

Final.

International Formula 18 Catamaran Association

Council Meeting

14.12.2013.

FFV Offices, 17, Rue Henri Bocquillon, Paris 75015

Present:

Olivier Bovyn President.

Frederique Pfeiffer Vice president Europe

Eric Hainville Treasurer.

Pierre-Charles Barraud. Chief Measurer.

Jens Uwe Tonne Germany.

William Sunnucks. UK

Sanyi Roka Hungary and webmaster.

Michael ten Bokum Spain.

Thomas Pierlet Belgium

James Baeckler France

Ad Noordzij Netherlands.

Don Findlay. Sec General.

In attendance:

Pep Subirats, Supporting Spanish bid.

Phillipe Hillion. Supporting French bid.

The meeting opened with welcome from the President stating that the Class had a confident future and was also welcomed by the Chair of the FFV .

2. Apologies:

Vice President's James Ogilvie Australia, Mike Easton North America, Ian Rodger South America, Chairmen from Switzerland, Hong Kong, Norway, Ireland and Italy.

3. Approval of Council Minutes of Grosseto July 2013.

The minutes were approved, proposed by UK, seconded by Germany, following discussion on the following points :

- a. France questioned why the accounts had not been shown on the new website.
- b. France was concerned that some of the Technical Committee minutes had not been moved to the new website.
- c. France asked for a more formal format for presentation of requests to vote based on the ISAF systems.
- d. Netherlands asked for minutes to be agreed in shorter time than waiting for six months and next summer meeting in Ballyholme at Worlds.
- e. France were not happy with communication held within the Board and not represented to all the Google group of the WC.
- f. The webmaster asked for a list of documents that members thought was missing and he would add them to the new website.

3. Financial update.

The President informed the meeting that the finances were in a healthy state. The problem was that there weren't enough requests for financial support and so the funds were building and not being spent. The Treasurer thought that one year's income was a satisfactory reserve and more needs to be spent in 2014. Concern was expressed by France about overdue payments, and stock levels of stickers and plaques, the President answered these points to the satisfaction of the meeting.

France suggested that more monies should be spent on marketing and Class promotion. To date, the main expenditure (quoting 74%) was for travel and accommodation, the President stated this was kept to the minimum, and thoroughly audited, and unpaid volunteer members had to travel to work for the IF18CA. However French NCA were still not satisfied and require a firmer control on non-marketing expenditure, suggesting a previously agreed limit of E3000 for 2014.

The meeting wished to consider “professional” marketing support and the Sec. General was asked to investigate and prepare budgets for this development. The Finance Report was accepted, proposed by UK and seconded by Netherlands. **Please see note at end of minutes.**

4. Acknowledgment of work by James Baeckler.

Sec. General presented personal tokens of thanks to James for the work he had done over the last four years.

5. Worlds Update 2014.

The Sec. General had visited Ballyholme YC and all preparations were going well and a great World Championships were in prospect.

France expressed concern that the NoR has not had Council approval first and that the late Entry Fee “cut off” date as 1st April was far too early, stating that other countries had tried to do that, but they had to leave as there were too few entries at that date.

6. Worlds 2015.

The President listed the options open to the Council, stating he was delighted that so many F18 NCA’s, supported by the Clubs, wished to host World and International events, and that this was a great accolade for the F18 Class. The Sec. General questioned the role of decision making for venues for World Championships, were Championships to be held as a reward for NCA’s hard work and increased membership, used to support smaller (newer) countries to encourage more membership, or to go to more exotic places? Holland thought that quality on the water was paramount, with true affordability. Spain wanted to see Championship to support and grow local F18 Associations. Germany

thought high level turnout was important with exotic resorts being used in the winter. France promoted good places to sail with assured wind and costs reduction where possible.

It was thought not appropriate to hold Worlds and Europeans in Europe in the same year, until as the Netherlands stated F18 were getting 250 applications to the Worlds.

Each applicant country then presented their bids.

After voting the following decisions to host World and European Championships were made:

Worlds July 2015. Germany

Worlds November 2016. Argentina.

Europeans late July 2016. Brest France.

Council noted that the requests from UK, Spain, Oman, Netherlands, Texel, (received later than others) were still active and wished to be considered at a future date.

Concern was expressed by Netherlands and supported across the Council that a detailed audit be held after the regatta to verify expenditure. However France thought that the regatta was paramount, not who made any money from the event.

8. Action required following Council of July 2013.

a. Excess hull length. The explanation from the builder had satisfied the Chief Measurer and the Council but concern still remained as to how the matter arose in the first place. The builder had offered to have independent measurement, this was accepted and noted that this was not any criticism of the builder.

b. Dagger Board movement. (Gybing dagger boards) After a long discussion the Sec. General was asked to write to ISAF with urgency and get adjudication on the dagger board rules wording. The Chief measurer had written a detailed report after Grosseto showing his satisfaction with the boards for that regatta.

c. Tape on sails. Again after substantial discussion it was agreed that no further action be taken. The extension of tapes developing to become Secondary re-inforcement to be discussed with ISAF Technical Dept.,

(Matters concerning a,b and c have been on the International website for 6 weeks without any comment.)

