

-----Message d'origine-----  
De : Don Findlay [mailto:don@f18-international.org]  
Envoyé : jeudi 13 décembre 2007 18:37  
A : World Council; technical@f18-international.org  
Objet : [wc] Fw: Minutes of F18 World Council Meeting

Minutes of F18 World Council Meeting  
FFV Offices,  
Paris  
01.12.2007

Present :

Olivier Bovyn. Chairman.  
Pier Riches Italy.  
James Baeckler France  
Frederique Pfeiffer France.  
Christian Rochall Germany.  
Thomas Pierlet Belgium  
James Power UK.  
Gillian Power UK.  
Leisbeth Oosterhagen. The Netherlands.  
Don Findlay. Sec. General.

Attending as observers.  
John Dinsdale.  
Peter Vink.  
Pablo Saldano.

1. Apologies for Absence.

Apologies were received from Australia, Argentina, Sweden and Spain. M. Eric Hainville Treasurer

2. Minutes /Notes of Dervio meeting this matter to be addressed after Item 14.

The French delegate expressed disappointment that the Dervio minutes had not yet been distributed.

He understand that some events had happened to disturb the process, the Sec.General was unwell in Dervio and the Chairman's laptop had been stolen, but he still wished for a true record of that meeting even if it was six months late. He went on to say that he was concerned that this had happened and was causing concern amongst members. The Sec. General said he would attend and issue authorised minutes of the Dervio meeting together with the minutes of this meeting. French representatives in Devio are ready to help the Council in his job. **Action: Don Findlay**

3. Matters arising from the Dervio meeting, not on agenda. This item will be handled under Item No14.

4. Treasurers report.

Eric Hainville being absent the Chairman detailed the finances and budgets for 2005, 2006, 2007 and 2008.

The Sec.General handed the Chairman an invoice recently received from ISAF for £186.06 for 2007 membership for immediate payment by the Treasurer.

**Action: Eric Hainville**

Also, the meeting questioned why the Sec. General had not received his travelling expenses when he went to the Worlds in February 2007 as part of the International Jury. The Sec. General stated that he had asked as had been requested previously but it seemed that there weren't sufficient Australian funds to pay his expenses. The meeting asked that he write again. *(Subsequently after the meeting, the Sec. General has received a note from Mark Laruffa who managed the Worlds in Australia, pointing out that it had been agreed that there weren't sufficient funds to pay BEFORE he went to Australia, regrettably the Sec General stated he was not aware of this.)*

The Sec. General considers the matter closed.

A request was made by French representative that the individual payments from each country be sent out by the Chairman so all Chairmen had an overview of finances and that these were added to the budget presentation for all future budgets. **Action: Eric Hainville/Don Findlay/Olivier Bovyn.**

The Chairman distributed invoices to the National Chairmen which are due for prompt payment for 2007.

**Action: National Chairmen.**

Concern was expressed by Peter Vink, an observer, that 30% of the international budget was taken by boat stickers, which didn't yield any profit to the International Council. 3,000 euros in and out! The Council discussed for some time, and it was decided that boat stickers were a service to owners but the matter would be on the agenda and reviewed next year **Action: Don Findlay.**

5. F18 Worlds Vigo. The Sec General detailed his trip to Spain and said that he was confident of a first class regatta, how ever there were matters still to be resolved quickly. The notes that he made of that trip will be attached to the minutes.

The Notice of Race was discussed in detail, and the Chairman made amendments as they were agreed. The amended NoR will be distributed with days. The allocation of national teams caused considerable discussion but were finally agreed. It was stressed that any National Chairman who feels they may not be able to fill their allocated slots tells the Sec. General with urgency so they may be re-allocated.

**Action: National chairmen.**

The NoR to go to Spain, the International Jury and the Race Office with all haste. Detailed costings and arrangements for International Jury were of high importance. The Sec. General to write with haste. **Action: Don Findlay.**

John Dinsdale requested an International Wild Card for Jaques Bernier, this was granted.

**Action: John Dinsdale.**

Following considerable discussion it was agreed, and the Dervio decision confirmed, that helm and crew would have to be National F18 members when they sail in Spain in the F18 Worlds.

**Action: National Chairmen.**

The Sec. General was asked to write to Darren Bundock, as F18World Champion to see whether he will be attending or going to China. *(Subsequently he has told me that it is unlikely that he will be in Spain.*

**Action: Don Findlay.**

6. F18 Worlds 2009.

There was only one presentation by Patrick Demesmaeker from the Royal Belgium Sailing Club. The presentation was impressive with detailed costings and after substantial discussion, the meeting agreed that the 2009 World F18 Championships would be awarded to Belgium. Belgium to update the next Council meeting in July 2008 in Spain.

