

Agenda - 2025 Annual Meeting of the IF18CA World Council

Time & venue: **Friday, 3 October 2025, 22:00-23:30 CET**
by Teams video meeting - [link](#)

Item	Subject	Lead	Information
1.	Opening	OB	
2.	Minutes 2024 AM	AN	
3.	Election ExCo officers	OB	To follow
4.	Financial accounts 2024	KA	2024 Figures / Situation by 31 Dec 2024
5.	Update accounts 2025	KA	Provisional 2025 Figures by 2nd October
6.	Budget 2026	KA	Draft Budget proposed for 2026
7.	Election Audit Committee member	OB	
8.	Venues Main IF18CA Events <ul style="list-style-type: none">• 2026 Raid Worlds• 2027 Worlds• 2028 Worlds	OB	
9.	Raid Worlds format	SS	
10.	Class Rules – submissions #1-8	AN	Exhibit 1
11.	Boat weight reduction	GF	
12.	Any other business	OB	
13.	Closing	OB	

OB – Olivier Bovyn (President) AN – Ad Noordzij (Secretary General)
KA – Kyle Amadio (Treasurer) SS – Steve Stroebe
GF – Gianni Fantasia (NCA Italy)

Member attendance:

Please confirm your attendance by email to ad.noordzij@gmail.com by **Tuesday, 30 September**.

Voting:

Voting on agenda items will take place after the meeting by way of e-mail. Written proposals and voting sheets will be circulated by November.

For more information see next pages

Agenda information:

2.	Minutes 2024 AM	AN	
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The minutes of the 2024 Annual Meeting were approved by the attending World Council members on 6 April 2025.

<https://www.fl8-international.org/wp-content/uploads/2025/05/2024-AM-Minutes-v.final-20250406.pdf>

3.	Election ExCo officers	AN	To follow
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Election of Executive Committee members as per Constitution 8.2. The members mentioned below will reach the end of their current terms.

2025: Vice President (#2) – Lars Linder

2025: Chairman of the Technical Committee – Pierre-Charles Barraud

Further communication on this agenda item to follow.

Current terms of the other Executive Committee members will end as follows:

2026: President – Olivier Bovyn

2026: Treasurer – Kyle Amadio

2027: Secretary General – Ad Noordzij

2027: Vice President (#1) – Steve Stroebel

4.	Financial Accounts 2024	KA	2024 Figures / Situation by 31 Dec 2024
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5.	Update Accounts 2025	KA	Provisional 2025 Figures by 2nd October
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6.	Budget 2026	KA	Draft Budget proposed for 2026
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7.	Election Audit Committee member	OB	
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Election of the Audit Committee member as per Constitution 17.3. William Sunnucks will reach the end of his current term (2024 accounts) and for one last time is willing to extend his role for another year (2025 accounts).

8.	Venues Main IF18CA Events <ul style="list-style-type: none"> • 2026 Raid Worlds • 2027 Worlds • 2028 Worlds 	OB	
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Invitations for bids for these events have been sent with deadline for submissions in November. ExCo will update World Council on indications of interest received thus far.

9.	Raid Worlds format	SS	
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See message from Steve Stroebe, sent on 14 September:

Dear all,

The Exco is considering revising the requirements for the F18 Raid World Championships to allow for locations that conduct long distance races where the competitors return to the same port each night. We also want to consider changing the requirements so that the Worrell 1000 would be eligible to be a F18 Raids Worlds and updating the other requirements.

The current requirements to be updated are at: [Raid Worlds Championship Policy](#)

I have volunteered to lead a sub-committee to work on proposing a new requirements document. All our meetings will be via Zoom calls. I would like to have the first meeting within the next two weeks. If you would like to volunteer for this subcommittee please contact me directly.

