

World General Meeting 2016 in Knokke/ Belgium - documentation

1. WGM validation :

Chairman Thomas Koenig opened the meeting and announced, that the majority of the Worlds participants attended. Next he announced that due to the time schedule of the meeting, the reports will be circled within the minutes. The members approved without comments.

2. Reports

2.1. Chairman

Another year full of thrilling events and awesome sailing has passed since our last meeting in Cesenatico. Our class is growing and the international class association as well as the national organisations proved stable and delivered the service required by their members. A lot of people spent a lot of hours organizing a sailing year for our members. Supporting the clubs in organizing racing events, securing the financial basis and taking care of our national and international visibility would not have been possible without the engagement of everybody loving F16 sailing. But with new boats on the market, we will have to increase our efforts in order to further support our growth. And the builders are still lacking ideas about a low price beginner's boat that can compete with the price of other youth boats like the 29'er or the new Nacra N15.

The Formula 16 class was presented at a couple of the major of the boat shows like Paris. We managed to host national championships in 2015 and 2016 and with the Europeans 2015 in Cesenatico, Italian hospitality and F16 fun merged into one week of first class sailing entertainment. Apart from that, the Euro clearly showed what F16 sailing is all about: youngsters and adults having fun together. High speed catamarans with a broad range of brands to choose from. And the nursery of future heroes in professional catamaran sailing.

In 2016 the Class Associations are busy in organizing their events. So far, there have been Nationals in Australia and France and Switzerland with Germany, U.S.A., Belgium and the Netherland still to be held. With the scheduled class amendments, we will achieve a better visibility in the big events like Carnac or Texel. I am happy to notice that Canada and especially Switzerland are pushing F16 sailing. For that reason, the Management Committee supports the bid of Morges, Switzerland for the Europeans 2017. We are also happy to have bids for the Worlds 2018 from Thailand and Australia as well as a declaration of interest from Martinique and Australia.

Next to racing and having fun together, 2016 might set new milestones for the boats design as we can redesign our box rule. In general, the box rule seems to work. We have 7 builders competing, new designs being tested and there is no brand dominating the fleet due to technical reasons. The Management Committee does not favour foiling for the class at this stage, as that might endanger the versatility of our boats. The builders of course are free to add foiling capabilities to their boats, as long as they comply to our class rules when racing. But it is about time to modify certain issues like the minimum weight, sail design or daggerboard features. Those amendments do not aim at having different boats like we have seen in the Tornado class or the A-Class. They aim at stabilizing or reducing the costs for the boats at the technical level we have and to improve the visibility. In order to protect the used boats, the executive committee proposes, that all boats with a valid measurement certificate will be allowed to race, no matter what class rule changes will be decided on. The ballot will be decided on in 2016.

Next to this report, the Chairman announced, that besides the current class rule amendments proposed, the F16 Class Association will work on a proposal, how to deal with the foiling issue. The Executive Committee believes, that the class should be open for ideas how to include Formula 16 boats capable of foiling without endangering the class philosophy. Not opening our doors will probably result in losing sailors to other classes. The aim is sharing the same events for foiling and floating boats using a similar platform. This in turn means further developing the F16 floating platform and establishing a subdivision F16"r". Due to different needs when racing, an event platform has to be developed serving both fleets. Especially the builders were asked to help setting up a framework for further discussion.

2.2 Secretary

2.2.1. Associations life:

To save the status as an ISAF class, IF16A has to respect the 10.2.1 requirements of ISAF regulations:

Category according to Hull Length	Boats per MNA Designation as an ISAF Class	No. of MNAs	No. of Continents Entitled to World Championship
Boats up to 6.0m	15	5	2

Status:

