

International Formula 18 Class Association

Minutes World Council 2023 Annual Meeting

Held by video meeting on 15 December 2023, at 22:00 CET

Approved on 21 December 2023

Present: Member NCA representatives
Jan Jensen (JJ) for Denmark
Nicolas Touchot (NT) for France
Gianni Fantasia (GF) for Italy
Oscar Nijman (ON) for the Netherlands

Executive Committee officers

Olivier Bovyn (OB)
Steve Stroebe (SS)
Lars Linder (LL)
Kyle Amadio (KA)
Pierre-Charles Barraud (PCB)
Ad Noordzij (AN)

Apologies: Argentina, Australia, Belgium, Canada, Croatia, Finland, Germany, Thailand, and USA

Voting: 19 of the 22 NCA members, representing 89 of 96 total votes, either submitted voting sheets or voted at the meeting to give quorum.

Exhibit: Vote count

Votes are recorded in the minute as follows “votes [in favour]/[against]/[abstention] ([%] in favour)”:

Item	Subject	Action	Lead	Information
1.	Opening		OB	

OB opens the meeting at 22:15. He highlights two successful big international events in 2023, the Worlds in Travemünde and the Raid Worlds / Costarmoricaine with about 100 and 25 participating teams respectively. OB also mentions the good media and tracking at the Raid Worlds, while media coverage at the Worlds was limited following SAP’s resignation from Travemünder Woche. The IF18CA managed to have tracking during the second part of the Worlds thanks to some quick action and improvisation, with the support of Metasail. Preparations for the 2024 Worlds are well underway.

OB also mentions that the Manufacturers Advisory Group will be reinstated, at the suggestion of Peter Vink of Nacra, to build a closer engagement with F18 builders and sailmakers.

Other mentions by OB are written in the minutes of the respective agenda items.

Item	Subject	Action	Lead	Information
2.	Minutes 2022 AM		AN	Minutes 2022

The meeting notes the minutes of the 2022 AM. These were approved by the 2022 AM attending World Council members on 24 December 2022.

Item	Subject	Action	Lead	Information
3.	Constitution – submission #1	Approval	AN	

The meeting adopts the proposal: votes 84/3/2 (97% in favour)

Item	Subject	Action	Lead	Information
4.	Proposal ExCo terms	Approval	AN	

The meeting adopts the proposal: votes 84/0/5 (100% in favour)

Item	Subject	Action	Lead	Information
5.	Election ExCo Officers	Approval	AN	

The meeting approves the proposals for the candidates as follows:

Olivier Bovyn: 86/0/3 (100% in favour)

Kyle Amadio: 87/0/2 (100% in favour)

Pierre-Charles Barraud: 86/1/2 (99% in favour)

Lars Linder: 87/0/2 (100% in favour)

LL thanks everyone for their confidence in his candidacy. He views ExCo as agile and efficient and looks forward to being part of this team. He also notes that 6 members is a good size considering the work that needs to be done and notes that all members are volunteers that are not paid and do not burden the budget.

Item	Subject	Action	Lead	Information
6.	Financial Accounts 2022	Approval	KA	2022

The meeting approves the accounts: 81/3/5 (96% in favour)

KA notes that:

- 2022 results reflect extra costs for tracking at the Worlds in Clearwater, while it is anticipated that a reserved EUR 1,800 will not be paid by the IF18CA, resulting in a release of this reserve in 2023

- OB runs the bank account, while KA acts as an internal auditor. Both have access to the French bank account should that be required (KA as a back-up to OB).

OB thanks KA for his pragmatism in running the financial side of the class and notes that all ExCo members have access to all financial documents via Dropbox for maximum transparency. He also thanks Tjiddo Veenstra and William Sunnucks for Audit Committee work and informs the meeting that for the 2022 accounts their focus has been on the IF18CA's French bank share account arrangement.

LL informs the meeting that SWE have decided to invest in new accurate scales in view of the importance of weighing in inspection checks as the class moves to builder self-certification.

Item	Subject	Action	Lead	Information
7.	Update Accounts 2023		KA	

OB mentions that the introduction of the certification database has been very positive and that the resulting income from sales of certification mark sticker (EUR 100 per boat) is very significant, making the class financially less dependent on sponsor income and allowing financial room for the IF18CA to reduce the annual member subscription fee.

Item	Subject	Action	Lead	Information
8.	Budget 2024	Approval	KA	2024

The meeting approves the budget: 81/3/5 (96% in favour)

KA explains:

- The budget includes a reserve of EUR 2,000 for buying expert advice on technical matters although for now nothing specific has been planned
- The photographer and 50% of tracking at the 2024 Worlds will be funded by the organizer.
- Budget travel expense is lower due to the European location of the 2024 Worlds
- Budgeted sticker income is based on 40 complete boats plus an additional 50 sails
- A budget for further database development, important for builder self-certification, and maintenance
- The budget is based on a reduction of the annual member subscription fee from EUR 10 to EUR 6.

Item	Subject	Action	Lead	Information
9.	Election member Audit Committee	Approval	AN	

The meeting elects William Sunnucks: 87/0/2 (100% in favour)

Election of the Audit Committee member as per Constitution 14.3. William has reached the end of his current term (2023 accounts) and is willing to extend his role for one more (final) two-year term (2024-2025 accounts).

Item	Subject	Action	Lead	Information
10.	Class Rules – proposals #1-12	Approval	AN	#1-7 , #8-12 , and USA

Proposal #1 is adopted: 84/0/5 (100% in favour)

The proposal limits the use of manufacturer declarations to hulls.

Proposal #2 is adopted: 89/0/0 (100% in favour)

The proposal raises the minimum crew weight to 125 kg.

