

International Formula 18 Catamaran Association.

Council meeting. Maison de la mer Erquy Saturday 10th July 2010. 11.00hrs Final minutes

1. **Welcome by President.**

Olivier Bovyn welcomed all to the meeting.

Present:

Olivier Bovyn President.

Sandor Roka (Hungarian F18 class).

James Baeckler Gen Sec.

Pierre Charles Barraud Chief Measurer.

Eric Hainneville Treasurer.

John Williams (USA-NAF class).

Janne Rihela (Finish F18 class).

Justus Wolf (German F18 class).

Bernardo benitez (Spainsh F18 class).

Frederique Pfeiffer, Franck Tiffon Terrades (French F18 class).

Liesbeth Osterhagen. (Dutch F18 class).

Jon Worthington (UK F18 class).

Florence Delory (crew weight proposal).

Andrew Gallagher (Ireland F18 class).

Raphael Sicouri (Italian F18 class)

ITA association representatives : Carolijn Brower, Darren Bundock, Konstantions

Trigonis, Iordanis Paschalidis.

2. **Apologies for absence** (G. Secretary).

Phil Jones from ISAF.

Thomas Pierlet (proxy given)

3. **December 2009 WC Minutes** (G. Secretary, Treasurer).

The minutes of December 2009 WC including 2009 financial figures were presented.

The minutes and financial report are voted and accepted unanimously.

The document including figures will be published.

Proposal : to nominate Liesbeth Osterhagen (Ned) and Suzanne Hahan (Ger) as account auditors for IF18CA.

The proposal is accepted unanimously.

Proposal : to set up a reserve of maximum of 3000€ to cover part of travel expenses for board and representative members.

The proposal is accepted unanimously.

4. **Technical Committee organisation** (G. secretary).

The following organisation is proposed to WC :

- Meeting once a year during worlds event (after sailing time).
- To provide December WC meeting with clear proposals based on technical advice.
- Issue unanimous minutes. In case of dispute circulate the contested points for WC information and final decision.
- TC Member nomination :
 1. Limited number of members with designation through WC,
 2. No activity or no feed back would lead to individual status withdrawal,
 3. 2010 nominated members :
IFCA Gen Sec, IFCA President, IFCA Vice President, IFCA Chief Measurer, John E. Williams, Greg Goodall, Emmanuel Boulogne, Pablo Soldano, Peter Vink, Hobie rep.

The technical committee organisation is approved unanimously

5. **SCR Class rules review** (All).

Clarification to current class rules

- Bow sprit bridles material : textile material with a minimum diameter of 3mm is allowed.
- The upper mast height point value (8980 mm) in F.3.2 class rules will be deleted. The maximum mast length remain 9100 mm from the beam.
- Trapezes cable wires : a proposal including cable and textile with a minimum diameter of 2.5mm for trapeze will be presented to December 10 World Council.

Submission proposal not to allow curved daggerboards :

- *The board cases, the **daggerboards** and the **rudders** shall be in the centre plane of the hulls, and the under water parts of the boards and of the **rudders** shall be symmetrical.*

The proposal is accepted.

Crew weight change submission (Florence Delory).

Change actual class rules crew limitations C.3.2 (a) (3) by :

- *Crew between 135 kg and 150 kg may use the large jib and large spinnaker and then shall carry extra weight equal to half the difference between their actual weight and 150 kg.*
- *Crew between 130 kg and 135 kg may use the large jib and large spinnaker and then shall carry extra weight equal to the difference between their actual weight and 135 kg + 7,5 kg.*

The proposal is modified as follow before the vote : The crew weight change will be in force as experimentation for all events from July 2010 until December 2011.

The proposal is voted and accepted

Voted YES: GBR (6), IRL (3), HUN (3), ESP (4), FRA (18), BEL (12), GER (14): 60 votes

Voted NO : USA (8), NED (16), Italy (14) : 38 votes

6. **Bid from USA for 2012 Worlds** (John Williams).

For technical reason the proposed dates for the event is second week of September and can't be changed.

The organisation is requested by WC to find agreement with builders in order to supply at least 20 charter boats for outside America teams.

Final decision during December 2010 meeting.

7. Prospective for 2012 European Championships (All).

In case of Worlds event is confirmed outside EU, a European championships will be organised.

Spain is candidate to host in December 2012 the event in Gran Canarias with the Real Club Nautico (www.rcngc.com)

The club is asked by WC to guaranty by official letter the provision of 10 containers without any charge from different EU ports.

