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Class Rules

International Formula 18 Class Association



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.

sport / nature / technology



World Sailing
Class Association

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INTRODUCTION

This introduction only provides an informal background and the International Formula 18 Class Rules proper begin on the next page.

The overall objective of the Formula 18 class is to offer popular, exciting, safe, and fair racing in 18-foot catamarans.

The class's further objective is to keep development under control, maintaining a good balance between cost and performance. Being open to any manufacturer (no license is required) promotes competition and keeps costs to sailors to a minimum.

The boat weight allows robust construction, increasing longevity. It also facilitates adding interchangeable parts to the platform, for example for use as a foiling catamaran outside F18 racing.

The use of crew extra weights allows for fairer racing across a wider crew weight range, with more women and youth involved as helms and crews.

Formula 18 assembled hulls, hull appendages, rigs and sails are measurement controlled.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

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.1.3 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.2 ABBREVIATIONS

- A.2.1 WS World Sailing
IF18CA International Formula 18 Class Association
NCA National Formula 18 Class Association
ERS Equipment Rules of Sailing
RRS Racing Rules of Sailing

A.3 AUTHORITIES

- A.3.1 The **class rule authority** of the class is WS which shall co-operate with the IF18CA in all matters concerning these **class rules**.
- A.3.2 The **certification authority** of the class is the IF18CA.
- A.3.3 The **certification authority** may delegate its authority to certify to a **certification measurer** who is recognized by the **certification authority**. The **certification authority** may waive ERS H.1.1.
- A.3.4 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall also do so on the request of WS.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1. WS has delegated its administrative functions of the class to the IF18CA. The IF18CA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.

A.5 CLASS RULES CHANGES

- A.5.1 At events organised under these **class rules** RRS 87 and WS Regulation 10.5(f) apply.

A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** are subject to the approval of WS in accordance with WS Regulations and the IF18CA in accordance with its constitution.

A.7 CLASS RULES INTERPRETATION

- A.7.1 Interpretation of these **class rules** shall be made by WS, in consultation with the IF18CA, and in accordance with WS Regulations.
- A.7.2 Interpretation of these **class rules** at an event shall be carried out in accordance with RRS (appendix N). The organising authority shall, as soon as practical, inform WS and the IF18CA of an interpretation.

A.8 WS PLAQUE FEE

- A.8.1 The IF18CA shall pay the WS plaque fee to WS. WS shall, after having received the plaque fee for the **hulls**, send the WS plaques to the IF18CA.

A.9 SAIL NUMBERS

- A.9.1 A **boat** shall sail under the national letters and a personal sail number issued by the IF18CA.

A.10 CERTIFICATION

- A.10.1 A **certificate** shall record the following information:
- (a) class
 - (b) **certification authority**
 - (c) **certificate** number issued by the **certification authority**
 - (d) date of issue of initial **certificate**
 - (e) date of issue of **certificate**.
- A.10.2 A **certificate** for a **boat** shall record, in addition to A.10.1, the following information:
- (a) **hull** serial number(s), **hull certification mark** numbers, and WS plaque number
 - (b) **certification mark** numbers of the **hull appendages** and **mast**
 - (c) confirmation of presence of builder's declaration (see D.2.4(b))
 - (d) Mast Area
 - (e) **corrector weight**, if required.
- A.10.3 A **certificate** for a **sail** shall record, in addition to A.10.1, the following information:
- (a) **sail** serial number and **sail certification mark** number
 - (b) **sail** area.

A.11 INITIAL CERTIFICATION

- A.11.1 For a **certificate** to be issued to a **boat** or a **sail** not previously **certified**:
- (a) **certification control** shall be carried out by the **certification 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.12 VALIDITY OF CERTIFICATE

A.12.1 A **certificate** becomes invalid upon withdrawal by the **certification authority**.

A.13 RE-CERTIFICATION

A.13.1 The **certification authority** may issue a **certificate** to a previously **certified boat** or **sail**:

- (a) when it is invalidated under A.12.1, at its discretion
- (b) in other cases, by application of the procedure in A.11.

