

# International Formula 18 Catamaran Association. Council meeting. Paris Saturday 26th November 2011. Minutes

## ➤ GENERAL

### 1. **Welcome by President.**

The President welcomed all members to the meeting.

### 2. **Apologies for absence.**

Apologies received from :

Poland, Canada, Italy, Spain, Sweden and US.

Present :

Olivier Bovyn Chairman, Don Findlay Honorary Member, Pierre Charles Barraud Chief Measurer, Sandor Roka (Hungary), Jens Uwe and Maximilian Said (Germany), Liesbeth Oosterhagen and Martine Vos (Nederland) , Frédérique Pfeiffer and Franck Tiffon Terrades (France), William Sunnucks (UK), Andrew Gallagher (Ireland), Thomas Pierlet (Belgium), James Baeckler General Secretary.

Agenda Comments and proxy voting received from :

Italy, Sweden, Spain.

### 3. **WC Minutes**

Minutes of meeting July 2011 were discussed and approved

### 4. **IF18CA Financial reports**

Presented by the Treasurer. Summary, finance is satisfactory, due to increased income from ISAF plaque fees. Discussion took place on security of information concerning public distribution of minutes due to figures quoting ISAF plaque income. One member thought that it was time to decrease income to the WC from NCAS's whereas others were against. The WC needs income, spending it wisely on behalf of all F18 sailors, is the aim. WC agreed to keep NCA payments to the WC the same (€10 per member) for 2012. Finally it was agreed that the accounts could be published on IF18CA website.

2010 financial report is approved.

### 5. **2012 fees and Budget**

2012 fees and budget review. The annual reviews showed a steady rise in income putting the WC into a reasonable financial position. Following detailed discussion of the 2012 budgets, they were passed by WC, but the wisdom of budgeting for a balanced income/expenditure for 2012 was questioned. The President was sure that there was still enough flexibility to make the budgets robust. World slots allocation reflects payment of national fees by the 31st of December in the preceding year.

### 6. **Class activity report.**

The Sec. General gave an upbeat report of the confidence of the Class, but there were areas of concern.

A) There had been considerable delay in receiving rule confirmations from ISAF, this had caused real concern. The President confirmed he would be visiting ISAF in Southampton in December and would raise these Class concerns.

B) Following July meeting decision The President would write to ISAF stating real concerns that the IF18CA had about Olympic involvement. The "A" Cat Class had also written saying they were not interested in any Olympic program. A letter will be issued to all builders stating that the

IF18CA does not support any F18 design as an Olympic class. It was noted that no F18 could meet the required specification without the addition of a carbon mast.

C) There was considerable concern about how the WC funds would be spent.

i.) Transport financial support to Continental regattas for few members or wider participation in training and coaching, particularly for youth sailors.

ii) On balance the WC thought help should be given to developing sailing “at the base of the pyramid” as those who wanted to travel to major regattas would attend and a few euros would not alter their holiday decisions whereas the same euros could offer considerable help to many more sailors starting their multihull sailing.

iii.) Training Camps were agreed for one week prior to Carnac, the possibility of making the Italian Nationals truly an OPEN event was discussed, and holding a camp one week before those Nationals. A clinic will also be organized prior to the Worlds in USA.

D) Don Findlay was asked to write to the Tech. Comm., expressing the WC appreciation of the task they had performed, often in difficult circumstances and he went on to present the DRAFT of the new Constitution suggesting the Tech. Comm. is strengthened.

E) The announcement that the Chilean F18 Class is established was welcomed by the WC and the President is to write a welcoming note wishing them good fortune.

F) The new Estonian measurer will be attending the Europeans in the Canaries.

G) The updating of Measurers knowledge was questioned and whether they ought to have “updating sessions” so they were thoroughly aware of changes as they occurred throughout the Class. A Measurers training session will be held in Quiberon in 2012.

H) It was noted that each NCA MUST keep a national log of all measurement activity in the country and note how many boats/sails each measurer was performing.

