



Formula 16 Catamaran Association Australia

[F16 AGM Minutes of meeting 07/03/2021](#)

Attendees

Beau White, Lilly Smith, Rachel Renouf, Angus Musgrove, Nick Reader, Robert Mahony, Ross Purcell, Brett Goodall, Ben Clark, Beau Delaine, Jack Mendham, Chris Seager, Simon Hallsworth, Peter Dunk.

Apologies:

Adam Hughes, Sophie Renouf

Financial Position

A brief discussion was had regarding the financial position of the association.

- Bank Account \$ 6105
- Currently no fixed expenses other than website hosting.
- Income has increased this year.

Election of Office Bearers

- President – Beau White
- Secretary - Adam Hughes
- Treasurer– Sophie Renouf

National 2022

A vote to hold the National title in January in Salamander Pay, Port Stephens was voted for by majority.

An Alternative of Jervis Bay was tabled should negotiations with Newcastle Yacht Club be unsuccessful

Class Status and report for the year

The F16 fleet has healthy growth in NSW with the assistance of Nick Reader and Simon Skoog. All the boats with the exception of 1 are racing at club, National and State level.

SA remains satisfactory with three boats.

QLD has seen an increase in boats bought in the area, Adam Hughes is working hard with the Brisbane and Hervey bay sailors to increase the fleets.

Victoria remains in decline with a few boats sailing competitively and the bulk of boats in the area being used for social and club sailing.

ACT fleet has grown to three boats, all three are sailing competitively with the bulk of the fleet travelling to regattas and state/national titles.

WA was not represented as there are no F16s we are aware of in the area.

A strong public awareness campaign continues on the website at WWW.AUSF16.ORG and Facebook via the F16 page and group. Members and F16 sailors are encouraged to post experiences, events and media in these areas.

The Jindebyne regatta in December although thwarted by weather and poor race management indicated the status of the class. 12 boats to the NSW/ACT state titles is an impressive turnaround for the class. All the F16s for sale have been bought and this shows the pendulum swinging back to F16 after the exodus of youth sailors in 2017.

Management of the class has been low overhead and very agile. Quick decisions and a flexible fleet attitude made it possible to hold NSW state titles and a National in a year where government restrictions created a minefield to organisers and clubs. The agility of the class was brilliantly demonstrated after the Jindebyne State Titles, where after the first day of racing there were course issues which in collaboration with the Taipan Association we resolved after the first day. The night of carnage where many Taipans were wrecked in the storm and the efforts of the F16 fleet saved all our boats save a few spinnaker poles and superficial damage to the Vipers. The guys dropped masts and tied down boats averting a catastrophe for our small fleet.

This led to the abandonment by mutual agreement of the state titles at Jindebyne. With quick decision making and bold steps the NSW titles were organized at Bayview Yacht Club, we again needed to be agile, and pulled the event off with limited race officials and had competitors assisting to adjust the course during the final day of racing. It was a fun and inspiring event.

The National in VIC this weekend with a 9 boat fleet is deemed a success with good fleet numbers due to the late organization and confirmation of the regatta. Congratulations to all those who made the effort.

Other Business

Deck Sweeper

Last year at the AGM the Australian fleet took the decision to allow "Full Length" Deck sweepers into the F16 class by making the following exception to the F16 international class rules for Australian sailing:

G.3.5 DIMENSIONS (Mainsail)

The sail shall be measured in accordance with the F16 Measurement form (see Appendix J (X.1)) and ERS Section G.

- a. Sail area (including the side area of the mast spar) Maximum 15 m² (no change)
- b. Mainsail luff length 8500mm (changed from 8100mm)
- c. Top width - 980mm (no change)

The motivation for this has long been discussed, the international class had some objections in July to us “going our own way” and after some discussion they agreed and gave the Australian F16 association permission to be F16 compliant for the 2020/21 season with this rule change as a “test” season, we were to send feedback to the international association at the end of the season.

End of the season a report was compiled and forwarded to the international association as can be found under the section of rules on the AUS F16 website.

A vote was taken today and the fleet unanimously voted to keep the full length 8500 luff length deck sweepers as part of the class rules for Australia.

Feedback at the meeting was positive from all users at the meeting with non deck sweeper fitted boats indicating they would be moving to Deck sweepers as soon as a new mainsail was required.

Currently there are 12 Boats running full length deck sweepers in Australia. At the national 7 of the 9 boats were fitted with Deck sweepers.

It is clear this shift is here to stay and will not be reversed in Australia. For international competition whenever that resumes, the older 8100mm mainsail is still the international requirement. (so don't sell your old main to a Taipan sailor yet)

Certification for deck sweepers it was agreed that for an F16 measurement certificate we will use the current F18 measurement tool. If sails need to be measured an F18 measurer can certify a F16 sail. All current F16 rules apply with the exception of the luff length as detailed above.

F18 Integration

This is working well. The national this weekend is going well with good battles between F16 and F18 teams on the course. The F16s and F18 combination boosted the two lackluster fleets of 9 and 13 to a solid 22 boat regatta.

Currently administration of F16 still remains separate from F18, however co-operation between the classes and committees is at all time good levels.

F18 Association continues to support the initiative and we saw NSW states include F16 teams this season with Nick Reader and Simon Skoog scoring a 5th regatta overall at F18 states.

F16 will continue to invite F18 to our regattas and share starts. F16 will continue to sail in the F18 fleets at club events and traveler series regattas. F18 nationals will not have combined fleets.

F16 is offering reciprocity to members of the F18 association at events although we do encourage F16 sailors to support F16 association with membership fees

Growing the Fleet and assisting newcomers

In open discussions ideas were tabled to assist with new sailors being educated on boat rigging, sailing techniques.

A series of videos showing rigging of boats and systems on various boats was tabled and accepted.

A section on the website should be created to show newcomers how to join the F16 Association.

Discussion with regard to sponsorships and adding value for prospective sponsors was held. An understanding was reached that as an association a media plan needs to be in place for sponsors to get value and support the class and this should be considered for future events.

Post production and getting media reach are really important and consideration for future events must be undertaken by the organizing committee.

The creation of a generic prospectus was tabled.

Meeting was closed at approximately 11:30.