

NED proposals #1-9 – WC meeting June 2017

NED proposal #1 – Class Rules simplification

This proposal builds on our first initiative which started with a sounding of World Council members in October 2016 and resulted in the submission of a proposal in January which subsequently failed to reach the minimum threshold of 2/3rds to be adopted.

The aim of this proposal remains unchanged, with one exception: the now proposed wording does no longer contain the introduction of separate maximum areas for mainsail and mast surface. Please see below the original text of the email to the WC of 22 October, with the reference to the subject of maximum mainsail / mast surface areas removed:

Objectives

The main underlying objective is to attract larger fleets. We have therefore done work on the F18 Class Rules which:

- make the F18 class more accessible by having simpler and clearer rules, and remove those rules which - by now - are or have become redundant or duplicative (where already addressed in RRS, ERS, Constitution). We have reduced the word count by about one-third.
- abolish certain administration requirements, and related costs.
- emphasize and support the versatility of the class in terms of the wide range of types of events (from around the cans to long distance raids) for which the F18 is suitable: let organizing committees (and our NCAs) determine to a greater extent what personal equipment is allowed or required on board for specific F18 events.
- introduce more design flexibility where the current rules appear unnecessarily restrictive, allowing for some limited evolution (for example jib battens)

We have also used the opportunity to:

- address some gaps in the current rules (for example, the current rules formally do not allow repairs) as well as one inconsistency (mainsail foot)
- improve safety (for example: requirement of ability to re-right the boat no longer limited to long distance events)
- [...]
- (more) consistent adoption of closed rules wording, another request from World Sailing

The drafts do not contain any radical, or even moderate, design changes, in line with what World Council agreed at the Kiel meeting last year.

Building on the original proposal, we have made the following changes:

Reversal of parts of the original proposal based on feedback received from several World Council members during the voting process. And thus, the following elements of the current Class Rules will largely remain unchanged:

A.3.2	Rules continue to stipulate that IF18CA keeps record of all official measurers
A.6.2	General minimum notice period of at least one year maintained for rules changes
B.1.1	No introduction of the “non-endorsed certificates” system. Only officially measured boats are eligible for racing; Note that the proposal still <i>does</i> reflect a rule simplification because the current Class Rules require <i>both</i> certification <i>and</i> builder declarations)
B.2	Maintain mandatory association stickers on hulls, daggerboards, rudders, mast and sails; Note: consequently, mandatory identification of daggerboards and mast by builders is no longer introduced
C.6.2	The compass, if fitted, continues to be included when determining the boat weight. This change addresses the fact that otherwise the proposal would cause boats to weigh less when measured (circa 150 grams when a Tacktick Micro is used)
E.4.4	Maintain the minimum weight for rudders; Note: the (1996) grandfathering rule is removed
G.3.4	No introduction of separate maximum areas for mainsail and mast surface. To address the concerns of World Sailing, hopefully to their satisfaction, we have slightly changed the measurement form. The change in the form requires the measurer to explicitly state the maximum surface area of the mast to which the mainsail can be set for the combination of mast and sail to be class legal. This allows the measurer to independently (and conditionally) establish that the mainsail is class legal, without having to measure the mast to which the mainsail will be set. For example: a mainsail measures 15.40 m ² . The measurer states on the measurement form that the maximum allowed mast surface area is 1.60 m ² .
G.4.2	Maintain the current maximum number of 3 full length battens Note: the allowance of the former, now obsolete, option of 4 short battens is removed

We believe that this amended version of the original proposal still achieves an important step in simplifying the way the rules are written.

We attach the proposed wording with mark-ups which compares with the original proposal that was submitted in January (NED proposal #1 – WC meeting June 2017.pfd).

For ease of reference for the NED proposals #4-8 we attach the proposed wording with mark-ups which compares with the wording of NED proposal #1 (NED proposal #4-8 – WC meeting June 2017.pdf)

We have also attached the updated draft non-endorsed/endorsed certificate based on NED proposals #1 and #4-8 combined. (NED proposal #1,4-8 – Appendix B – F18 Certificate.xls).

NED proposal #2 – Rules clarification on hull materials

WITHDRAWN

NED proposal #3 – Rules clarification on daggerboard position

WITHDRAWN

NED proposal #4 – Removal of requirement for IF18CA to keep records

We propose to remove Class Rule A.3.3. We are of the view that the Class Rules is not the right place to establish this requirement. We propose that if the World Council is of the view that IF18CA should keep a central record of all measurers such requirement (to the extent achievable in practice) should be established in a IF18CA regulation or policy as per Constitution Clause 6.1.

	Current Class Rule (F182016CRO010316):
A.3.3	The IF18CA shall keep a record of the official measurers.

	Proposed Class Rule:
REMOVE	

NED proposal #5 – Introduction of non-endorsed/endorsed certificate system

We propose to introduce this system to allow sailors to race their new F18 without the need of first having to arrange official measurement.

Under the proposed rule, in practice sailors will receive their new F18 with a mandatory (non-endorsed) F18 Certificate which is filled out and signed by the manufacturer or representative dealer.

ENDORSED F18 Certificates, verified and signed off by an official measurer **and representing official measurement / certification**, will (only) be required for an event in accordance with the notice of race. IF18CA will require that all boats entered at all major International F18 events (Worlds and Continental Championships) are officially measured. IF18CA will organize official measurement to take place during registration at these events.

This goal of this arrangement is to release sailors from a lot of organizational burden and costs, keeping money in sailors' pockets.

