

International Formula 18 Catamaran Association  
Minutes World Council  
2<sup>nd</sup> December 2006-12-04  
09.30 hrs. Paris FFV offices

Present:

Olivier Bovyn. President.  
Pierre Sicouri Vice President.  
Tore Lewander Sweden.  
Thomas Pierlet Belgium.  
James Baeckler. France.  
Frederique Pfeiffer. France  
Bernardo Bernitez. Spain.  
Liesbeth Oosterhagen. Holland.  
Gillian Power. UK  
Pierre-Charles Barraud. IF18CA Chief Measurer.  
Don Findlay. Secretary General

In Attendance: As observers.  
Pablo Soldano. Ullman Sails.  
John Dinsdale. Hobie France.  
Tono Teixeira. Representing Spanish 2008 Worlds bid.

1. **The Chairman** welcomed all members and detailed the agenda items. He heartily thanked the organisers of the 2006 Worlds in Hyères, who achieved a great job under the lead of Jean François Pelletier, CMH President.
2. **Apologies** were received from Australia, New Zealand, USA, Canada, Ireland and Germany.
3. **Minutes** of the last World Council meeting in Hyeres at CMH offices on 8<sup>th</sup> July 2006, were read and accepted as a true record of the meeting.
4. **Matters** arising would be dealt with under agenda items.
5. **Minutes** of the inaugural World Council Technical Committee in Hyeres at CMH offices on 8<sup>th</sup> July 2006, were read and accepted as a true record of the meeting.
6. **Matters** arising would be dealt under agenda items.
7. **Formula 18 Worlds 2007:** Don Findlay gave a positive update on the Worlds to be held in Yeppoon, Queensland February 2007. He detailed a brief note received from the newly elected Australian President that monies were to be received from Queensland State authorities. The Chairman made a specific point of thanking Mark Laruffa and his dedicated team for the work that they had done, regretting that he would not be there, but wishing the Championships every success. Pierre-Charles Barraud, event Chief Measurer

and Don Findlay, Secretary General would be representing the Council.

8. **Formula 18 Europeans 2007.** Pierre Sicouri presented a DRAFT Notice of Race for the Europeans 2007 to be held at Dervio on Lake Como. There was considerable discussion about the final dates as there had been a request from Mischa Heemskerk, Holland, requesting that the dates be arranged one week later as these current dates 7<sup>th</sup> to 13<sup>th</sup> July clashed with the ISAF combined Olympic Classes championship in Cascais, Portugal, a major Tornado event for Olympic selection. It might appear difficult with the organising committee to change the dates, but IF the dates could be changed then Spain, UK and Holland thought that they should be changed to accommodate the Tornado sailors, where as Belgium, Sweden and France thought that the dates should not be changed. France precised its point of view : As the world council as previously voted and notify to the Italian association and hoist club the agreed dates (Minutes of Hyeres WC), the World Council shall not change this dates, the change of dates is only in the hands of the hoisting club if this change is not creating difficulties for the event organisation. However after phone calls to the organising Committee the dates could not be changed due to other commitments that they had made. The Chairman wanted the “second week of July” as a clear date for the F18 European and Worlds when held in Europe. As an observer, John Dinsdale urged caution on “fixing dates in stone”. The meeting agreed to the 7<sup>th</sup> to 13<sup>th</sup> July. The meeting then worked through the DRAFT NoR and were concerned about the Entry Fee being too high and above the Council guidelines of 200 Euros(basis 2005), Pierre Sicouri stressed that the economic climate in Italy was not buoyant and so the event must be “self financing”. The Council agreed to this regatta having an Entry Fee of 225 Euros, as an exception to the agreed guidelines. However it was noted that there would be FREE camping and boat and trailer parking. There were always problems with sponsors, but the Chairman had a meeting arranged with Yamaha in the near future, other members agreed to contact provisional sponsors. Animated discussion was held on the subject of National quotas. After much discussion it was agreed that the following was the fairest that could be achieved: 2006 World Champion,1. Australia 8, Belgium 11, France 23, Germany 23, The Netherlands 22, Italy 16, North America 12, Sweden 8 according to the fee received, UK 11, Spain 5 (subject to membership fee to be paid), Wild Cards Host Country 20, Wild Cards International Association 9. After discussion, it was agreed the event to be open to non European teams, for a maximum of 8 slots to be taken from the host country Wild Cards. It was agreed that this is not an exact science as countries register their members differently. Some allow just helms as members, others just boats and then others as helm and crews that therefore gives them “more members per nation”. Don Findlay suggested that creating the same rule across the world would be heavily defeated.
- It was agreed that ALL requests for attendance in Italy should go through National Chairmen** and they had direct knowledge of their national rankings. There was the usual discussion upon “cut off dates” for entry and when the Organising Authority could open entries, as in the past this had been done too late therefore precluding some sailors the opportunity of attending. Liesbeth Oosterhagen was concerned that the Wild Cards were not distributed fairly and that the regatta would be filled for financial reasons and not because of the quality of the sailors.