Proposal #3 is adopted: 73/16/0 (82% in favour)

The proposal temporarily (2 years) limits the crew extra weights to 7.5 kg.

AN: while a big majority of World Council votes supports the proposal a relatively large number of members (7 NCAs) voted against. It appears that the “against” votes tend to come from NCAs where prevailing wind conditions are light.

NT: the reason of FRA for voting against the proposal is that France has a relatively large Viper fleet and the NCA prefers to avoid light sailors having the option of switching between the Viper and the F18 depending on wind conditions.

JJ: there is a safety element in this proposal because too much crew extra weight will limit the crew’s ability to right the boat after a capsiz.

KA: expects some push-back from individual sailors while the success of this experiment should be measured by whether the class will succeed in attracting light crews without losing heavier crews. In the background there is a declining community of sailors and sailing has become a marginal sport. What are European NCAs doing to attract youth teams?

GF: did the F18 historically have many youth teams? If not, why would the class now better succeed in attracting youth sailors?

OB: the difference with the past is that now there are fast-growing Nacra15 fleets, including in France. Teams that have outgrown the N15 currently do not have a logical next class to go to. Only few will choose for the Nacra17. A main concern is costs. The F16 class is too expensive for most as it allows carbon boats. The F18 is a proven, robust platform and a logical way to attract young sailors is with a combination of used boats with new sails. In France there is a potential role for the sailing clubs. NCAs can also organize prices dedicated for U-23 teams.

AN: Feedback from Nacra is that for these ex N15-sailors there are only very few attractive F16 fleets while the cost of ownership of the 29er and 49er is too high. We want to attract new teams and therefore it will be very important to communicate and promote outside the class.

Proposal #4 is adopted: 81/8/0 (91% in favour)

The proposal allows the use of GPS equipment while racing.

The meeting agrees that the class is to closely monitor the effects of this class rule amendment on racing starts in F18 fleets.

AN: Feedback from several members is a concern with sailors pinging the starting line.

SS: suggest next step is to submit a proposal that forbids sailors using GPS for pinging the line.

OB: such a rule will be impossible to control.

LL: SWE voted against (only) pending a discussion on the proposal at the meeting itself.

GF: personal experience in the A-class is that GPS is not that much used for pinging the starting line. Less experienced sailors tend to use GPS more and do so for checking speed and analysing and comparing after races. Relatively few use GPS for pinging the line but more for comparing speeds after the race. Does not see sailors having a big advantage in using GPS, nor does he see safety issues. JJ has similar observations in the A-class.

Proposal #5 is not adopted: 55/34/0 (62% in favour / adoption requires 2/3rd majority approval).

AN: members voting against have stated concerns that the rule amendment might cause sailors to race with light, less durable sails, making F18 racing more expensive. See minutes item 11 (IF18CA Manufacturer Self-Certification).

Proposal #6 is adopted: 81/0/8 (100% in favour)

The proposal limits the use of materials for the compression rod; carbon fibre is not allowed.

Proposal #7 is adopted: 84/0/5 (100% in favour)

The proposal is to publish the cloth list separately.

Proposal #8 is adopted: 84/3/2 (97% in favour)

The proposal allows use of 2 different materials (excluding for the window) in the mainsail from 1/1/2025.

Proposal #9 is adopted: 84/3/2 (97% in favour)

The proposal allows use of 2 different materials (excluding for the window) in the jib from 1/1/2025.

Proposal #10 is adopted: 84/3/2 (97% in favour)

The proposal allows use of 2 different materials in the gennaker from 1/1/2025.

Proposal #11 is withdrawn.

Proposal #12 is adopted: 86/1/2 (99% in favour)

The proposal makes the maximum height of the trapeze connection point to the mast a permanent rule.

Item	Subject	Action	Lead	Information
11.	IF18CA Manufacturer Self-Certification (MSC)	Approval	AN	

The proposal to start MSC for boats and equipment items is adopted: 84/0/5 (100% in favour)

However, the meeting further decides, as proposed by NT, that the class will introduce as per 1/1/2024 MSC only for certain equipment items: mast, daggerboards, and rudders (in addition to MSC for sails, already in place since 1/1/2023) but that MSC for entire boats can only start once the World Council has taken further decisions.

The participants in the meeting have an engaged discussion in relation to class rule proposal #5 (definition of minimum boat weight) and establish that the current class rule for minimum boat weight does not sufficiently support a successful introduction of MSC for entire boats.

Various participants offer and discuss several options for ways to achieve the following objectives (in order of priority) in introducing MSC for entire boats:

1. Maintain and further build trust and confidence among F18 sailors and other stakeholders in IF18CA's certification system and processes
2. To introduce MSC with the widest scope possible to give sailors maximum access to new (pre-)certified boats, sails and other equipment
3. Maintain an efficient and practical measurement process and administration that can be easily understood and applied by sailors, builders and measurers.

The meeting asks ExCo:

- to further investigate what is needed in terms of class rules and other requirements to make introduction of MSC for entire boats feasible, and
- and convene an extraordinary meeting of the World Council by end of April to discuss and vote on a new proposal for introducing MSC for entire boats.

Item	Subject	Action	Lead	Information
12.	Venue 2025 Worlds	Presentation	OB	ZVN

ON and AN: ZVN have informed the Netherlands NCA that it requests another 6 months to confirm their ability to host the 2025 Worlds. During this period ZVN wants to get a higher level of comfort concern the event budget.

The meeting decides to accept SVN's bid on the condition that ZVN confirms their bid in line with their bid book and budget no later than 15 April 2024.

Item	Subject	Action	Lead	Information
13.	Closing		OB	

OB closes the meeting after thanking those at the meeting for their contribution and wishing all very pleasant festive days.