



INTERNATIONAL FORMULA 18 CATAMARAN CLASS RULES

2010



The International Formula 18 Catamaran Formula was developed in 1993 by Olivier Bovyn and Pierre-Charles Barraud and was adopted as a Recognised class in 1996 and as an International Class in 2002.

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INTRODUCTION

FORMULA 18 CLASS RULES GUIDING PRINCIPLES:

The box measurement rule allows manufacturers to develop catamarans that are competitively priced yet allowing freedom to builders to develop higher levels of performance. Being open to any manufacturer allows many builders and sail makers to compete and so keep costs to a minimum.

The Class remains aware to keeping development under control, maintaining a good balance between cost and performance.

Corrected crew weights allows fairer racing with more ladies involved as helms and crews.

IF18CA measures hulls, hull appendages, rigs and sails which are required to conform to IF18CA standards, such boat parts only being altered to stay in line with current IF18CA rules.

Appendix A. Cloth list issued 17 March 2010

Appendix B. Class drawings

Appendix C. Championship rules.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the IF18CA is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IF18CA International Formula 18 Catamaran Association
- NCA National Formula 18 Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC ISAF In-House Certification

A.3 AUTHORITIES

- A.3.1 The International Authority of the IF18CA is the ISAF which shall co-operate with the IF18CA in all matters concerning these rules.
- A.3.2 Notwithstanding anything contained herein, the IF18CA has the authority to withdraw a certificate and shall also do so on the request of the ISAF.
- A.3.3 The IF18CA shall keep a record of the measurers recognized by a NCA, an MNA or ISAF.

A.4 ADMINISTRATION OF THE ASSOCIATION

- A.4.1 The Class is administered by the IF18CA.
- A.4.2 At National level, an NCA administers the Class, by IF18CA delegation. In countries where there is not an NCA, then IF18CA will cover such duties.

A.5 ISAF RULES

- A.5.1 These rules shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events RRS 87 and ISAF Regulation 26.5(f) apply.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these rules are subject to the approval of the ISAF in accordance with the ISAF Regulations, and then ratified by the World Council of the IF18CA before implementation.

A.7.2 Amendments shall be placed on one year's notice unless it is considered essential to act immediately to prohibit or penalize an undesirable feature.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of these rules shall be made in accordance with the ISAF Regulations.

A.8.2 These rules shall take precedence over the Measurement Form.

A.8.3 Any interpretation of these rules required at an event may be made by the International Jury constituted in accordance with RRS (Appendix N). Such interpretation shall only be valid during the event and the Organising Authority shall, as soon as practical after the event inform ISAF, the MNA and the IF18CA.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 International Class fee shall be paid every year to ISAF.

A.9.2 From 1 November 2009 all new boats shall have ISAF plaques affixed to the boats.

A.10 RECORD OF MEASUREMENT CERTIFICATES

A.10.1 Each NCA shall keep a complete record of all F18 catamarans and sails that have been **certified** within that country.

A.11 BOAT CERTIFICATION

A.11.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued by the **certification authority**
- (d) Owner
- (e) **Hull** identification
- (f) Builder/Manufacturers details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**.

A.12 INITIAL BOAT CERTIFICATION

A.12.1 For a **certificate** to be issued to boat not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.11.1

- (b) any alteration to **corrector weights**
- (c) withdrawal by **certification authorities**
- (d) the issue of a new **certificate**

A.14 BOAT RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously certified boat:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with these **class rules**
- (b) have a valid **certificate** for platform, mast, sails, appendages
- (c) have valid **certification marks** as required
- (d) have a completed, signed and dated Measurement Form.

B.1.2 A **certificate** may be refused if there is any doubt over compliance with these **class rules**. An **Official Measurer** shall report on the Measurement Form anything which he considers in breach of these **class rules**, and shall not sign the Form. A copy of the incomplete Form, together with an explanation of the points in question shall immediately be sent to the IF18CA Secretariat and the ISAF for a ruling in writing.

B.1.3 All **certified boats** may be liable to re-measurement at the discretion of the **certification authority** or by an International Jury constituted in accordance with the RRS (Appendix N.) at an event, but only by an **Official Measurer**.

B.2 CERTIFICATION MARKS

B.2.1 A valid Association sticker as required by the IF18CA shall be affixed to each measured item in the required position (see diagram in Appendix B), as a part of **certification marks**.

PART II – REQUIREMENTS AND LIMITATIONS

The intention of these **Class rules** is to ensure that the **boats** are as alike as possible in all aspects affecting performance. The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules** where anything not specifically permitted by the **Class rules** is prohibited. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS shall apply.
- (b) RRS 49.1 shall not apply.
- (c) RRS 50.4 shall not apply.
- (d) RRS Appendix G.1.3 (d) shall not apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code. (See ISAF Regulation 20)

C.3 CREW

C.3.1 MEMBERSHIP

- a) **Crews** are not permitted to enter a Formula 18 event unless they are current members of their NCA.
- b) In countries where there is no NCA, the **crew** shall be member of the IF18CA.

C.3.2 LIMITATIONS

- (a) The **crew** shall consist of 2 persons.
- (b) The **crew** shall use the sails (as defined in G.2.3) in accordance with the following weight categories:
 - (1) **Crew** between 115 kg and 130 kg shall sail with the small jib and small spinnaker and then shall carry extra weight equal to half the difference between their actual weight and 130 kg.
 - (2) **Crew** between 130 kg and 140 kg shall sail with the small jib and the small spinnaker and shall not carry extra weight.
 - (3) **Crew** in between 140 kg and 150 kg may use the large jib and the large spinnaker and then shall carry extra weight equal to half the difference between their actual weight and 150 kg.

- (4) **Crew** weighing 150 kg and over may use the large jib and the large spinnaker without carrying any extra weight.

C.3.3 WEIGHTS

- (a) The minimum combined **crew** weight is 115 kg
- (b) They are four categories of **crew** weight:
 - (1) from 115 kg to less than 130 kg
 - (2) from 130 kg to 140 kg
 - (3) from 140 kg to 150 kg
 - (4) above 150 kg
- (c) **Crew** corrector weights shall be of metal and securely fastened on the port side, either to the outside of the front crossbeam or to the strut, , and shall be removable for checking.
- (d) **Crews** may be weighed at Registration for a regatta if stated in NoR and again at any time by the Race Committee.

C.3.4 LONG DISTANCE RACING

- (a) The crew shall be able to re-right the boat after a capsize. They may be asked to demonstrate their ability to do so.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

The **crew** shall wear a **personal flotation device** to the minimum standard EN393, ISO 12402-5 (CE 50 Newtons), USCG Type III, or AUS PFD 2.

C.4.2 OPTIONAL

- (a) Trapeze harness for each member of **crew**
- (b) All other **personal equipment**

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

- (a) MANDATORY
 - (1) One righting line, minimum 4 metres long and 10 mm minimum diameter.
 - (2) One magnetic steering compass.
- (b) OPTIONAL
 - (1) Magnetic compasses.
 - (2) Mechanical timing devices. Mechanical wind indicators.
 - (3) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data.
 - (4) When required by the Notice of Race for long distance courses, organisers may require further equipment, such as VHF, mobile phone, GPS or tracking devices, Emergency Positioning Indicating radio beacons (EPIRB) devices, knife, mirror, whistle, flares, flashlights, first aid set.

C.5.2 NOT FOR USE

(a) MANDATORY

(1) Towing line of 15 metres long and 6 mm minimum diameter.

(b) OPTIONAL

(1) When required in the Notice of Race, one paddle with minimum total length of 1000 mm. The paddle blade shall be minimum 140 mm wide and minimum 250 mm long.

C.6 BOAT

C.6.1 WEIGHT

(a) PLATFORM

(1) The minimum weight of the platform shall be 130 kg.

(2) The platform shall be weighed assembled.

It comprises: the assembled **hulls**, the **hull appendages**, the trampoline, tiller, tiller extension, mainsheet and jib sheet systems, compass(es), **corrector weights** and the righting line and all equipment and control lines normally bolted, screwed or fixed in a permanent manner on the **boat**

(b) BOAT READY TO SAIL

(1) The total weight of the **boat**, ready to sail, shall not be less than 180 kg.

(2) The weight of the **boat** ready to sail shall be the platform as in C.6.1(a) carrying the equipment normally used for navigation.

(3) The weights of the platform (C.6.1(a)) and of the boat ready to sail (C.6.1(b)), each excluding **corrector weights**, and the **certificate** number shall be indelibly written by the measurer in line with Appendix B, Diagrams.

C.6.2 CORRECTOR WEIGHTS

(a) A maximum of 7 kg of **corrector weight** is allowed to comply with both platform and ready to sail minimum weights.

(b) **Corrector weight** shall be securely fastened to the outside on the starboard side of the forward beam or to the strut and shall be removable for checking.

(c) **Corrector weight** shall be of metal.

C.6.3 FLOATATION

(a) It is the responsibility of the **skipper** to ensure at all times the water tightness of the **boat**.

(b) If there is any doubt regarding compliance with C.6.3 (a), an **official measurer**, race committee or jury may order a buoyancy test. If the buoyancy is deemed unsatisfactory, the matter shall be referred to the **certification authority** and the **certificate** may be withdrawn until satisfactory remedial measures have been taken.

C.7 HULLS

C.7.1 FITTINGS

- (a) Hatch covers, and drain bungs if fitted, shall be kept in place when sailing.

C.8 HULL APPENDAGES

C.8.1 FITTINGS

- (a) **Rudder** retention devices capable of retaining **rudder** in event of capsize.

C.8.2 LIMITATIONS

- (a) Only two **daggerboards** or **centreboards** and two **rudders** may be used during an event, except when a **hull appendage** has been lost or damaged beyond repair. Such replacement may only be made with the approval of the Race Committee.
 - (1) The two **daggerboards** or **centreboards** shall be fitted in the daggerboard (centreboard) cases, one in each **hull**
 - (2) The two **rudders** shall be hung on the transoms, one on each transom.
 - (3) The board cases, the **daggerboards** and the **rudders** shall be in the centre plane of the hulls, and the under water parts of the boards and of the **rudders** shall be symmetrical.

C.9 RIG

C.9.1 FITTINGS

- (a) **Sail** and **mast** adjustment fittings may be fitted.

C.9.2 USE

- (a) When stepped the **mast datum point** shall not be more than 120 mm above the top of the front beam.

C.9.3 LIMITATIONS

- (a) Only one **set of spars** shall be used during an event, except when lost or damaged beyond repair.
- (b) Replacement of damaged **spars** may only be made with the approval of the Race Committee.

C.9.4 BOOM

- (a) The **boom**, if fitted, may have fittings attached.

C.9.5 BOWSPRIT

- (a) The **bowsprit** shall be fixed in a fore and aft position and shall not be adjustable while sailing.
- (b) The **bowsprit** may have fittings attached.

C.9.6 STANDING RIGGING

- (a) It is NOT permitted to adjust: mast rake, tension of standing rigging, angle or length of spreaders or diamond wire tension.
- (b) The **forestay** shall be attached on the centreline of the **boat**.
- (c) Trapeze wires may have adjustable height.

