



INTERNATIONAL FORMULA 18 ASSOCIATION



World Council meeting minutes

The World Council of the International Formula 18 Association met in Paris, at Pierre et Vacances Hotel, on 15 December 2002.

Present:

Olivier Bovyn (ISAF)
Pierre Charles Barraud (Chief measurer, IFCCA)
Liesbeth Oosterhagen (NED)
Don Findlay (UK)
Thomas Pierlet & Roland Vanroy (BEL)
Gilles Provost (FRA)
Pierre Sicouri & Ugo Ferrari (ITA)
Frank Blohm (GER)

Observers :

Pierre Quaeysaegens & Pierrette Devolder (Koksijde yacht Club)

Apologies:

Phil Cotton (UK), Nancy Whissell (CAN), Mal Gray (AUS)

Olivier Bovyn chaired the meeting, and Pierre Sicouri kindly accepted to write the minutes.

Agenda:

1. Approval of the minutes :

The minutes of the meeting held at the Lübecker Yacht Club in July 02, previously circulated, were then duly approved.

2. Information about the annual ISAF November Conference:

Olivier Bovyn is very glad to confirm that our Class has been granted full international status during the last ISAF November conference.

There has been some opposition from the European Hobie representatives, mainly linked to a conflict born in USA, related to the fact the NAF 18 system is based on the principle that manufacturers boats are supposed to be class legal, in order to facilitate their distribution by suppressing the initial measurement process. The problem is that most of the US Tiger sailors are suspecting the Nacra products to be approximately 5 kg too light.

In fact, most of the standard F18 produced for the European market need a corrector weight to comply with the class rules, as those do allow a tolerance up to 7 kg for the boat weight. This means that any NAF18

would be easily correctable by adding weights according to the class regulations during any European or world competitions.

The good point is that both Jacques Bernier and Jim Young, respectively linked to Hobie and Nacra manufacturers, offered to help the F18 to grow in USA, and that Tom Liston, Chair of the NAF18, is now convinced that the best way to promote the F18 in North America is to fully comply with the current international F18 rules.

A first step has been made by nominating Greg Scace, International Tornado measurer, as the official measurer for North America. A message from the class will be promptly sent to Tom Liston, strongly suggesting the NAF18 to adopt the full set of the rules asap.

Having said that, it should be kept in mind that the existence of both US and Canadian F18s through the NAF18 association, added to the very quickly built up Australian class association, which gather both Hobie and Nacra people, have been of decisive help for the gain of International Status.

It is to notice with regret that the President of the International Hobie Cat Classes, was the only member of the Multihull Committee to vote against our class application.

3. Position of Secretary General

With agreement of Don Findlay, new chair of the UK F18 Class, Olivier Bovyn proposed to maintain Phil Cotton in his position of Secretary General, thanking him for his excellent previous cooperation during the last term.

Phil Cotton being elected unanimously, the executive board stands as it is :

President :	Olivier Bovyn
Secretary General :	Phil Cotton
Treasurer :	Eric Hainneville

4. 2003 World Championship in Koksijde, Belgium

a) An official request was handled by Alain Van Vaerenbergh, nominated Chairman of the International Jury, on behalf of the organizing committee to increase the maximum number of boats allowed to race simultaneously from 100 to 120, in order to manage one single fleet during the whole duration of the championship.

After extensive discussion, it was **unanimously** decided not to accept the request and to keep the original limit. The main concerns were :

- to keep a fair starting line with reasonable control ;
- to maintain a good ratio between the respective lengths of the starting line and the windward leg ;
- to have a good first upwind leg, avoiding to many crosses and infractions, who could lead to many protests.

Furthermore, P. Sicouri have requested instead to reduce the maximum number on the line to 70 boats. He was advised to file an official written request for the next meeting.

b) The preparation of the event is going smoothly, and a very relevant budget has been made available by the organizing task force lead by Michel De Frenne. There is a growing enthusiasm with many people already involved in the organization, which should lead to a great success.

c) The program will be as follows, for a total of seven days :

- 2 days for registration, measurement checking and practice race ;
- 2 days for qualifications : with a maximum of 6 races, 4 races maximum per day, and one discard from the 4th sailed race ;
- Then the fleet will be split into two parts : the first half in the Gold fleet, the second half in the Silver one ;
- The result of the qualification races will count as the first non discardable final race ;

- 3 days for the World Championships finals : with a maximum of 9 races to sail, 4 maximum per day, and one discard from the 4th sailed race.
- A maximum of 2 Long Distance races, with a minimum of 10 nautical miles each, will be possibly sailed, subject to be raced on the very same day.

d) It has been requested that all countries foreseeing that they will not occupy all their available entries, try to inform the organizing committee by the end of April, in order to redistribute the free entries.

