



INTERNATIONAL FORMULA 18 CATAMARAN ASSOCIATION



Minutes F18 World Council Meeting – final draft

Paris 10.12.2005.

Present:

Olivier Bovyn, Chairman; Don Findlay, Secretary General; Pierre-Charles Barraud, Chief Measurer;

Pierre Sicouri (ITA), Liesbeth Oosterhagen (NED), Horst Fock (GER), Michel Hardy (FRA), James Baeckler (FRA), Gillian Power (GBR), Thomas Pierlet (BEL), Pontus Johansson (SWE), Per Westergren (SWE).

In attendance:

Pablo Soldano, (Ullman Sails) Jean-François Pelletier and Lionel Zerbona (CMH)

Apologies:

Chairmen from, Ireland, North America, Australia, New Zealand, Chile and Argentina.

Approval of Minutes of WC meeting in July 2005 in Hoek van Holland.

The minutes of the meeting were approved.

Matters arising:

Overdue National fees

The Chairman reported that all countries were up to date with their payments.

Square head measurement

P-C Barraud had forwarded to all WC members the ISAF ERS (Equipment Rules of Sailing) F5.5 Upper point and G5.5 Aft Head point. All members were clear on this matter.

Dates for Jib furler and fully battened jib rule change.

Date as published 1st March 2007.

New IF18CA Constitution

The new 2005 International Formula 18 Catamaran Association constitution was passed unanimously.

Election of Officers

Olivier Bovyn was elected unanimously as IF18CA President.

Pierre-Charles Barraud was elected unanimously as IF18CA Chief Measurer.

Pierre Sicouri was elected unanimously as IF18CA Vice President Europe.

Tracie van Houten was elected unanimously as IF18CA Vice President, the Americas.

Pete Skewes was elected unanimously as IF18CA Vice President for Australasia.

All these appointments are for three years.

The Honorary Treasurer, Luc Houdet, and the Secretary General, Don Findlay were elected at Puntala , July 2004 and Hoek van Holland , July 2005 respectively. After debate as to whether these appointments should be three OR four years, it was voted that they should be for THREE years. These appointments are for three years from their appointment.

World F18 racing programme

A few Chairmen have still not forwarded their national F18 racing programme. Would all Chairmen ensure that they have done so, so that the regatta programme can be prepared before the Christmas holidays.

Action: World Chairmen

2005 Worlds Costings from Dutch Association

Liesbeth Oosterhagen presented the finances results from the World regatta in Hoek van Holland. The Chairman made a special point of thanking Liesbeth and all the supporters in Holland, who had made such an effort for the successful World Championships. Copy of the [figures](#) is attached.

Action: Olivier Bovyn

Presentation of Financial Accounts

Luc Houdet being unable to attend the meeting due to professional commitments, the President presented the 2005 figures and the budget proposed for 2006.

Finances are in a good shape. It is to notice all National Associations paid their 2005 annual fee. One single invoice for providing stickers is still overdue. IFCA is not rich, but get sufficient money from the various National Associations to run good services to the sailors. It is proposed, and then agreed to provision funds for the following purposes :

- Measurement seminars
- Travel to Australia for the 2007 Worlds
- Investment in accurate [scales](#), similar to the ones NAF18 is using (document in appendix)

Proposed 2006 budget is approved. It is to notice that, due to the growing offer of ADSL providers, and through a wider use of the free Skype phone system, communication costs should be significantly lowered.

[2005 figures](#) and [2006 budget](#) in Appendix.

Report on World Championships Hyeres July 2007

The representatives of Club Multicoques Hyerois presented their plans for the F18 Worlds. CMH was the oldest Club in the area and had considerable experience in hosting events of this nature.

The location was very pretty and near the village of Aygade

There was complete support from the local community who were looking forward to the event.

At present CMH did not have a sponsoring partner but were looking forward to gaining one. They pointed out the meeting that this could not be any company associated with alcohol or tobacco.

Considerable discussion took place of the suggested costings with 160 teams paying 245 Euros each. Pierre Sicouri, Italy, thought that 245 euros was too high, and 200 euros should be considered a maximum figure.

The final decision was that the fee for "on time" entrants should be 210 euros.