C.9.7 RUNNING RIGGING

- (a) **Running rigging** shall be led outside the **mast spar**.
- (b) With the exception of C.9.6 (a), the way of leading **running rigging** is optional.

C.10 SAILS

C.10.1 LIMITATIONS

- (a) The **sail** plan shall consist of 1 **mainsail**, 1 jib, 1 spinnaker which shall be carried aboard. No sail shall be replaced during a regatta, except when a **sail** has been lost or damaged beyond repair, then only with permission of the Race Committee. The Race Committee shall then remove or cross out any event limitation mark attached to the replaced **sail**.
- (b) **Sails** shall not be altered in any way except as permitted by these **rules**.
- (c) Routine maintenance is permitted without re-measurement and **re-certification**.
- (d) Sails shall be allocated to crews with different weight categories according to C.3.2 (b).

C.10.2 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS Appendix G.

(b) USE

- (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.
- (2) The **luff** bolt rope shall be in the **spar** groove.
- (3) The **mainsail** may be loose footed.

C.10.3 JIB

(a) USE

- (1) The **sail** shall be set on the **forestay**.
- (2) The **tack point** shall not be fixed below the apex of the bridle wire.

C.10.4 SPINNAKER

(a) USE

- (1) The **sail** shall be set between the **mast** and the **bowsprit**.

Section D - Hulls

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shells
- (b) Front beam
- (c) Rear beam
- (d) Trampoline

D.1.2 OPTIONAL

- (a) Bulkheads
- (b) Sub-decks
- (c) Fittings

D.2 GENERAL

D.2.1 RULES

The **hull** shall comply with the **rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

Only the controls, measurements and calculations made by a measurer recognized by the IF18CA, a MNA or ISAF are considered valid.

D.2.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the **hull**.
- (b) Sealing strips of any suitable material for centreboard/daggerboard slots are permitted.
- (b) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**, providing that the intention and the effect is to polish the hulls only.
- (c) Each **hull** shall have at least one inspection hatch. All other fittings are optional

D.2.4 IDENTIFICATION

- (a) Hulls shall have a serial number.
- (b) From 1st November 2009, all new **hulls** shall carry the ISAF Plaques permanently placed on the transoms or on the inside of the hulls just below the rear beam.

D.2.5 BUILDERS

- (a) A licence is not required.

D.3 HULL SHELLS

D.3.1 MATERIALS

- (a) The hull shells shall be built from polyester or vinylester resin, glass fibres, core of PVC or balsa or felt. The combination of wood-epoxy, injected plastic, which shall not be altered, other than locally for fittings, and passage of equipment and normal reinforcement. Epoxy glue is permitted for joining components. Every material that is not expressly permitted is prohibited.

D.4 BEAMS

D.4.1 MANDATORY

- (a) Front Beam
- (b) Rear beam

D.4.2 CONSTRUCTION

- (a) The beams shall be made of extruded aluminium profiles of constant section.
- (b) The curvature of the beams shall be limited to a maximum of 15 mm.
- (c) The **mast** pivot on the front beam shall be fixed on the centreline of the boat.
- (d) The front beam may have a strut and tie of optional material, excluding carbon.
- (e) The rear beam may incorporate a mainsail traveller track.
- (f) The front beam may incorporate a jib traveller track and/or a self tacking system, and sail adjustment fittings.
- (g) A local reinforcement is permitted inside the main beam for the mast step.
- (h) Local reinforcements are permitted inside the front beam and the rear beam for supporting fixing bolts.
- (i) The **mast** step shall be in a fixed position
- (j) The beams may accommodate adjustment fittings
- (k) Any holes for fittings may only be as large as necessary to house the fittings.

D.5 TRAMPOLINE

D.5.1 MATERIALS

- (a) The type of material used is optional; however, netting is not permitted.

D.5.2 CONSTRUCTION

- (a) A single trampoline, which may be in separate sections, shall cover the area between the front beam and the rear beam.
- (b) Fittings for the attachment of the trampoline are optional.
- (c) A spinnaker bag is permitted.
- (d) Storage bags and pouches are permitted.

D.6 ASSEMBLED HULLS

D.6.1 CONSTRUCTION

- (a) The **hulls** shall be joined rigidly by a front beam and a rear beam.
- (b) Non slip surfaces, built in or applied to the **hulls**, are allowed.

D.6.2 DIMENSIONS

- (a) The maximum **hull length** shall be 5.52 m.
- (b) The maximum **boat beam** shall be 2.60 m.

D.6.3 FITTINGS

- (a) MANDATORY
 - (1) Shroud fittings attachments.
 - (2) Forestay bridle fittings attachments.
 - (3) Bowsprit fittings attachments.

- (b) OPTIONAL
 - (1) Fittings for the attachment of the trampoline.
 - (2) Fittings for adjustment of sails and rig.
 - (3) Foot loops, toe straps, trapeze gear, crew restraining line.
 - (4) Fittings for rudders.
 - (5) Centreboard/daggerboard retention/placement fittings.
 - (6) Inspection hatches.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

- (a) **Rudders**
- (b) **Tillers**
- (c) **Tiller** connecting bar
- (d) **Rudder** pins or pintles
- (e) **Rudder** gudgeons.

E.1.2 OPTIONAL

- (a) **Centreboard**
- (b) **Daggerboard**
- (c) **Tiller** extension.

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **Class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning and sanding is permitted without re-measurement and **re-certification**. See RRS 53.

E.2.3 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify hull appendages** and shall number the **certification mark**.

E.2.3 MANUFACTURERS

- (a) Licence is not required to manufacture **hull appendages**.

E.3 CENTREBOARD/DAGGERBOARD

E.3.1 RULES

- (a) There shall be a maximum of one **centreboard/daggerboard** per hull.
- (b) The **centreboard/daggerboard** shall comply with the **class rules** in force at the time of the **certification**.

- (c) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify centreboards/daggerboards** and shall write the **certificate** number on the **certification mark**.

E.3.2 MATERIALS

- (a) The **centreboards/daggerboards** may be made using epoxy resin, carbon, wood, glass fibre, foam plastics, resins, paints, glues and metal fastenings.

E.3.3 CONSTRUCTION

- (a) The **daggerboards/centreboards** shall have no moving parts.
- (b) The cross section of each **centreboard/daggerboard** shall be symmetrical about its fore and aft centre line.
- (c) The centre of mass of the **daggerboards** shall be above 50% of the length of the board measured from the top of the daggerboard. Ballast or mass of whatever nature is not permitted.

E.3.4 WEIGHTS

- (a) The maximum weight of each **centreboard/daggerboard** is 5.5 kg. The weight of each **centreboard/daggerboard** shall be noted on the measurement form.

E.3.5 FITTINGS

- (a) Pivot bushings, height restraining or adjusting systems may be fitted.

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 RULES

- (a) The **rudder** blade shall comply with the **rules** in force at the time of **certification**.

E.4.2 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify rudder** blades and shall write the **certificate** number on the **certification mark**.

E.4.3 MATERIALS

- (a) **Rudder** blade may be made using epoxy resin, carbon, wood, glass fibre, foam plastics, resins, paints, glues and metal fastenings.
- (b) Materials for the **rudder** stock are optional, except carbon.
- (c) Materials for the tiller extension are optional.
- (d) The tiller cross bar shall be made of aluminium profile of constant section.
- (e) The tiller cross bar may have reinforcement in the central fittings.
- (f) The tiller cross bar may have reinforcement to support connection to tiller arms.

E.4.4 CONSTRUCTION

- (a) The centre of mass of the **rudders** shall be above 50% of the length of the board measured from the top of the board. Ballast or mass use of whatever nature is not permitted.
- (b) The cross section of each **rudders** shall be symmetrical about its fore and aft centre line.

E.4.5 FITTINGS

(a) MANDATORY

(1) 2 rudder fittings

(b) OPTIONAL

(1) 2 gudgeons.

(2) 2 pins or pintles.

(3) Pivoting and/or lowering systems.

E.4.6 WEIGHTS

(a) The minimum weight of each rudder assembly comprising blade, stock with fittings and tiller is 3 kg. For rudders built before 1st January 1996 **corrector weights** may be added to achieve the minimum weight. The controlled weight shall be noted on the measurement form.

Section F - Rig

F.1 PARTS

F.1.1 MANDATORY

(a) **Mast**

(b) Standing **rigging**

(c) Running **rigging**

(d) **Bowsprit**

F.1.2 OPTIONAL

(a) **Boom**

F.2 GENERAL

F.2.1 RULES

(a) The **spars** and their fittings shall comply with the **rules** in force at the time of **certification** of the **spar**.

(b) The standing and running **rigging** shall comply with the **Class Rules**.

(c) The **boom** (if fitted), **bowsprit**, standing and all running **rigging** shall comply with the **Class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Spars** shall not be altered in any way except as permitted by these **Class Rules**.

(b) Routine maintenance such as cleaning and minor repairs is permitted without re-measurement and **re-certification**.

F.2.3 CERTIFICATION

(a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify spars** and shall write the **certificate** number on the **certification mark**.

(b) **Certification** of standing and running **rigging**, **bowsprit** and **boom** is not required.

(c) Each **mast** shall have a **certification mark** on the starboard side.

F.2.4 MANUFACTURER

- (a) Licence is not required to manufacture **spars**.

F.2.5 DEFINITIONS

- (a) MAST DATUM POINT

The **mast datum point** is located at the front edge of the mast **spar**, on the longitudinal axis, on the lower end of the profile. See Appendix B.

F.2.5 DIMENSIONS

- (a) The distance between the top of the front beam and the **mast datum point** shall not exceed 120mm.

F.3 MAST

F.3.1 CONSTRUCTION

- (a) The **mast** extrusion shall be made of aluminium and shall be of constant section throughout its length.
(b) The **mast** shall have one fixed sail groove, which shall be integral with the **mast spar** and shall be of the same material.
(c) The **mast** shall have one masthead fitting, which shall include the mainsail sheave and locking device.
(d) The **mast** shall have heel fitting attached.
(e) The **mast** pivot shall be fixed on the centreline of the front beam.
(f) **Forestay**, diamond wires and shroud tension/rake adjustment devices or fittings are permitted

F.3.2 DIMENSIONS

- (a) The **mast** shall be watertight from 450 mm above the **mast datum point** upwards.

Table with 2 columns: Measurement and Maximum. Rows include Mast spar circumference (385 mm), Upper point height (8980 mm), Shroud Height (6750 mm), and Spinnaker hoist height (8150 mm).

F.3.3 FITTINGS

- (a) MATERIALS

(1) Carbon fibre may be used in the construction of fittings

- (b) MANDATORY

(1) One masthead fitting which shall include mainsail halyard sheave and locking device.

(2) Heel fitting.

(3) Hounds fittings.

- (c) OPTIONAL

(1) Pair of spreader bars and fittings.

