



INTERNATIONAL FORMULA 18 ASSOCIATION



ISAF

WORLD COUNCIL MEETING MINUTES

The World Council of the International Formula 18 Catamaran Association met in Paris at FFV office on 14.12.03

Present :

Olivier Bovyn	World Chairman
Thomas Pierlet	President Belgium F18 Association
Pierre Charles Barraud	F18 Chief Measurer
Pierre Sicouri	President Italy F18 Association
Ugo Ferrari	Vice President Italy F18 Association
Michel Hardy	President F18 France Association
Liesbeth Oosterhagen	Chairman F18 Holland Association
Don Findlay	Chairman UK (+ Ireland) F18 Association

Apologies were received from Frank H. Blohm (GER), Tom Liston (NAF), & Mal Gray (AUS)

Approval of World Council Minutes Koksijde, Belgium, 13.07.03

ACTION

The minutes were noted and accepted with the additional names of Roland Vanroy, Pierrette Devolder and Pierre Quaeyhaegens who were all also present.

Information from the Chairman, ISAF Council Barcelona November 2003.

- The Chairman detailed the thoughts behind the ISAF discussions regarding discards in the Olympics and future implications for other racing fleets. No F18 proposal or decisions taken.
- Any F18 Class rules amendments to possible go to ISAF before 01.03.04. (subject to the new regulation permitting classes to adopt amendments between ISAF November Conferences to be in force) The Chairman to examine

O.Bovyn

- The Chairman reported upon the successful Youth trials in Quiberon, stressing that he thought that the new Youth catamaran should be developed as the "F18 trainer".
- ISAF expressed their pleasure in the way that the F18 World Association was developing, particularly with USA and Australasian successes. They were also pleased to receive the report of the F18 World regatta in Belgium.

- The Chairman again thanked the Belgian friends for their marvelous hospitality during the 2003 Worlds in Koksijde, which were perfectly managed.
- The first Australian F18 Nationals had been held with 28 entries.
- The first North American, including Canada, had also been held with 28 entries. (5 Australian teams and 2 USA teams are already booked for the Worlds in Follonica, Italy 2004)

Future World Championship Format. Follonica 10-16.07.03 2004

- **Competitors will be allocated into one of FOUR groups.**
- **To ensure quality between each group, the allocation of competitors between groups will be based upon their National seeding with the final allocation being made by the International Seeding Committee.**
- **Races will be sailed under one single format (group or finals) on every racing day.**
- **Competitors will remain in their allocated group for a minimum of the first SIX and a maximum of the first EIGHT races of the Championship, these comprising the qualification series.**
- **After the completion of FOUR races, ONE discard will be allowed.**
- **After completion of the qualification races, those competitors in the top 50% of the overall results, after ONE discard, will race in the Puntala (Gold) fleet, and those in the bottom 50% of overall results, after ONE discard will race in the Scarlino (Silver) fleet.**
- **The individual race results, excluding ONE discard, will continue to count towards the overall series points score.**
- **A second discard will be granted after FOUR final races have been sailed.**
- **TWELVE races are planned.**

PLEASE NOTE this is different from the PRE-Notice of Race.

National Chairmen to send nationals seeding lists to Italy at least 15 days BEFORE the regatta.

All National Chairmen

Competitors. Information and registration: info@f18worlds2004.com and cnfollonica@libero.it

For accommodation: Puntala Camping Resort. 00 39 (0) 564 922294
info@campingpuntala.it and WWW.puntalaresort.com , and WWW.camping@puntala.it (Competitors wishing to attend please contact your National Chairman who has details.)

Concern was expressed by Holland as to the cost of the camping and mobile home rentals, but the Italian Team assured the meeting that the venue was ideal and that the facilities were first class. Early booking at discounted rates was IMPORTANT, There was strong local advice to stay on the Puntala site as local towns would be VERY busy.

The Chairman stressed that it was not mandatory for anyone to stay at Puntala camping and thanked the Italian Team for the work they had done and that another very successful F18 World Championships had been planned so well.

Presentation by the Chairman of the F18 Costarmoricaine Long Distance Championships.

This event to be held at Erquy on 27.07.04/01-08.04, and in the past has attracted 25 F18 teams. There was grave concern in the meeting that the event had been classed with ISAF as "F18 Long Distance World Championship" and members present thought that this would detract from the F18 World Championships being held in Italy. The Chairman pointed out that he had communicated with Nationals Chairman last year and NOT received any contrary views, however it was agreed unanimously that the emphasis upon World Championship status for Costarmoricaine would be downgraded as a test for future Long Distance Championship and alternative suitable wording be found by the Chairman for submission to ISAF. The event lasts five days and each day a "leg" of 50 to 80 miles kilometers is sailed, with overnight camping and food at the various venues.

O.Bovyn

The Chairman sort views as to whether there could be a Long Distance Championship, with one major event in countries of Europe. Holland, UK and France already had established events, Italy volunteered to provide one as well. The Chairman agreed to give this matter more thought and present a paper to the next meeting in Follonica July 2004. (The views were very mixed regarding long distances races in current World Championship events.)

O.Bovyn.

Information on the World Championships 2005. Holland.