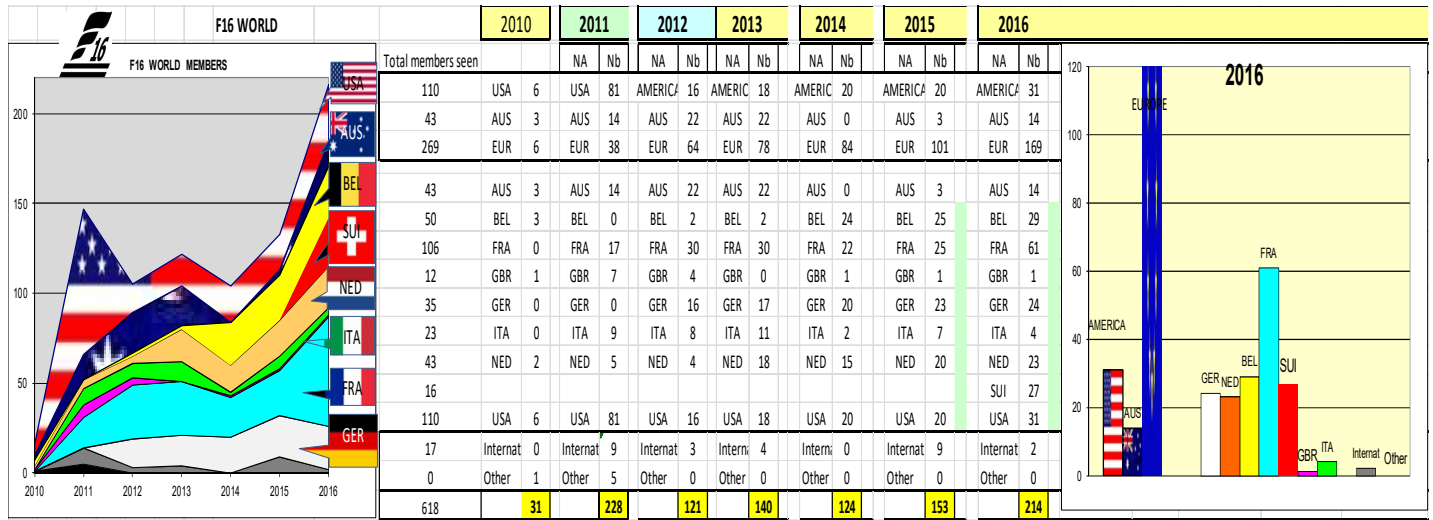
A new Swiss F16 association has been established, which is integrated in Swiss Sailing Association "Races"

Switzerland	Vorname Name	Mail
President	Aurore Kerr	aurore_kerr@bluewin.ch
Secretary	Carolina Metaxas	c.mtx@hotmail.com
Treasurer	Arthur Pottier	arthur.pottier@gmail.com
Measurer officer	Guillaume Laberrenne	guillaume.laberrenne@gmail.com
Communication officer	Carolina Metaxas	c.mtx@hotmail.com

At present, there are 8 National Associations but U.K. and Italy show almost no activities. The new Swiss activities make up for that as well as the formation of an F16 Association in Canada.

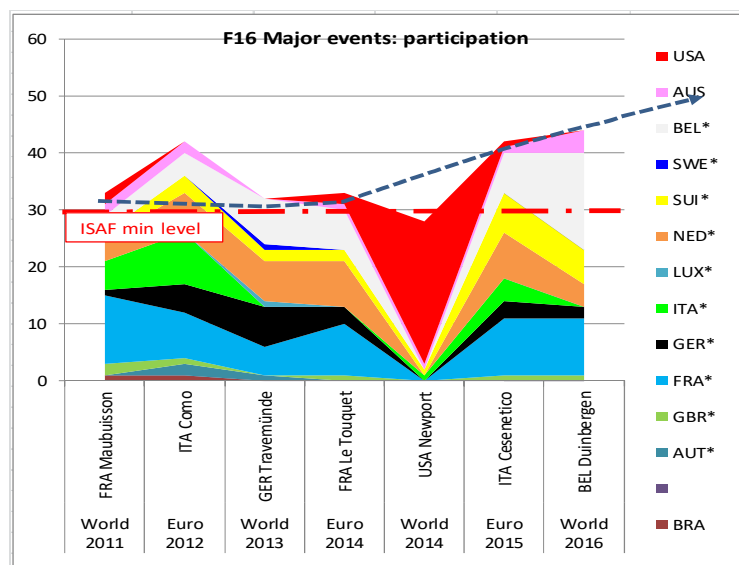
2.2.2. World members:

Evolution of the 2015-2016 World members:



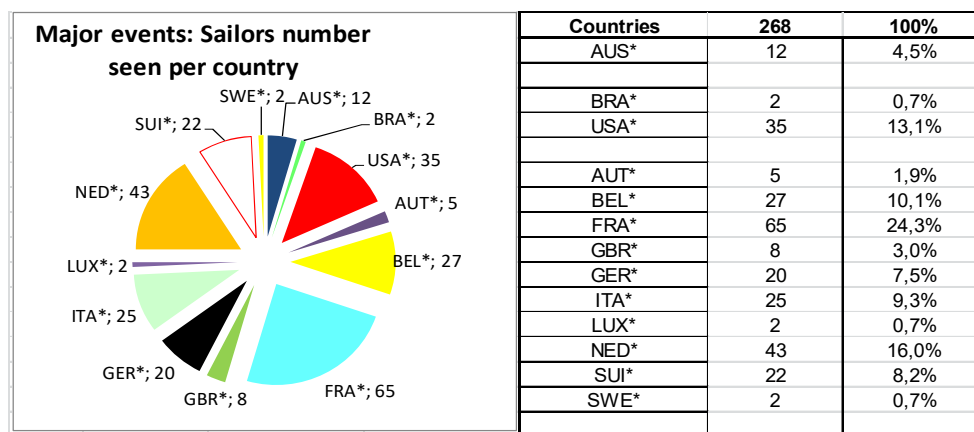
2.2.3. Major events participation

The evolution of competitors number shows a progress but we need to respect the ISAF minimum level (see World 2014 in USA). This means, that we need registered sailors from at least two continents at a Worlds, if we want it to be an ISAF event.