Members felt that all available monies should be devoted to "on water" and then "on land" facilities, with meals, receptions taking a lower order of priority if monies were tight.

CMH looked for early registration payments as they would have to start to commit money to suppliers by 1st April.

Further considerable discussion took place on National quotas for the selection of teams for the regatta. The main problem here was that countries varied their method of counting "members", some counting just paid up helms, while others increased members by including paid crews and associate members. This gave certain countries advantage with teams able to attend the World Championships. Michel Hardy, France, thought that this matter needed resolving urgently but Don Findlay pointed out that World Chairmen wanted to handle this matter themselves, as they knew the best way forward locally on their ground.

The following was finally agreed as the quotas per country.

Italy	16 teams.
Germany	25 teams.
Holland	22 teams.
Belgium	9 teams.
France	22 teams
Sweden	9 teams.
UK.	13 teams.
Australia	8 teams.
North America	4 teams.
Wildcards	9 teams.
Home Country	20 teams.
Home Club	2 teams.
Podium 2005	1 team.

Michel Hardy stressed the need to fill ALL the available quotas, this had NOT happened in recent events and MUST be filled in Hyeres for straightforward financial reasons. He went on to suggest that the numbers were monitored month by month and re-allocations made to countries who were still seeking quotas. Liesbeth Oosterhagen, Holland, was concerned about lowering of quality if many were asked "just to fill up the places".

The CMH team presented the draft Notice of Race, and agreed to pass on updated copy by email to the Sec. General.

Action CMH.

There was considerable concern about the plans to weigh all catamarans on arrival. The meeting decided that this was not necessary and not necessarily the times when boats might be found under weight. The NoR had already covered the point by saying that "boats could be weighed before and after each race". For future practice, the Chairman will investigate whether the [electronic system](#) as used by NA F18 Association would be suitable as a standard for regattas, with the WC purchasing the equipment. The suggested cost would be US\$1000

Action: Olivier Bovyn.

The meeting stressed that the sailors went there to sail, so every effort must be put in that direction. There was criticism of the "on water" aspects of the Hoek regatta and also of race management. These were vital points for sailors.

There was still much work to do in filling roles for on water Race Management, Jury work and Measurements teams.

The Chairman thanked the CMH team for travelling to Paris and giving such a thorough presentation of the plans.

Progress Report on Australian Worlds February 2007

The Secretary General reported a telephone conversation that he had had recently with Pete Skewes. He regretted not being able to attend the meeting and also had been very busy at work and so had not had time to prepare a report but that did NOT mean that there wasn't significant progress with World regatta planning. They were close to a agreement with sponsors and wanted a firm letter (contract) with the WC of the IF18CA.

Action: Sec. General

During the meeting the Chairman pointed out that his letter of the 28.10.2005 had covered these points.

(Upon return from Paris, the detailed presentation from Pete Skewes was received and although NOT discussed in Paris is attached to these minutes. Please note).

Action Olivier Bovyn.

Decision to hold Europeans 2007

Following further discussion it was agreed that a European championship should be held in 2007, BUT that there should NOT be any regattas across Europe before Carnac 2007 as that may interfere with attendance in Australia. The meeting agreed to this but the two facts were not necessarily connected in many WC members minds.

There was an offer to hold Europeans from UK and Sweden, following discussion the Swedish members withdrew their bid.

Then Pierre Sicouri from Italy offered ITALY as an alternative, in Dervio, Lake Garda or Tuscany. The meeting did not make a decision, and postponed this decision until March 2006. The two suggested venues to put bid document forward to the WC to decide in March.

Action: Italy and UK.

UK proposal: Jib Size/Crew weight Rule change

The UK put forward a proposal for change. This was heavily defeated.

French proposal: Jib size/Crew weight Rule change

The French proposal was heavily defeated. At this stage, it was pointed out, that there was a strong feeling against too many changes that seemed to be welling up from members. There was concern, particularly from "newer" F18 countries, that there was too much talk of change in "old Europe". Enthusiastic "new country" members were pushing hard for F18 in their countries and any talk of change was seized upon by competition to reduce the impact of F18 development.