(2) Diamond stay attachment and adjustment fittings

- (3) Spinnaker halyard guide
- (4) Spinnaker halyard block and attachments
- (5) Gooseneck fittings
- (6) Mast rotation control fittings
- (7) Mast may have reinforcement at fittings points
- (8) Cunningham downhaul fittings

F.4 BOOM

F.4.1 MATERIALS

- (a) The **boom**, if fitted, shall be made of extruded aluminium of constant section

F.4.2 CONSTRUCTION

- (a) The **boom** extrusion may include a fixed sail groove or track which may or may not be integral with the boom but shall be of the same material.

F.4.3 FITTINGS

- (a) Fittings are optional.

F.5 BOWSPRIT

F.5.1 RULES

- (a) The **bowsprit** shall be on the longitudinal centreline of the boat.
- (b) The **bowsprit** shall be attached to the front beam.

F.5.2 MATERIALS

- (a) The **bowsprit** shall be made of aluminium of constant section.

F.5.3 CONSTRUCTION

- (a) The **bowsprit** shall have an end cap that is smooth, rounded and blunt.
- (b) The **bowsprit** may be fitted with a spinnaker retrieval system. This system may not be of carbon fibre on boats certified after 1 January 2007.

F.5.4 FITTINGS

- (a) MANDATORY
 - (1) Attachment points to hulls.
- (b) OPTIONAL
 - (1) Adjustment fittings.
 - (2) Wind indicator(s).

F.5.5 DIMENSIONS

- (a) The length of the **bowsprit** shall not exceed the distance from the centre of the front beam to a vertical line touching the most forward part of the hull plus 800 mm, with the **bowsprit** measured when horizontal.

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The **standing rigging** shall be of stainless steel.
- (b) Fittings may be made from or include carbon fibre in their construction.

F.6.2 CONSTRUCTION

(a) MANDATORY

- (1) A **forestay** and bridles of 1 x19 or 1 x 7 stranded wire of minimum diameter of 3mm.
- (2) **Shrouds** of 1 x 19 or 1 x 7 stranded wire of minimum diameter of 3mm.
- (3) Trapeze wires of stranded wire and minimum diameter of 2.5mm.
- (4) Dyform® or similar construction is prohibited.

(b) OPTIONAL

- (1) A pair of diamond wires

F.7 RUNNING RIGGING

F.7.1 MATERIALS

- (a) Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard.
- (2) Mainsail sheet.
- (3) Jib halyard.
- (4) Jib sheet.
- (5) Spinnaker halyard.
- (6) Spinnaker sheets.
- (7) **Bowsprit** setting and retraction lines.

(b) OPTIONAL

- (1) Rig adjustments
- (2) Sail adjustments

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Jib
- (c) Spinnaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify** all sails.

G.2.3 DEFINITIONS

The sails corresponding to the different weight categories of crew (C.3.3) shall be identified as follows:

- (1) Large Jib with a maximum area of 4.15 m²
- (2) Small Jib with a maximum area of 3.45 m²
- (3) Large Spinnaker with a maximum area of 21 m²
- (4) Small Spinnaker with a maximum area of 19 m²

G.2.4 SAILMAKER

- (a) Licence is not required to manufacture sails.
- (b) From 1st July 2007, the material of the **body of the sail** shall be indelibly marked, plaque or label, near the **tack point** by the sail maker together with the year date, the material from which the **sail** was made and a serial number.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The Class insignia shall conform with the dimensions and requirements as detailed and be placed in accordance with the diagram contained in Appendix B.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist only of polyester materials as detailed in the Mainsail Sailcloth Appendix.
- (b) **Stiffening** shall not incorporate carbon fibre and may consist of:
 - (1) Corner boards
 - (2) Battens
- (c) **Sail reinforcement** shall comply with Mainsail Sailcloth Appendix.

G.3.4 CONSTRUCTION

- (a) The construction shall be **soft sail, single-ply sail**.
- (b) The **body of the sail** shall consist of the same woven and/or laminated ply throughout with the exception of the **window** which may be different.
- (c) The number of **batten pockets** is optional.
- (e) The following are permitted: stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, reefing points, battens, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (f) From 4 March 2008, a **window** of a minimum of 1 m² shall be placed in the lower third of the sail. This **window** shall comply with the Sailcloth Appendix.

G.3.5 DIMENSIONS

	Minimum	Maximum
Sail area (including the side area of the mast spar)	-	17 m ²
Top width	-	1000 mm
Upper width at upper leech point 1500 mm from head point	-	1290 mm
Batten pocket width:		
inside	-	25 mm
outside	-	30 mm
The angle between the luff and the head	-	90°
Window area (from March 2008) to be placed in lower third of sail	1.0sqm	

G.4 JIB

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist only of polyester materials as detailed in Jib Sailcloth Appendix.
- (b) **Stiffening** shall not incorporate carbon and may consist of:
 - (1) Corner boards
 - (2) Battens
- (c) **Sail reinforcement** shall comply with Jib Sailcloth Appendix.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.
- (b) The **body of the sail** shall comply with Sailcloth Appendix.
- (c) The jib may have either:
 - (1) A maximum of four **batten pockets**, no external part of which exceeding 250 mm from the **leech**.
 OR:
 - (2) From 1st March 2007, a maximum of three full length **batten pockets**, which shall have no moving parts and be made of glass fibre.
- (d) The **leech** shall not be convex.
- (e) The following are permitted: stitching, glues, tapes, corner eyes, headboard with fixings, Cunningham eye or pulley, zips, Velcro and sleeve luffs, battens, **batten pocket patches**, batten pocket elastic, batten pocket end caps, leech line with cleat, tell tales, one window and items as permitted or prescribed by other applicable *rules*.
- (f) From 4 March 2008, a **window** of a minimum of 0.3 m² shall be placed in the lower third of the sail. This **window** shall comply with the Sailcloth Appendix.

G.4.3 DIMENSIONS

	Minimum	Maximum
Sail area (small jib)	-	3.45 m ²
Sail area (large Jib)	-	4.15 m ²
Top width	-	50 mm
Batten pocket width:		
outside	-	25 mm
Window area	0.3 m ²	-

G.5 SPINNAKER

G.5.1 MATERIALS

- (a) The **ply** fibres shall consist only of nylon or polyester materials as detailed in Spinnaker Sailcloth Appendix.
- (b) **Sail reinforcement** shall comply with Spinnaker Sailcloth Appendix.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail.**
- (b) **Primary and secondary reinforcement** is permitted at the **sail corners** and the recovery points, and have to comply with the Sailcloth Appendix.
- (d) The following are permitted: stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, leech lines and items as permitted or prescribed by other applicable *rules*.
- (e) The area and the dimensions of the spinnaker (SL1, SL2, SMG, SF) shall be written in an indelible manner near the starboard tack.

G.5.3 DIMENSIONS

	Minimum	Maximum
Sail area (Small Spinnaker)	-	19 m ²
Sail area (Large Spinnaker)	-	21 m ²
Ratio of half width / foot length	75%	-

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PART III – APPENDICES

APPENDIX A. CLOTH LIST (ISSUED MARCH 2010)

APPENDIX B. CLASS DRAWINGS

**APPENDIX C. CHAMPIONSHIP RULES (TO BE PRESENTED TO
IF18CA COUNCIL IN DECEMBER 2009.)**

Appendix A for F18 rules.

Revised Formula 18 Cloth list - March 2010

[Mainsail and jib](#)
[Spinnaker](#)
[Window Material](#)
[Reinforcement](#)

Agreed by all [registered F18 Sailmakers](#) and F18 Technical Committee following Dec. 2009 Paris meeting

Submitted to ISAF Class Rules Sub Committee on **17 March 2010**

Mainsail			
Manufacturer	Cloth	Materials used	Laminate
Bainbridge	Diax 60 P LSP	Dacron	1.5 mil
Bainbridge	Diax 120 P	Dacron	1.5 mil
Bainbridge	Diax 180 P	Dacron	1.5 mil
Bainbridge	Diax 60 LSP	Pentex	1.5 mil
Bainbridge	Diax 90 LSP	Pentex	1.5 mil
Bainbridge	Diax 130 LSP	Pentex	1.5 mil
Challenge	MPX 06 P	Pentex	1.5 mil
Challenge	MPX 06P- 2.5	Pentex	2.5 mil
Challenge	MPX 12 P	Pentex	1.5 mil
Contender	Polykote,4.46 Ripstop	Dacron	4.8 oz
Contender	RS 5 Polykote	Dacron	5.0 oz
Contender	5.46 Riptop polykote	Dacron	5.4 oz
Contender	Apen 06	Pentex	1.5 mil
Contender	Apen 06	Pentex	2.5 mil
Contender	Apen 06	Pentex	3.0 mil
Contender	Apen 09	Pentex	1.5 mil/2.0 mil still in stock
Contender	Apen 12	Pentex	1.5 mil
Contender	Maxx Pen 09	Pentex	1.75 mil and 1.5 mil
Contender	Maxx Pen 15	Pentex	1.75 mil and 1.5 mil
Dimension Polyant	PX05	Dacron	1.5 mil
Dimension Polyant	PE 05	Pentex	1.5 mil
Dimension Polyant	PE 05	Pentex	3.0 mil
Dimension Polyant	PE10	Pentex	1.5 mil
Dimension Polyant	PX10	Dacron	1.5 mil
Dimension Polyant	PE15	Pentex	1.5 mil
Dimension Polyant	PX15	Dacron	1.5 mil
Dimension Polyant	Flex 08P/Flex 08 Poly	Pentex/Polyester	1.5 mil

Dimension Polyant	Flex 13P/Flex 13 Poly	Pentex/Polyester	1.5 mil
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Jib			
Manufacturer	Cloth	Materials used	Laminate
Bainbridge	Diax 60 P LSP	Dacron	1.5 mil
Bainbridge	Diax 120 P	Dacron	1.5 mil
Bainbridge	Diax 180 P	Dacron	1.5 mil
Bainbridge	Diax 60 LSP	Pentex	1.5 mil
Bainbridge	Diax 90 LSP	Pentex	1.5 mil
Bainbridge	Diax 130 LSP	Pentex	1.5 mil
Challenge	MPX 06 P	Pentex	1.5 mil
Challenge	MPX 06P- 2.5	Pentex	2.5 mil
Challenge	MPX 12 P	Pentex	1.5 mil
Contender	Polykote,4.46 Ripstop	Dacron	4.8 oz
Contender	RS 5 Polykote	Dacron	5.0 oz
Contender	5.46 Riptop polykote	Dacron	5.4 oz
Contender	Apen 06	Pentex	1.5 mil
Contender	Apen 06	Pentex	2.5 mil
Contender	Apen 06	Pentex	3.0 mil
Contender	Apen 09	Pentex	1.5 mil/2.0 mil still in stock
Contender	Apen 12	Pentex	1.5 mil
Contender	Maxx Pen 09	Pentex	1.75 mil and 1.5 mil
Contender	Maxx Pen 15	Pentex	1.75 mil and 1.5 mil
Dimension Polyant	PX05	Dacron	1.5 mil
Dimension Polyant	PE 05	Pentex	1.5 mil
Dimension Polyant	PE 05	Pentex	3.0 mil
Dimension Polyant	PE10	Pentex	1.5 mil
Dimension Polyant	PX10	Dacron	1.5 mil
Dimension Polyant	PE15	Pentex	1.5 mil
Dimension Polyant	PX15	Dacron	1.5 mil
Dimension Polyant	Flex 08P/Flex 08 Poly	Pentex/Polyester	1.5 mil
Dimension Polyant	Flex 13P/Flex 13 Poly	Pentex/Polyester	1.5 mil