A.14 RETENTION OF CERTIFICATION DOCUMENTATION

A.14.1 The **certification authority** shall retain the original documentation upon which the current **certificate** is based.

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 complete set of valid **boat** and **sail certificates**
- (c) have valid **certification marks** as required.

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 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 as F18 is a measurement-controlled class. The **crew** and the **boat** shall comply with the **class rules** in part II when *racing*. In case of conflict, section C shall prevail.

The **class 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 is changed to: ‘A crew member shall use no device designed to position his body outboard other than a trapeze, hiking straps and hiking aids worn under the thighs.’
- (c) RRS Appendix G.1.3(a) is changed to: ‘The class insignias shall only be placed on the starboard side.’
- (d) RRS Appendix G.1.3(c)(3) shall not apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the WS Advertising Code.

C.3 CREW

C.3.1 LIMITATIONS

- (a) The **crew** shall consist of 2 persons.
- (b) Each **crew** member shall be a member of their NCA or, in countries where there is no NCA, of the IF18CA.

C.3.2 WEIGHTS

- (a) The minimum combined **crew** weight is 125 kg
- (b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.
- (c) **Crew** extra weights shall be of metal and securely fastened on the port side, either to the tie or to the strut and shall be removable for checking.
- (d) The **crew** may be weighed at registration for a regatta and may be reweighed at any time by the race committee. The **crew** shall be dressed in underwear or

swimming costume without shoes when weighed.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

Each **crew** member shall wear a **personal floatation device** to the minimum standard ISO 12402-5 (Level 50), USCG Type III, AS 4758 (Level 50) or similar.

C.4.2 OPTIONAL

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

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

- (a) Towing line, minimum 15 metres long and minimum 6 mm diameter
- (b) Items required in accordance with the notice of race

C.5.2 OPTIONAL

- (a) Steering compass(es)
- (b) Timing device(s)
- (c) GPS enabled device(s)
- (d) Knife(s)
- (e) Mechanical wind indicator(s)
- (f) Items permitted in accordance with the notice of race

C.6 BOAT

C.6.1 MODIFICATIONS, MAINTENANCE AND REPAIR

Modification, maintenance and repair of the **boat** is permitted, without re-certification, provided the **boat** continues to comply with these **class rules**.

C.6.2 WEIGHT

The weight of the **boat** shall not be less than 180 kg. The weight shall be taken including the **sails** and excluding all **portable equipment** as listed in C.5.

C.6.3 CORRECTOR WEIGHTS

- (a) A maximum of 7 kg of **corrector weight** is allowed to comply with the **boat** minimum weight.
- (b) **Corrector weights** shall be of metal and securely fastened on the starboard side, either to the tie or to the strut and shall be removable for checking.
- (c) **Corrector weights** may be changed with approval of the **equipment inspector**.

C.7 HULLS

C.7.1 FITTINGS

Hatch covers, and drain bungs if fitted, shall be kept in place while *racing*.

C.8 HULL APPENDAGES

C.8.1 LIMITATIONS

Two **daggerboards** and two **rudders** shall be used during an event, except when lost or damaged beyond repair. Such replacement may only be made with the approval of the technical committee or in its absence the race committee.

C.8.2 USE

- (a) There shall be a maximum of one **daggerboard** and one **rudder** per **hull**.
- (b) The **daggerboards** and the **rudders** shall be positioned in the centre-plane of the **hulls**.
- (c) The **hull appendage depth** of each **daggerboard** shall not exceed 1400 mm.
- (d) **Daggerboards** may be angled from the Boat Centre-Plane only if this is caused by the curvature of the front beam, as per rule D.4.2(a).
- (e) The **rudders** shall be hung on the transoms.

C.9 RIG

C.9.1 LIMITATIONS

One set of **spars** shall be used during an event, except when lost or damaged beyond repair. Such replacement may only be made with the approval of the technical committee or in its absence the race committee.

