. The Netherlands.

Don Findlay. Sec. General.

Attending as observers.

John Dinsdale.

Peter Vink.

Pablo Soldano.

1. Apologies for Absence.

Apologies were received from Australia, Argentina, Sweden and Spain. M. Eric Hainneville
Treasurer

2. Minutes /Notes of Dervio meeting this matter to be addressed after Item 14.

The French delegate expressed disappointment that the Dervio minutes had not yet been distributed.

He understand that some events had happened to disturb the process, the Sec.General was unwell in Dervio and the Chairman's laptop had been stolen, but he still wished for a true record of that meeting even if it was six months late. He went on to say that he was concerned that this had happened and was causing concern amongst members. The Sec. General said he would attend and issue authorised minutes of the Dervio meeting together with the minutes of this meeting. French representatives in Dervio are ready to help the Council in this job.

Action: Don Findlay

3. Matters arising from the Dervio meeting, not on agenda. This item will be handled under Item No14.

4. Treasurers report.

Eric Hainneville being absent the Chairman detailed the finances and budgets for 2005, 2006, 2007 and 2008.

The Sec.General handed the Chairman an invoice recently received from ISAF for £186.06 for 2007 membership for immediate payment by the Treasurer.

Action: Eric Hainneville

Also, the meeting questioned why the Sec. General had not received his travelling expenses when he went to the Worlds in February 2007 as part of the International Jury. The Sec. General stated that he had asked as had been requested previously but it seemed that there weren't sufficient Australian funds to pay his expenses. The meeting asked that he write again. *(Subsequently after the meeting, the Sec. General has received a note from Mark Laruffa who managed the Worlds in Australia, pointing out that it had been agreed that there weren't sufficient funds to pay BEFORE he went to Australia, regrettably the Sec General stated he was not aware of this.)*

The Sec. General considers the matter closed.

A request was made by French representative that the individual payments from each country be sent out by the Chairman so all Chairmen had an overview of finances and that these were added to the budget presentation for all future budgets.

Action: Eric Hainneville/Don Findlay/Olivier Bovyn.

The Chairman distributed invoices to the National Chairmen which are due for prompt payment for 2007.

Action: National Chairmen.

Concern was expressed by Peter Vink, an observer, that 30% of the international budget was taken by boat stickers, which didn't yield any profit to the International Council. 3,000 euros in and out! The Council discussed for some time, and it was decided that boat stickers were a service to owners but the matter would be on the agenda and reviewed next year

Action: Don Findlay.

5. F18 Worlds Vigo. The Sec General detailed his trip to Spain and said that he was confident of a first class regatta, how ever there were matters still to be resolved quickly. The notes that he made of that trip will be attached to the minutes.

The Notice of Race was discussed in detail, and the Chairman made amendments as they were agreed. The amended NoR will be distributed with days. The allocation of national teams caused considerable discussion but were finally agreed. It was stressed that any National Chairman who feels they may not be able to fill their allocated slots tells the Sec. General with urgency so they may be re-allocated

Action: National chairmen.

The NoR to go to Spain, the International Jury and the Race Officer with all haste. Detailed costings and arrangements for International Jury were of high importance. The Sec. General to write with haste.

Action: Don Findlay.

John Dinsdale requested an International Wild Card for Jaques Bernier, this was granted.

Action: John Dinsdale.

Following considerable discussion it was agreed, and the Dervio decision confirmed, that helm and crew would have to be National F18 members when they sail in Spain in the F18 Worlds.

Action: National Chairmen.

The Sec. General was asked to write to Darren Bundock, as F18World Champion to see whether he will be attending or going to China. *(Subsequently he has responded that it is unlikely that he will be in Spain.)*

Action: Don Findlay.

6. F18 Worlds 2009.

There was only one presentation by Patrick Demesmaeker from the Royal Belgium Sailing Club. The presentation was impressive with detailed costings and after substantial discussion, the meeting agreed that the 2009 World F18 Championships would be awarded to Belgium. Belgium to update the next Council meeting in July 2008 in Spain.

