

International Formula 18 Class Association

Minutes World Council 2025 Annual Meeting

Held by video meeting on 3 October 2025, at 22:00 CET

Approved on 13 October 2025

Present: Member NCA representatives

Jan Jensen (JJ) for Denmark

Émeric Dary (ED) for France

Dirk Bleiker (DB) for Germany

Gianni Fantasia (GF) for Italy

Martynas Makelis (MM) for Lithuania

Wik Becker (WB) for the Netherlands

Kuba Bażek (KB) for Poland

Sam Carter (SC) for the United States

Executive Committee officers

Olivier Bovyn (OB)

Steve Stroebel (SS)

Lars Linder (LL)

Kyle Amadio (KA)

Pierre-Charles Barraud (PCB)

Ad Noordzij (AN)

Attending guest

Frédérique Pfeiffer (FP)

Apologies: Australia and Thailand

Voting: Voting will take place by way of electronic mail after the meeting

Item	Subject	Lead	Information
1.	Opening	OB	

Olivier Bovyn (OB) opens the meeting and highlights an excellent World Championship in Noordwijk and asks Wik Becker to once more thank the organisers and the Dutch NCA on behalf of the IF18CA.

OB positively reflects on the intensive e-mail exchange on agenda topics before the meeting and reminds the members that the core principle of the class is to keep development under control at the best possible cost for sailors.

Item	Subject	Lead	Information
2.	Minutes 2024 AM	AN	Minutes 2024

The meeting notes the minutes of the 2024 AM. These were approved by the 2024 AM attending World Council members on 6 April 2025.

Item	Subject	Lead	Information
3.	Election ExCo Officers	OB	

OB wholeheartedly thanks Pierre-Charles Barraud, and in doing so is joined by the meeting, for all the work he has done for the class for more than 30 years. The class has found in Frederique Pfeiffer an excellent candidate to succeed PCB as Chairman of the Technical Committee. FP is likely to be granted International Measurer (IM) status at the World Sailing Conference in November.

Lars Linder confirms that he is willing to extend his role as Vice President for another term.

Item	Subject	Lead	Information
4.	Financial Accounts 2024	OB	2024

OB notes the revenues sourced from selling numbered certification mark stickers which provides the class both financial flexibility and independency as it does not need to seek for sponsorship money. Also, subscription income remains steady based on more than 800 members. Expenses reflect a high level of activity and good participation at both international and national class events. The Audit Committee members have provided a positive statement on the accounts.

Item	Subject	Lead	Information
5.	Update Accounts 2025	OB	2025

Emphasis has been on communication and promotion, covering 50% of the cost of tracking at the Worlds and having created photography database that the class can use for free. Financials YTD are balanced but we still have three months with possibly more revenues from numbered stickers on the back of the introduction of two-ply sails and the new Cirrus F18 design, and thus a small surplus is likely.

Item	Subject	Lead	Information
6.	Budget 2026	OB	2026

Ad Noordzij (AN) explains that the draft budget includes a proposed EUR 2.000 spending on further IT development to create a tool that supports the registration process at big regattas by integrating the increasing amount of data that is recorded in the certification database and possibly integrate with registration software like Manage2Sail.

OB mentions that EUR 6.000 is proposed for tracking at the Worlds and Europeans. Also ExCo expects higher travel expenses due to travel to these two events in Australia and Italy. Combined with a cautious revenue forecast this leads to a deficit of EUR 5.700 but it is noted that 2024 resulted in a surplus of EUR 6.500.

NCA's are reminded that IF18CA subscriptions are EUR 6 per NCA member.

Item	Subject	Lead	Information
7.	Election member Audit Committee	OB	

William Sunnucks has reached the end of his current term (2024 accounts) and is willing to extend his role for one more time for a one-year term (2025 accounts). This means that we will have two vacancies for the Audit Committee for the 2026 accounts. OB asks the meeting to help find new candidates for these positions as we have not been able to find candidates.