C.9.2 MAST

Distance to the top of the front beam when the **mast** is stepped (see Appendix B):

	Maximum
upper point	9100 mm
mast datum point	120 mm

C.9.3 BOWSPRIT

- (a) The **bowsprit** shall be fixed in a fore and aft position on the Boat Centre-Plane.
- (b) The **bowsprit** shall be attached to the front beam.
- (c) 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.

C.9.4 STANDING RIGGING

- (a) It is not permitted to adjust **mast** rake, tension of **standing rigging**, angle or length of **spreaders**, or diamond wire tension while *racing*.
- (b) The **forestay** shall be attached on the Boat Centre-Plane.

C.9.5 RUNNING RIGGING

The **running rigging** shall be led outside the **mast spar**.

C.10 SAILS

C.10.1 LIMITATIONS

The **sail** plan shall consist of one **mainsail**, one **jib** and one **gennaker** which shall be carried aboard. **Sails** shall not be replaced during an event, except when lost or damaged beyond repair. Such replacement may only be made with the approval of the technical committee or in its absence the race committee. The technical

committee shall then remove or cross out any **event limitation mark** attached to the replaced **sail**.

C.10.2 IDENTIFICATION

The national letters and sail numbers shall comply with the RRS appendix G except where prescribed otherwise in these **class rules**.

C.10.3 MAINSAIL

- (a) The **sail** shall be hoisted with a **halyard**. The **halyard** arrangement shall permit hoisting and lowering of the **sail** whilst afloat and upright.
- (b) The **luff** rope shall be in the **spar** groove.

C.10.4 JIB

The **sail** shall be set on the **forestay**.

C.10.5 GENNAKER

- (a) The **sail** shall be set between the **mast** and the **bowsprit**.
- (b) The **sail** shall be stored in the snuffer sock when it is not set.

Section D – Assembled Hulls

D.1 PARTS

D.1.1 MANDATORY

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

D.2 GENERAL

D.2.1 RULES

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

D.2.2 CERTIFICATION

The **certification measurer** shall certify the **hulls** and shall affix **certification marks** to the transoms (see Appendix B).

D.2.3 IDENTIFICATION

- (a) Each **hull** shall have a serial number.
- (b) Each **hull** shall have a WS plaque affixed to the transom.

D.2.4 BUILDERS

- (a) A license is not required.
- (b) A builder's declaration is required for the **hull** shells (see Appendix A).

D.2.5 DEFINITIONS

- (a) **BOAT CENTRE-PLANE**

The Boat Centre-Plane is the vertical longitudinal plane of the **boat** that passes

through the centre point of the front and rear beams.

(b) **TRAMPOLINE**

The Trampoline is an item of equipment with the primary function of carrying the **crew**, which covers the area between the front beam, the rear beam and the **hulls**.

D.2.6 **CONSTRUCTION**

- (a) The **hulls** shall be joined rigidly by a front beam and a rear beam.
- (b) Non-slip surfaces are allowed.

D.2.7 **DIMENSIONS**

	Maximum
Hull length	5520 mm
Boat beam	2600 mm

D.2.8 **FITTINGS**

(a) **MATERIALS**

Materials are optional except that carbon fibre is only allowed in cleats, turning blocks, and compass brackets.

(b) **MANDATORY**

- (1) **Shroud** attachment fittings
- (2) **Forestay** bridle attachment fittings
- (3) **Bowsprit** attachment fittings

(c) **OPTIONAL**

- (1) Trampoline attachment fittings
- (2) **Sail** and **rig** attachment and adjustment fittings
- (3) Foot loops, toes straps, **trapeze** gear, **crew** restraining line
- (4) **Rudder** fittings
- (5) **Daggerboard** retention/placement fittings

D.3 HULL SHELLS

D.3.1 **MATERIALS**

- (a) The **hull** shells may be built from epoxy, polyester or vinylester resin, wood, injected plastic, glass fibre, glue, gel coat, paint and/or metal fastenings. A core of PVC or balsa or felt may be used.
- (b) Vinyl or other film may be applied to the **hull** surface (see RRS 53).