It was agreed that the 31st April 2007 would be the date by which entries had to be received by "ranking" sailors agreed with their National Chairmen. After that date then the OA/Host Nation/International could allocated places as they saw fit to achieve 160 places. It was stressed that more work MUST be undertaken by National Chairmen to ensure that achieve the best sailors to represent their countries.

**Action: National Chairmen and Pierre Sicouri**

9. **Formula 18 Worlds in Spain 2008.** The video was well received and after considerable questioning it was agreed in principle to hold the 2008 Worlds in Spain. The dates were agreed as 6th to 12th July, the Club had all facilities to make an excellent venue, close to the village with good affordable hotels in early July, with Government and local bank sponsorship.  
Don Findlay was asked urgently to prepare an agreement so that all matters can be resolved by 31<sup>st</sup> January 2007 giving the Organising Authority adequate time to arrange all matters. He agreed to draft the letter for Chairman's approval with seven days.  
**Action: Don Findlay**
  
10. **Championship Rules.** The Chairman detailed the current rules but there were discrepancies with rules as published and the website wording. Don Findlay said he understood the problems and that he would re-write them so they could go as appendix in the new ERS style rules. He was particularly requested to make sure that the Organising Authority arranged weighing of boats at Championships also covered that the Windward/leeward course was clearly defined with gates in SI's.  
**Action: Don Findlay**
  
11. **Update on F18 sail cloths.** Pablo Soldano updated the meeting on current ITA thinking from their Council meeting in Argentina. They were going to review the situation as some cloths on existing lists were not being used. John Dinsdale urged caution on following the ITA lists as there were times when sails were made for specific reasons with a very limited life. Pablo Soldano thought the main problem was that the F18 Council has not given to the Tech. Committee a clear understanding for what they want. Understanding that heavier cloths are more expensive but last longer, but to what degree? The whole concept for F18 sails must be "value for money". In the past Greg Goodall and Andrew Landenberger have proclaimed that there is little difference in cost if three sails were made of the highest and lowest priced cloths on the list. The meeting felt that F18 sailors wanted a heavier cloth which for mainsails would certainly last at least three years (with normal Club sailing) , one year for spinnaker and jibs. John Dinsdale agreed with this view and argued against light cloths which simply do not last.  
The Chairman said that F18 could receive the updated ITA lists by the end of the Worlds in Argentina. It was stressed by Gillian Power that ALL sail makers MUST state clearly ON THE SAIL the cloth type, the sail loft, the date of manufacture, the serial number. This was agreed and would go into the new rules as printed.  
Pablo Soldano pointed out that 90% of all cloths used came from three manufacturers. Olivier Bovyn and Don Findlay to monitor ITA lists and write to major sail makers with days.  
**Action: Olivier Bovyn and Don Findlay.**
  