The Dutch Chairman presented a paper to the meeting detailing the initial thoughts on this event. Optional dates were 11-17 OR 18-24 July 2004, with venues at either Noorwijk OR The Hague/Scheveningen. Both venues were working actively to attract this event. A committee had been formed to handle all relevant matters and the Dutch Chairman would report again at Follonica July 2004. The Dutch Chairman requested strongly for previous F18 World Championship financial budgets from UK, France, Germany and Belgium.

All Chairmen

Information. Possible F18 in Australia or USA.

The meeting asked the Chairman to approach the Australian F18 Class Association with hopes of holding the World Championship 2006 in their country. If they are not able to do so, then the request will go to the North American F18 Association.

O.Bovyn

If it were not possible for either to hold this event, then the circuit would return to France. Note: That if the Worlds were to be sailed outside Europe then there will be a European Championship in 2006.

Measurement issues.

Concern was expressed following on from protests in Koksijde relating to the use of leech lines on spinnakers. The conflict is between the F18 Rule 4.3.2 (battens and stiffening devices, except textile leech lines, are not permitted) and the ISAF rule G.2.2 b (Spinnaker edges other than the foot) and ISAF Rule G.4.2.b says that they are permitted. In fact, the trouble comes from the that F18 use asymmetrical spinnakers, which clearly have one luff and one leech. The meeting discussed this at length and was helped by a paper prepared by Peter Vink of Performance Sails, and they decided that lines CAN be used in leech and luff as this will help with spinnaker life at no extra cost. It is stressed that adjustment during sailing of these line is NOT permitted. It is noted that the drawing in F18 Rules C.4.1 needs changing where there can be confusion between leech and luff.

ISAF Plaques and Class Fees. In house Certification.

Due to distances involved, Australia have already moved to "in house" certification, where manufacturers and also sail makers guarantee weight of boat and size and cut of sails. This situation will be sort in Europe and discussions will be held with boat builders and sail makers. The Italian President wanted prompt action on this matter. Oliver Bovyn to send out papers on this matter for members to give 30 day response. The standard Measurement Certificate would still be retained.

O.Bovyn

As from 2004, (in line with ISAF regulations 26.3 9c), all F18 catamarans will have ISAF stickers attached and manufacturers will pay 0.4% of retail sales value ex sails and ex taxes to ISAF for the plaques, for all catamarans delivered after January 2004.

All Chairmen

The World Council discussed national fees to the Council and it was agreed that 10 Euros per national class member be forwarded to the World Council. This system to start in January 2004.

All Chairmen.

Transfer of current rules to ISAF Equipment Rules format.

The Chairman will take this matter further, with significant help from Sebastian Edmonds of the ISAF staff.

O.Bovyn.

Any other business.

Matters discussed, but needing full proposals for the next meeting BEFORE any action can take place.

- Due to legal and insurance concerns, the Italian President suggested that F18 catamarans are reduced in width to 2.55 metres. Seeing that the formula is working to a "box measurement", current measurements represented the maximum. Mattia had agreed to make their F18's in future to 2.55cms.
- Abandoning the small jib was discussed, but most members felt that it was right to retain this feature of the F18 formula. This matter had been raised on the

- International F18 web site, but even there, had received very little attention. (on other F18 matters the web site was receiving 250 "hits" per week)
- Don Findlay stated that a few members, two in UK and one in Ireland, had questioned the weight of 180 kgs for the F18, and suggested that a weight reduction should be considered over a period of time. (2.5 or 3.0 kgs per year over 5 years was discussed.) The implications of such a move were discussed and this matter needs to be handled with care, as it would effect the asset value of owners catamarans. The Chairman stressed the need to retain costs and only allow current agreed manufacturing materials, and to ensure that long term guarantees can be given by the manufacturers at the reduced suggested weights.
 - Don Findlay raised the question of paddles. (F18 rule E.2, a paddle of no less than 1 metre))He stated that some sailors had reduced paddles to boom width and some were even carrying battens, claiming them to be paddles, and suggested that either paddles be abandoned OR that they become a meaningful size capable of doing the job for which they were intended. The meeting was split on this matter, with some feeling that they were an essential safety item, in some cases required by local maritime law, while others felt that that there was little use for them. The meeting asked Don Findlay to draw up guidelines on size and weight and materials of an effective paddle, then the matter can be taken further, prior to the World Championships in Italy in July 2004.

Don Findlay

- Suggestions had been received from members that the compass was no longer necessary. (F18 Rule E4.) After discussion it was agreed that the compass should be retained, as under certain circumstances it could be classed as a serious safety aid. No action necessary as Rule E 4 retained.
- The weight and size of towing lines (F18 Rule E2) were raised by Italian President, then discussed, with some claiming that the rules suggest a line that is too heavy, whereas modern materials allowed a thinner, hence lighter line. Written proposals to be put to next meeting to reduce width to 5mm.

Pierre Sicouri

- Don Findlay stated that he had been asked by the USA to raise the matter of the EO Snuffer which is fixed to many USA F18's. The problem being that this does not fit F18 Rule No: B.2.3 (Bowsprit of aluminium of constant profile.) As this matter came under Any Other Business, the meeting requested that Don Findlay be in touch with USA and ask for clear written proposals, preferably with sizes diagrams etc, in good time before the Follonica Meeting, where a decision can be made.

Don Findlay

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

Olivier BOVYN,
International F18 Catamaran Association President

Don FINDLAY
UK F18 Association