In House Certification/Technical Committee

WC members thought that this is an important matter that had been on the agenda far too long. Pierre Sicouri proposed that the matter be passed to the Secretary General for prompt action. This would need the creation of a [Technical Committee](#) and the Sec. General agreed to do this with urgency, pointing out that all members of such a committee must have the interest of F18 sailors firmly to the fore and not committee members' own commercial interests. He also agreed to draft the necessary rules for the functioning of the Technical Committee, who would be there purely as advisors to the WC. The Chairmen thanked M. Soldano for his positive involvement and expertise in this discussion. M. Soldano agreed to be a member of the Technical Committee. Other suggested members, subject to their agreement were: Peter Vink, Darren Bundock, Philippe Neiras, Pete Skewes, Les Gallagher, Emmanuel Boulogne, a Hobie representative, with Pierre-Charles Barraud as Chief Measurer. (Since the meeting Darren Bundock has declined as he has just finished five years on the Tornado technical Committee.)

Action: Secretary General/Olivier Bovyn.

Final decisions need to be made concerning the new fully battened jib wording. In attendance Pablo Soldano suggested three battens, equi-distance on the leech, 30 mm max. going full width of the jib and parallel to the water. They must also be "non-adjustable". In earlier correspondence Peter Vink had suggested four battens.

Action: Technical Committee.

Mainsail:

WC expressed a growing concern with the continual increase width of the head, and whether a limit should be introduced of say 100, 110 or 120 cms. No decision was taken. It has been agreed in ISAF regulations that the H2 measurement for the leech cannot be negative.

Action: Technical Committee.

Sail Cloth.

BE1 clarification. The allowed cloth BE1 has been better identified as BE1-180gr.-1.5mil.-Diolen

Action: Technical Committee.

Spinnaker Pole length

The meeting discussed at length and agreed finally that the current rule as published Rule B.2.3 was satisfactory, and not the version as presented by the Chief Measurer after the last Worlds in Holland. However the wording of B.2.3 may give cause for confusion referring to "the upper theoretical point of the deck", whereas "the hull" may add clarity. The Technical Committee, when formed, to review urgently

Action: Technical Committee.

Request from Holland about trapeze wires

That the trapeze wires, 1 x 19, should be replaced by line, Dyneema® or equivalent. This did not get broad approval, some saying it would be safer others members feeling the opposite. This matter passed to Technical Committee for urgent action.

Action: Technical Committee.

French proposal on individual membership

That there was unification of view as to how countries counted their members, some allowing just helms, while others insisting upon crews also being National members, therefore increasing the numbers of members. Some countries allow Associate membership but this means that when individual countries pay into the central International fund on the basis of their members, they pay according to their numbers. However this also allows some countries appear to receive a larger quota for World Championships.

Michel Hardy, France, put forward a proposition that all membership was counted on standard basis. The Sec. General pointed out that in his recent survey, some countries felt quite strongly that this must be left to them as to the best way to gain members locally. The matter was not taken further, but there is still a problem that some countries are facing with reduced World Championship quota.

European Ranking List

A European ranking list is under preparation by Eurosaf and will include 763 F18 sailors. (helms and crews). Note : ERL is now published at http://www.f18-international.org/european_ranking_list.htm

Any other business

Safety

Liesbeth Oosterhagen raised the safety matter of certain Dutch sailors reducing the level of buoyancy jackets, so as to aid easier personal movement while sailing. The WC urged this practice to stop and measures to be taken to ensure that sailors comply with F18 rules. The Sec.General pointed out the obligation on the WC to ensure safe F18 sailing at all times.

National F18 Associations questionnaire

The Sec.General said that he would write his ideas on expansion and distribute amongst WC members. The major problems that were revealed in his survey were over zealous attitude to professionalism, which deterred many "club" sailors, comments from France and Italy being particularly strong. Also the allied comment that some F18 fleets were not "fun fleets", and this also reduced potential membership. World Chairmen to address this comment in their racing programme.

Action World Chairmen.

The Chairman closed the meeting at 16.40 hours.

The date of the next meeting, BEFORE racing in Hyères on 8th or 9th July 2006.

Olivier BOVYN

Don FINDLAY

IF18CA President

Secretary General