Multihull Commission Minutes

The ISAF Multihull Commission met at 14:30 – 18:30 hours on the 5 November 2010 at the Divani Caravel Hotel, Athens, Greece.

Please refer to the ISAF website www.sailing.org for the details of the submissions and supporting papers referred to in these minutes.

1. Opening of the Meeting
2. Minutes of the Previous Meeting
3. 2016 Olympic Sailing Competition
4. ISAF Youth Sailing World Championship
5. Training Commission
6. Review of Classes
7. Small Catamaran Handicap Rating System
8. Any Other Business

Present:
Paul Pascoe (AUS) – Chairman
David Brookes (AUS) John Williams (USA)

Apologies:
Olivier Bovyn (FRA) Brian Phipps (GBR)
Santiago Lange (ARG) Sandor Roka (HUN)

Others Present:
Simon Forbes (Technical Manager)

The meeting was held in two parts, the first an open meeting with observers present.

1. Opening of the Meeting

The Chairman welcomed the members and observers as they introduced themselves. The Chairman noted the death since the last meeting of Reg White, winner of the first Olympic Gold Medal in a multihull and paid tribute to his immense contribution to the sport of multihull sailing.

The Chairman felt that it had been a good year for multihull activity including adoption by the Americas Cup of a catamaran class, the impressive media presence of the Extreme 40s, and big fleets racing in Formula 18, A Class and Hobie world championships.

2. Minutes of the Previous Meeting

(a) Minutes

The minutes of the meeting of the Multihull Commission of 6th November 2009 were noted. It was agreed to add to Minute Item 4, first paragraph on page 4, after: “The F18 Class Association is understandably hesitant that one of their classes may be selected and that it would be detrimental to the rest of the class.”

Add: “However, the opinion of Olivier Bovyn, was that he would personally support an older F18 class if they wished to apply to be the Olympic Multihull Equipment.”

(b) Minutes Matters Arising

There were no matters arising not otherwise covered on the agenda.

3. 2016 Olympic Sailing Competition

(a) Deferred Submissions

It was noted that deferred submissions 084-08 to 088-08 regarding multihulls in Olympic Sailing Events were still on the Council agenda, awaiting recommendations from the ISAF Olympic Commission.
(b) ISAF Olympic Commission Report

The Olympic Commission report and recommendations were noted. The Chairman highlighted that for equipment chosen for the Olympics, there might be no Class World Championships. Qualification for the Olympic Competition might be 50% from the ISAF World Sailing Championship and 50% from the World Cup event in your continent. Caroline Brouwer felt that the proposal was important for the success of the ISAF Sailing World Cup and better for small nations and would increase the number of nations attempting to qualify to compete in the Olympics.

(c) Submissions

i) Submissions 007-10 and 008-10 were noted regarding Events and Equipment Committees schedules and terms of reference regarding Olympic Equipment.

ii) Submission 096-10 was noted from the Executive Committee based on the recommendation of the Olympic Commission regarding ISAF Olympic Event and Equipment decisions.

The Multihull Commission agreed to support the submission which would see a decision on the Events for 2016 established at this conference.

iii) Submission 097-10 was noted from the Executive Committee based on the recommendation of the Olympic Commission regarding Event and Equipment decisions for 2016 Olympic Sailing Competition.

Vote ‘1’ proposed a slate of 6 core events, of men's and women's board/kite, single hander and skiff. Given that everyone was of the opinion that the multihull ‘must be returned to the Olympics’, it was questioned why the multihull was not part of this set of core events.

‘Vote 2’ in the submission included a 2-person multihull as a mixed event, with an evaluation to determine the equipment.

For the multihull community the recommendation for the re-introduction of a multihull was most welcome. Due to political concessions to keep more types of events in the Olympics and the aim to achieve gender equity with equal medals available to men and women, a mixed multihull event had been proposed. The consensus of the Multihull Commission and observers was that a separate men's and women's event should be pursued, but that a mixed multihull was an acceptable though less preferred alternative.

iv) Submission 099-10 was noted from the Ministry of Sports Affairs – Oman, proposing the inclusion of a multihull in the 2016 Olympics.

v) Submission 100-10 was noted from South African Sailing proposing to include the multihull discipline in the 2016 Olympic Games.

vi) Submission 101-10 was noted from the International Formula 18 Class Association regarding a multihull discipline in the 2016 Olympic Games. Although the support of the IF18CA for inclusion in the Olympics was welcomed, it was felt that the second point: “The IF18CA does not support selection of any current F18 design as Olympic Class.” was too prescriptive and should enable flexibility in the selection of an older design that could be F18 compliant.

4. ISAF Youth Sailing World Championship

(a) 2010 Championship - Turkey

It was noted that 11 nations competed in supplied SL16. The competing teams were: AUS, BRA, BRN, DEN, FRA, GBR, ITA, NZL, RSA, TUR, USA.
The Multihull Commission felt that the SL16 had not developed successfully as had been hoped following the Youth Multihull Evaluation in 2003 and the selection of the SL 16 in 2007. Production had not started as planned in USA. It was observed that when the Youth Worlds equipment is the Hobie 16, there is a greater number of nations competing. There was a view that in the short term, the preferred choice for the Youth Worlds would be a Hobie 16 without spinnaker.

5. **Training Commission**

It was noted that Brian Phipps has spent two days training the ISAF Training Scholarship candidates at the Windsport Cat-Clinic in Falmouth, UK in top level catamaran training.

6. **Review of Classes**

(a) Annual class reports can be found at www.sailing.org/classes.

(b) It was noted that there were four catamaran classes applying for ISAF recognition at these meetings: Viper, Formula 16, Hobie Wildcat and Nacra Infusion.

7. **Small Catamaran Handicap Rating System**

The Chairman advised he had a report from Nick Dewhirst which he would circulate.

8. **Any Other Business**

(a) **America’s Cup 34**

As an observer, Richard Slater (Rules advisor to BMW Oracle) gave an overview on plans for the next America’s Cup.

The 34th America’s Cup is intended to be more commercial, expanding the base of people watching and engaging sports fans, not just sailing fans. The requirement was for a versatile boat capable of racing in light airs and in 30 knots. A larger monohull with a canting keel similar to ‘Wild Oats’ and Volvo 70s had been considered. Finally a 72ft catamaran with a solid wing rig was chosen as it would be a unique boat instantly recognisable as the new America’s Cup Class. In order to gain experience with this type of boat and the wing sail, a one-design 45ft catamaran class will be used initially and subsequently this will be used for a Youth America’s Cup in order that there is a pathway like other sports. Iain Murray has been appointed Regatta Director and as CEO of an independent event management, America’s Cup Race Management (ACRM). There is a budget of €50 million to develop tracking and TV technology.

(b) **Multihull Commission input into Olympic Multihull Evaluation**

On the basis that there will be an evaluation for a suitable multihull, the Multihull Commission wish to be involved in determining the criteria including the crew weight range.

There being no further business the meeting was closed at 1833.