D.3.2 **CONSTRUCTION**

- (a) Each **hull** shall have at least one inspection hatch.
- (b) The following are permitted: normal reinforcement, bulkheads, subdecks, a board case positioned in the centre-plane of each **hull**, sealing strips for **daggerboard** slots, drain bungs, other fittings, and holes for the passage of lines.

D.4 BEAMS

D.4.1 MATERIALS

- (a) The beams shall be made of extruded aluminium profiles of constant section.
- (b) Materials for strut and tie, if fitted, are optional, except for carbon fibre.

D.4.2 CONSTRUCTION

- (a) The curvature of the beams shall not exceed 15 mm (see Appendix B).
- (b) Reinforcements are permitted inside the beams for supporting fixing bolts.
- (c) Any holes for fittings may only be as large as necessary to house the fittings.
- (d) The **mast** step on the front beam shall be fixed on the longitudinal centreline of the **boat**.
- (e) A local reinforcement is permitted inside the front beam for the **mast** step.
- (f) The front beam may have a strut and tie.
- (g) The front beam may incorporate a **jib** traveller track and/or a self-tacking system.
- (h) The rear beam may incorporate a **mainsail** traveller track.

D.5 TRAMPOLINE

D.5.1 MATERIALS

The type of material used is optional, provided that the body of the sheet of material is capable of being folded flat in any direction without damaging other than by creasing.

D.5.2 CONSTRUCTION

- (a) The Trampoline shall consist of one or more sheets of material. Vertical separation of sheets is permitted.
- (b) The Trampoline may partly cover the front beam, the rear beam and/or the **hulls**.
- (c) The following are permitted: stitching, welding, glues, zips, tapes, hook-and-loop fasteners, slides, bolt ropes, storage bags, pouches, holes, fittings and items as prescribed or permitted by other applicable *rules*.

Section E – Hull Appendages

E.1 PARTS

E.1.1 MANDATORY

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

E.1.2 OPTIONAL

- (a) Tiller extension

E.2 GENERAL

E.2.1 RULES

Hull appendages shall comply with the **class rules** in force at the time of **certification**.

E.2.2 CERTIFICATION

The **certification measurer** shall certify the **hull appendages** and shall affix the **certification marks** near the upper end of the **hull appendages**.

E.2.3 MANUFACTURERS

A license is not required to manufacture **hull appendages**.

E.3 DAGGERBOARDS

E.3.1 MATERIALS

The **daggerboards** may be built from epoxy, polyester or vinylester resin, carbon fibre, wood, glass fibre, foam plastic, glue, gel coat, paint, and/or metal fastenings.

E.3.2 CONSTRUCTION

- (a) The **daggerboards** shall not have moving parts.
- (b) The cross section of each **daggerboard** shall be symmetrical about its centre-plane.
- (c) **Daggerboards** shall be straight. The manufacturing tolerance is 10 mm of curvature over the total length of the board.
- (d) The centre of gravity of each **daggerboard** shall be in the top half of the board.
- (e) The following are permitted: pivoting, height restraining or adjusting systems.

E.3.3 WEIGHTS

	Maximum
Daggerboard	5.5 kg

E.4 RUDDER BLADES, RUDDER STOCKS AND TILLERS

E.4.1 MATERIALS

- (a) The **rudder** blades may be built from epoxy, polyester or vinylester resin, carbon fibre, wood, glass fibre, foam plastic, glue, gel coat, paint, and/or metal fastenings.
- (b) Materials for the **rudder** stocks are optional, except carbon fibre.
- (c) The tiller connecting bar shall be made of aluminium profile of constant section.

E.4.2 CONSTRUCTION

- (a) The cross section of each **rudder** blade shall be symmetrical about their centre-plane.
- (b) The centre of gravity of each **rudder** blade shall be in the top half of the blade.
- (c) Each **rudder** shall have a retention device capable of retaining the **rudder** in the event of a capsize.
- (d) The tiller connecting bar may have reinforcement in the central fittings and to support connection to tiller arms.

(e) The following are permitted: pivoting and/or lowering systems.