Action: Belgium delegate / Don Findlay

7. F18 Worlds 2010.

Argentina had shown interest in hosting the World Championships in 2010, they were joined by Holland and Italy. It was agreed that the decision to hold the regatta would be made in Spain in July 2008, when those countries wishing to host would be asked to present their case. Although members of Council agreed that there were international responsibilities on our F18 Association, they felt that a trip to Argentina so soon after Australia was going too far too soon.

Action: Delegates from Argentina, Italy, Holland.

8. Multihulls Olympics 2012.

The Chairman detailed the situation as he was in Portugal during the meeting, agreeing again on how badly the meeting was handled and that it was totally unsatisfactory.

It was felt that there are four distinct disciplines, dingy, keel boat, wind surf, and multihull, and these should represent all forms of sailing at the highest level.

The Sec. General spoke of the work that he had been doing for weeks in trying to get sailors organised. The e-petition had attracted over 5,000 names in opposition to ISAF decision. Nick Dewhirst, Chairman of UKCRA (United Kingdom Catamaran Racing Association) had taken the lead and had contacted many hundreds of sailors. The Sec. General had been in daily discussion with Michael Grandfield, President of ITA. concerning the technicalities of the meeting. The matter was far from lost and the Council would be kept informed of any further information as it arrived. What was clear to all, was that the F18 Council was regarded world wide and as an important and serious player in the world wide multihull politics. Further events were planned with many National Authorities writing to ISAF to request a re-opening at the mid May meeting.

Real concern was expressed by all National Chairmen that due to this decision, support for youth multihull sailing would be diminished.

The meeting thanked those involved for the effort and trusted that the matter would be resolved.

It was agreed that ALL Chairmen write to their National Authorities and deplore the action taken by the ISAF. Copies to Sec. General please.

Action: All National Chairmen.

9. Relations with ISAF.

The Sec. General stated again that he was unhappy with the relations with ISAF where F18 classed itself as an "International Class" but only Hobie Tiger and Nacra F18 paid their international dues to ISAF. Clearly it would be difficult to go through all F18's on the water and demand payment from them, the alternatives were that :

a. All F18 measured after 01.01.08 should not be measured unless they have the ISAF plaques on them.

b. That all F18 entered for National and/or Continental and /or World Championships would have to have their plaques after 01.01.08. Therefore they will have to pay retrospectively.

There is concern from builders about declaring financial information which may be classed as commercially sensitive, and producing numbers sold would come into that category. But it would be equally difficult to write to all builders and send them an invoice retrospectively on the boat they had sold previously, sometimes years before, when they arrived for National, Continental or World regattas..

French delegate commented that they all agree that only boat measured after 01.01.08 should carry the ISAF plate. They also stated that the collection of the ISAF plate money should never be under the responsibility of the National Associations, this has to be organised between builders, IF18CA and ISAF.

If the measurement certificate shall include this new record, then 3 months was needed after the publishing minutes date to put this rule in force (Measurement certificate modification, Website data base modification and national measurers update process). hence the date of 01.03.2008 was more appropriate. This was agreed by the meeting. This modification should be also included in F18 class rules.

Action: Don Findlay

Detailed discussions to take place URGENTLY with Simon Forbes of ISAF, builders, measures and National Associations. Many thought that the builders should pay, if the system can be in place effectively. The fee of £20.00 sterling (27.50 Euros) per boat was discussed.

Action: Don Findlay, Class Chairmen, International Chairman.

10. List of National measurers.

The Sec. General was told that these have been sent to him before, but sadly he was requesting that all Chairmen send them again, offering his apologies for inefficiency. *(Subsequent to the meeting the Sec. General has retrieved the list of measurers and will forward to Chairmen.)*

Action: Don Findlay.

11. Method of Counting members.

There was still uncertainty in the way each country counted their members, also there was concern that the Council should give instructions to each country. Examination of the constitution took place:

a. 9.3 of the Formula 18 Constitution states that "Each National Formula 18 Association shall handle their affairs as delegated to them by the World Council"

b. 10.0 details the structure of National membership.