Thank you,

10.	Class Rules – submissions #1-7	AN	Exhibit 1
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1. Self-certification: Introduce possibility for the IF18CA (as certification authority) to waive ERS H.1.1
In deviation of ERS H.1.1 the IF18CA introduced self-certification by manufacturers during the 2023 Annual Meeting. The proposed class rule amendment formalises this decision in the Class Rules.
2. Boat weight: Change of treatment of fitted compass and compass bracket
It is established practice that the F18s are weighed without the fitted compass. The proposal is to align the class rules with this practice and to reflect that compasses are fitted on bowsprits (Section F - Rig) instead of on the platforms (Section D - Assembled Hulls).
3. Introduction of two plies in mainsails and jibs
Unless it is decided differently the possibility of using two different plies in the mainsail and the jib will take effect on 1 January 2026. During the meeting ExCo will update the World Council on the progress of the sail material testing programme and potential consequences for the timing of this class rule amendment taking effect.
4. ERS definitions: Update class rules to align with latest version of ERS (notification – World Council will not be asked to vote on this amendment):

1. The wording “**official measurer**” will be replaced by “**certification measurer**”
2. A new defined term “**crew harness**” has been introduced in ERS 2025-2028:
“**Personal equipment** worn to assist the **crew** to use a **trapeze** or to hike or to stay connected to a windsurf sail, a kite or a wingfoil. **Class rules** shall prescribe the required standards, if any.” This will replace the references to **trapeze** harness in the class rules.
5. Remove references to Centreboard
Since inception of the class the rules have allowed the option to fit centreboards. However, over the past 30 years this uncompetitive option has never been implemented on F18 designs. The proposal is to simplify and modernise the class rules by removing this option and simultaneously making daggerboards a mandatory item.
6. Crew weight: Make the trial cap of 7.5 kgs for crew corrector weight permanent
On 1 January 2024 the class introduced a cap of 7.5 kgs for crew corrector weight for a trial period of two years. The proposal is to make this change permanent. The outcome of the trial has been positive, with an increase of participation of teams weighing less than 135 kgs. Please refer to the published statistics for the 2024 and 2025 Worlds.
7. Crew weight: Introduce further changes – several options presented for discussion
For discussion: make further changes to the crew weight rule to more clearly define the F18 target market and potentially make the class more attractive for lighter teams. Please see exhibit 2.
8. Boat and crew corrector weights: positioning
From e-mail sent by Giovanni Fantasia / NCA Italy:

Rationale: *distribute extra weight evenly on the boat*

Crew corrector weigh (C.3.2 c)

Change

Crew extra weights shall be of metal and securely fastened. **Extra weighs can be fastened evenly both on the port and starboard side**, either to the outside of the front beam or to the strut or **inside the port and starboard inspection hatch**, and shall be removable for checking.

Boat corrector weigh (C.6.3 b)

Change

Boat extra weights shall be of metal and securely fastened. **Extra weighs can be fastened split both on the port and starboard side**, either to the outside of the front beam or to the strut or **inside the port and starboard inspection hatch**, and shall be removable for checking.

11.	Boat weight reduction	GF	
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From e-mail sent by Giovanni Fantasia / NCA Italy:

Rationale: *work at a managed **roadmap toward boat weight reduction** to offer a lighter boat for the benefit of current and new F18 sailors and crews (male, female, mixed), while ensuring boat durability and cost containment*

Note: any action should be made to preserve the number of fellow sailors over time

Proposed **target** changes:

- introduce the **carbon mast** (less weight in the top, particularly helpful to reduce pitchpoling tendency, plus easier to righting, innovation as many other boats have done it)
- reduce the **boat minimum weight to 165kg** (consideration here is that with epoxy it should be already achievable and with carbon mast approx -5kg)

Possible **steps** over the years:

1. for lighter boats, reduce extra weights as 50% of gap towards 180kg (e.g. a boat weighting 170kg can put maximum 5kg)
2. introduce carbon mast and apply same extra weight rule as per above
3. over time, with sailors boat renewal, reduce boat minimum weight, say 175... 170... 165kg