However, **this new arrangement is entirely optional**. It will still be possible for individual sailors to have their boats officially measured at any time if they wish to do so. We are aware that in some countries sailors / dealers / measurers organize batch measurement of new boats at dealer premises, saving time and (travel) costs.

It also remains possible for each individual NCA to require that all boats are officially measured for one or more of their local events (e.g. Nationals).

Implications / workings in practice:

The (non-endorsed) F18 Certificate is very similar to the builders' declaration, currently in use in the F18 Class, in that it is issued by the builder / manufacturer (or – now also – its representative dealer). Once filled out and signed by the builder it is still NOT an official measurement certificate. Therefore, this arrangement does NOT require IHC (WS InHouse Certification) status of the manufacturer.

The only difference with the current builders' declaration is that the (non-endorsed) F18 Certificate document contains much more detail. Because of this higher level of detail an official measurer can simply countersign the F18 Certificate document (if his observations confirm the originally filled-out details) for that same document to become an ENDORSED F18 Certificate.

This arrangement will reduce a lot of time during official measurement, and limits paperwork to only one document.

As a final point, sailors can also choose to entirely skip the issuance of (non-endorsed) F18 Certificates and instead opt for immediate official measurement. This makes the whole

arrangement of non-endorsed /endorsed certificates entirely optional (no obligations, only benefits).

	Current Class Rule (F182016CRO010316):
B.1.1	The boat shall : [...] (b) have a valid certificate for platform, hull appendages, rig and sails .

	Proposed Class Rule:
B.1.2	The boat shall hold a valid F18 Certificate (see Appendix B) issued by the equipment manufacturer or a manufacturer-recognized dealer.
B.1.3	The boat shall hold a valid ENDORSED F18 Certificate if required in accordance with the notice of race of the event. An ENDORSED F18 Certificate is one for which the data on the certificate has been verified and signed off by an official measurer .

NED proposal #6 – removal of association stickers requirement

We propose to remove the requirement of affixing association stickers. Under the current rules this is necessary for hulls, daggerboards, rudders, mast and sails. By removing this requirement IF18CA no longer needs to order and distribute these stickers around the world, saving costs (which sailors otherwise would have to pay) and time (of IF18CA Exco members).

The abolishment of association stickers does trigger the need for identification of extra measured parts (mast, daggerboards, and – if the minimum weight rule is maintained – rudders) by manufacturers. Under the current rules the manufacturers already identify hulls and sails.

	Current Class Rule (F182016CRO010316):
B.2.1	A valid association sticker as required by the IF18CA shall be affixed to each measured item in the required position (see the diagram page 28 certification marks in Appendix C), as a part of certification marks .

	Proposed Class Rule:
REMOVE	
ADD:	
E.2.1	IDENTIFICATION (a) The daggerboards shall have unique serial numbers permanently placed at or near the top of the daggerboards .
F.2.1	IDENTIFICATION (a) The mast shall have a unique serial number permanently placed near the Mast Datum Point.

NED proposal #7 – removal of minimum rudder assembly weight

We propose to remove this limitation.

The minimum weight under the current Class Rules is 3 kg, which effectively means 2.5 kg due the rounding rules.

Rationale:

1. The impact of (further) rudder weight reduction on performance is relatively small: even assuming a very aggressive 50% reduction to the current minimum weight - 2.5 kg for the two rudders combined - corresponds to less than 1.5% of total boat weight, and less than 1% of boat and crew weight combined. This weight will have to be compensated elsewhere in the boat. The impact on performance is limited to the effect of the static location of the weight: at the stern (near the water line) versus elsewhere in the boat;
2. The rudder assembly materials rule limits the possibility of aggressive weight reduction;
3. Removal will allow two equipment parts less to be weighed and identified;
4. An argument of secondary nature is that the current Class Rules do not prescribe a minimum weight for the mast while its weight has a much bigger performance impact on performance (heavier part, located aloft). Maintaining a minimum weight for rudder assembly would not be consistent with having no minimum weight for the mast.

	Current Class Rule (F182016CRO010316):
E.4.4	WEIGHTS (a) The minimum weight of each rudder assembly comprising blade, stock with fittings and tiller is 3 kg.

	Proposed Class Rule:
REMOVE	

NED proposal #8 – removal of limitations for jib battens

We propose to remove these limitations.

Rationale:

1. The impact of the number, length and material of jib battens on performance is relatively small;
2. Jibs have a relatively short performance life cycle (their value depreciates quickly);
3. Removal will allow one rule element less to be verified;
4. An argument of secondary nature is that the current Class Rules do not prescribe a limitation of the number, length or material of mainsail battens. Maintaining a number and length limitation for jib battens would not be consistent.

	Current Class Rule (F182016CRO010316):
G.4.2	CONSTRUCTION (d) The jib may have [...] a maximum of three full length battens, which shall have no moving parts and be made of glass fibre.

	Proposed Class Rule:
G.4.2	CONSTRUCTION (d) The number of batten pockets is optional.

NED proposal #9 – stability of F18 design

We propose that the World Council pledges that before 1 August 2020 IF18CA will not accept submissions of proposals for changes to the F18 box rule, via amendments of Class Rules or otherwise, if acceptance of these submissions would cause an acceleration of design development and/or application of materials to the extent that it can reasonably be expected for it to cause a meaningful depreciation in value of the existing Formula 18 fleet.

The aim of this proposal is to provide stability to the box rule and thus provide comfort to prospective buyers of Formula 18 boats that they will be making “sound” investment.