E.4.3 WEIGHTS

	Minimum
Rudder assembly comprising blade, stock with fittings and tiller	3 kg

Section F – Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) **Standing rigging**
- (c) **Running rigging**
- (d) Other rigging
- (e) **Bowsprit**

F.1.2 OPTIONAL

- (a) **Boom**

F.2 GENERAL

F.2.1 RULES

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

F.2.2 CERTIFICATION

The **certification measurer** shall **certify** the **mast** and shall affix the **certification mark** to the **mast** near the bottom edge of the **mast** extrusion on starboard side.

F.2.3 MANUFACTURERS

A license is not required to manufacture **spars**.

F.2.4 FITTINGS

(a) MATERIALS

Materials are optional except that carbon fibre is only allowed in cleats, turning blocks, and spreaders.

(b) OPTIONAL

- (1) **Sail** and **rig** attachment and adjustment fittings
- (2) Wind indicator(s)
- (3) Compass bracket

F.3 MAST

F.3.1 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.

(b) MAST AREA

The Mast Area is the area calculated by multiplying the **mast** extrusion length by the half circumference of the **mast spar**.

F.3.2 MATERIALS

The **mast** extrusion shall be made of aluminium of constant section.

F.3.3 CONSTRUCTION

(a) The **mast** shall have one fixed **sail** groove, which shall be an integral form of the **mast spar** and shall be of the same material.

(b) The **mast** may have reinforcement at fittings points.

F.3.4 DIMENSIONS

The **mast** shall be watertight from 450 mm above the **mast datum point** upwards.

	Maximum
Mast spar circumference	385 mm
Shroud height	6750 mm
Distance between trapeze connection point and mast datum point	6820 mm
Gennaker hoist height	8150 mm

F.3.5 FITTINGS

(a) MANDATORY

- (1) Masthead fittings, including mainsail sheave and locking device
- (2) Hounds fittings
- (3) Heel fitting

(b) OPTIONAL

- (1) Pair of **spreaders** and fittings

F.4 BOOM

F.4.1 MATERIALS

The **boom**, if fitted, shall be made of extruded aluminium of constant section.

F.5 BOWSPRIT

F.5.1 MATERIALS

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

F.5.2 CONSTRUCTION

(a) The **bowsprit** shall have an end cap that is smooth, rounded, and blunt.

- (b) The **bowsprit** shall have bridle attachment points.
- (c) The bowsprit may be made in two parts of constant section.
- (d) Aluminium sleeves are permitted.

F.5.3 FITTINGS

(a) MANDATORY

- (1) Snuffer mouth, made of any material except for carbon fibre
- (2) Snuffer sock, made of cloth

F.6 STANDING RIGGING

F.6.1 (a) MANDATORY

- (1) A **forestay** and **forestay** bridles of minimum 4 mm diameter
- (2) **Shrouds** of minimum 4 mm diameter
- (2) **Bowsprit** bridles of minimum 2.5 mm diameter

(b) OPTIONAL

- (1) A pair of diamond wires of minimum 4 mm diameter

F.6.2 MATERIALS

The **standing rigging** shall be of 1x19 or 1x7 stranded stainless-steel with the exception of **bowsprit** bridles which may also be of rope.

F.6.3 FITTINGS

(a) OPTIONAL

- (1) **Forestay** compression rod

F.7 RUNNING RIGGING

F.7.1 (a) MANDATORY

- (1) **Mainsail halyard**
- (2) **Mainsail sheet**
- (3) **Jib halyard**
- (4) **Jib sheet(s)**
- (5) **Gennaker halyard** and retraction line(s)
- (6) **Gennaker sheet(s)**

(b) OPTIONAL

- (1) **Rig** adjustments
- (2) **Sails** adjustments

F.8 OTHER RIGGING

F.8.1 MANDATORY

- (1) 4 **trapeze** wires, which may have adjustable height, of minimum 2.5 mm diameter
- (2) Righting line, minimum 3.5 metres long and minimum 8 mm diameter

F.8.2 MATERIALS

The **trapeze** wires shall be of stranded stainless-steel wire or rope.