12. DRAFT Championship Rules

As this document has not yet been approved by Council and as Championships have been agreed in Germany, Argentina and France, the DRAFT can be left for some time, but discussions with hosting countries to be held.

There was a request from France that the number of officials to be paid out of the regatta budget be reduced. This was agreed.

13. Financial support for Championship container movement.

First impressions on container purchase were that it may be helpful, but some members thought that there would be little financial advantage. There had been suggestions that shipping costs could be reduced if the Association owned its own containers. However work needed to be done to ensure adequate updating of licences and storage space for the containers. It was felt that this was a matter for individual NCA's, not a central role. After discussion, the Sec. General was asked to investigate all possibilities and report in a timely manner.

14. 14. XL Sail development.

The Council was split on this matter, some definitely against others more supportive, a narrow vote resulted in a compromise decision was that:

The US be invited to test jibs up to 4.6sqm and spinnakers up to 23sqm only for crews weighing 175 kg and over. Every sail made must be registered and clearly marked "XL", so it is known how many are made, where and when.

The XL sails cannot be used in National or International events for two years until further information is available.

However this subject led to further discussion and a paper presented by the Netherlands thought that the problem of varying weight might be one of

perception more than reality. The meeting requested a detailed examination of the current weights of crews and sail areas. The Chief Measurer agreed to do some evaluation of the crew weight effect on performance. F18 have substantial statistics due to care in recording at Worlds from 2007 to 2013. The matter to be investigated and is ongoing.

15. In House Certification. (IHC)

It was agreed that the formal ISAF IHC was not suitable for F18 as few countries were involved in the ISAF systems where F18 boats and sails were manufactured.

The meeting thanked the Chief Measurer for the volume of statistics that he had presented giving details sail area AND side mast by different F18 brands

France proposed that cost reduction was important, and that their proposal had been on the IF18CA website for 6+ weeks without any comment, and therefore they requested it be adopted.

“Add to the measurement root file a block called Main Sail maximum area allowed .. 17 sqm – side mast area, Adding a mast sticker showing maximum sail area allowed.

Sail maker to complete Sail Declaration of Rule Compliance, adding sail area, and update the sail label with sail area.

The customer will order a sail with maximum sail area allowed, when sail is received, the Declaration of Compliance will go with measurement certification and NCA will be informed. “

UK suggested an even more simple system, originating with a very experienced measurer, who described the F18 as the “most bureaucratic that he had encountered” and wanted to reduce paper work considerably and use the mast sticker for side area and write the sail area on the sail. However some thought that this would not last on the stickers or sails.

The President suggested a 12 months introduction time with the mast clearly showing the max. sail area to be used with that mast. Chair asked the French NCA when this proposal should be in place, the answer was "we have to first

updates all the documents (form...) and inform all stakeholders with a target implementation date in 1 year from now. Chair and Council agreed!

Hong Kong had asked that IHC was also used as they had a sail maker qualified to make sails for that fleet.

This was passed.

16. Update on Commercial website.

The Sec. general showed his complete frustration with the lack of support to a new system where the Class did not pay for the Commercial website, where stock was not held and where all good quality clothing provided were shipped to sailors around the world at one price. He stated that support from areas outside Europe had been much better and asked why NCA's had not supported. The Sec. General asked ALL NCA's for far better support. The sales and margins to date were listed to Council. The President thanked the Sec. General for getting this new venture underway and assure him that there would be more concerted action in the future and his desire to earn more income for the NCA's did not go unnoticed..

17. Establishment of Partnership Programme.

It was agreed to develop a closer relationship with builders/sail makers and others involved in the marine industry. This would help with both commercial and technical matters. Sec. General to pursue and report in due course.

18.Coaching programme.

The Sec. General stated that he wanted the Class to become known as taking coaching and development seriously, he thought it appropriate to have validated F18 Coaches in each NCA and to prepare a programme.

France wished a lighter touch and were worried about insurance for coaches, but the President stated that this could be easily handled centrally, but most coaches would have qualifications to suit NMA needs. UK wanted to establish a system for assuring money was well spent, with outcomes recorded. The US

had earlier asked for support with DVD and this was supported by UK. A figure of E5000 was considered appropriate for this work and the Sec. General to pursue and report.

19. The handicap system for SCHRS and F18's was not discussed.

20. The future of classic f18's was not discussed.

21. Introduction of "wishbone" booms.

Members of Council could not see any merit in this idea and did not wish to see this development.

22. Dates for all 2014 NCA regattas.

All NCA's are requested to centralise their regatta programme with dates for 2014 as soon as possible.

23. Any other business.

a. To add Dimension Polyant Cloth RPN 075 to the Cloth List, which was available worldwide and is in line with the existing list. Request agreed.

b. UK asked that it be clearly noted that sailors wished to thank the President, the Chief Measurer and the Sec. General for the work they had done in preparing this meeting.

The meeting closed at 18.45 hrs.