World 2016: Data on 8july

The addition of the competitors seen in World or Continental Championships is showing a field of development for participation



2.2.4. Current position of the F16 fleet in catamaran sailing:

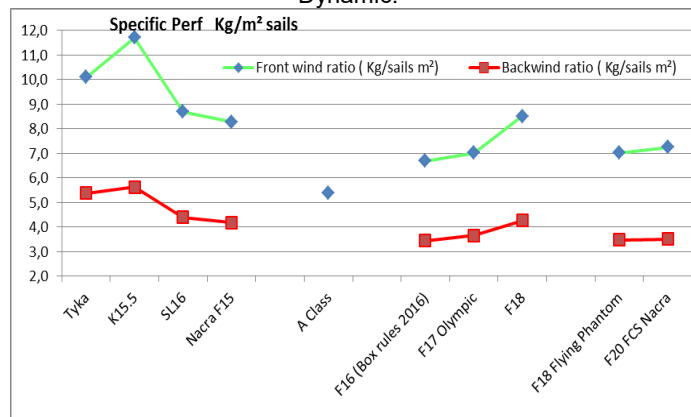
We are the link between pleasure and high level sports, the tie between sailors of all ages. And we are the nursery ground for Olympic catamaran sailing.

Crews	Genders	Weight	Education		Races		Olympic	Flying boats
			Base	Perfect	Sport pleasure	Performance		
2 up only	Mixte only	All					F17	
							142kg / 7,01-3,7 kg/m ²	
2/3 up	Girls &/or guys	140 < CM < 200 kg				F20		Flying Nacra 20
								189kg / 7,25-3,3 kg/m ²
2 up only	Girls &/or guys	140 < CM < 180 kg				F18		Flying Phantom18
						180kg / 8,5-4,3 kg/m ²		165kg / 7,02-3,5 kg/m ²
2 up	Girls &/or guys	100 < CM < 150 kg	Nacra 15		F16 Sloop			
			140kg / 8,3-4,2kg/m ²		125kg / 6,7-3,5 kg/m ²			
Single	Girl or guy	> 60 kg (to right from capsized)	Youth		F16 one up			
					121kg / 8,3-3,85 kg/m ²			
Single only	Girl or guy	All (to right from capsized)			A Class			A Flying
					75kg / 5,4kg/m ²			75kg / 5,4kg/m ²
2 up	Girls &/or guys	< 110 kg	SL16					
			152kg/ 8,7-4,4 kg/m ²					
2 up	Girls &/or guys	< 110 kg	K15,5					
			152kg/ 11,7-5,5 kg/m ²					
2 up Youngs	Girls &/or guys	80 < CM < 110 kg	Tyka/Dragoon					
			115kg / 10,1-5,4 kg/m ²					

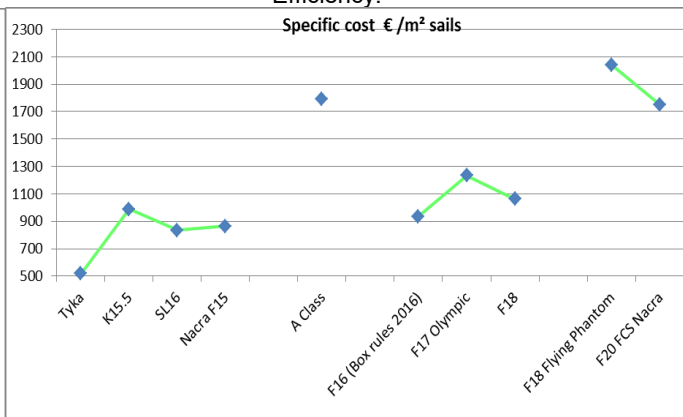
ISAF elected the Nacra F15 as “the pathway to the olympic N17”, aiming at catamaran youth sailors now using an F16 sloop. The boat is equipped with curved daggerboards. The current entry price is below the cheapest F16 but it is the heavier and less versatile boat. As the N17 for the Olympics will probably be a foiling boat, this “pathway boat” will have to be discussed. But the N15 could still disturb the growth of the F16 class as the target groups are partly the same. With the “The Red Bull Foiling Generation” the Company already launched a Flying World championship for Youth 16-20years old. For . reasons, the F16 class needs more visibility and marketing of our versatility.