Final decision during December meeting.

The IF18CA remains open to new country bid for 2012 European championships.

8. Presentation from Italy to hoist 2013 Worlds (Italian Rep).

Italian representative made a brief presentation of Compagnia de la vela club in Grosseto Tuscany (see attached file). The club is ready to raise a 100K€ budget for the event.

Italian class will keep informed WC, waiting IF18CA decision.

9. 2011 Worlds preparation summary (Sandor Roka).

The budget for the event has been approved.

The event will take place first week of July on a camping site with different beach park for boats.

Sandor Roka reported to WC that the Internet name "F18worlds 2011" has been registered by an unknown person. This statement raised the point of protecting the next coming events F18worlds names is necessary in order to protect our media audience on Internet.

The WC decided to protect the IF18CA, the 10 next Internet worlds events names (F18worlds 2012, 2013.....in dot org format) are going to be register by IF18CA.

10. F18 trademark registration and F18 logo (President, G. Secretary).

A contract, an annual basis, from the designers of the F18 logo and IF18CA will be presented to December 2010 meeting.

This contract will permit NCA to use the F18 template in specific frame to promote F18 in country and run the national classes

11. F18 Class and Olympic Games (All)

The subject item started by a clear and accurate discussion with the Tornado's representatives about the Olympic Games and what the IOC is looking for.

Following this debate the WC decided unanimously :

- To issue a submission to next ISAF meeting,
- To have a representative to attend next ISAF meeting,
- To open a topic on the subject on IF18CA website forum.
- To discuss during December 2010 meeting a change in the Formula 18 class rules guiding principles text from the class rules. This change taking in account the IF18CA submission to ISAF

Text of the ISAF submission :

1. The International Formula 18 catamaran association (IF18CA) support the re-introduction of multihulls in the Olympic Games.
2. The IF18CA does not support selection of any current F18 design as Olympic Class.
3. The IF18CA support the selection of a 20 foot catamaran for men events and/or a 16 foot for women or mixed events.

12. F18 Youth development (All).

Delayed to December meeting.

13. Any other business (All).

Nederland is candidate to hoist the 2014 Worlds event.

An event specifications guide based on Tornado class will be issued to standardize the requirements to host the next coming F18 Worlds events.

The meeting closed at 14h20

James Baeckler
Sec. General IF18CA.

Full F18 ISAF submission including position and reason complementary text built after meeting has requested by ISAF secretary (text approved by WC) :

INTERNATIONAL FORMULA 18 CLASS SUBMISSION

Subtitle: IF18CA POSTION REGADING CATAMARAN IN OLYMPIC GAMES

A submission from the IF18CA WORLD COUNCIL HELD IN ERQUY July 10, 2010

Proposal

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3. The IF18CA support the selection of a 20 foot catamaran for men events and/or a 16 foot for women or mixed events.

Current Position

"As the leading and fastest growing multihull Association, the IF18CA fully support the re-introduction of the multihull into the Olympic regatta. The Association believe that the multihull offers a distinct discipline, different from other monohull class, and is worthy of inclusion to the Olympic regatta."

The IF18CA support the selection of a 20 foot catamaran for men and a 16 foot catamaran for women or mixed, both designs would be tailored for the medal race show and producing the best impact for the spectators and media.

Reason

A lot of harmony currently exists in the multihull scene. The selected design for the Olympics will represent the pinnacle of our sailing community, with top sailors sailing the best one design catamaran. They will be "our heroes on the top of the multihull pyramid"

The F18 fleet is a great class for thousands of club sailors and some professional sailors, mixing different kind of events such as long distance races or 'round the cans' races where various boat designs compete on elapsed time. The open design rule is strongly powered and is promoted commercially by many manufacturers on each continent which is developing the class. The F18 class is definitely the development class for builders and the "rendez vous point" for all kinds of sailors. One of the major reasons unanimously shared by the class is that if one F18 design is selected as Olympic support, it will definitely give a technical and commercial advantage to the selected manufacturer and therefore threaten all other builders and sailors using other designs.

The F18 box rules allow any builder, even non professional builders, to enter the class on a fair basis. This is clearly expressed in the F18 class rules introduction guide line and principal :

The box measurement rule allows manufacturers to develop catamarans that are competitively priced yet allowing freedom to builders to develop higher levels of performance. Being open to any manufacturer allows many builders and sail makers to compete and so keep costs to a minimum.