**Action: Belgium delegate/ Don Findlay**

7. F18 Worlds 2010.

Argentina had shown interest in hosting the World Championships in 2010, they were joined by Holland and Italy. It was agreed that the decision to hold the regatta would be made in Spain in July 2008, when those countries wishing to host would be asked to present their case. Although members of Council agreed that there were international responsibilities on our F18 Association, they felt that a trip to Argentina so soon after Australia was going too far too soon.

**Action: Delegates from Argentina, Italy, Holland.**

8. Multihulls Olympics 2012.

The Chairman detailed the situation as he was in Portugal during the meeting, agreeing again on how badly the meeting was handled and that it was totally unsatisfactory.

It was felt that there are four distinct disciplines, dingy, keel boat, wind surf, and multihull, and these should represent all forms of sailing at the highest level.

The Sec. General spoke of the work that he had been doing for weeks in trying to get sailors organised. The e-petition had attracted over 5,000 names in opposition to ISAF decision. Nick Dewhirst, Chairman of UKCRA (United Kingdom Catamaran Racing Association) had taken the lead and had contacted many hundreds of sailors. The Sec. General had been in daily discussion with Michael Grandfield, President of ITA, concerning the technicalities of the meeting. The matter was far from lost and the Council would be kept informed of any further information as it arrived. What was clear to all, was that the F18 Council was regarded world wide and as an important and serious player in the world wide multihull politics. Further events were planned with many National Authorities writing to ISAF to request a re-opening at the mid May meeting.

Real concern was expressed by all National Chairmen that due to this decision, support for youth multihull sailing would be diminished.

The meeting thanked those involved for the effort and trusted that the matter would be resolved.

It was agreed that ALL Chairmen write to their National Authorities and deplore the action taken by the ISAF. Copies to Sec. General please.

**Action: All National Chairmen.**

9. Relations with ISAF.

The Sec. General stated again that he was unhappy with the relations with ISAF where F18 classed itself as an "International Class" but only Hobie Tiger and Nacra F18 paid their international dues to ISAF. Clearly it would be difficult to go through all F18's on the water and demand payment from them, the alternatives were that :

a. All F18 measured after 01.01.08 should not be measured unless they have the ISAF plates on them.

b. That all F18 entered for National and/or Continental and /or World Championships would have to have their plaques after 01.01.08. Therefore they will have to pay retrospectively.

There is concern from builders about declaring financial information which may be classed as commercially sensitive, and producing numbers sold would come into that category. But it would be equally difficult to write to all builders and send them an invoice retrospectively on the boat they had sold previously, sometimes years before, when they arrived for National, Continental, or World regattas..

French delegate commented that they all agree that only boat measured after 01.01.08 should carry the ISAF plate. They also stated that the collection of the ISAF plate money should never be under the responsibility of the National Associations, this has to be organised between builders, IF18CA and ISAF.

If the measurement certificate shall include this new record, then 3 months was needed after the publishing minutes date to put this rule in force (Measurement certificate modification, Website data base modification and national measurers update process), hence the date of 01.03.2008 was more appropriate. This was agreed by the meeting. This modification should be also included in F18 class rules.

**Action: Don Findlay**

Detailed discussions to take place URGENTLY with Simon Forbes of ISAF, builders, measurers and National Associations. Many thought that the builders should pay, if the system can be in place effectively. The fee of £20.00 sterling (27.50 Euros) per boat was discussed.

**Action: Don Findlay, Class Chairmen, International Chairman.**

10. List of National measurers.

The Sec. General was told that these have been sent to him before, but sadly he was requesting that all Chairmen send them again, offering his apologies for inefficiency. *(Subsequent to the meeting the Sec. General has retrieved the list of measurers and will forward to Chairmen.)*

**Action: Don Findlay.**

11. Method of Counting members.

There was still uncertainty in the way each country counted their members, also there was concern that the Council should give instructions to each country. Examination of the constitution took place:  
a. 9.3 of the Formula 18 Constitution states that "Each National Formula 18 Association shall handle their affairs as delegated to them by the World Council"  
b. 10.0 details the structure of National membership.

However, there would be changes in 10.6 due to item 13 on the agenda.

Matters were still left in individual countries as to how they counted their memberships, but this subject had been discussed frequently and a desire for consistency was becoming clearer.

**Action: National Chairmen for further discussion.**

*French Comments subsequent to the meeting: The way to count our members is defined by our constitution and can't be altered except by a General Meeting with a majority. We understand what in some countries F18 Class Association are owners associations and do not count the crew.*

*According to IF18CA constitution the associations shall handle their affairs as delegated to them by the World Council. As The World Council hasn't given any requests to F18 National Association in the past, The French Association would like to find an agreeable solution for Associations and solve this topic.*

*They propose the following agreement:*

- National Associations declare the number of sailor members and pay membership to IF18CA for all sailors.
- Owner associations should declare the number of owners multiply by 2 and pay memberships to IF18CA for helmsmen and crew.