Specific performances of racing catamarans:

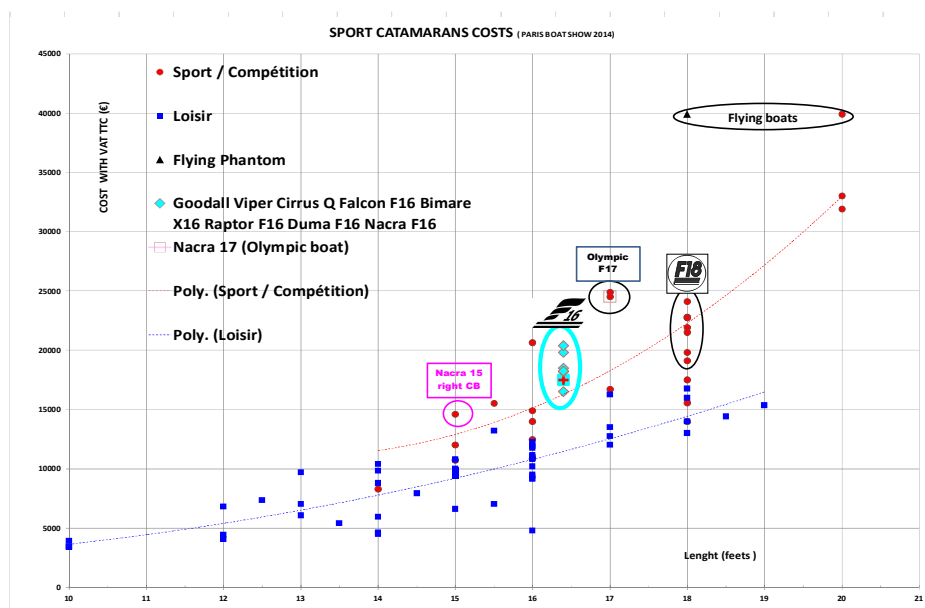
Dynamic:



Efficiency:



Costs



2.2.5. Boats panel

With the new French made Mattia F16 the boat panel now covers 15 boats of which 7 brands are for order.

FLEETS				2008	2009	2010	2011	2012	2013	2014	2015	2016
AHPC	F16	AUS	Taipan									
AHPC	F16	AUS	Viper	Viper								
BCM	F16	FRA	Cirrus F16					Cirrus Q				
Bimare	F16	ITA	X16F				X16F		X16F+			F16
Falcon	F16	USA	Blade									
Falcon	F16	USA	Falcon F16			Falcon F16						
Catamaransparts	F16	NED	Aquaraptor			Raptor						
Duma	F16	UK	Duma							Duma		
G-cat	F16	USA										
HC	F16		no									
Mattia	F16	FRA									F16	
Mosquito	F16	AUS										
Nacra	F16	NED	F16					F16		F16 right centerboards		
Stealth	F16	UK										

2.2.7. Measurement document:

In order to reduce efforts and costs the class rule amendments will include a proposal for an initial measurement certificate issued by the builder as well as a combined measurement form/ measurement certificate document.

2.2.8. Measurement method:

For jib, Isaf/Schrs adopted on 2016 the F16 method

For Mainsail, proposal to use Isaf/Schrs method

For sails, add details to avoid any mistakes in World

2.2.9. Measurement storing:

Status: Today the measurements documents are inside a Google drive cloud.

Proposal: To

- improve the availability of measurements documents
- respect the private datas,
- have all world documents inside the same space

To access inside the Google drive cloud with the mail address of the boat owner to his concerning documents only.

2.3. Treasurer

The Class managed to secure funds from a private paypal account in Australia to the official F16 bank account. Unfortunately, the paypal commission of almost 15% could not be avoided. The auction of a 1D made spi and a mast cover from UV covers generated another income of about 1.000 Euros. The major expenses were:

- > An additionnal crew Diner at the Euro 2015 Cesenatico (1080,00€)
- > An F16 booth at the Paris boat show balanced (250,00€)
- > The yearly ISAF fee. (213,45€)

National fees:

BEL, GER, ITA, FRA
USA, AUS, NED

paid
not paid

Balance on 5 May 2016: 765,17€

A detailed view of accounting balance is available upon request

2.4. National associations & fleets

2.4.1. Australia

2016 F16 Australian Championships, held at Gippsland Lakes Yacht Club March 25-27th

After a busy few months on the F16 Viper circuit the last event was the F16 Titles. Located 3 hours east of Melbourne GLYC hosted the event. With a smaller fleet than usual gathering on the shores of the biggest inland lake system in Australia. It may have been a small fleet but the series was highlighted with very close racing in the tricky southerly breezes that hovered between 8 knots to 18 knots over the three days, with four afternoon races a day scheduled on each day.