OB thanks the Audit Committee members for their dedicated work.

Item	Subject	Lead	Information
8.	Venues Main IF18CA Events • 2026 Raid Worlds • 2027 Worlds • 2028 Worlds	OB	

OB informs the meeting that there is no candidate yet for the 2026 Raid Worlds. Perhaps the Raid Costarmoricaine could be an option. LL confirms that there will be no bid by the Stockholm Archipelago Raid, though this could be a possible candidate for the 2027 Raid Worlds. OB mentions that there is interest from Thailand and Galicia, Spain to organise in the future.

Émeric Dary (ED) says that there have been conversations with NCA France for hosting the 2027 Worlds in Martinique although timing (May) seems unfavourable because this conflicts with the European events schedule. If Martinique is not possible then an alternative may be

Erquy for which bid preparations have started so that the Worlds can return for a third time to France in 2027.

Ballena Alegre, Spain intends to bid for the 2028 Worlds.

USA is very interested to host the Worlds in 2029.

Item	Subject	Lead	Information
9.	Raid Worlds format	SS	

Steve Stroebe (SS) explains that the intention is to potentially revise the format of the Raid Worlds Championship to include events where the fleet does not go to a different port every day but that have sufficiently long-distance racing with variation of courses and navigational challenges. This would open the possibility to host by venues such as Croatia and the Cata Cup (St. Barth). A further change could be to allow the Worrell 1000 to qualify as a Raid Worlds.

SS invites people to join a sub-committee to review the format. He is looking for two persons, possibly from Croatia, Sweden and/or France.

Item	Subject	Lead	Information
10.	Class Rules – submissions #1-8	AN	

1. Self-certification: Introduce possibility for the IF18CA (as certification authority) to waive ERS H.1.1
 - There are no comments or questions.
2. Boat weight: Change of treatment of fitted compass and compass bracket
 - There are no comments or questions.
3. Introduction of two plies in mainsails and jibs
 - AN: Introduction was postponed by one year till 1 January 2026 to not interfere with the possible introduction of new aramid sail cloth(s). The aim is to avoid extra costs for sailors as result of successive class rule amendments.
 - OB: The new cloths are now tested on mainsails in Belgium, Spain, Germany and USA. The test programme was started 2024 in an urgent search for alternatives because reliability of supply of already accepted cloth was very poor at the time.
 - Sam Carter (SC): briefs the meeting on the results with DP cloth (50/50 blend of Technora and Dyneema) which have generally been positive so far. The transparency of the material is helpful in terms of safety (seeing other boats) and it appears to retain shape (no wrinkles) better, with similar durability as Pentex.
 - Wik Becker (WB): asks whether feedback has been sought from sailmakers. OB responds that the feedback has been mixed.

- OB: notes that the availability of class-accepted cloth has been restored, so currently no urgency for introducing new cloth.
 - SC: raises the point of the need for providing clarity in view of the upcoming Worlds in Australia.
 - ED: highlights the importance of keeping cost for sailors down and avoid introducing two changes shortly after each other.
 - AN: answers that the class now has more flexibility in timing any introduction of new sail cloth which means that the class can wait another, for example, 2 years after the two-ply rule taking effect for accepting new sail cloth.
 - SS: proposes that the introduction date of 1 January 2026 for two plys mainsails and jibs is confirmed. This proposal is generally supported by the meeting. ED prefers postponement for cost considerations.
 - AN: concludes that no voting will take place. The new class rule will take effect on 1 January 2026.
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):
 - There are no comments or questions.
 5. Remove references to Centreboard
 - There are no comments or questions.
 6. Crew weight: Make the trial cap of 7.5 kgs for crew corrector weight permanent
 - There are no comments or questions.
 7. Crew weight: Introduce further changes – several options presented for discussion
 - SS: explains the 3 options tabled and the rationale for each option.
 - Gianni Fantasia (GF): makes the following observations 1) the poor results by light crews may be a consequence of not attracting highly performing light teams instead of the cause of poor performance, 2) the F18 may be less suitable for light teams because of the high sheet loads, and 3) also heavy teams are penalised in certain conditions
 - OB: it is challenging for a class to be attractive for an extremely wide crew weight range. At a certain point Nacra 15s and Vipers are more suitable for light crews, and Nacra 20s more suitable for heavy crews. In between these two crew weight boundaries we aim to keep racing as fair as possible.
 - GF: would only support raising minimum weight if needed for safety.
 - DB: notes that the minimum crew weight for the F18 has gone up over time from 115 kg to 125 kg, and now we are discussing 130 kg. In Germany the class has had success in attracting young, light sailors by not weighing the teams at fun regattas. The requirement to carry corrector weight causes young sailors to choose other classes.
 - SC and GF: support allowing light teams at club level racing.
 - There is a wider discussion about the relation between crew weight and ability to right a boat after a capsize and how to best address this in class rules or in the sailing instructions.
 - AN: we will reflect on the discussion when preparing a balanced set of proposals for

