



# INTERNATIONAL FORMULA 18 ASSOCIATION



## WORLD COUNCIL MEETING MINUTES

The World Council of the International Formula 18 Catamaran Association met in Paris  
December 11 2004

### Present :

Olivier BOVYN (President), Pierre-Charles BARRAUD (Chief Measurer), Phil COTTON (Sec General), Pierre SICOURI (ITA), Liesbeth OOSTERHAGEN (NED), Sonder de BOER (NED), Thomas PIERLET (BEL), Gilles PROVOST (FRA), Françoise DETTLING (FRA), Don FINDLAY (GBR), Horst FOCK (GER).

### Represented :

IRL, NZL (by Don Findlay)

### Observer:

James BAECKLER (FRA)

### Apologies

AUS, USA, CAN.

### Agenda

The meeting was called to discuss :

- Approval of the minutes of the previous meeting
- Update from the President following the ISAF November 2004 conference
- F18 Activities – national reports
- Measurement issues
- 2005 calendar
- 2006 and 2007 World Championships
- European ranking list
- 2004 financial results and 2005 budget
- A.O.B.

### Opening

The President welcomed Horst Fock, new Chairman of F18 Germany, and James Baeckler, French measurer representing the Hyeres bid for the 2006 F18 Worlds in South France.

### **Approval of the minutes of the previous meeting**

The minutes of the meeting held at Puntala, on 11 July 2004, previously circulated were approved unanimously.

### **ISAF November Conference**

The President reported that there is no longer to be a separate Multihull Committee within ISAF. All technical committees have now been merged in the new Equipment Committee.

The President had reported to ISAF that the F18 Association had enjoyed an excellent 5<sup>th</sup> World Championships at Puntala with 153 teams representing 12 nations from 3 continents. The teams comprised a mixture of professionals and Olympians, youth and Corinthian competitors.

It was previously reported that the existing Formula 18 Class Rules are to be translated into the new ISAF standard Equipment Rules of Sailing format and that Sebastian Edmonds had kindly agreed to help the Class to draft the existing rules into the new format. It was reported that Sebastian has now left ISAF and that Simon Forbes is to help find us a replacement translator.

The President reported that the proposed Formula 18 Class rule changes proposed at Puntala had been approved by ISAF. Specifically these Formula 18 rule changes refer to:

- Reduction in daggerboard weights
- Spinnaker snuffers
- Asymmetrical daggerboards
- Paddles

For information, the proposal from the International Tornado Association to restrict sailcloth to an approved sailcloth list was also approved by ISAF.

### **Formula 18 Activities – National Reports**

#### **GBR**

The GBR Chairman reported that attendance at training events and regattas in the early part of the season had been disappointing. There has however been a significant increase in activity in recent months with many boats being sold. Association membership is approximately 65-70 and this is anticipated to increase to 75-80 for 2005.

#### **ITA**

The Italian Chairman reported that the Association membership was at approximately 80 with around 50 actively racing. The national championships saw an entry of 30-35. The class is energetic and has close sailing links with the south of France fleets.

#### **GER**

The German Chairman reported an active fleet of some 100 boats with regattas regularly attracting 30-40 boats.

## **BEL**

The Belgian Chairman reported that the Association membership was 50-55 with approximately half racing regularly. The Belgian national championships attracted 55 entries that included entrants from the Netherlands and France.

## **FRA**

The French Chairman reported that there had been a drive to increase membership numbers which are now approximately 100. The nationals attracted 40 entries. There are very active youth teams racing F18 under the FFV Youth squad programme. F18 is now the official FFV youth boat for transition to Olympic Tornado sailing.

## **NED**

The Dutch Chairman reported association membership of approximately 100-110 but potentially that number could be 150-160. The national championships attracted 60 boats (including F20). Arrangements for the 2005 World Championships are progressing well.

## **Measurement Issues**

### **Restrictions on sailcloth**

After much discussion it was agreed unanimously that the Formula 18 Class rules should be amended to prohibit the use of certain sailcloth materials on the grounds of cost or availability or durability. It was also agreed that this rule amendment should be implemented immediately (11 December 2004) and that the approved sail cloth list would be the same as that already drawn up and approved by the International Tornado Association – titled **Approved Sailcloth 2005** issued on 2 November 2004. In addition to this list, sailcloth BE1 currently being used in sail construction by Eurosails is to be permitted. Sailcloth not permitted is to be the same as the list already drawn up and approved by the International Tornado Association – titled **Sailcloth Not Approved** issued on 2 November 2004.

It was agreed that the list of approved sailcloth would be reconsidered annually at the summer meeting of the Formula 18 World Council and any newly permitted sailcloth would be accepted with effect from the succeeding 1 January.

It was also agreed that all approved Formula 18 measurers must each have a sample of all approved sailcloth. Each sample sailcloth must be no smaller than standard A4 paper size. It is estimated that 50 sailcloth sample packs will need to be produced.