SAILRES.com

Gippsland Lakes YC Regatta
2016 F16 National Championships

GLYCR Series scores Race Format Print Contact us

Series scores

Fleet - Elapsed time

Place	Sail#	Name	Class	Crew	Club	Race 1 25 Mar 2016	Race 2 25 Mar 2016	Race 3 25 Mar 2016	Race 4 25 Mar 2016	Race 5 26 Mar 2016	Race 6 26 Mar 2016	Race 7 26 Mar 2016	Race 8 26 Mar 2016	Race 9 27 Mar 2016	Race 10 27 Mar 2016	Race 11 27 Mar 2016	Score
1	351	Charter World	F16 Sloop	Jack Felthensal Shaun Connor		1	1	2	2	1	2	1	3	1	1	2	12.0
2	313	Magic Marine	F16 Sloop	Brett Goodall Christa Goodall		2	2	3	1	4	1	2	2	2	2	1	15.0
3	345	Thanks Again Dad	F16 Sloop	Tayla Rietman Gavin Rietman		4	3	1	3	2	3	3	4	3	3	4	25.0
4	369	Forward WIP	F16 Sloop	Jack Challands Harrison Rietman		5	4	5	6	5	4	4	1	4	4	3	34.0
5	244	Peno Express	F16 Sloop	Chelsea Hayes Nathan Penno		3	5	4	4	3	5	5	8 (RET)	5	5	5	39.0
6	311	Mr Bump	F16 Sloop	Simon Dubbin Mr Bump		6	6	6	5	6	6	7	5	7	6	7	53.0
7	215	Sea N See	F16 Sloop	Claire Campbell James Moeller		7	7	7	7	7	7	6	6	6	7	6	59.0
7 entrants.																	

Consistency was to pay off in the end to those who mastered the conditions. Jack Felsenthal and new crew for the event, Shaun Connor held off a very improved Brett Goodall/Christa Van Helden with Tayla/Gavin Rietman along with Jack Challands/Harrison Rietman and also Chelsea Haynes/Nathan Penno all trading places on the course throughout the three days

The crews enjoyed the flat water and shifty conditions testing their skills and concentration even in a comfortable position crews found gains and loses were the norm. Jack and Shaun handled the conditions the better showing on their scorecard. All in All the fleet was very competitive

With some crews racing Belgium in July for the F16 Worlds, Australia is well represented. Australia in particular Melbourne will be bidding for the 2018 Worlds.

2.4.2. UK

No report from U.K available

2.4.3. USA

The US Class held its 2015 National Championship over October 29 - November 1 in Sarasota, Florida. The event was hosted by the Sarasota Sailing Squadron and Sarasota Youth Sailing and was sailed in the sheltered waters of scenic Sarasota Bay. PRO Charlie Clifton and his team ran 14 races over 4 days in a good variety of conditions. 21 boats competed and all of our US regions were represented. As well as a strong turnout from Florida and other southern states, competitors came from as far afield as California, Minnesota and Massachusetts in the US plus one team from Ontario, Canada.

Sarasota's youth sailing program led by coach Jim Zellmer again proved its strength. SYS alumni Ravi Parent and Sam Armington had won our championship in the two preceding years, and this year it was the Sarasota youth team of Mark and Anderson Brunsvold who took up that mantle, finishing the regatta in first place, while Sophia and Nico Shultz, also from Sarasota, took third place following their 6th in 2014.

Florida sailors Matt and Gina McDonald took second place overall as well as the Masters title. Three boats competed in the singlehanded division, with Mark Thomson from Illinois taking the title.

Off the water we greatly enjoyed the hospitality and facilities of the Sarasota Sailing Squadron. Regatta chairs Maria Rocha and Jesse Brunsvold did a great job of organizing the event, and Sarasota proved to be a very enjoyable destination for not just our sailors but also our non-sailing family members who joined us for the event.

The event again demonstrated the great versatility and broad appeal of our class - we had sailors aged from 13 to over 60 competing, including one all-women team, several mixed gender teams, a number of sibling, husband-wife and parent-child teams. Later in December our national champions, the Brunsvold brothers, also represented the USA in the SL16 class at the ISAF Youth World Championship in Lankawi, Malaysia, finishing in 6th place out of 14 nations.

Photos and videos from the event can be found at:

<https://www.facebook.com/2015-USA-F16-National-Championship-1580674638870992/>

Currently we are preparing for our 2016 Nationals which will be held in Racine, Wisconsin, August 9-12, hosted by the Racine Yacht Club and the Catamaran Racing Association of Wisconsin. This will be the second time Racine has hosted us and we are looking forward to sailing again on the waters of Lake Michigan. The event is being run jointly with the Buccaneer North American Championship.

2.4.4. Belgium

Sports activities 2015

> Belgian nationals - 13 boats

1. Henri Demesmaeker/Alec Bague (BEL) – Viper
2. Philip Hendrickx/Filip Olyslager (BEL) – Viper
3. Aurelie Van Schoote/Victor Klaas (BEL) – Falcon

> Belgian youth nationals 2015

1. Stef Haazen/Stijn Vandaele - Falcon
2. Philip Hendrickx/Filip Olyslager (BEL) – Viper
3. Henri Demesmaeker/Alec Bague (BEL) – Viper

International results BEL F16 on the F16 Europeans

1. Henri Demesmaeker/Alec Bague (BEL) – Viper
3. Aurelie Van Schoote/Morgan Good (BEL) – Falcon

Project 2016

World championship F16: 16-23 July - RBSC Duinbergen

Members list - 16

BEL 3/BEL 14/BEL 18/BEL 22/BEL 50/BEL 81/BEL 86/BEL 100/BEL 101/BEL 111/BEL 238/BEL 308/BEL 666/BEL 888/BEL 999/USA 241

2.4.5. France

Participation in French races:

The freedom is limited by French sailing Federation which allow only open fleet races and accept Class races if the participation is more 30 boats during 3 years in open fleet races.