Spinnaker			
Manufacturer	Cloth	Materials used	Laminate
Bainbridge	AIRX 700N	Nylon	1.03 oz
Bainbridge	1.5 Ripstop/Now Renamed MP90	Nylon	1.5 oz
Bainbridge	AIRX 900N	Nylon	1.58 oz
Contender	Dynalite/Dynacote	Nylon Silicone	40 grams
Contender	Superkote 75	Nylon	40 grams

Contender	Superkote 80	Nylon	42 grams
Contender	Superkote 90	Nylon	46 grams.
Challenge	Fleetwing	Nylon	0.75 oz
Challenge	Ripstop	Nylon	1.5 oz
Challenge	Elite 40	Coated Nylon	40 grams
Challenge	Elite 45	Coated Nylon	45 grams.
Dimension Polyant	Formulon 75	Nylon	0.94 oz.
Dimension Polyant	Dilon	Nylon	1.0 oz
Dimension Polyant	CHS 32	Nylon	0.75 oz
Dimension Polyant	CHS 90	Nylon	0.90 oz.
Dimension Polyant	SCN 32	Nylon Silicone	0.75 oz.
Dimension Polyant	7722UCP/6611UCP,in Australia	Polyester	

Window material

Any monofilm/polyester, not containing aramid or carbon fibres, not lighter than 3.0 oz

Windows in main and jib shall be placed in the lower third of the sail and be a minimum of 0.3 sq m for jibs and 1.00 sq m for mains.

Mainsail Reinforcements

Any woven polyester, or any sail cloth on the Mainsail list, according to ERS.
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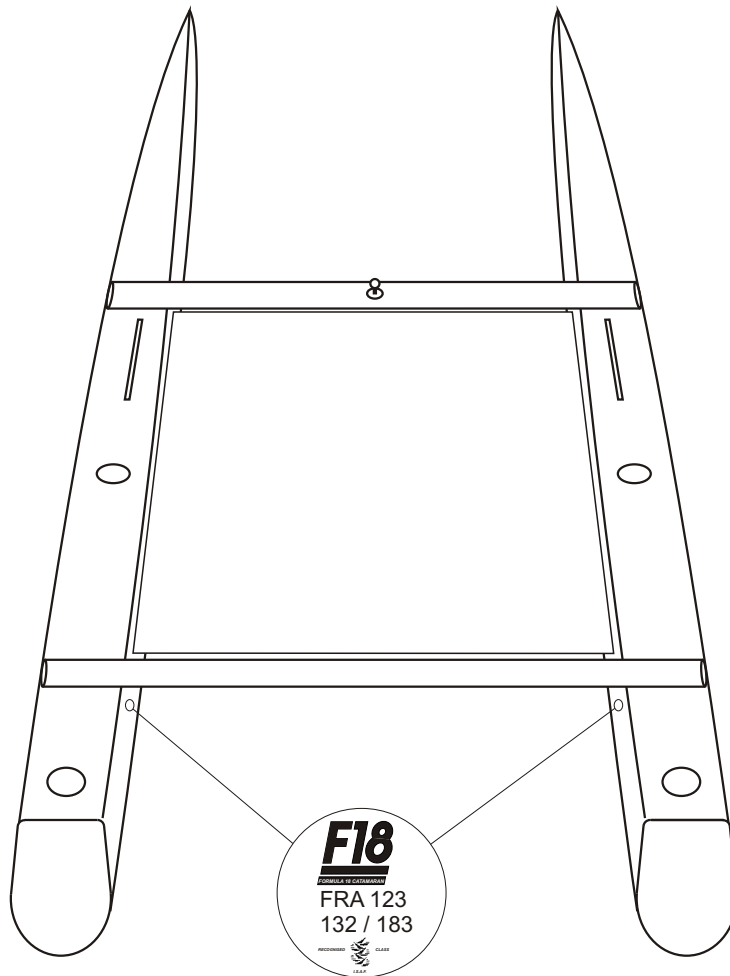
Jib Reinforcements

Any woven polyester, or any sail cloth on the Jib list, according to ERS.

Spinnaker Reinforcements

Any sail cloth on the spinnaker list, according to ERS.

C.6 BOAT
C.6.1 WEIGHT
(b) BOAT READY TO SAIL
(3) Identification

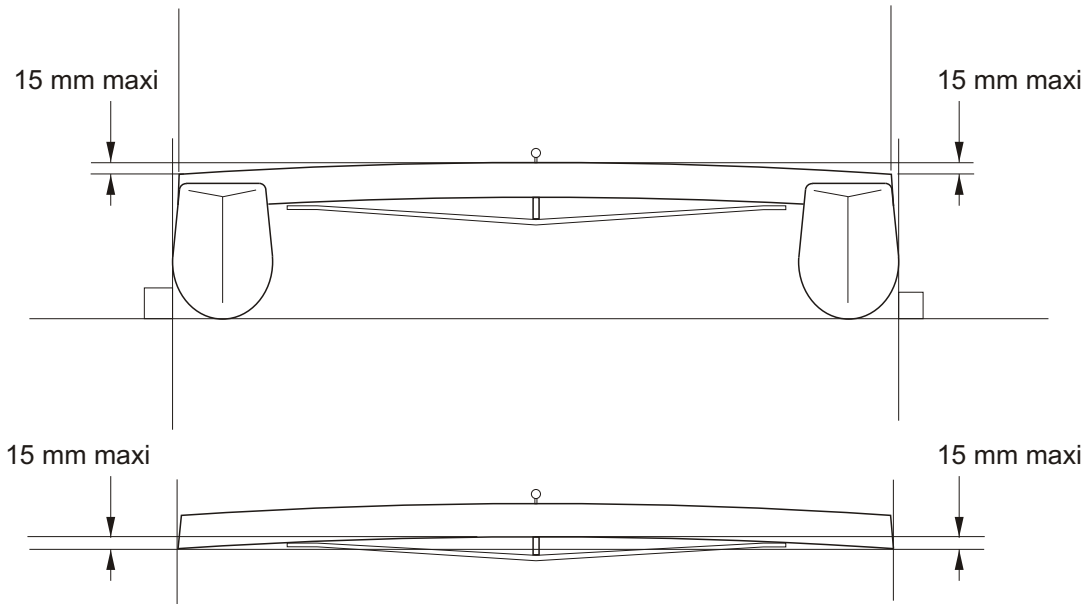


I.F18.A/PCB/06.01

D.4 BEAMS

D.4.2 CONSTRUCTION

D.4.2 (b) The curvature of the beams.

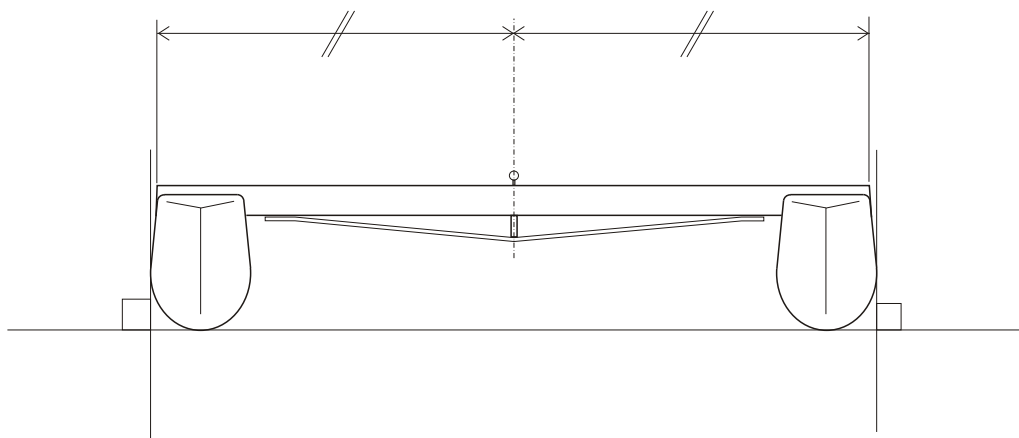


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D.4 BEAMS

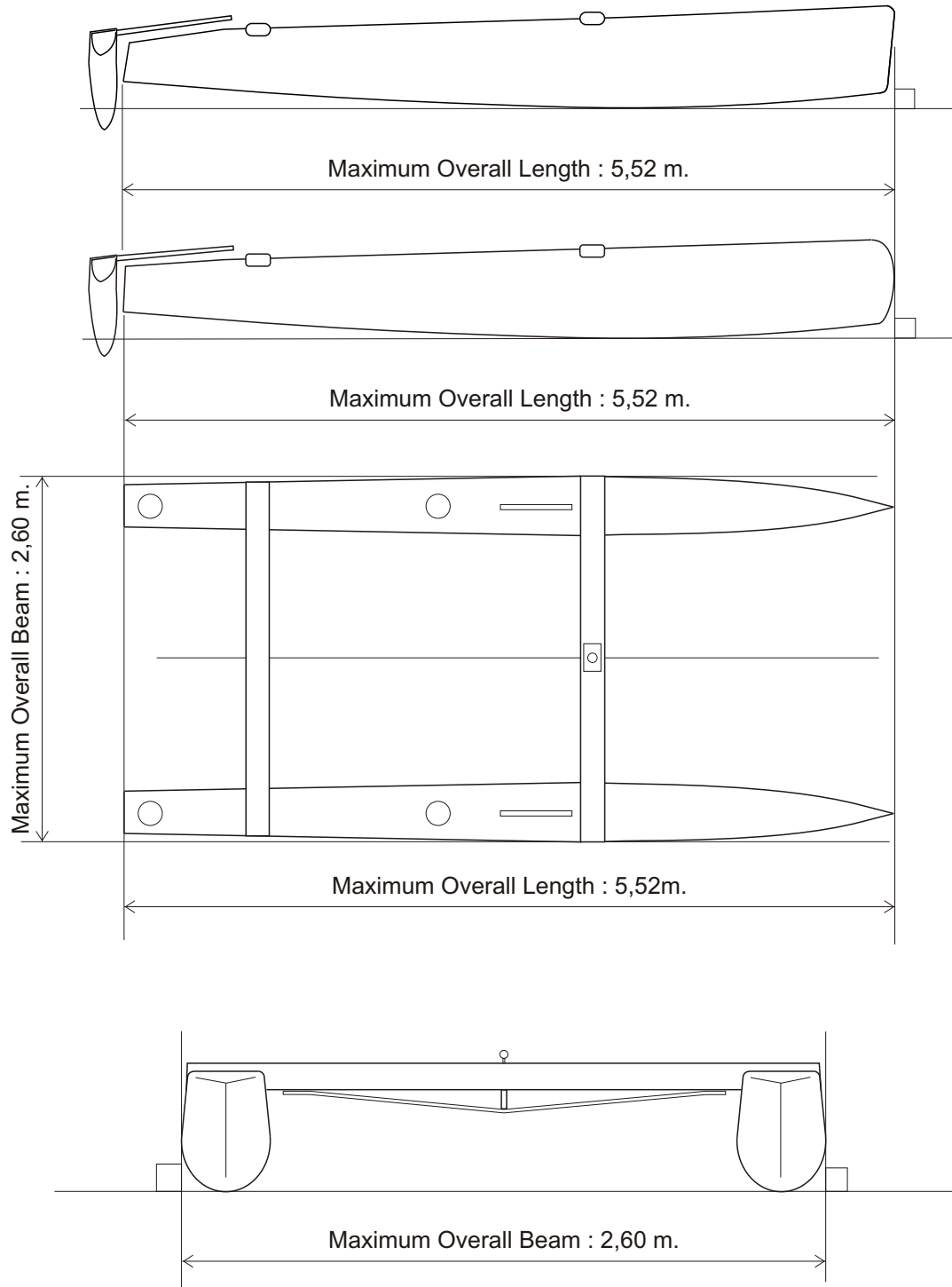
D.4.2 CONSTRUCTION

D.4.2 (c) The mast pivot on the front beam.