I) Some countries keep all measurement certificates electronically, others don't. The Sec. Gen. to investigate the various methods and try to align them all into a simple system for all to understand.

J) Sanyi Roka was thanked for his work for the successful 2011 Worlds, and on the website which had also been a great success, but the President stressed that it was only as good as the information it had received and he had been the major contributor for some time. NCA's were NOT providing enough information to the IF18CA website, building their own NCA website was fine, but the IF18CA WAS the official communication to the sailing world and wider audience.

## ➤ ADMINISTRATION

### 7. IF18CA Committee Forums (G. Secretary)

To formally adopt the IF18CA committee forum as the unique official means of communication in order to :

- Fulfill constitution requirement about class archives,
- Avoid long and fastidious email search,
- Ensure the transfer of the class experience and knowledge to the next generation.

The choices for F18 communication were :

- i. Emails as currently used
- ii. Forum as recently set up
- iii. Google groups.

Andrew Gallagher and Sanyi Roka spoke in favor of Google Groups , they both had considerable experience and were convinced of their security. The President was keen on continuing with recent Face Book-developments especially for informal sailor to sailor correspondence. Questions were asked as to whether the Tech. Comm and Measurers would be involved or whether they had their own groups – this was agreed. After detailed discussion, it was agreed to immediately update all WC emails addresses and move forward with Google groups with Andrew and Sanyi taking the lead in this new venture and resolving questions that arose and that were left unanswered.

Proposal :

The official communication exchange will be organise through restricted Google groups (WC, TC, Measurers).

The proposal is passed unanimously.

## ➤ CLASS RULES

### 8. Class rules proposals for 2012 amendments (All)

- Dagger board length limitation proposal :

The WC received the report from the Dagger Board Working Party, Chaired by Greg Goodall. The President thanked them for their detailed work.

Proposal :

To update class rules by adding :

“ The maximum length of a dagger board protruding from the bottom of the hull shall be 1400mm.”

The WC agreed unanimously with their recommendation for application 31.12.2011.

- Daggerboard and hull geometry discussion:

The WC received the report from the Daggerboard geometry Working Party, Chaired by Andrew Gallagher. The President thanked them for their detailed work.

The WP concluded that the rules as they currently exist prohibit curved and canted boards. However, to avoid confusion a clarification can be added, with a manufacturing tolerance:

*E.3.3(x) Curved daggerboards are not allowed. A manufacturing tolerance of 10mm of curvature over the total length of the board is allowed.*

Agreed unanimously

The WP reported that many elements of the ERS do not suit multihulls. The **boat centreplane** of a multihull is not defined. The WP suggested a clarification defining this as:

*D.6.x The **boat centreplane** is the vertical longitudinal plane of the boat which passes through the centre point of the front and rear beams.*

*D.6.x The assembled hulls and beams must be symmetric about the **boat centreplane**.*

*D.2.x The **hull centerplane** means a longitudinal plane of symmetry of a hull.*

Agreed unanimously

The WP indicated that the rules already refer to the hull centreplane, which indirectly requires the hull to be symmetric. The WP was not aware of any F18 designs with asymmetric hulls. For clarity of the rules and definitions it was proposed to add:

*D.2.x Only the parts of the hull under the waterline must be symmetric.*

Agreed unanimously

This allowed a clear definition of the hull centreplane, allowing a new rule governing the restriction of inward-canting hulls, and thus boards:

*X.x.x Hulls and their appendages may be canted outwards at the keel. Canting the hulls and their appendages inwards at the keel is prohibited, except where this is caused by curvature in the front beam as per rule D.4.2.*

The maximum **boat beam** shall be 2.60 m with hull appendages in completely down position.

Agreed unanimously,

- Class rules clarification (under article A.8) :

Add in spinnaker reinforcement cloth list the wording dropped by error in previous edition : "any woven polyester".

Agreed unanimously.

- Class rules clarification (under article A.8) :

To issue clarification in hulls construction (rules D.2/D.3) regarding the use of paint as hull coating.