Sports activities

2015 Carnac Eurocat:

1st time with 17 F16 boats which is 1st fleet outside F18. The 2nd is 13 Vipers.

Both 30 boats on 51 open fleet. F16 ranking is:

BEL 3 - Henri & Alec

FRA 80 - Emmanuel & Eric

BEL 111 - Philip & Filip

European Cesenetico:

11 french boats. 1st French is 2nd: Le Chapelier/Le Bouedec

Raid Corsaires:

4 F16 in 5 1st places in open ranking

Duc d'Albe:

5 F16 in 5 1Rst places on 42 boats in open ranking, Sainglin crew is 1st with windy conditions

Raid Martinique:

1st F16 is 4 on 39 boats open ranking with many F18 in hard conditions:LeChapelier/Constance

2016 National programm:

After hard discussion with Sailing Federation, we organize:

Class F16 National only for F16 in Hyeres (mediterranean) : 14 boats despite storm forecast (35knts)

Challenge on 3 races La Baule on march but too much wind-Biscarosse (aug)-Maubuisson (nov)

Worlds 2016: we hope to have more 10 french boats with all boats brands

Communication: 1 boat F16 showed during Paris boat show on dec 2015.

Members: 2015 with 25 members (+3/2014). 2016: Many youth sailors are introducing with boat loan policy.

Bank account positive 950€.

2.4.6. Germany

The German Formula 6 Class Association has organized 5 major events in 2015, all of them in Southern Germany. Due to the still strong Hobie fleet in Northern Germany, F16 sailing at present is mainly reduced to the southern part of the country. No significant class grow at present, although there are some new boats around. Meanwhile, common racing of F18/F16 has been established. This makes it a lot easier to change boats and still go sailing with your buddies. Current president is Thomas Koenig, vice president is Marc Kuehn. For 2016 we plan the German Nationals near Munich, Ammersee on September, 24th/25th. At present the German Class Association has 27 members with three sailors from Switzerland and one sailor from Austria..

[illegible]

2.4.7 Italy

No report available

2.4.8. Netherlands

F16 training

A training group of 6 F16's was active this year. Training/coaching was organised by Mischa de Munck with several guest trainers throughout the year, a.o. Sven Karsenborg, Bastiaan Tentij and Karel Begeman.

Participation in competition

6 class events where planned. 5 were sailed with on average 7 boats participating. 16 boats participated in the National Championship held in the weekend of 19/20 September.

European championship

9 Dutch boats participated in the European championship in Cesenatico, Italy.

Ambitions for the future

We hope to have 20 or more boats sailing within 5 years. This is an ambitious goal since most probably next year even fewer boats will be participating in competition. Class growth is under pressure with low inflow of youth and large outflow because of other priorities (university, girl friends) and crew weight (outflow to F18 class).

For next year special attention will be paid to promotional activities and experience days

Members 2015

Nr.	Stuurman	Boottype	Zeilnummer	Lid bij	ge-meten	Lid	Boot
1	Alfred en de Jong	Nacra F16	1603	hellecat	X	JA	x
2	Sanne Wielenga	Nacra F16	818	hellecat	X	JA	x
3	Teuntje van Es	Nacra F16	216	hellecat	X	JA	x
4	Robin Mineur	Nacra F16	7777	Noordwijk	X	JA	x
5	Britt Boonstra	Nacra F16	2324	Monster	X	JA	x
6	Geert Ruesink	Falcon	789	?	X	JA	x
7	Pim hagenaar	Viper	317	Den haag	X	JA	x
8	Albert Six	Viper	666	Den Haag	X	JA	x
9	Thomas Schouten	Raptor	113	Vrouwep	X	JA	x
10	Anna Kroon	Nacra F16	49	Hellecat	X	JA	
11	Daan Velter	Nacra F16	42	Hellecat	NEE	JA	x
12	Joep Wijnand	Viper	248	Zandvoort	X	JA	x
13	Wouter Marques	Falcon	237	hellecat		JA	x
14	Walter Minderman	Nacra	83	Hellecat		JA	x

2.4.9. Switzerland

A new SUI association was born on 8 feb 2016 inside the RACES SUI organization. The SUI sport programm is synchronized with the International F16 calendar. Switzerland at present offers a couple of interesting open catamaran events. A F16 Nationals was held on june 2016, Andi Lutz is the current Swiss F16 Champion. One Swiss boat participated in the French Nationals in Hyères. The fleet is fast increasing with more 10 boats with their certificates.

