

Updated July Meeting

F18 class rules change

A submission from: Italian, Hungarian and French classes.

Purpose or Objective

To develop the concept: **one platform for a multiple program**

Our goal as a class should always be to retain and attract new sailors: the proposal will play a major role in class marketing showing that the class is meeting at the same time the fundamental objective to keep fleet consistency and in parallel invests in platforms that can attract sailors fascinated by flying boats, by increasing number both among young and seasoned sailors.

Proposal

To open the class to convertible platforms if they fully comply with the F18 class rules by Adding a specific rule for convertible platform.in boat eligibility chapter to accommodate the current close class rule part II requirement introduction text which states:

“...where anything not specifically allowed is prohibited...”

Current rule:

Nil

Proposed wording:

To add the following rule in part B: Boat eligibility:

B.3 Any boat having multiplatform program are accepted to enter F18 class events if they are fully in compliance with PART II REQUIREMENTS AND LIMITATIONS and meet the following criteria:

B.3.1 All movable equipment non in compliance shall be replaced by complying equipment.

B.3.2 All structural fitting non in compliance shall be rendered inoperative that in any manner it cannot be activated whatever ashore or when sailing for the whole duration of the event.

B.3.3 The crew is fully responsible to meet all requirements.

Reasons

The F18 platform is generally considered as the 4 wheels drive of the sport catamarans it can switch from around the can to long distance events and easily updated for multiple program. Flying has knocked at the door of the sailing world and is going to stay which obliges us to consider the flying boats as part of the environment. A lot of sailors are looking in the flying direction, the media exposure is impressive and the market is full of projects to offer easy flying boats at more affordable cost.

For example *The World Street journal* and the French economic news papers *Les Echos* did publish quiet at the same time long articles about how is developing flying sailing machines built for Corinthian sailors. The French title pointing *the wave of the foiling boat !*

<https://www.wsj.com/articles/sailboats-that-fly-a-beginners-guide-to-foiling-1492709822?mod=e2fb>

<https://www.lesechos.fr/industrie-services/tourisme-transport/0211973565553-la-vague-naissante-des-bateaux-volants-2081456.php>

Most of the cat builders are working in this direction. Some are offering convertible platforms (Nacra 15, 16, 20 and 17 with new configuration, Viper...) and some others working on a full flying boat offer are mainly looking to adapt their production to week end sailors.

Few years ago during Paris boat show it was possible to approach 4 or 5 different F18 designs, unfortunately during last edition aside 3 iconic recreational boats all other platforms presented were having a flying program.

By just adding B.3 proposal:

- **We will secure a clear path for the next decade by integrating under the same banner classic and convertible platforms**
- We will confirm that the class is having the best program ever proposed,
- We will cover a large spectrum of sailors from f18 addicts to flying club pilots or experts.
- We will guaranty that we keep actual platforms as competitive as the new convertible platform,
- We will increase boat plaques figures.
- We will spread a dynamic image.to the public and media.
- We will anticipate possible issues and prevent them from any measurement dispute

To conclude we attached ones of the best testimonies ever watched about the fun effect on the growing Foiling generation.

<https://www.youtube.com/watch?v=9QfFRvd7H6I>

<https://vimeo.com/218296060>

Can we stay outside this revolution?