It is by the way reminded that each National Association has to send his own competitors list 45 days before the beginning of the championship.

e) There might be a Swiss entry, and an Irish one as well, to be counted in the International Class wildcards.

f) One International measurer and one National measurer shall be present on the spot, their accommodation to be charged to the organizing committee.

g) The organizers put a very strong point that no boat without a valid measurement certificate will be allowed to enter the event, and that no new platform or sail will be measured on the spot.

The measurement staff will only stamp the boats and the sails, and will possibly control their compliance with the previously issued measurement certificates.

All the National F18 Associations are requested to duly and thoroughly inform their participants, as no permission will be given on that point.

5. Future Championships

a) 2004 venue : the event is forecast in Follonica (Tuscany - Italy) but the Italian Association still keeps Dervio (Lago di Como) and Riva (Lago di Garda) as possible locations.

During 2003, both the round Elba raid (May) and the Italian Championship (August) will be organized in Follonica. All foreign competitors are welcome.

b) In 2005 the Worlds could be held in Australia by their very young but well organized association. In this case an European Championship could be held in July 2005 in Holland.

c) 2006 & 2007 venues are not yet fixed.

6. Updating the 2003 national calendars

The 2003 national calendars were duly updated (see attached file).

7. National associations fees

2003 National associations fees will be invoiced on a similar basis to 2002.

To note that GBR, GER & ITA hope to be over 100 boats in 2004.

8. Measurement issues

Single size of jib :

USA have proposed to use one single size jib of 4.15 m², and the issue was discussed. The general feeling was that if this might penalize the light crews by strong winds, this will certainly advantage them in the light or medium one, which are the most common.

UK, Italy were opposed, France doubtful. The proposal was not accepted yet, and it was suggested each National Association to ballot his members on the subject, for further discussion in July.

Implementation of In House Certification (IHC) :

The proposal of ISAF Measurement Committee working party about IHC is linked to the implementation of an ISO 9002 process, which is a heavy and complicated one.

In the meantime, it is proposed to allow In House Certification, subject a contract to be signed between the Class, the relevant MNA and some agreed Class measurers.

Each National Association is requested to provide by 1st April a list of builders, assemblers, sail makers who would like to be granted in such a process of House Certification.

Standardising measurement certificates :

The principle of a "Tornado like" measurement certificate has been approved and will be implemented by the Chief Measurer.

Crew weight control :

To notice that ISAF is preparing a standard weighing policy, which should be published as an appendix to the racing rules of sailing.

Matching measurement and sail numbers :

The Class would like to implement a worldwide numbering system. To reach this aim, it seems necessary the numbers to be issued by the Class, and to link the measurement and the sail numbers.

This could be implemented through both the measurers and the builders, by pre affecting the numbers prior the boats to be delivered.

Measurement fees :

Considering the various situations worldwide (for example Germany 150€ fee per boat, 35 € fee per sail), it seems important to standardise the fees requested when issuing a first measurement certificate.

A proposal is made as follows :

Measurer fee (complete boat) :	40 euros
National association fee :	15 euros
International class fee :	15 euros
Set of stickers :	10 euros
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Total :	80 euros

N.B. : Don't forget that each national F18 association has to be granted by his relevant sailing authority for issuing the measurement certificates.

9. Any other business

German 2004 National Championship :

Might be organized at the Garda lake together with an Italian national race, creating an over 50 boats nice event. This could be a very good example of our international cooperation.

F18 logo :

There is a need of a unique F18 logo, which should be patented by each national organization in each country. Pierre Charles Barraud will send a final update to all the National Associations.

Next meeting :

The next World Council meeting will be held during the 2003 Worlds in Koksijde, on the 12 July 2003.

There being no further business, then the chairman closed the meeting at 1:30 PM.

Olivier BOVYN
IFA President

Pierre SICOURI
Italian F18 Association Chairman