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) **Mainsail**
- (b) **Jib**
- (c) **Gennaker**

G.2 GENERAL

G.2.1 RULES

Sails shall comply with the **rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) The **certification measurer** shall certify each **sail** and shall affix the **certification mark** near the tack point of the **sail** on starboard side.
- (b) For measurement the battens shall be placed in the **batten pockets** without tension.
- (c) When measuring the **luff** rope of the **mainsail** shall be excluded.

G.2.3 SAILMAKERS

- (a) A license is not required to manufacture **sails**.
- (b) Each **sail** shall have a plaque or label near the **tack point** that shall be completed by the sailmaker, indelibly marked, with name of manufacturer, materials used, date of manufacture, and serial number.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The class insignias shall conform with the dimensions and requirements as detailed and be placed in accordance with the diagram contained in Appendix B.
- (b) A license is required to produce class insignias.

G.3.2 MATERIALS

- (a) The **body of the sail** shall be of polyester materials as detailed in the cloth list.
- (b) **Stiffening** shall be of any material except for carbon fibre.
- (c) **Primary reinforcement** shall be of woven polyester, or any cloth as detailed in the cloth list
- (d) **Secondary reinforcement** shall be any cloth as detailed in the cloth list.
- (e) The **window** shall comply with the cloth list.

G.3.3 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.

- (b) The **body of the sail** shall be of a maximum of two types of **ply**.
- (c) The following are permitted: stitching, glues, tapes, **luff** ropes, corner eyes, cunningham eye or pulley, zips, hook-and-loop fasteners, reefing points, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, **mast** and **boom** slides, **leech** line with cleat, tell tales, **sail** shape indicator stripes, and items as permitted or prescribed by other applicable *rules*.
- (d) A **window** shall be placed in the **sail**. The **window area** as determined in G.3.4 shall be free of markings.

G.3.4 DIMENSIONS

	Maximum
Sail area and Mast Area, combined	17.00 m ²
Top width	1000 mm
Upper width at upper leech point 1500 mm from head point (Appendix B)	1290 mm
Angle between the luff and the head (Appendix B)	90°
Window (Appendix B): shortest distance between	
– head point and window area edge	7630 mm
– clew point and window area edge	480 mm
– tack point and window area edge	440 mm
Tabling width	115 mm

G.4 JIB

G.4.1 MATERIALS

- (a) The **body of the sail** shall be of polyester materials as detailed in the cloth list.
- (b) **Stiffening** shall be of any material except for carbon fibre.
- (c) **Primary reinforcement** shall be of woven polyester, or any cloth as detailed in the cloth list.
- (d) **Secondary reinforcement** shall be any cloth as detailed in the cloth list.
- (e) The **window** shall comply with the cloth list.

G.4.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.
- (b) The **body of the sail** shall be of a maximum of two types of **ply**.
- (c) The following are permitted: stitching, glues, tapes, corner eyes, cunningham eye or pulley, zips, hook-and-loop fasteners, sleeve luffs, **batten pocket patches**, **batten pocket** elastic, **batten pocket** end caps, leech line with cleat, tell tales, and items as permitted or prescribed by other applicable *rules*.
- (d) A **window** shall be placed in the lower third of the **sail**. The **window area** as determined in G.4.3 shall be free of markings.

G.4.3 DIMENSIONS

	Minimum	Maximum
Sail area		4.30 m ²
Window area	0.30 m ²	
Tabling width		115 mm

G.5 GENNAKER

G.5.1 MATERIALS

- (a) The **body of the sail** shall be of nylon or polyester materials as detailed in the cloth list.
- (b) **Primary reinforcement** shall be of woven polyester, or any cloth as detailed in the cloth list.
- (c) **Secondary reinforcement** shall be any cloth as detailed in the cloth list.
- (d) Tapes shall be of polyester or spectra.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single-ply sail**.
- (b) The **body of the sail** shall be of a maximum of two types of **ply**.
- (c) The following are permitted: stitching, glues, corner eyes, recovery line eyes, tell tales, **leech** and **luff** lines, and items as permitted or prescribed by other applicable *rules*.

G.5.3 DIMENSIONS

	Maximum
Sail area	21.00 m ²

Appendix A.