*With this solution, respecting all different type of constitution, The World Council will have a same standard for counting world quota and vote during World Council. Using this standard the Council will have true representation as agreed in Dervio.*

*This solution will show also the growth of the whole F18 population and will help the IF18CA budget.*

**Action: URGENT World Chairmen**

12. Support for Youth Sailing .

It was agreed that due attention be paid to young sailors at the Worlds in Spain and that all Chairmen update their National Committees.

**Action: Don Findlay**

13. French delegate comments. See Dervio minutes later.

The following rules modifications were discussed, they are not changes but just clarifications:

a. To add in section B:

Measurement shall be carried out according to current Equipment Rules of sailing unless stated in the F18 rules.

b. Correct to read Rule B1.3.1:

The minimum weight of the platform shall be 130 kgs. or more

c. Correct to read Rule B1.3.2 :

The minimum weight of the of the boat ready to sail shall be 180 kgs or more

d. Correct to read Rule B2.1:

The mast shall be of extruded aluminium of constant profile. The mast shall be watertight from a point 450mm above the base of the mast extrusion. Mast measurements shall be taken from the bottom of the mast extrusion.

e. Correct to read Rule B4. Sails:

The sails including reinforcements, shall be made only of woven or laminated ply with parallel polyester fibres for the main and jib and of nylon and polyester woven ply for the spinnakers. The window shall have a maximum size of 0.3 sq for the jib and 1.00 sqm for the main. (One member of Technical Committee has written AFTER the meeting and ask what is current sizes of windows before any final decision be made)

Battens shall be made of glass fibre and polyester foam(fibre foam) or epoxy resin.

f. Correct to read B.4.1.2 :

No part of the sail shall be above the mast head point (ERS G.5)

g. Delete the phrase B. 4.2 : "The ISAF ERS shall apply to the jibs".

h. Correct to read B.5.1 MARKING OF THE SAILS :

The marking shall be fixed to the TACK of sails on the starboard side.

i. Correct to read C.2.1.2

.....eventually the corrector weights specified in B.1.3.3

j. The rule change on method of measuring the spinnaker was withdrawn.

k. The proposal on establishing another SCHRS number for the F18 with small jib and spi. defeated

l. The Sec. General pointed out the request from Darren Bundock that the small jib be withdrawn from use, was defeated.

m. After considerable discussion, the use of GPS tracer is not allowed in triangular racing (to be implemented in class rules)

**Action: Don Findlay/ Olivier Bovyn for web site.**

14. It has been pointed out that the rules for F18 on ISAF web site refer to rules from July 2005.

**Action: Olivier Bovyn and Don Findlay to alert ISAF**

15. Any other business:

a. The Sec. General point out his wish for further consideration of rules in "ISAF form", which had previously been rejected by Council.

b. The term "self certification" rather than in- house certification to be considered.

The Sec General to write to David Brookes of the International Hobie Class Association.

**Action: Don Findlay**

c. Olivier Bovyn stated that in Australia sails were sold with measurement stickers.

+++++

**DERVIO F18 Revised Minutes Saturday 7<sup>th</sup> July 2008.  
Decisions discussed again and confirmed in Paris 1<sup>st</sup> December.**

Dervio Agenda:

1. Welcome by Chairman/Apologies for absence
2. Minutes of F18 Council 2<sup>nd</sup> December 2006.
3. Matters arising from NOT on the Dervio agenda.
4. Proposal for Constitution Rule Change Italian submission
5. F18 Rules re-written in ISAF format.
6. F18 rules written in standard F18 format.
7. Proposal of International payment fee to ISAF.
8. Proposal of "First Measurement fee" to boost International funds.
9. Update on Worlds in Spain July 2008.
10. Worlds 2009: UK and Belgium to present.
11. Worlds 2010. Argentina showing considerable interest.
12. Sail Cloth list updated.
13. List of National Measurers
14. Rule matters raised by the French Association:
  - a. Clarification when roller reefers is not fitted.
  - b. Clarification of roller being "optional".
  - c. That the crew shall be able to demonstrate that they can lower the mainsail.
  - d. That the main halyard be of 4mm minimum non stretch line.
  - e. Change of Rule 9.6 to reflect more fairly the voting numbers at World Council. See Agenda Item 4 above.
  - f. That each boat carry a sharp knife for safety purposes.
  - g. that the World Council minute the exact voting in each area after discussion.
  - h. that the F18 website be updated to include all rules changes.
15. Distribution of stickers/. Chairman to report.
16. More emphasis to be placed on Youth Sailing.
17. Technical matters still to be resolved.
  - a. Watertight length of lower masts
  - b. Size of windows in jibs and mains. In lower third of sails.
18. Any other business. Discussions items only.