12. **New ISAF ERS F18 rules.** After considerable discussion as to whether any change would alter the "spirit of the current F18 rules" the meeting decided to

move forward with the draft that Don Findlay had prepared. Pierre Sicouri said he had read in detail and had a number of alterations to make. These to be forwarded with all haste. It was agreed that every attempt would be made to have the current rules under new ERS format as soon as reasonably possible, allowing any WC member to make possible comments. Frederique Pfeiffer pointed out that F18 was a considerable class leading to Olympic competition. Liesbeth Oosterhagen urged a speedy conclusion to the discussion. Don Findlay stated that he felt animosity towards ISAF who wanted "to take over" and he pointed out that ISAF were completely supportive of F18 Council actions. Some Chairmen felt that their national control was going to be passed to ISAF, and naturally were concerned. The Chairman explained in detail that with ISAF wording, the authority of the National Committees would not be impaired, and that all matters would be delegated to the national Association, as it is already now according to our current rules. It was not the role of ISAF to run each class in every country. Pierre Sicouri agreed to give support to the new ISAF rules format subject to some alteration he would send to Don Findlay and also asked the Chairmen to send to all National Chairmen, Vice Chairmen and Secretaries a reasoned argument as to why the change was needed.

**Action: Olivier Bovyn and Don Findlay.**

### **13. Amendments to existing rules :**

a.) Following emails votes in November and December it was decided that it would be a matter for the NoR as to whether paddles would be carried. IF they were then they had to be "fit for purpose" with a paddle of 14cms x 25cms and an overall length including handle of 1 metre minimum. Olivier Bovyn and Don Findlay to alter rules as printed as soon approved by ISAF Class Rules Committee.

**Action: Olivier Bovyn and Don Findlay.**

b.) The new H1 head measurement was agreed following advice from the Tech. Committee in Hyeres. The following wording was agreed:

i. The mainsail shall be limited to 17sq metres including the area of the mast.

ii. The distance from the head point to the aft head point shall be no greater than 1000mm measured to include the bolt rope. At a point 1500mm from the head point to the nearest point on the leech, the nearest point on the luff shall be no more than 1290mm distance, measured to include the bolt rope."

Olivier Bovyn and Don Findlay to alter rules wherever printed as soon approved by ISAF Class Rules Committee.

**Action: Olivier Bovyn and Don Findlay**

c.) There was considerable concern over dates to "grandfather" measured mainsails that were over 1000mm. It was agreed that sails could NOT be measured after 01.01.07 if their H1 measurement was outside the agreed parameters. It was suggested by James Baeckler that any sail measured AFTER 31.07.06 should be classed as illegal. Any sails that were over 1000mm that had been measured could be "grandfathered" until 31.12.2008. ie two years which fitted in with the request to the Tech. Committee to advise on sail cloths that would last two years. Pierre Sicouri from Italy asked that this time be extended to three years, as sailors had bought "oversized" heads in good faith.

A dedicated ballot will be held through the various National Associations to make a clear statement on the subject.

**Action: Olivier Bovyn and Don Findlay.**

**Final decision after ballot by 31 January 2007 : over 1000mm headed mainsails can be delivered and used until 31.12.2008 deadline.**

**Afterwards, they will not be class legal anymore.**

d.) The new jib rule was agreed as follows, that the roller reefer becomes optional and becomes a matter for NoR if required and that after 01.03.07 then "the jib can have THREE battens with a maximum width of 25 mm, which shall have no moving parts and be made of glass fibre." The standard jib rule prior to 01.03.07 remains the same but with the roller reefing unit becoming optional. If Long Distance race manager wanted to include the roller reefer for safety reasons then this must be noted in the NoR, otherwise after 01.03.07, sailors may sail with the roller reefer as an optional aid.

**Action: Olivier Bovyn and Don Findlay.**

e.) It was agreed that window size for jib and mains be discussed and finalised before 31.12.06.