I.F18.A/PCB/10.01

D.6 ASSEMBLED HULLS
D.6.2 DIMENSIONS
D.6.2 (a) maximum hull length.
D.6.2 (b) maximum boat beam.



IDENTIFICATION

National Letters

NAT
TAN

Sail Numbers

123
ES1

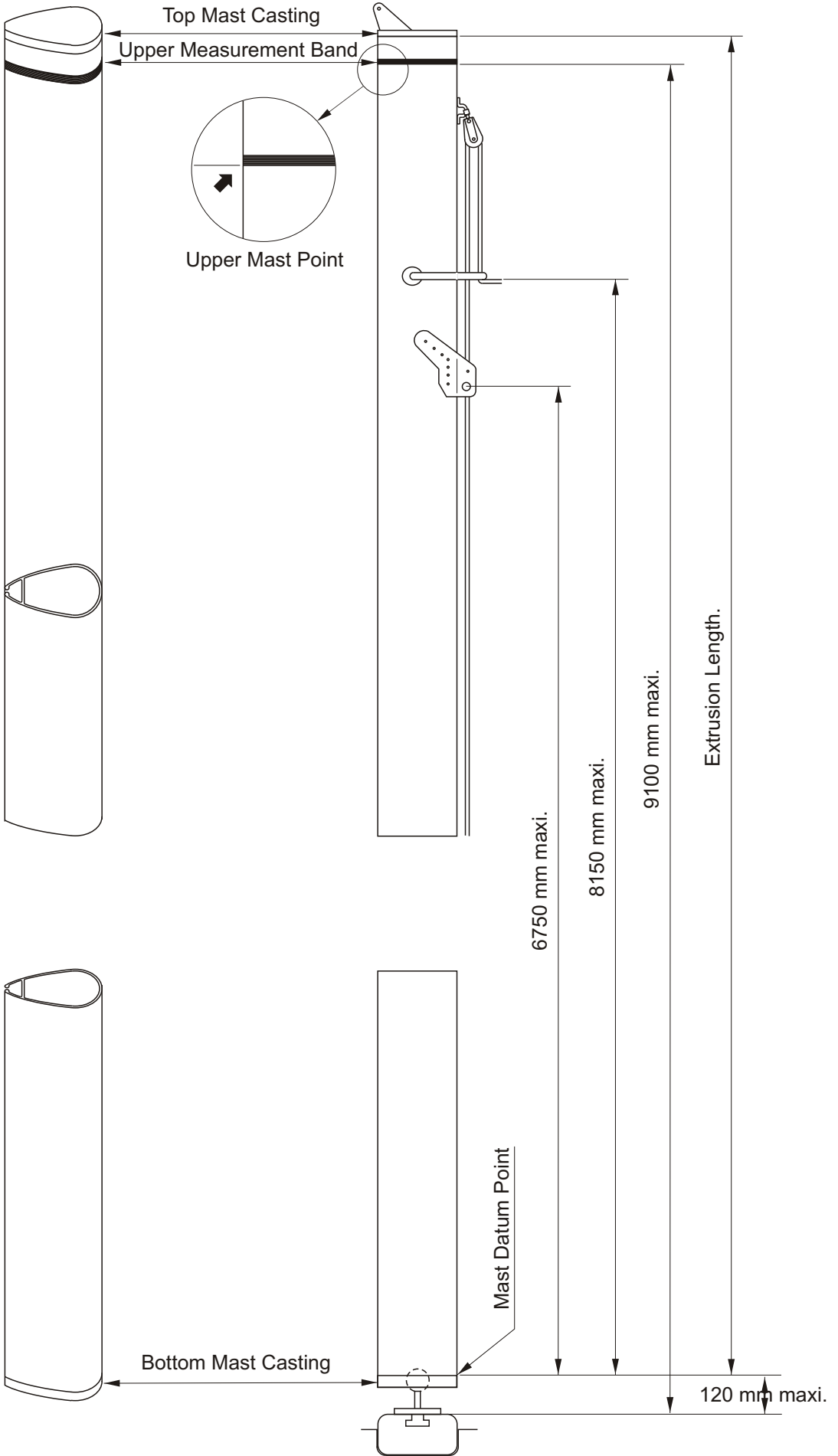


International F18 Association	National Letters	Sail Numbers
	RUDDER 1	

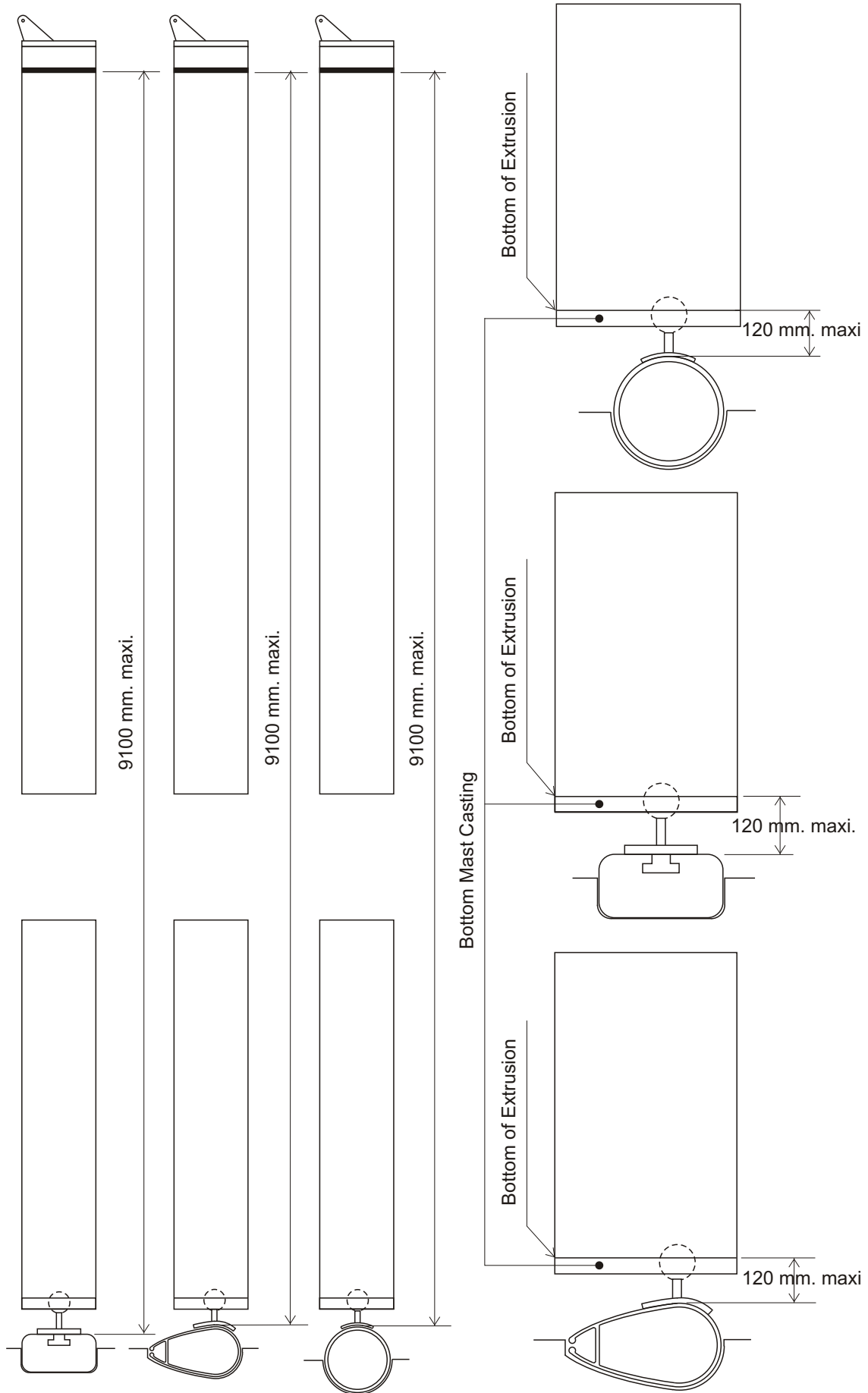
International F18 Association	National Letters	Sail Numbers
	DAGGERBOARD 1	

International F18 Association	National Letters	Sail Numbers
	MAST	

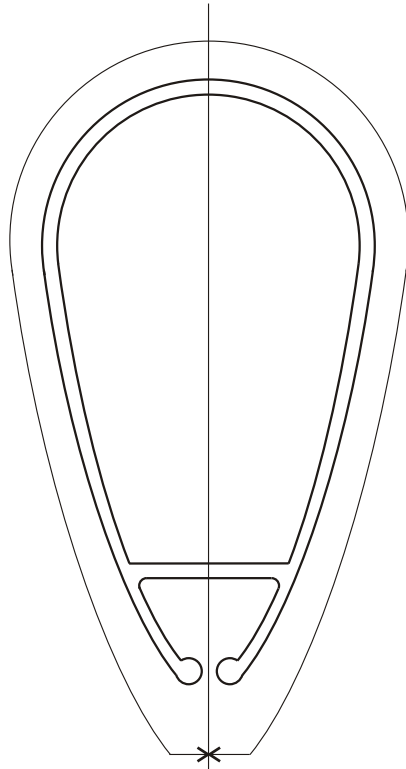
**F.2 GENERAL. F.2.5 (a) Mast Datum Point
F.3 MAST. F.3.2 DIMENSIONS.**



