

International iQFOiL Class
Association Executive Committee
Meeting

MINUTES

Date and time: 06th and 11th of September 2023 – 8h30 CET

Place: Online via the Zoom conferencing system

In attendance:

Executive Committee

Ronnie Meir (ISR) - President, Barrie Edgington (GBR), Lorand Utassy (HUN), Ewa Jodlowska (POL),
Nicolas GOYARD (FRA)

Class' Manager Gonzalo Costa Hoevel

Class' Executive Secretary Valérie Boutet-Massonneau

Excused:

Hélène Noesmoen (FRA), Adrien Gaillard (MEX)

AGM PREPARATION

5 Submissions have been submitted for the AGM scheduled for 4 October 2023

Two from the Executive Committee, one from Austria and two from France. They are all detailed on the iQFOiL Class website: <https://www.iqfoilclassofficial.org/general-meetings>

Rules governing the distribution of equipment for the Olympic Games

It has been identified that one of the main concern of members of the iQFOiL Class will undoubtedly be the rules governing the distribution of equipment for the Olympic Games.

World Sailing's Technical Committee will be asked to explain the ins and outs of this issue.

The choice of venue for the 2025 iQFOiL World Championships

Another point will be added to the agenda: the choice of venue for the 2025 iQFOiL World Championships.

The iQFOiL Class has received two very good bids. In view of the proximity of the AGM, it is proposed that Class members vote on this matter.

A video presentation of 1 minute + 5 minutes oral presentation will be requested from the two organisers: Aarhus (DEN) and Sdot-Yam (ISR) at the beginning of the meeting.

ExCom's Submissions

ExCom had prepared 3 Submissions. However, one of them - *Authorizing the use of a second 7m2 HGO sail for the iQFOiL senior Women, in addition to the existing HGO 8m2 sail, and a second 8m2 HGO sail for the iQFOiL senior Men, in addition to the existing HGO 9m2* - was not unanimously supported by the members, so it was decided not to submit it.

It seems that organising an U23 iQFOiL World Championships alongside the Senior World Championships will help better young windsurfers who wish to move up to the senior category to make a smoother transition and will help to train the next generation of elite windsurfers better.

EXCOM FINAL POSITION ON THE USE OF OLD AND NEW 530 MASTS

After the World Sailing World Championships in The Hague in August 2023, the iQFOiL received inquiries from sailors who seek to scrutinize the policy regarding the exclusive deployment of new masts at specific events, namely the '24 World in Lanzarote, Palma, and Hyeres. Their principal apprehension pertains to financial constraints, as they contend that procuring new masts is a costly endeavor. Their prevailing viewpoint posits that, at a minimum, the use of older masts should be permitted across all events slated for the year '24.

The Executive Committee considered at length all the arguments for and against allowing the old and new masts to be used in parallel at iQFOiL events in 2024. The final position is as follows:

During an Olympic calendar year, the Executive Committee of the iQFOiL Class emphasizes the imperative necessity for the Class to steadfastly adhere to a One Design framework. The introduction of multiple equipment variations within a One Design Class would entail substantial complexities and disrupt the uniformity that characterizes such classes.

It is essential to underscore that the Executive Committee has diligently and consistently articulated this principle since the beginning. Furthermore, a transition period has already been given to sailors, affording them time for adaptation and investment. Consequently, certain teams have already made strategic financial commitments in alignment with the stated One Design philosophy.

It is worth noting that, notwithstanding any transitional arrangements that may be in place, there will inevitably emerge a time at which sailors will be required to procure masts from the new production line. This eventuality persists even if concurrent utilization of both mast constructions is extended.

SWITCHING FROM M6 TO M7 OR M8 BOLT

At the Executive Committee meeting held in July, an important point was raised, pertaining to the compatibility of boards and foils with M8 bolts for the foil-to-board connection, as opposed to the prevailing M6 configuration. Notably, at that juncture, comprehensive testing had not yet been undertaken to assess the response of the foil mast to the adoption of a wider slot for the M8 screw, which would inherently result in a thinner wall on the foil.

Subsequent to an extensive series of tests by Starboard, the empirical findings reveal that the proposed alteration to the connection mechanism engenders increased rigidity and durability, while concurrently exhibiting no discernible indications of lateral damage to the foil mast. Consequently, Starboard is enthusiastic about transitioning to boards and foils that are compatible with M8 fasteners.

This proposed modification entails widening the slot on the board to accommodate an M8 bolt and enlarging the slot on the foil mast to accommodate the same. Additionally, new metal washers have been developed for distribution to sailors, intended to replace the existing washers on their boards. Implementation of this change would necessitate sailors to undertake a minor modification, specifically, to enlarge the aperture on the board to 7mm.

Regarding the foil, it is pertinent to note that the diameter of the insert remains unchanged for both M8 and M6 configurations; thus, only the insert itself requires modification. Sailors, however, would be required to adjust the entrance slot aperture for the M8 configuration, a straightforward procedural adjustment.

In summary, the proposed modifications serve the primary purpose of ensuring the mitigation of back bolt failures, such as those encountered by Pawel during the Test Event in Marseille. It is essential to underscore that these changes are not introduced to enhance performance but rather to bolster the structural integrity of the connection mechanism.

Nonetheless, a pertinent question has been raised in the course of these discussions: What if a sailor were to undertake the endeavor of modifying their mast to accommodate M8 fasteners and subsequently experienced mast failure? It is worth considering that ad hoc alterations carried out without access to the requisite precision tools could potentially introduce structural vulnerabilities.

As a result, the option of using M7 bolts was also studied. The advantage of M7 bolts lies in their compatibility with the existing device, without having to drill any part, nor board or foil. The adaptation envisaged consists mainly of replacing the inserts while maintaining compatibility with the M6 bolts.

CREATING A “LONGUE DISTANCE” WORLD TITLE

5 World Champion titles have been awarded to the iQFOiL Class by World Sailing. Today, only 4 are in use.

The iQFOiL Class has requested that this 5th title be given to the iQFOiL Class Youth & Junior to create an U15 World Champions Titles but this has been refused by World Sailing on the basis that they are two totally independent Classes.

The question of how to use this 5th title is therefore still open.

The idea of creating a mixed Long Distance World Champion title was therefore born.



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The question is this:

Should the iQFOiL Class make such a push to create this title as early as 2023 on the Lobos Island Tour in Lanzarote in November?

It seems that the majority of the Executive Committee is attracted by this idea. However, it was also pointed out that the 2023 schedules have already been finalised for the national teams, so those who will actually be in Lanzarote on those dates will undoubtedly take part in this event, but not the others. And the title of World Champion will not make them travel, given the short notice.

Furthermore, if the Class awards a World Champion title in this event, it also takes responsibility for its organisation, particularly in terms of sailor's safety.

It is therefore essential to check very quickly that the Organising Authority has put in place the necessary arrangements.

Finally, you need to check with World Sailing to make sure that they approve the awarding of this World Champion title and, if so, whether there are any particular specifications to be met.

OTHER BUSINESS

The Class is still working on finding a venue to host the 2024 European Championships in October 2024.

The Executive Committee Meeting ended at 11h03 on the 6th and 10h41 on the 11th