**Action: Don Findlay**

f.) Bowsprit measurement. It was agreed that there needs to be an easier method of measuring the bowsprit. The new principle of measurement needs the 800 mm extra length to be broaden accordingly in order to keep the current bowsprits legal. All Chairmen were asked if they would measure boats with the next few days and report back on the length of the bowsprit forward of a straight line across the most forward part of the hull. This method follows suggestions from Les Gallagher the USA Chief Measurer This figure will be in excess of 800mm but easier to measure.

**Action: ALL National Chairmen**

**Important notice : as we asked to be granted International Class Status, all proposed amendments have to go through the ISAF Class Rules sub Committee prior to be in force.**

14.) **In House Certification.** This matter can not be taken any further but would be as soon as the ERS rules were adopted. However the Chairman pointed out that sails could be measured In House with agreements between the sail maker, the F18 Association and the National Authority.

15.) **National Measurers and their training.** The Chairman asked Pierre-Charles Barraud to organise a measurement course in Brittany in March, the Int F18 Ass covering the accommodation expenses. Every Chairman was asked to make sure that they sent TWO representatives from each country, who would then be qualified as National F18 Measurers.

**Action: Olivier Bovyn and Pierre-Charles Barraud.**

16.) **World and National methods of registering all measured boats.** It was agreed that ALL Chairmen would make a register of ALL registered boats in their country. Don Findlay had previously notified all Chairmen of the method used in Australia. Individual country methods were acceptable as long as there was register of all registered boats by the beginning of 2007 season. In time then, these registers can be amalgamated into World lists of registered boats, aiding greatly registration at national and

international events.

**Action: ALL National Chairmen.**

**17.) Any other business**

a.) The Chairman presented the 2006 Budget and actual income / expenditure for 2006 and budget for 2007. Income and expenditure were very close the budget for 2006. It was asked for the budgets to be given more regular prominence and on the agenda each meeting. The Chairman agreed to forward these budgets out to Chairmen by January, as soon the accounting year is closed, some payments or fees being still overdue.

**Action: Olivier Bovyn**

b.) Don Findlay raised the matter emailed to him by Tracie van Houten Hawks, Chair of USA F18. Tracie had asked about whether Nationals events were OPEN or CLOSED. The general view is that this ought to be covered in the NoR under 'prizes' but every encouragement MUST be given to make ALL F18 events OPEN, including a prize for the first National in his/her own country. It was clear F18 international policy is to be as inclusive as possible. **Action: National Chairmen**

c.) The Chairman asked all National Chairmen to order their stickers by January 2007 for measurement. **Action: National Chairmen**

d.) The Chairman asked again to ensure that ALL countries had paid in their international dues on time.

**Action: National Chairmen where appropriate.**

e.) There was concern that the Championships notes on the website did not agree with previously published notes. Don Findlay said he understood this and the matter would become as Appendix to the new style ERS rules by 01.03.07. In the meantime the Championship age for "Young sailors" with both members, will be 25 years and 50 for Masters with both helm and crew over that age.

**Action: Don Findlay and National Chairmen.**

f.) Emmanuel Boulogne had emailed a few days before the meeting to ask about the jib tack. Rule 4.2.5 . Responses had been 90% against changing the rules. However Don Findlay stated that it MUST be noted that any rule changes MUST be notified in good time, in line with the F18 Constitution, so they can be forwarded out to the World Council members for in country discussion AND then have a member of Council to present the change as a proposition with a seconder to the World Council.

g.) There was serious concern that the World Council emailing list had become too large and that ONLY elected Chairmen, Vice Chairmen and National Secretaries be included. The WC Chairman agreed to modify but also asked all countries to send to him URGENTLY the list of recipients for those elected positions.

**Action: Olivier Bovyn and National Chairmen.**

h.) The Chairman and Don Findlay requested that ALL Chairmen notify them of the 2007 regatta programme so the compiled list can be prepared.

**Action: All National Chairmen**

The meeting concluded at 18.30.