### **Fully-battened jibs**

The President presented the results of the international ballot on this issue. He explained that the purpose of the ballot was to gauge members' views on the question of fully battened jibs and the jib-

furling system. Broadly the views for and against change were balanced. Countries in favour of allowing fully battened jibs and to make jib furling equipment optional included UK, Netherlands, Germany and Italy. The French members were generally against any change and USA, Belgium and Australia were broadly neutral. The New Zealand members were in favour of the furling system being optional but were not in favour of allowing fully battened jibs.

It was proposed that with effect from 1 January 2007 that the jib furling system would be optional and that fully battened jibs would be permitted. This was agreed to unanimously.

It was accepted that prior to implementation it would be necessary to amend the existing jib measurement arrangements and that the maximum number of jib battens and their construction would need to be determined.

### **In-house certification**

The proposals submitted by Phil Cotton, regarding in-house certification of boats and sails previously circulated to all WC members were considered. The President opened the discussion by reminding members of the benefits of in-house certification for the individual competitors; specifically the measurement process would be more accurate and more convenient. He also stressed that measurement and certification process would continue to be undertaken by an independent approved Formula 18 measurer. The only change being that the procedure would be complete prior to taking delivery of the boat or sails. It was also explained that the build certificate would include the weight of the boat complete, even through separate parts. The President acknowledged that owners may subsequently change equipment on their boat (and therefore change the previously certified weight), but he reminded members of the general ISAF principal that it was the owners' responsibility to ensure fair competition. Accordingly each owner is always responsible for maintaining the overall boat weight to be not less than 180kg.

Pierre Sicouri (ITA Chairman) seconded Phil Cotton's proposal and the members were invited to vote thereon. With the exception of one abstention, all voted in favour to adopt the proposal in principal. However the WC noted the following necessary actions prior to adoption of the in-house certification procedure on 1 July 2005:

- That the Chief Measurer and the Secretary General must define the complete process of In-house boat and sail measurement
- That the existing Formula 18 measurement form will require some amendment to include, inter alia, the weight of mainsail with and without battens.
- To determine the measurers' fees for sails and boats and the fee to be charged for certification stickers and ISAF plates.

It was agreed that the in-house measurement procedures and arrangements would be reviewed and reconsidered in 1 year's time.

## **Other measurement matters**

The UK and Dutch chairmen expressed concern that the training of new measurers by existing measurers may, over time, lead to a dilution in quality and rigor. It was discussed and agreed that the Chief Measurer would run a measurement training session in February at Quiberon and again at the 2005 Worlds.

It was also noted that the Association needed more qualified International measurers. It was agreed that each National Chairman should identify and nominate a measurer to be trained to be an international measurer. The procedures for such accreditation can be found on the ISAF website

## **2005 Calendar**

The President explained that ISAF will publish all major International Formula 18 events for 2005 on their website but the information should be submitted by the preceding November. The President asked each national Chairman to notify him of the dates and location details of the 5 main events for each country by 1 January 2005.

## **2006 and 2007 World championships**

The Australian association had requested to host the World Championship in 2007. This proposal was approved enthusiastically by the WC. In view of the World Championships being held in the Southern Hemisphere in 2007 then a venue for the 2007 European Championships is required. Sweden is to be asked if they would like to host this event.

The 2006 World Championships return to France. Two alternative venues have expressed an interest in hosting the event – Brittany and Hyeres.

## **European ranking list**

Olivier Bovyn has been elected Vice-President of the European Sailing Federation. The European Sailing Federation is prepared to sponsor a project to generate a European ranking list for helms and crews. The Federation is to produce a European ranking list for the Formula 18 Association.

## **2004 financial result and 2005 budget**

The provisional 2004 Income and Expenditure Account of the International Formula18 Association was tabled. The account shows a surplus of Euro 1,399 for the period. The account was approved by the members.

The Proposed 2005 budget indicating a breakeven result was tabled and approved by the members.

### **Any other business**

The Italian Chairman pointed out the safety benefits of using a spectra main halyard. The non-stretch nature of the line makes the dropping the mainsail whilst afloat much easier. He encourages members to use a spectra halyard in 2005 and he will propose the adoption as a rule change for 2006.

The French secretary proposed that in future the measurement certificate number should be the same as the boats sail number. It was agreed that this would be picked up and considered in the detailed drafting of the in-house certification process.

The French secretary pointed out that some members of the French Association had held a ballot regarding the continued use of the smaller jib for crews weighing less than 140kg. The outcome of the ballot was a majority against the continued use of the smaller jib. The President invited the French Association to submit a formal rule change submission to the WC for consideration at the next WC meeting.

The Dutch Chairman enquired as to the likely number of entries from each nation for the 2005 World Championships. The total was approximately 160 and it was agreed to continue to adopt the policy of a maximum of 80 boats on the start line and therefore an overall restriction on entries to 160. National associations are requested to inform the organizers of their needed slots as soon as possible. It was confirmed too the F18 is the copyright holder of the F18 Worlds title. Any use of “[Name of sponsor] F18 Worlds” has to be contracted with the Class organization.

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

**Olivier BOVYN, International F18 Catamaran Association President**