In regard to hull coatings, Andrew circulated and presented different points discussed over email with James Ogilvie (Australian F18), and info received from Marinewear/AwlGrip. The committee strongly supported adding clarifications to limit the use of anti-slipping agents, etc. A lot of questions about epoxy paints, application processes, finishing and repairing of boats have been raised. The ex-officio members explained that the intent of the rules originally was not to have

production with epoxy. Rule D.3.1(a) states "*hull shells shall be built from polyester or vinylester resin... Every material that is not expressly permitted is prohibited*" and include gelcoat as part of the polyester/vinylester system. The view of the committee is that it is not desirable at this point to have boats supplied with an epoxy finish from the factory.

It was discussed that epoxy coatings have some potential advantages for the class, particularly for maintenance. But it is felt that the current risk to the class of having boats marketed and sold with 'premium' epoxy coatings is undesirable, and a sufficient risk to the class right now to justify strict control. (It is noted that TC is working on the rules regarding hull construction in future).

The following clarification is discussed :

#### D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the **hull**.
- (b) Sealing strips of any suitable material for centreboard/daggerboard slots are permitted.
- (c) Routine maintenance is permitted without re-measurement and re-**certification**, providing that the intention and the effect is to polish the hulls only.
- (d) *The use of surface coatings with additives such as increased sliding agents, friction reducing agents, or additives to reduce the specific gravity of the surface coating are not allowed.*
- (e) *The application of vinyl or other film over the hull surface is allowed only for the purpose of displaying advertising and graphics. Performance enhancing films, or those with textured or modified surfaces which would alter or improve the flow around the hull are not allowed.*

#### D.3.1 Materials

(a) The hull shells shall be built from polyester or vinylester resin, glass fibres, core of PVC or balsa or felt. The hull shells shall have an external gelcoat finish. The combination of wood-epoxy, injected plastic, which shall not be altered, other than locally for fittings, and passage of equipment and normal reinforcement. Epoxy glue is permitted for joining components. Every material that is not expressly permitted is prohibited.

The clarification is passed by majority (No proxy from Sweden).

- Crew weight (under article A.8) :  
the former text is updated as follow and presented to the vote:  
**"Crew shall be weighed dressed in underwear or swimming costume"**

Passed unanimously.

- Crew weight change submission  
After 18 months of trials following July 2010 meeting decision, the crew weight proposal is presented to the council :  
Change actual class rules crew limitations C.3.2 (a) (3) by :
  - i. Crew between 135 kg and 150 kg may use the large jib and large spinnaker and then shall carry extra weight equal to half the difference between their actual weight and 150 kg.
  - ii. Crew between 130 kg and 135 kg may use the large jib and large spinnaker and then shall carry extra weight equal to the difference between their actual weight and 135 kg + 7,5 kg.

The French Association were thanked for the detailed work that they had done over a period of time and represented the correct way of gaining recognition for any rule changes in the future.

Passed by majority.  
Against : ITA, NED.

- Carbon allowed parts. (from memory, already agreed in July)  
Decision taken :

- i. to revert to the original text regarding carbon parts allowed in F18 class.
- ii. To include the update with 2012 class rules version.
- iii. To declare all carbon part not listed in the 2012 update illegal (no grandfathering of carbon parts not listed).

List of equipments using carbon (extract from 2007 Class rules version): Carbon is only permitted in spreaders, rudder blades, dagger boards, blocks, cleats and tiller extension