F.3 MAST
F.3.2 DIMENSIONS



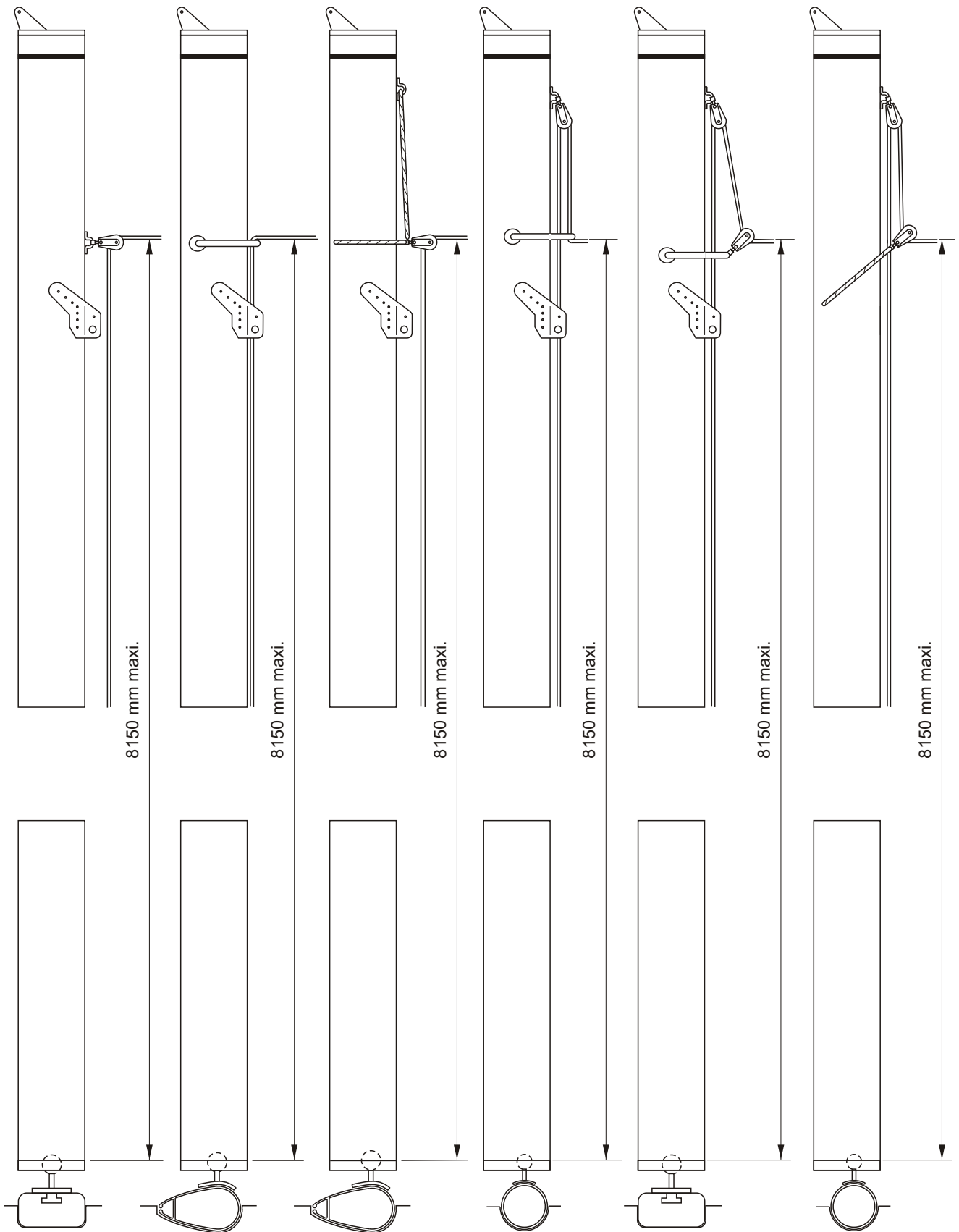
**F.3 MAST
F.3.2 DIMENSIONS
MAST SPAR CIRCUMFERENCE**



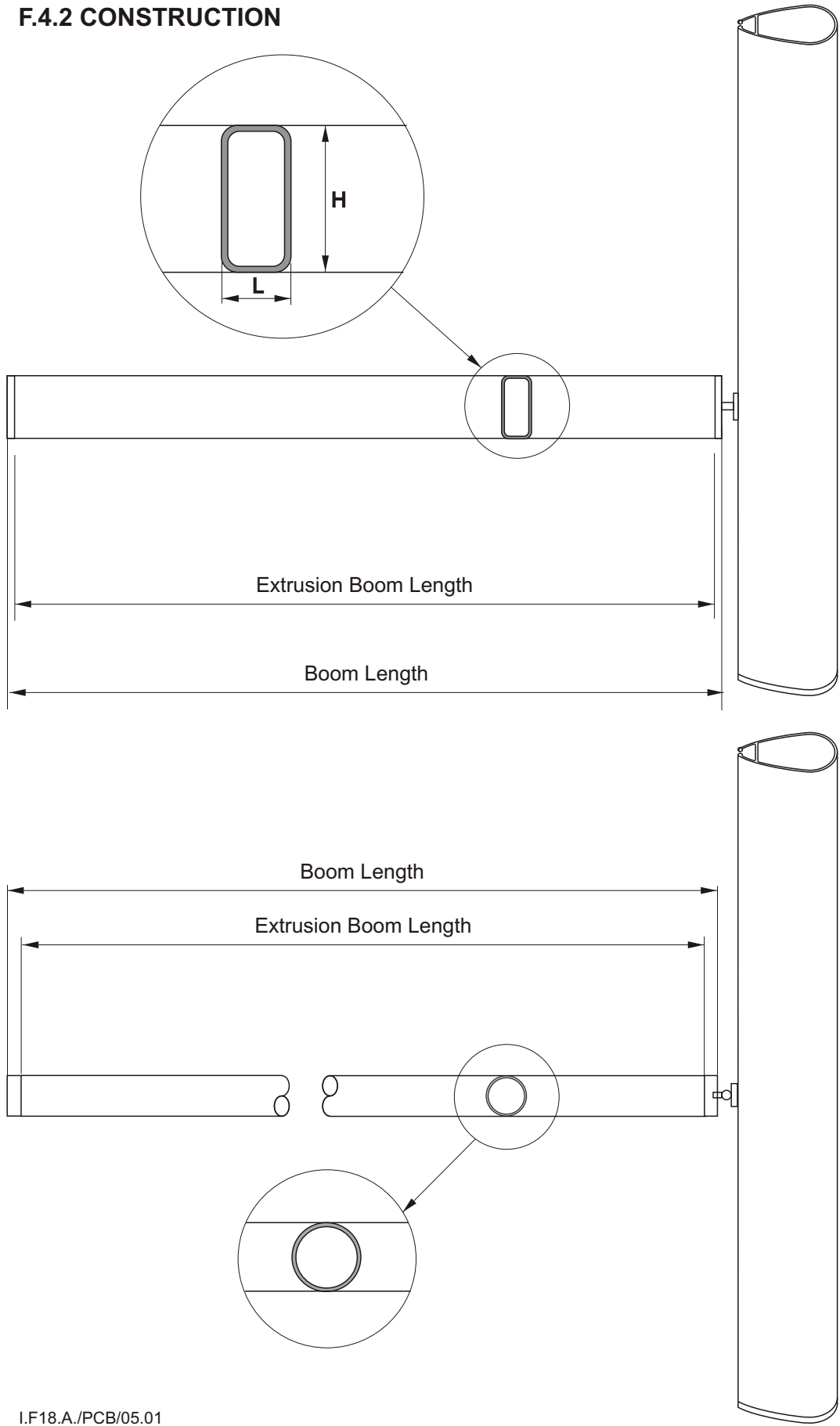
385 mm Maximum

I.F18.A/PCB 01/01

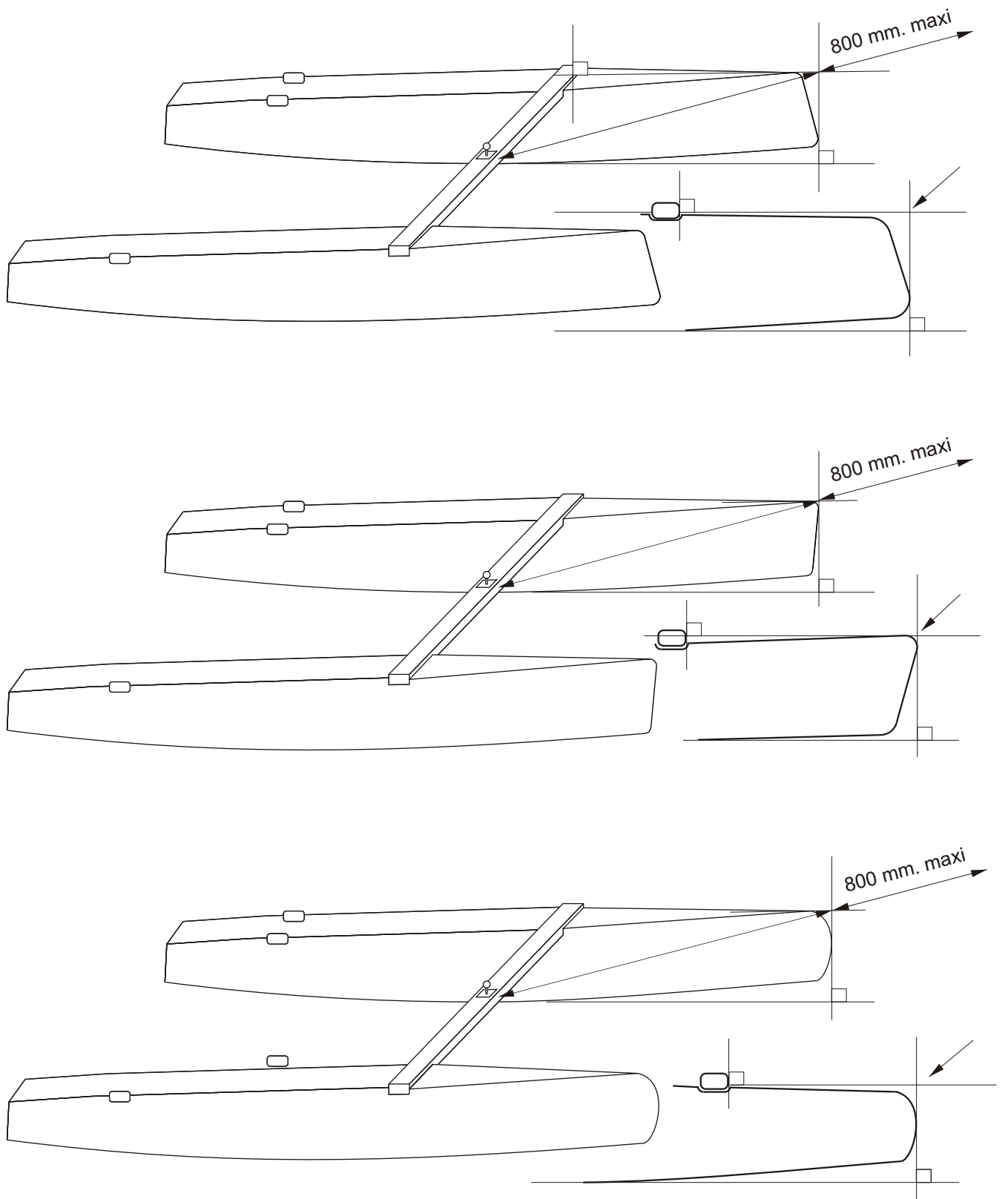
F.3 MAST
F.3.2 DIMENSIONS . SPINNAKER HOIST HEIGHT