International Formula 18 Class Association

Builder's declaration of rule compliance

In accordance with the International Formula 18 Class Association (IF18CA) class rules, I declare that the hull shell(s) which has/have been issued the following serial number(s) has/have been constructed in full compliance with the IF18CA class rules on the date of this declaration.

Hull	Serial Number
Port	
Starboard	

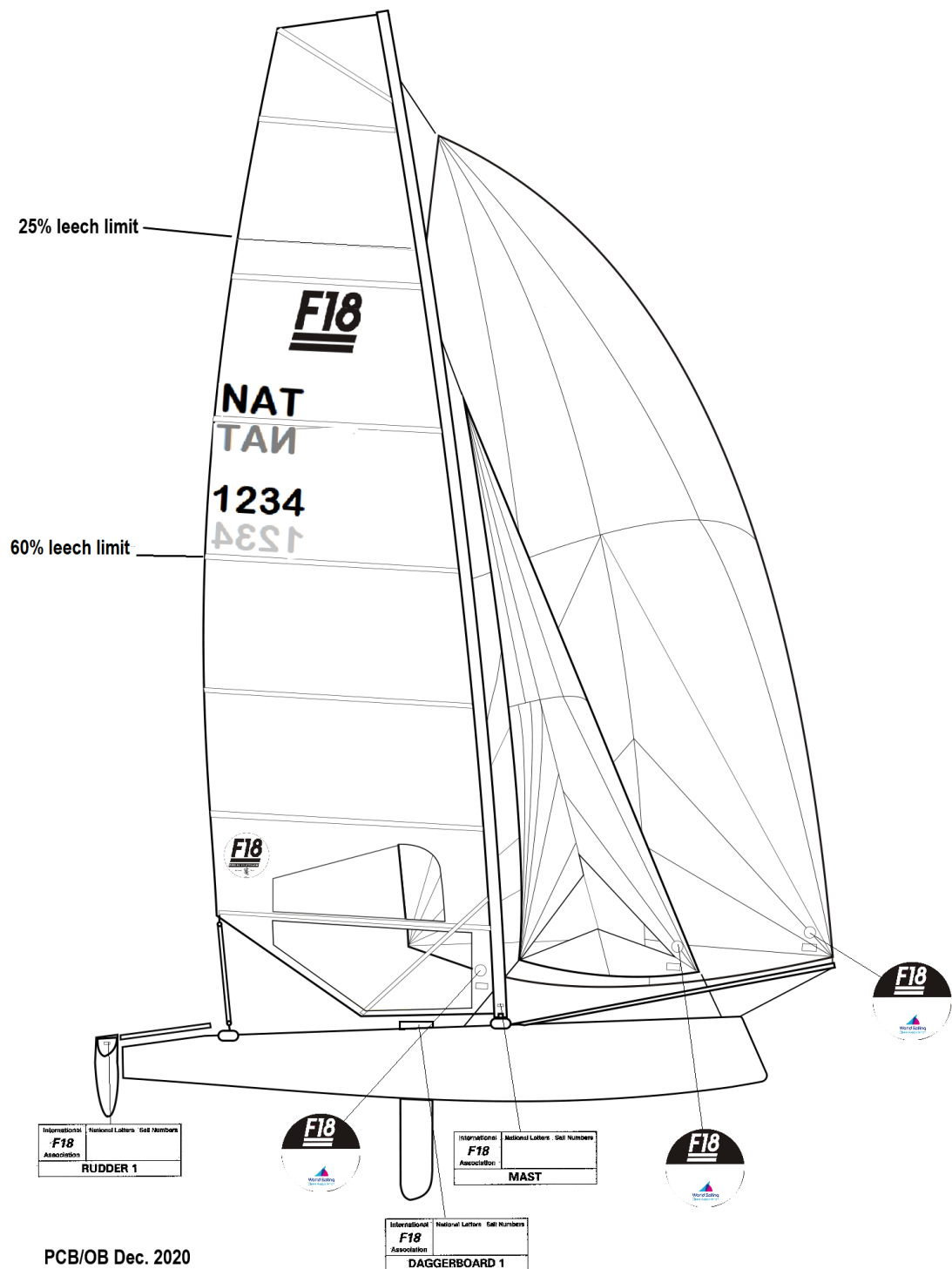
I confirm that compliance with the IF18CA class rules has been established, and technical data sheets on materials shall be made available to IF18CA Chief Measurer at their request.