The rules were clear and would be enforced

#### 9. WP investigations for futures proposals :

The Working Party on Sails and cloth types was chaired by Don Findlay who presented a summary of all the emails that he and others had received. On balance, the views were strongly in favour of making clarifications immediately but were also against any changes that were "forced" upon the Class by builders and sail makers NOT applying current rules. "Grandfathering" of sails made outside current rules was strongly opposed. Findlay pointed to the work that the French Association had done with their weight change proposal, how the "head width" rule, how the roller furling jib rule and others had been handled in a timely manner. The WC had to consider ALL the F18 sailors and so recommended that the rules be applied. The authority for this ruling was agreed in Class Rule A.3.2. This was unanimously agreed and so any boats or sails which transgress the rules are prohibited to race as F18. The application of this decision will take place on 31.12.2011, as some sailors may have their sails in transport to Canaries, and WC felt that despite the withdrawal of measurement certificates, it would be unfair to penalise sailors for the Canaries regatta. In future, if any sail maker or manufacturer wishes to have rule changes then they apply directly to the WC, through an NCA or Tech. Comm. and then the changes can be discussed, and if passed, introduced in a timely manner so that all builders and sail makers can make adjustments to their manufacture, ensuring the "level rating" and also preserving the value of all F18 craft as much as possible.

The following sequence is presented to the vote :

- A) All sails using 2 different cloth in body sail measured in good faith and stamped prior 15th of September will be allowed to race until 31.12. 2011.
- B) Chairman will issue a letter to RNGC to guaranty peaceful event,
- C) TC will investigate in future cloth list update and sail construction.

The proposal is passed by majority.

Abstain : HUN, Against : None. (No proxy from Sweden)

### ➤ CLASS EVENTS

#### 10. 2012 European Championships (G. Secretary)

Proposal :

During international events, no boats will be measured for issue of new certificates by official event measurers.

If possible NCA class measurer will deal with initial measurement on the spot as service to sailors.

(Proposal in line with ISAF regulation 31.13.5)

The proposal is passed unanimously and will be added in the Worlds bid requirement.

Following Spanish request, the European in Canaries with less than 100 boats will be sailed on 1 race area, all 94 boats on same starting line (no seeding fleet).

Starting line, offset mark and race path shall be designed consequently.

#### 11. 2012 Worlds

Pre notice of race is on line at following link : <http://www.abyc.org/event.cfm?id=378>

It is noted that the IF18CA owns the domain name "F18 Worlds 2012". It will be more suitable to use this address and dedicated webpage for event search on Internet and historical archive.

Transportation possibilities :

Air freight may be an alternative to join the event. Andrew Gallagher will follow up with Wyatt Orsmond and clarify proposed loading plans, locations and packaging requirements for air freight.

French rep proposal regarding transportation funds :

In order to help all NCA teams to attend overseas International events such as Worlds, and Continental championship we proposed for year 2013 to :

- To decrease from 10 to 5€ per member the annual fee to IF18CA,

The 5€ remaining within the hands of the NCA will be used for transportation expenses.

The proposal is rejected, funding will be used for developing F18 class such as clinics, marketing, movies and securing rights to picture library for class promotion.

**12. 2014 Worlds (Irel. Rep.)**

Update bid made by Andrew Gallagher.

A support letter from local Council regarding financial support is requested. The Council recall that registration fees are limited to 250€ and 100€ for youth, Any other info such discounted ferry transportation are welcome.

**13. 2011 Worlds**

Debrief by Sandor Roka. Thanks from all the WC on his efforts and also those of his Committee. Sandor went on to detail the regatta finances but asked that these be kept to a restricted group to protect the interests of regatta organisers and sponsors. The finances showed were satisfactory to the Organising Authority of the regatta.

**14. Continental F18 Championship (G. Secretary).**

Argentina bid to organize 2013 South American championship.

Passed unanimously.

➤ **VARIOUS**

**15. F18 trademark registration and F18 logo**

Renewal between IF18CA and logo designers, and use by all NCA's in a non profit making way, was approved by WC.

F18 logo template will be issued to All NCA.

**16. Technical Committee organization**

Don Findlay will present to next Council a code of conduct for TC and TC duty wording.

**17. Any other business**

Measurement form and measurement certificate update is presented by Chief measurer. The draft will be circulated true TC and measurer group.

Don Findlay will conduct and present to next Council a proposal to update the Constitution.

The meeting closed 18H45

James Baeckler  
Gen Sec IF18CA.