We have a bid from Morges, for the Europeans 2017 to show the F16 development. See appendix C

2.4.10 Canada : Information on our inaugural F16 season in Toronto, Ontario Canada - 2015.

Our season runs from when the ice melts on Lake Ontario (mid April) to Oct 31 each year. We sail our boats in Toronto's Outer Harbour. We have an very active sailing community with six dinghy/multi clubs, and two keelboat clubs. Additionally we have three more traditional "Yacht Clubs" in the immediate area (including Canada's premier Yacht Club, RCYC). The beach cat club and our home club is Water Rats Sailing Club. There are about 35 multihulls at Water Rats with many F18s and three F16s and a few Darts and Hobie 16s.

We began our season with two new F16s, a Viper and NACRA. The F16s generated a lot of interest with the boats being sailed about 70 times. There are three community sailing clubs in the Outer Harbour. St. Jamestown Community Sailing Club has three NACRA 500s and an adjoining club has another NACRA 500 and three Hobie 16s.

The two active F16s (NACRA and Viper) frequently sailed and many times with crew from St. Jamestown Community Sailing club. And frequently the crews were both female. The female crews found the F16 to be fast without the strength demands of the F18.



The weight and size of the F16 is perfect for lighter crews. Many, many people are interested in obtaining a F16. The only problem is that the Canadian dollar is low relative to the US dollar and the used F16 market is very small in North America. But we expect at least one more Viper F16 to appear in Toronto for 2016. Additionally we have an inactive F16 Blade in Toronto and efforts are being made to get that boat active for 2016.

We frequently have many informal race nights in the Outer Harbour with F18s, F16s, NACRA 500s and Hobie 16s all out sailing on mid-week evenings. The Outer Harbour is well protected, yet gets wind from Lake Ontario. We had three formal regattas this year. The F16s did well and were getting faster as the season progressed. We find the F16 is faster downwind in certain conditions, but still behind upwind. We also have a "Round the Island" race, around Toronto Island in three legs. One F16 did very well with a score of 1,2,2. That F16 came second to a F18 with a score of 2,1,1. That F18 was helmed by a multi-year Canadian PanAmerican Games multihull competitor – tough competition!

The Outer Harbour has a very active sailing fleet. There are 70 Albacore dinghies and the regular Friday Night race gets about 45 Albacores competing. It is the largest fleet of Albacores in North America and perhaps worldwide. Many of the Albacore sailors have crewed on an F16 in 2015 and are quite enthusiastic about the F16. We have a lot of potential boat owners in that fleet. A new Albacore and a F16 are similar in price.

We have 8 F16s in Ontario and 5 in Quebec. Because Ontario and Quebec are quite large geographically, we don't have regular interprovincial events. We should start the Canadian F16 Class Association in 2016. I think we have reached critical mass level.

3. Events

2017 Continentals :

- European championship bid in Morges from Switzerland was approved. We have no data for the 2017 Continentals in U.S.A. and Australia.

2018 Worlds :

- The official Australian (Melbourne) bid was presented by Simon Dubbin, Chairman of the Australian Class Association. The cost evaluation still has to be confirmed. Brett Goodall agreed on supporting the organization of the shipping, following the Goodall suggest to organize the shipping. Planned date : 24 to 29 January 2018.
- The Royal Varuna Yacht Club in Thailand has handed in an official bid as well. This bid has to be completed concerning costs as well. Planned date : January 2018.
- We have a declaration of interest from the Caribbean (Martinique Le Robert) : Cost /person: Shipping free supplied by CGM. 1 week housing, lunches with registration 400€. Flight less 500€ from Europe. Only add the evening dinners. Those informations will have to be confirmed within the official bid of the club.

2018 Continentals :

- European championship bid by French has to be confirmed by AFF16 for Yeres(Mediterranee) or Maubuisson (near Bordeaux). We have no data from the U.S.A and Australia.

4. Board Election:

Thomas Koenig was reelected as Chairman, Antoine Meunier was reelected as Secretary, Stéphane Etienne was reelected as Treasurer.

5. Box Rule amendments

The Formula 16 class rules can be changed every five years. As the last changes were agreed on in 2011 the class rules can be modified in 2016. Basically the proposed changes freeze what we have today skipping some not used or not required regulations. In order to protect the value of the used boats around, the new class rules will have no impact on existing boats as long as they have a measurement certificate issued prior to the new class rules being in force. As the constitution asks for a ballot, the ballot sheet will be circled via the NMA's.

