

## Letter from the management

Dear F16 Sailors,

The year 2018 has been full of thrilling events and a lot of interesting issues concerning the future development of the class. After 18 years, the class is still going strong and producing top level sailors in highly competitive fleets. The Catamaran market is currently a bit fractured and still reeling from the change of the N17/15 shift. As the F16 association we will continue to work on our visibility and structure in order to maintain stability, grow and improve our wonderful class.

Since the decision by WS to select the Nacra 17 and then the Nacra 15 as a youth boat, the natural selection of the best product has been upset and the intervention of the authority has had very mixed response.

The result of this decision certainly has placed huge pressure on inducting youth into the F16 class. As our youth teams grow and move up to F18, N17 they are not being replaced and we are working on strategies to continue to attract more Parent/child and mixed teams as opposed to ambitious kids going for a catamaran sailing career who will be forced to the N15 then N17. Therefore I believe that a lot of sailors will come back once their campaigns are over. Daniel Hearn in the U.S.A. is doing a brilliant job in organizing combined F16 / N15 events and thus showing the kids, that there are faster boats around.

Thank's to a bunch of engaged sailors, the class managed to organize clinics, Nationals and a European Championship. Unfortunately, the Worlds in Melbourne had to be cancelled due to not enough boats having registered in time. A big disappointment for all those having put an enormous amount of work into this project. Our Australian friends converted the event to a National and enjoyed a very successful Australian Nationals. 16 Boats competed (Nacra 16x2, a home build and swarm of Vipers) with three sailing one up. Overall Winner was 15 year old Jack Challands with Beau Delaine crewing sailing a Viper. Australia is seeing many of the boats being sold to new teams this year and they are having the 2019 National in mid February. The Fleet is getting more competitive by combining many regattas with the F18 fleet which is assisting to keep regatta numbers high and provide critical mass in the fleet ensuring growth.

In Germany, for the first time ever an F16/F18 joined National Championship took place on Lake Constance in May. Great racing in one fleet without any problems. Winners were Marc Kühn with crew Carman Wenz, followed by Gill de Bruyne sailing solo. Third place on the podium went to Dominik Leuthold / Stefan Wieser from Switzerland. The Class Association believes that we should enforce this for the benefit of both classes. With joined racing, people can switch boats without having to leave their community. Solo sailors can race as well and chasing an F18 on the racecourse is a lot of fun. Besides the F16 is the perfect F18 youth boat. We will start negotiations with the F18 Class Association as soon as possible.

May 2018 also saw the third F16 spring meeting at Lago di Como. This year we engaged Mitch Booth as a coach and sailors from France, Germany, Belgium, Switzerland and the U.S.A. attended. We hope, that the class can establish this event as this truly serves the spirit of the class.

2108 U.S. Nationals were held in Clearwater, Florida with Ken Marscack / Tanner DeMarzo as overall winners. In 2019 our friends from over the pond are planning a combined F16/F18 Nationals, good luck!

Highlight of the European sailing season was certainly the European Championships at Hellecat / Netherlands. 37 boats on the racecourse with participants from Switzerland, Germany, The Netherlands, Belgium, France, Spain, Sweden and Dubai. The club apologized for the unusual Dutch sailing conditions as the weather was steaming hot with lightwind conditions. The guys did a brilliant job on and off the water with Menno Vercouteren heading the race committee. The highly competitive fleet saw a number of solo sailors. Laurant from Goodall Europe turned up with a Viper class legal deck sweeper sail. The podium for the first time was an all French affair with Emmanuel le Chapelier and Théo Folly the overall winners, 13 year old Thomas Proust with his dad crewing managing second ahead of the best youth team, Armand Clabon / Lou Berthomieu.

At the 2018 annual meeting at the Hellecat Club the deck sweeper sails were discussed as well. Within the F18 class those sails seem to be an improvement, so maybe they could improve our boats as well. At present, the limitation of the mainsail luff length does not allow to use full length DS sails with our current mast. So it's either using a shorter mast or else not hoisting the sail to the very mast top. There are DS sails around but the class has no viable data on the benefits, no matter if limited or full length luff. If the class receives a usable proposal the members can decide on changing the class rules in favour of the DS technology in 2021 at the earliest. That leaves another 15 months for testing as the proposal should be presented in July 2020. For further details stay tuned to our website.

Thank's to the engagements of our French friends, the Bimare X16 F is updated and now produced by YE Yacht services after Lallo Petrucci decided to retire last year. The Goodall Viper II has been introduced in the market with a face lift to the front top bow, the rest of the boat remains largely the same with small refinements. The European produced Falcon F16 has had it's maiden voyage as well ensuring a good diverse offering of boats, dealers and options. Nacra F16 Mk III will be released in 2019 with very little details available at the time of writing this letter. As the sailing world keeps changing, the class has to discuss a couple of technical issues

Another interesting development we are witnessing is the first F16 and F18 convertibles that are hitting the markets. Goodall Design released their foiling Viper as a convertible class legal F16 in January 2019 with claims of a stable and refined foiling package. Nacra F16 Mk III may well be introduced with a foiling package. With the F18 convertibles it will be interesting to watch more than 300kg lift off. Apart

from the technical challenges the idea of convertible boats that can be sailed class legal and lift off in fun mode is awesome.

In 2019 again there are a lot of big exciting events for F16. In spring, the class plans to offer another clinic and F16 meeting at Lago di Como. If you are interested, hurry up and contact Gill as the fleet is almost complete. Next to all the Nationals France will host the Europeans in the beautiful Bordeaux area. There will be charter boats available, if you are interested, please contact Thomas or Stéphane. Prior to racing a clinic will be offered as well. There are a lot more regattas like Carnac and Texel in Europe or big events in the U.S.A. worthwhile attending. Have a look into the international F16 calendar on the website.

If you have an F16 suitable event that is not on the website calendar please contact us immediately so we can update it.

The Class Association wishes you happy and safe sailing in 2019!