However, there would be changes in 10.6 due to item 13 on the agenda.

Matters were still left in individual countries as to how they counted their memberships, but this subject had been discussed frequently and a desire for consistency was becoming clearer.

Action: National Chairmen for further discussion.

French Comments subsequent to the meeting: The way to count our members is defined by our constitution and can't be altered except by a General Meeting with a majority.

We understand what in some countries F18 Class Association are owners associations and do not count the crew.

According to IF18CA constitution the associations shall handle their affairs as delegated to them by the World Council. As The World Council hasn't given any requests to F18 National Association in the past, The French Association would like to find an agreeable solution for Associations and solve this topic.

They propose the following agreement:

- *National Associations declare the number of sailor members and pay membership to IF18CA for all sailors.*
- *Owner associations should declare the number of owners multiply by 2 and pay memberships to IF18CA for helmsmen and crew.*

With this solution, respecting all different type of constitution, The World Council will have a same standard for counting world quota and vote during World Council.

Using this standard the Council will have true representation as agreed in Dervio.

This solution will show also the growth of the whole F18 population and will help the IF18CA budget.

Action: URGENT World Chairmen

12. Support for Youth Sailing .

It was agreed that due attention be paid to young sailors at the Worlds in Spain and that all Chairmen update their National Committees.

Action: Don Findlay

13. French delegate comments. See Dervio minutes.

The following rules modifications were discussed, they are not changes but just clarifications:

a. To add in section B:

Measurement shall be carried out according to current Equipment Rules of sailing unless stated in the F18 rules.

b. Correct to read Rule B1.3.1:

The minimum weight of the platform shall be 130 kg. or more

c. Correct to read Rule B1.3.2 :

The minimum weight of the of the boat ready to sail shall be 180 kg or more

d. Correct to read Rule B2.1:

The mast shall be of extruded aluminium of constant profile. The mast shall be watertight from a point 450mm above the base of the mast extrusion. Mast measurements shall be taken from the bottom of the mast extrusion.

e. Correct to read Rule B4. Sails:

The sails including reinforcements, shall be made only of woven or laminated ply with parallel polyester fibres for the main and jib and of nylon and polyester woven ply for the spinnakers. The window shall have a maximum size of 0.3 sq for the jib and 1.00 sqm for the main. *(One member of Technical Committee has written AFTER the meeting and ask what is current sizes of windows before any final decision be made)*

Battens shall be made of glass fibre and polyester foam(fibre foam) or epoxy resin.

f. Correct to read B.4.1.2 :

No part of the sail shall be above the mast head point (ERS G.5)

g. Delete the phrase B. 4.2 : "The ISAF ERS shall apply to the jibs".

h. Correct to read B.5.1 MARKING OF THE SAILS :

The marking shall be fixed to the TACK of sails on the starboard side.

i. Correct to read C.2.1.2

.....eventually the corrector weights specified in B.1.3.3

j. The rule change on method of measuring the spinnaker was withdrawn.

k. The proposal on establishing another SCHRS number for the F18 with small jib and spi, was defeated

l. The Sec. General pointed out the request from Darren Bundock that the small jib be withdrawn from use, was defeated.

m. After considerable discussion, the use of GPS tracer is not allowed in triangular racing (to be implemented in class rules)

Action: Don Findlay/ Olivier Bovyn for web site.

14. It has been pointed out that the rules for F18 on ISAF web site refer to rules from July 2005.

Action: Olivier Bovyn and Don Findlay to alert ISAF

15. Any other business:

a. The Sec. General point out his wish for further consideration of rules in "ISAF form", which had previously been rejected by Council.

b. The term "self certification" rather than in- house certification to be considered. The Sec General to write to David Brookes of the International Hobie Class Association.

Action: Don Findlay

c. Olivier Bovyn stated that in Australia sails were sold with measurement stickers.

There being no further business, the Chairman closed the meeting.