**Minutes: Dervio July 2007.**

1. The Chairman welcomed the members to the meeting

2. Minutes of the meeting in Paris in December december 2006 were read and accepted. How ever there was concern expressed that the minutes were taking far too long to get onto the website. It was agreed that this matter be resolved with haste.  
**Action: Olivier Bovyn and Don Findlay.**

3. There were not any matter arising that were not on the agenda.

4. Italian submission proposing change to the F18 Constition Rule 9.6, which stated that for National F18 Associations with up to 50 members, then they ONE Council vote, countries with membership between 51 and 100 had TWO Council votes and countries with excess of 100 members had THREE votes. The Italian submission wished to change that to : "Each country shall have a direct proportion of their members to represent their voting rights at Council, with the proviso that no country may represent more than 25% of the total votes cast and the smallest countries have a single vote." Following considerable discussion this was passed and this system will be used in future. The annual National memberships for 2007 will reflect the voting rights for 2008 and so on.

National membership figures to be distributed so that the voting rights may be clear to all.

**Action: Olivier Bovyn**

A request by the French delegate to add to current class rules Section A (Administration) that " each competitor in an F18 regatta shall be a member of their National Association (appointed by the IF18CA), where there is not a National Association then they shall be members of the International Formula 18 Catamaran Association.

This item has was voted and agreed. Also agreed was that each competitor entering an F18 regatta shall be a member of their National Association (appointed by the IF18CA), where there is no a National Association then they shall be members of the International Formula 18 Catamaran Association.  
**Action: Olivier Bovyn and Don Findlay.**

5. It was agreed that the rules should not be changed into the ISAF / ERS format.

**Action: Don Findlay.**

6. It was agreed that all the rule changes would be updated onto the website before 01.03.2008

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

7. The Sec. General had wanted to approach the ISAF and regularise the arrangements with regard to the International Fee. The Chairman agreed to contact Simon Forbes in ISAF Southampton and report back to the Paris meeting.  
**Action: Olivier Bovyn.**

8. The Sec. General's proposal for a first time "Measurement Fee" to boost International funds was defeated
9. The meeting was updated on the progress of the F18Worlds planning for 2008. **Action: Don Findlay**
10. The meeting agreed that UK and Belgium would present in Paris in December 2007 for the right to hold the World Championships in 2009. **Action: UK and Belgium delegates**
11. It was noted the Argentina were showing considerable interest in hosting the F18 Worlds in 2010. **Action: Don Findlay**
12. The sail cloth list was discussed and will be updated in due course **Action: Olivier Bovyn and Don Findlay.**
13. The Sec. General wished for a list of National Measurers to be set to him and he would distribute amongst Council members. **Action: Don Findlay.**
14. The French Association wished the raise the following rule clarifications.
- a. Clarification of wording when roller reefer is not fitted. "The tack of the jib must not be lower than the highest point of the brides." This needs a diagram before the rules go to the website
- 01.03.2008 **Action: Pierre-Charles Barraud and Olivier Bovyn**
- b. There was still concern that the roller reefer was a safety feature, But sailors may carry one if they wish race organisers cannot stipulate one.
  - c. For safety reasons, it was agreed at the crew should be able to demonstrate lowering the mainsail within reasonable time and effort.
  - d. It was agreed that the main halyard be of a minimum 4mm non-stretch line.
  - e. Change to Constitution 9.6. see above.
  - f. That each boat should carry a sharp knife for safety purposes. Left open as recommendation.
  - g. That better records of Council meetings be made and distributed more promptly. This was agreed.
  - h. That the F18 International website be updated to include all changes. (*This was also agreed in Paris December 2007*)
15. Stickers update The Chairman gave an update on the distribution of stickers for boats. There had been criticism but it was clear that some Chairmen had not made appropriate request in time. Also it was discussed as to whether stickers were a profit making operation for National Associations or service to owners.
16. Youth Sailing. It was agreed that each national Association would put more emphasis on youth sailing. **Action: National Chairmen.**
17. Technical matters still to be resolved:
- a. Watertight masts. John Dinsdale agreed to go and examine the current situation. (*Subsequently 450mm has been agreed*)
  - b. Window size. The Technical Committee have recommended the following 0.3 sq metres for jibs and 1.00 sq metre for mains. Both windows to be in the lower one third of the sail. John Dinsdale requested time to see current practice. **Action: Don Findlay.**
  - c. It was agreed that every sail will have the following : Loft of manufacture, the name of cloth used, year of production, a serial number.
  - d. It was agreed that the Secretary General would update the cloth list in conjunction with the Technical Committee. **Action: Don Findlay.**
  - e. Any sail maker who then wishes to add to the list write to the Sec. General and will receive a reply with 30 days. **Action: Don Findlay.**
18. There being no further business, the Chairman closed the meeting.  
*Any notes in italics were agreed after the meeting in question.*
- +++++