the World Council to vote on.

8. Boat and crew corrector weights: location (Italy NCA)

- GF: one proposal is to evenly balance the combined corrector weight for crew and boat between port and starboard to have a more balanced boat.
- OB: most important is that the weights are fixed and visible, so he is of the view that carrying weights in the hulls should not be allowed. GF answers that he proposes that carrying weights in the hulls is discussed as a separate proposal.
- SS: having crew and boat corrector weights on different sides facilitates checks at regattas.
- Frederique Pfeiffer (FP): has some sympathy for light crews to optimize location of weights as long as they remain visible, so not in the hulls.
- OB: notes that the current rules allow for the weights to be carried close to the dolphin striker and so rather centred already. He suggests that this further investigated by the Technical Committee before a proposal is tabled.

Item	Subject	Lead	Information
11.	Boat weight reduction	GF	

- GF: NCA Italy wants to explore options to support performance of both crews weighing less than 140 kg and more than 160 kg
- OB: Important that the boat weight remains unchanged.
- SS: points out that only 14% of the teams over 165 kg carried boat corrector weight during the last 3 Worlds so to allow them to eliminate/reduce the boat weight for being over 165 kg would only help a small portion of the heavy teams. Data from 3 Worlds:

Worlds Year	Location	Teams Greater/ Equal 165 KG	Total Boats	%	Carried Boat Comp Weight	% of Heavy Teams	Median Weight (KG)
2025	Netherlands	22	96	23%	3	14%	3.60
2024	Spain	41	131	31%	5	12%	2.00
2023	Germany	34	97	35%	6	18%	2.00
Total:		97	324	30%	14	14%	2.00

- Also, introducing a rule that gives value to a boat that weighs less than 180 kg may have a big impact on the resale values of F18s depending on their weight.
- WB: stresses the importance of all sailors racing in the same boat.
- FP: emphasizes the value of keeping class rule complexity low.
- ED: emphasizes to keep costs down to remain an attractive class.
- OB: notes the success of the F18 class compared with other catamarans and the widely differing views within the class, thus the need to act very carefully. The F18 heavy but

therefore can be built in a solid yet affordable way. Suggests to seek votes on which direction to take and then defer the issue to a working group of the Technical Committee.

- Jan Jensen (JJ): points to the value of exploring ways to improve racing for heavy crews and ways to continue improving the F18 balanced with costs, as the class has developed during the past 15 years.
- OB: it is important that any changes are adaptable by the existing fleet, like the mainsail decksweeper, and in this way create value for the class.

Item	Subject	Lead	Information
	Any Other Business	OB	

None

Item	Subject	Lead	Information
12.	Closing	OB	

OB closes the meeting after thanking those at the meeting for their contribution and for their work in their NCAs and thanking the ExCo members for their work in the Committee. He hopes to see many of the Council members in Australia or on Como Lake.