Paragraph	Current text	Amendment proposal
A 8.1.	The hull builder shall pay the International Class fee.	The International Class fee is paid to ISAF by IF16CA
A 10.1 c	Sail number issued by the certification authority	Sail number issued by owner, if not used on other boat known by NA -IF16CA
A 11.1. a	Certification control shall be carried out by the official measurer who shall complete the appropriate documentation.	Certification control shall be carried out by the official measurer who shall complete the appropriate documentation. The initial certificate may be issued by the manufacturer if he guarantees the conformity with the Box Rules.
B 1.2. b	The boat shall have a valid certificate for platform spars & sails	The boat shall have a valid certificate for platform spars & sails
B 1.2. d	The boat shall have a completed signed and dated measurement form	void
B 1.7	void	The boats shall to be in conformity with the box rules version corresponding of manufacturing date.
B2	void	The boat has to meet local regulations where it is operating
B 3	void	Measurement marks shall be applied as referred to in appendix
C 5.1.3	void	A towing line of at least 15m of length
C 5.2. 3	Towing line (if carried, a minimum length of 5m)	void
C 6.1.	The boat shall be weighed fully assembled, dry and clean. The mast will be laid flat across the platform in such a way as to achieve an equal distribution of its weight and to remain stable during weighing. The weight of the boat includes all items present on the boat in a 'ready to sail' condition excluding personal equipment and all portable equipment as listed in C.5.	The boat shall be weighed fully assembled, dry and clean. The mast will be laid flat across the platform in such a way as to achieve an equal distribution of its weight and to remain stable during weighing. The weight of the boat includes all items present on the boat in a 'ready to sail' condition excluding personal equipment and all portable equipment as listed in C.5. All existing boats with registered certificates are allowed to race without impact.
C 6.1. a	The minimum weight of the uni rig boat in dry condition shall be 104Kg	The minimum weight of the uni rig boat in dry condition shall be 119Kg
C 6.1. b	The minimum weight of the sloop rig boat in dry condition shall be 107Kg	The minimum weight of the sloop rig boat in dry condition shall be 123Kg
C 6.2. b	The total weight of such corrector weights shall not exceed 7 kg. See also rules A.10.1(f) and B.1.1.	If a boat produced in compliance with these rules is lighter than the minimum weight, corrector weights have to be fastened to the middle of the front beam with the formula: Half the difference between the actual weight and the reference weight with a maximum of 7 kg
C 8.2. b VI	void	The maximum daggerboard length under the hull shall not exceed 1060mm
C 8.3.a II	Trim tabs, fences and appendages are permitted.	Any additional areas for boat stability are allowed. Any part in contact with water while sailing shall be inside the platform width.
C 10.3 3	The tack point of the sail shall not be set below the lower limit mark	void
F 3.3.	Mast tip weight 6 kg	void
G 3.4.	void	The mainsail head length shall not exceed 980mm
Appendix J X1	Triangle measuring method	Trapeze measuring method

Remarks:

C6.1: Minimum weight

The reasons for the amendments proposed are as follows:



All boats having been measured since 2015 showed a minimum weight of more than 125kg. With the current rules a new boat touching the minimum weight would have a legal, but unfair advantage and may trigger impacts on boat production costs.

With the minimum weight proposed, the handicap disadvantage in open racing events will shrink to 36 seconds per hour compared to 115 seconds per hour with the current rules. This will make more sailors register as F16 and thus push the visibility of the class.

Goodall Design, Nacra, Cirrus, Duma, and Mattia are favouring 129kg, Falcon would prefer less. Bimare favours 125kg which is the lowest weight of the boats produced currently. Therefore, the proposed minimum weight more or less freezes what is produced today and offers a potential for moderate optimization without the danger of exploding costs.

C8.2: Daggerboard length:

To be consistent with minimum characteristics to define a catamaran for racing by Isaf, adding 1060mm under hull length is reasonable. Only Nacra and Cirrus use daggerboards longer than this and yet testing if there is a proven benefit.

C8.3 Rudder

§C8.3.a.ii Trim tabs, fences and appendages are permitted

After negotiations with the present builders and Falcon mail, it is noticed the additional areas on rudders increase the drag which is a disadvantage.

C10.3 Mast limit marks

This rule has no impact and has is not used. Therefore it can be skipped.

F3.3 Mast tip weight

The minimum tip weight 6kg eliminates a lot of the advantages of the carbon mast. Especially for youth sailors an Singlehanders fast and reliable righting is a vital safety issue. Furthermore, carbon masts today are safe concerning their durability and a heavy top does not necessarily have to be a durable top. Therefore there is no need for a minimum mast tip weight.

G Sails

G3.4 Mainsail head length:

It is noticed the general evolution on mainsail head length is to reduce it. Nevertheless, this may change again and to be consistent with minimum characteristics to define a catamaran for racing by Isaf, adding 980mm mainsail head length is reasonable.

J Measurement:

Mainsail measuring

Today, the Trapeze method is more adapted and used by Isaf, instead of triangle method used for old half elliptic sails. The variation between the 2 methods is less $\pm 0,01\text{m}^2$.

The additional schemas to do the correct measures following the SUI 2016 experience are reasonable..