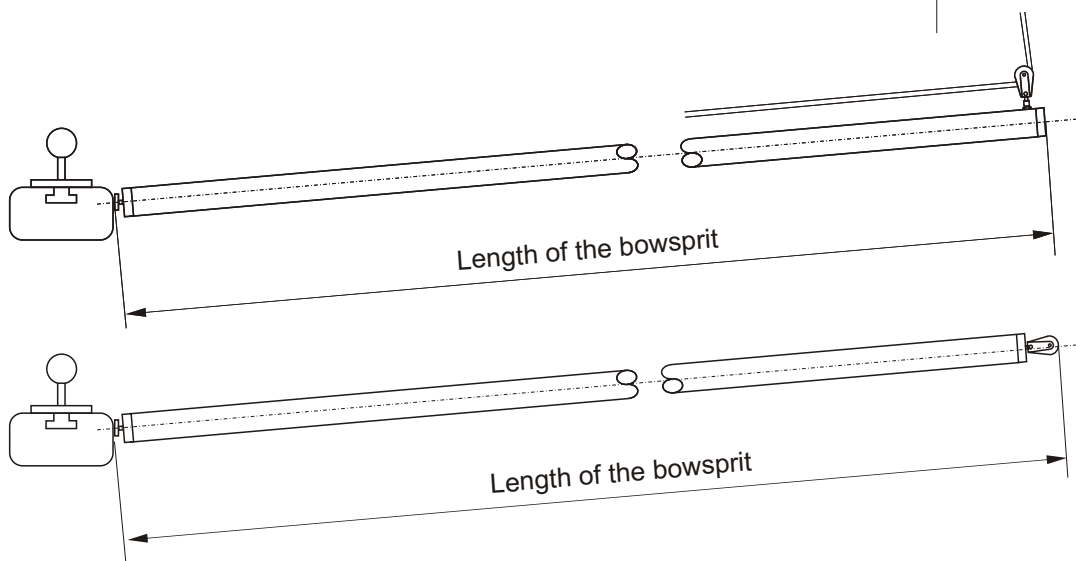
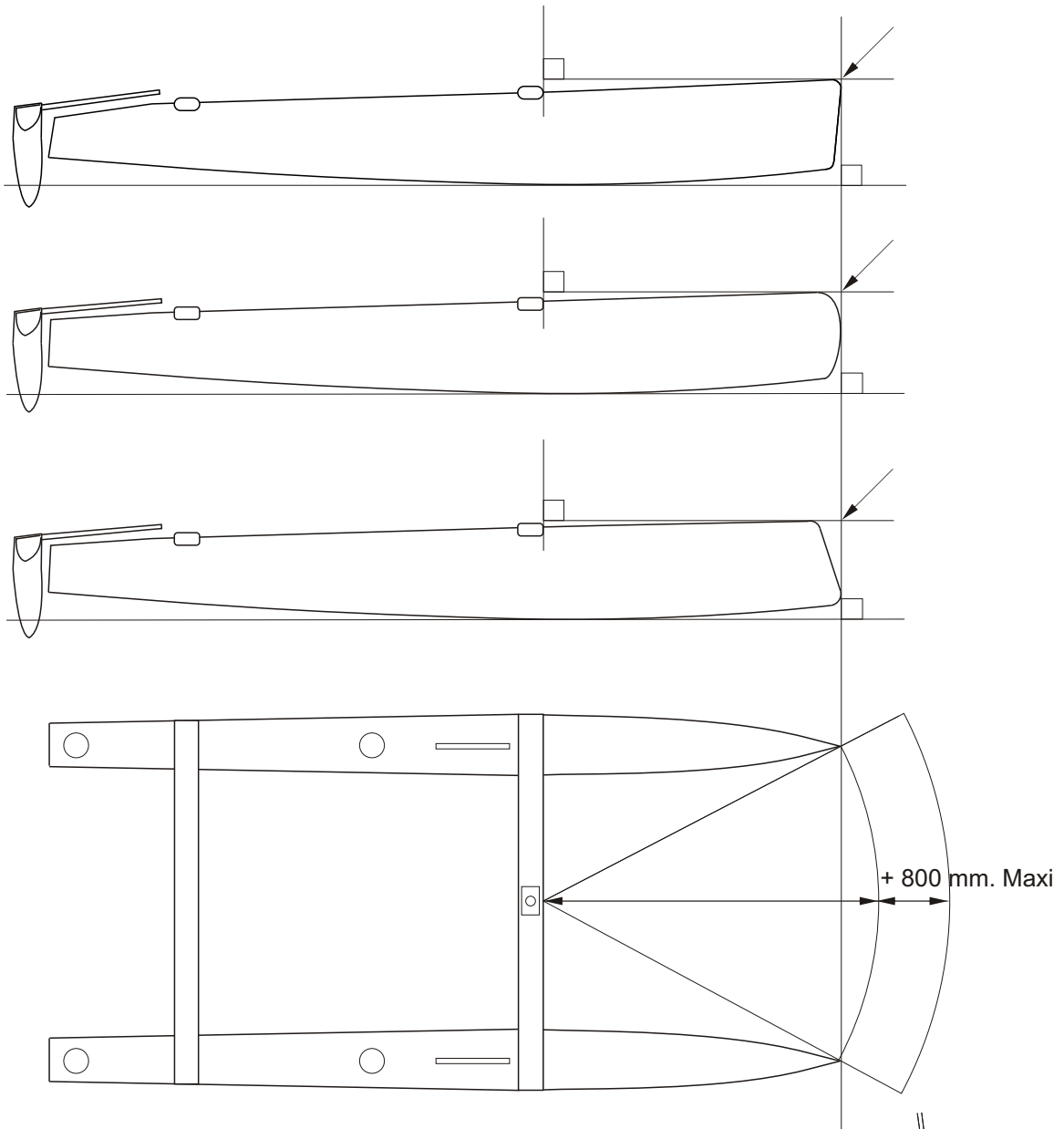
F.4 BOOM
F.4.2 CONSTRUCTION



F.5 BOWSPRIT
F.5.5 DIMENSIONS
F.5.5 (a) The maximum length.

