F18 Strategic Report.

IF18CA Constitution.

The object of the Association is to promote the interests of the IF18CA through the World

2.1 To co-ordinate and manage the affairs and rules of the IF18CA in co-operation with the International Sailing Federation (ISAF), the National Sailing Authorities, the National Associations, the builders, sail and equipment makers and National Associations.

2.2 To maintain the level rating character of the Formula 18 catamarans.

2.3 To promote and develop competition within IF18CA.

2.4 To comply with objectives and decisions of ISAF as they apply to IF18CA.

2.5 To encourage and foster the sporting and recreational aspects of sailing.

F18 Sailing

1. F18 is a limited development class which pursues a right balance between i) performance enhancement and ii) accessibility of the class by keeping costs down. This was clearly stated in 1993 in the Guiding Principles
2. *“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”.*

1. The Class remains aware to keeping development under control,

maintaining a good balance between cost and performance.

1. F18 provides high performance sailing “fast fun.”
2. F18 sailing is acknowledged at the pinnacle of catamaran racing both long distance and “round the cans”. There is quality catamaran racing in the World every weekend of the year, and F18 attracts significantly more competitors than other Classes.
3. F18 attracts a range of Club “weekenders” through to past and present Olympic sailors and seeks to improve standards throughout the sport. F18 will maintain its ability to continue both “fun on the water” and serious sailing with competitive zeal for those that seek it.
4. F18 is ambitious to maintain this recognised status in two-handed three-sail catamaran sailing.
5. F18 are fortunate in having many requests to hold major regattas throughout the world and will continue to work through F18 National Class Associations with Clubs to ensure that F18 sailors get the best sailing experiences that are possible.
6. F18 is conscious of the contribution that it has made with “mixed crews” racing and this impact has influenced Olympic developments. Further emphasis will be placed on this aspect of F18 racing.
7. F18 seeks to uphold its “code of practice” for courtesy, friendship on and off the water and relationship building throughout the catamaran world.
8. F18 acknowledges and thanks ISAF Technical Dept. for their continual support.

Strategy. F18 Rules to achieve sailing objectives.

1. the F18 class rules will remain unchanged for a period of 5 years (so till 31/12/2019).
2. every year the Council will consider the option of moving out the "no major rule change date" by another year.
3. the F18 class does not intend to "fly" or introduce or allow any other major performance improvements.
4. the F18 class will not engage in developments apart from those that are allowed within the current class rules.
5. the F18 rules still allow sufficient room for minor developments.
6. minor changes which are obvious improvements for the class with no or very limited costs will remain possible (e.g. removing towing lines into NoR. Rule C.5.2 a 1)
7. all sailors, aspirant and current manufacturers will see the risk reduced that their equipment will become obsolete, and their investments lost, within the foreseeable future.  This will create more confidence among stake holders, and serve as a basis for increased investment and activity.
8. this clear statement will increase the value of used F18 catamaran and should increase

 price competitiveness amongst builders.

1. this introduces a rolling 5-year period of certainty to all involved.  In due course, based on any new technology, F18 can "plan" future rule changes well in advance by way of this considered approach.

F18 “management structure”.

The IF18CA is managed by the Council and the Constitution is clearly written. However the “day to day” decision making process is broadened by the adoption of a “Management Board” which has been created to add the Vice Presidents into a stronger communications role, still leaving the Council to make final decisions.

The Board consists of President, Treasurer, Vice Presidents (North America, South America[vacant],Europe, Australasia and Secretary General.

F18 Finance.

All NCA’s will send their annual subscriptions in by end of Financial Year 31st December

All NCA’s shall send a financial summary containing an Income and Expenditure Account and final Balance Sheet for the year by 31st December.

The Treasurer shall provide Council with a detailed financial summary at the winter meeting in January.

The Treasurer will provide a detailed budget for income and expenditure for the following year.

The Council shall appoint two auditors, with accounting experience, to audit the annual accounts.

The Treasurer shall issue a financial statement every three months, detailing current cash flows to budget.

Request for central cash for coaching, local promotions shall be made as early in the season as possible. It is NOT going to be possible to decide upon every request with Council , so in line with Article 4.5 of F18 Constitution, there will be small sub-committee who will monitor each request and ensure that value for money is achieved.

F18 is keen to attract and international sponsor and is continually seeking such an opportunity.

F18 Marketing.

There have been considerable moves in the last year which have been well received, however F18 has just started and there is still much to do, much more momentum is required.

F18 Marketing has two roles, to promote the F18 Class and to provide further much needed income. This has a direct impact for boat sales, new and second hand, NCA memberships and racing participation.

There will be a detailed budgeted marketing plan presented to Council at each Winter Council Meeting.

All “central” efforts shall be supported by every NCA, so that the Class is seen to be promoting F18 in a coherent manner.

All local NCA efforts will be monitored and supported “central” efforts.

All NCA regatta plans to be forwarded at the earliest opportunity so they may be added to the International Calendar on the IF18CA website. It is imperative that all NCA’S include all regattas where F18’s are racing, Round Texel, St Barth’s etc.

Calendars for 2016 will be produced again show casing the Worlds 2015 in Germany. Copies of a “coffee table” book as a memento of the Worlds is being considered.

F18 Clothing and accessories will be further developed, with the launch of a Spring Collection. ALL NCA’s are requested to make contributions to style and content.

Discussions will take place to ensure that IF18CA is involved in the commercial aspects of the World Championships.

Income from commercial activities has been greater than budgeted, but income is insignificant compared to potential.

The IF18CA website IS the main communication system for contact with F18 owners. This will be backed up by social media.

F18 Coaching.

IF18CA already has a Coaching Policy and list of “approved” coaches. Applications for support by NCA’s are welcomed and will be addressed in a timely manner.

F18 Youth and women’s policies.

Work still needs to be done and developments are still required. This is under active consideration.