



INTERNATIONAL FORMULA 18 ASSOCIATION



WORLD COUNCIL MEETING MINUTES

The World Council of the International Formula 18 Catamaran Association met in Puntala 11 July 2004

Present :

Olivier BOVYN (President), Pierre–Charles BARRAUD (Chief Measurer), Phil COTTON (Sec General), Pierre SICOURI (ITA), Maurizio CITTERIO (ITA), Ugo FERRARI (ITA), Liesbeth OOSTERHAGEN (NED), Sonder de BOER (NED), Thomas PIERLET (BEL), Gilles PROVOST (FRA), Françoise DETTLING (FRA), Frank BLOHM (GER), Martin FRIEDRICHSEN (GER), Neville THOMPSON (AUS), Fredrik ADILSTAM (SWE), Pontus JOHANSSON (SWE), Sylvain CARIGNAN (CAN)

Apologies

Tom LISTON (USA), Don FINDLAY (GBR)

Agenda

The meeting was called to discuss :

Approval of the minutes of the previous meeting

Opening

Class Organisation

Future events

Class rules

A.O.B.

Approval of the minutes of the previous meeting

The minutes of the meeting held at FFV Office, Paris, on 14 December 2003, previously circulated were approved unanimously.

Opening

The President welcomed new member countries, which include Sweden, New Zealand, Australia and Canada.

The President has proposed to ISAF that the existing Formula 18 Class Rules be transferred into the new ISAF standard Equipment Rules of Sailing format. Sebastian Edmonds, ISAF Technical Officer, has kindly agreed to help the Class to draft the existing rules into the new format.

Standardisation of boat and sail measurement was discussed at length. A general consensus agreed that it would be in the interests of Formula 18 members to purchase boats and sails that are pre-measured and certified and that this system should be operational within 2005.

The mechanism for achieving this must be agreed between the class, builder and International Association. One suggestion was to adopt a system of measurement similar to the ISAF system adopted by the Tornado Class. (Tornado measurement form was circulated). Builders would sell the boat with an ISAF approved measurement certificate and plaque.

It was agreed that the Formula 18 Secretary would draft a proposal regarding in-house certification of sails and boats. This proposal would be circulated to the World Council members within two months of this meeting for their consideration. The proposal will be voted upon at the next World Council meeting in Paris in December.

Specifically the proposal will ensure that in-house certification is carried out by an independent measurer and that the appointed measurer will purchase certification stickers and plaques from the International Formula 18 Association. The proposal to be circulated will also address the issue regarding the allocation of sail numbers to each national authority to avoid duplicate numbers as currently exist.

Class Organisation

The President proposed Luc Houdet, French Executive member to be appointed Treasurer of the International Formula 18 Association. Passed unanimously.

A provisional 2004 budget for the International Formula 18 Class Association was tabled and approved.

Future Events

2005

It was confirmed that the 2005 World Championships are to be held in the Netherlands near Rotterdam. Rotterdam is to be the Sports City of Europe in 2005.

Liesbeth Oosterhagen requested budget and costing information from the chairmen of previous world championships.

2006

The Australian association is keen to host a world championship but 2006 is too soon. The Association needs to build and to establish a greater infrastructure. Alternatives discussed for 2006 include France and Sweden. No formal decision was made.

International Long Distance Circuit

The President tabled a framework to be adopted in order to prevent the name "Formula 18" and "Formula 18 World Champion" being used by other private organisations to promote their long distance race circuits.

It was agreed that all races promoted as a "Formula 18" event must have the approval of the World Council and must adhere to certain minimum requirements and standards of organisation and safety.

Class Rules

Reduction in boat width

A proposal had been received from the Italian Association to restrict the maximum boat width to 2.55 metres from the current ruling of 2.60metres. The World Council rejected this proposal.

Reduction in daggerboard weight

A proposal had been received from the Italian Association to reduce the maximum daggerboard weight from 7 kilograms down to 4 kilograms. The World Council amended this proposal to a maximum weight of 5.5 kilograms, which was then approved unanimously. To be implemented with effect from 1 March 2005.

Reduction in overall boat weight

A proposal had been received from the Italian Association to reduce the overall boat weight from 180 kilograms down to 175.5 kilograms by a staggered permitted reduction of 1.5 kilograms per year over the next 3 years. The World Council rejected this proposal.

Limitations on sailcloth material

The President explained the recent concerns within both the Formula 18 and Tornado Class Associations regarding the emergence of certain high-tech sail cloths being developed which are prohibitively expensive and not widely available.

In order to control the use of development sailcloth within in the Formula Association Class rules the World Council unanimously agreed that a list would be published annually of permitted sailcloth. Specifically any sailcloth not included on the list is prohibited.

It was pointed out and agreed that approved measurers will need to have samples of accepted sailcloth types.

Fully battened jibs and jib furling arrangements

A proposal had been received from the Dutch Association to allow fully battened jibs. Implicit within this proposal is the acceptance that jib-furling equipment would no longer be mandatory. On a show of hands the majority of World Council members accepted the proposal to allow fully battened jibs and for jib-furling equipment to cease to be mandatory. It was pointed out that the use of jib-furling equipment would still be optional.

It was agreed that each National Authority should ballot their members on this proposed rule change. A full explanation of the proposed changes would be included on the International Formula 18 website.

[At this point the meeting was adjourned to reconvene at 9.00am on 15 July 2004.]

Reconvened meeting 9.00am 15 July 2004

Class Rules (continued)

Spinnaker snuffers

A request had been received from the North American Association regarding the legality of the carbon snuffer arrangement currently used by approximately 70% of Canadian Formula 18 teams. Specifically a carbon ring is used on the snuffer. The spinnaker pole is aluminium.

The World Council accepted and agreed that there was no competitive advantage to this method of snuffer construction. Existing snuffers would be accepted under a grandfathering arrangement until 1 January 2007. Carbon is not permitted in the construction of new snuffers.

Asymmetrical daggerboards

The French Association brought to the World Council's attention that some competitors had developed and were using asymmetrical daggerboards. The World Council was requested to determine whether such daggerboards are within the Formula18 Class rules. It was agreed unanimously that asymmetrical daggerboards are outside the Class rules of Formula 18 and are therefore illegal. As stated in the Class rules any specification that is not specifically permitted, is disallowed. All underwater appendages must be symmetrical.

Paddles

The World Council is aware of the increasing number of "paddles" being carried on boats that are not fit for purpose.

It was agreed that at all future Formula 18 events a paddle must meet the following minimum measurement requirements:

Blade – 14 cm wide (at the maximum width) and 25 cm long

Pole - 1 meter long and 20mm diameter.

A.O.B.

Pierre Sicouri pointed out the inconsistencies within measurement certification currently employed. Some measurers sign across the measurement stickers whereas others stamp. It was agreed that each national Chairman would email The President and Secretary General the existing practices within their own country.

There being no further business, then the President closed the meeting.

Olivier BOVYN, International F18 Catamaran Association President