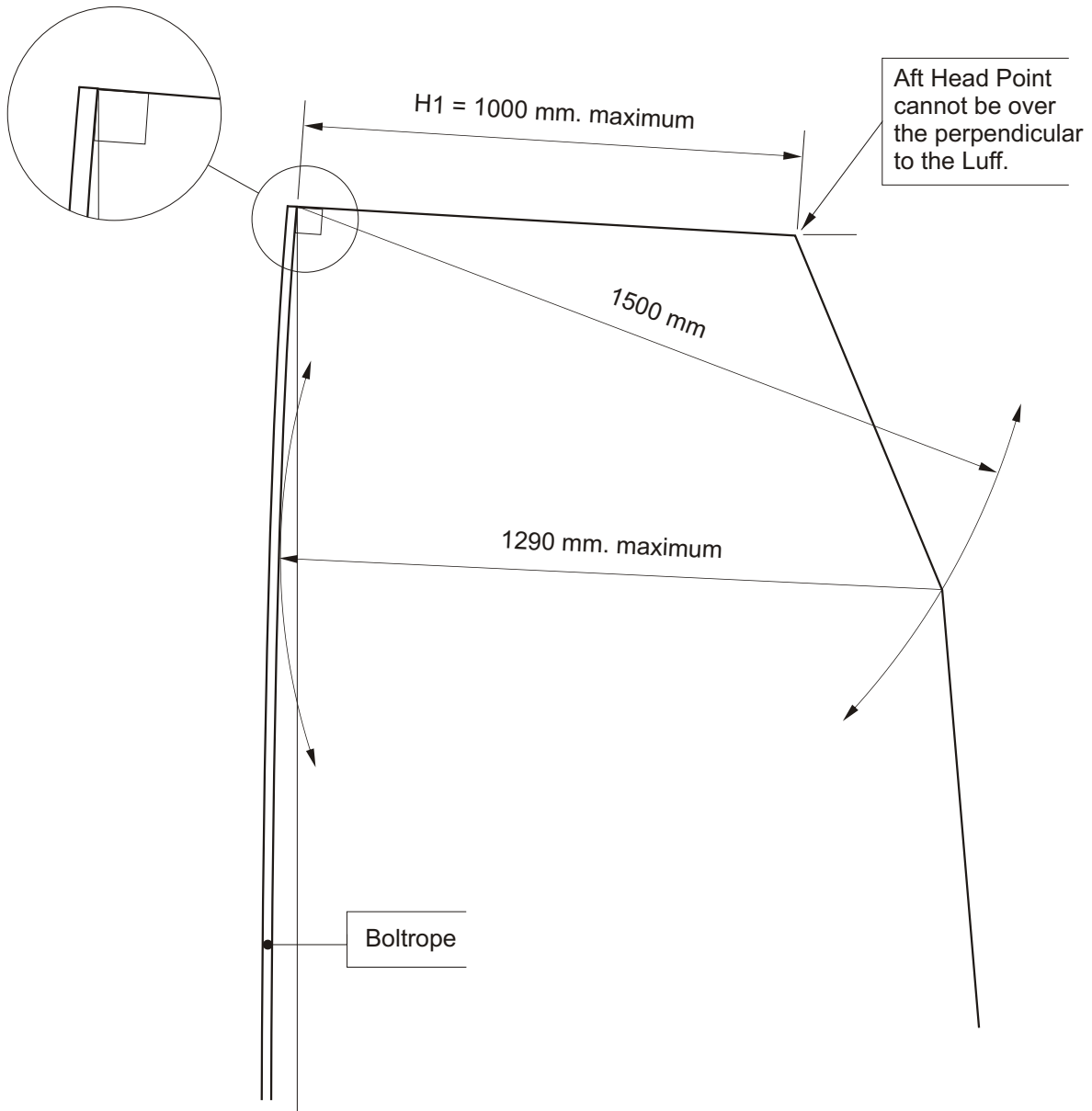


F.5 BOWSPRIT

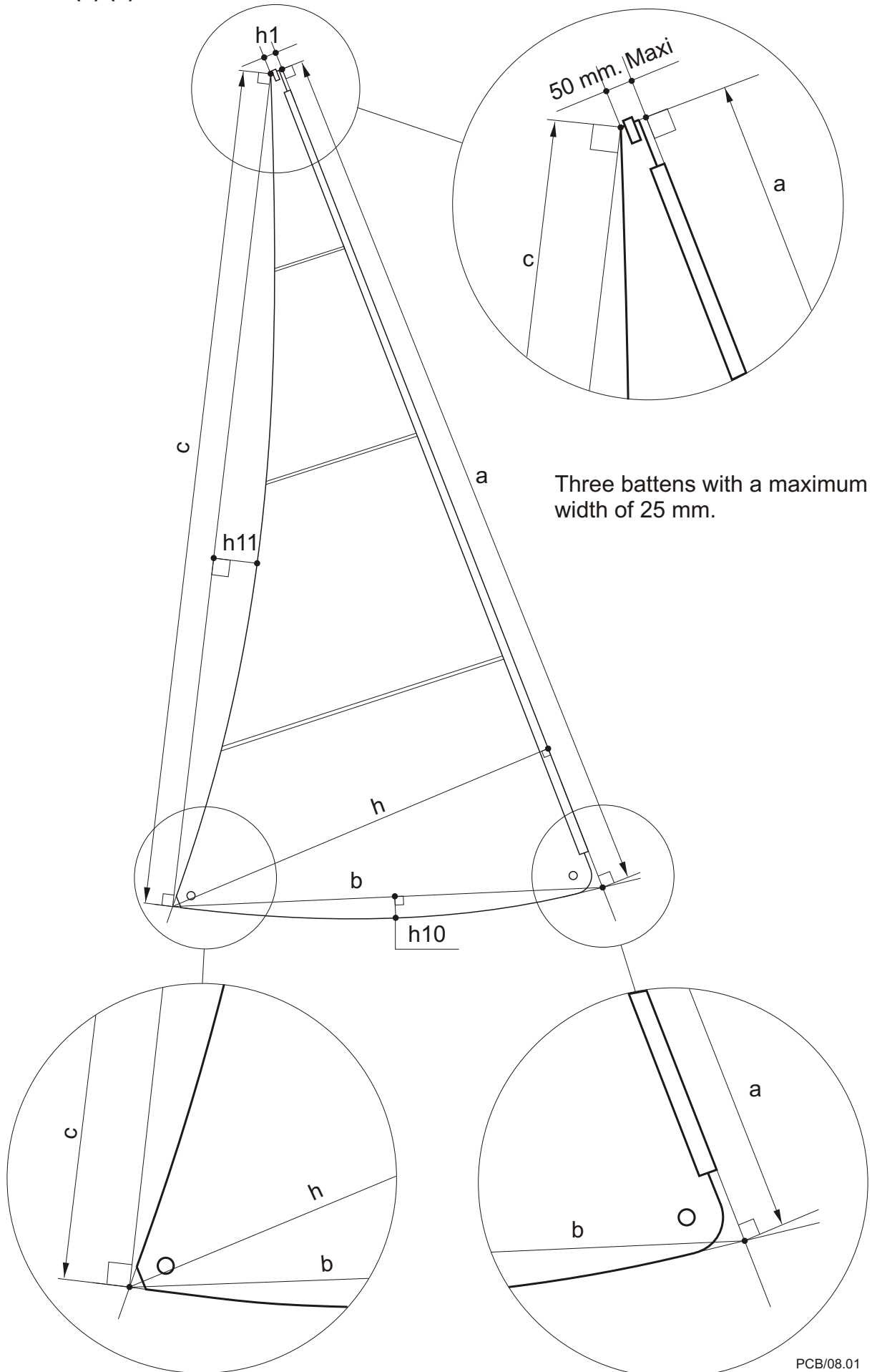


G.3 MAINSAIL

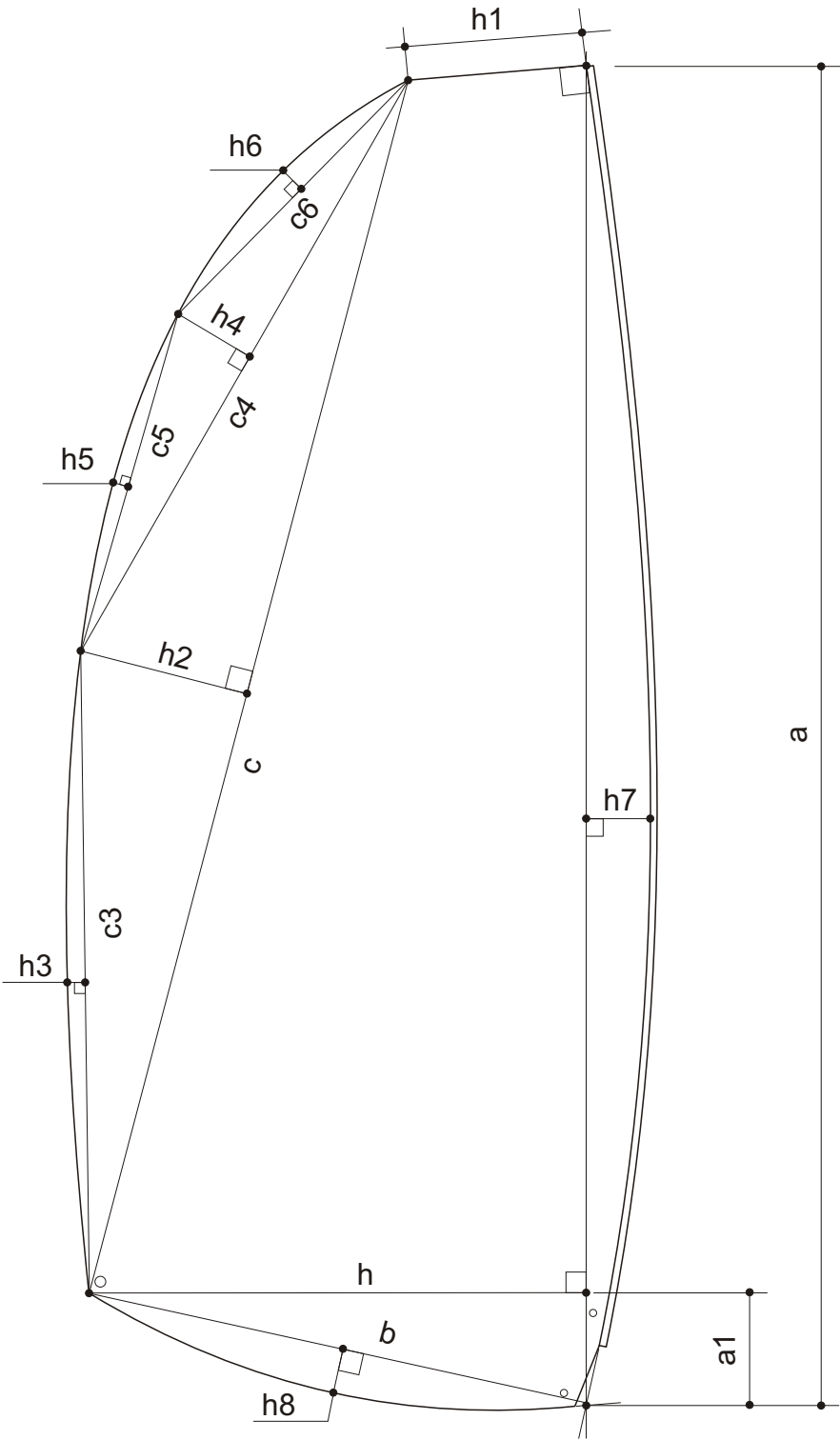
G.3.5 DIMENSIONS



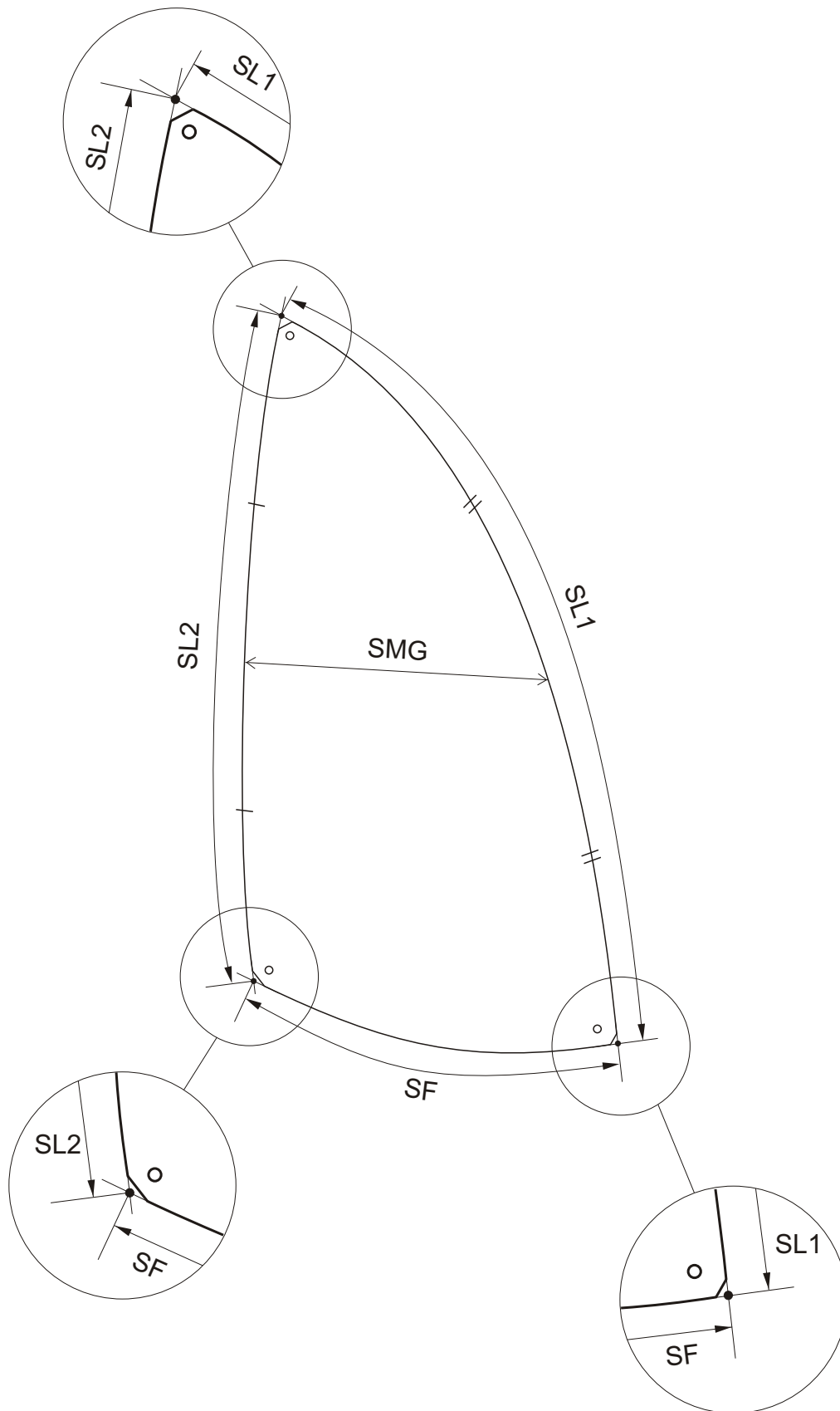
MEASUREMENT PROCEDURE (Jib).
G.4.2 (c) (2) CONSTRUCTION



MEASUREMENT PROCEDURE (Mainsail).



MEASUREMENT PROCEDURE (Spinnaker).



SAIL CORNER MEASUREMENT POINTS AND SAIL EDGES