Full Name:	
Representing:	
Signature:	
Date:	

APPENDIX B. CLASS DRAWINGS

B.2	CERTIFICATION MARKS
D.4	BEAMS
D.6	ASSEMBLED HULLS
F.3	MAST
F.5	BOWSPRIT
G.3	MAINSAIL

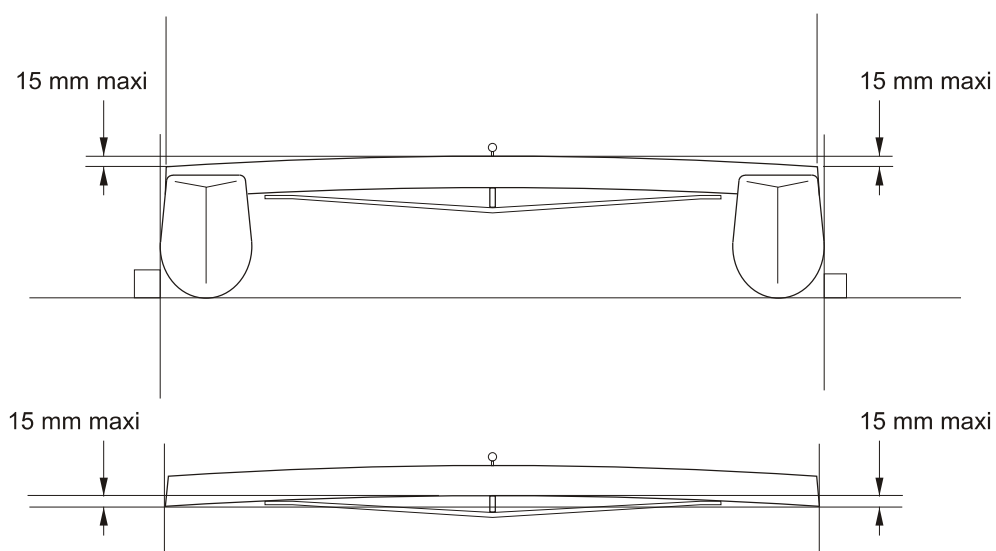
B.2 CERTIFICATION MARKS



D.4 BEAMS

D.4.2 CONSTRUCTION

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

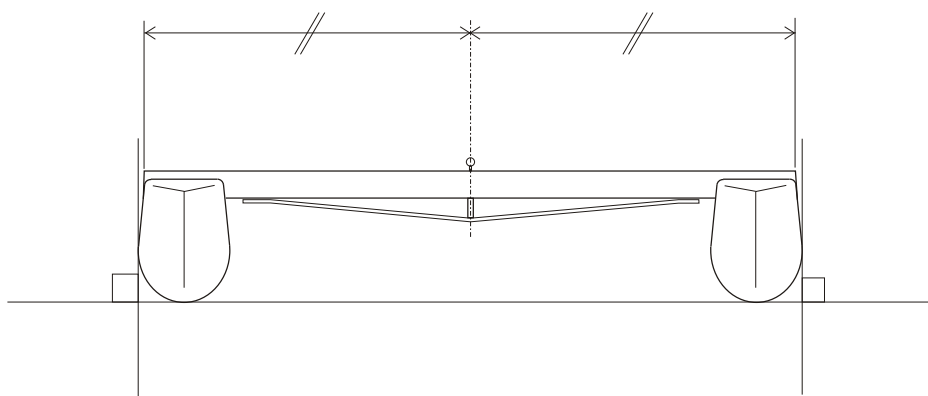


I.F18.A/PCB/10.01

D.4 BEAMS

D.4.2 CONSTRUCTION

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



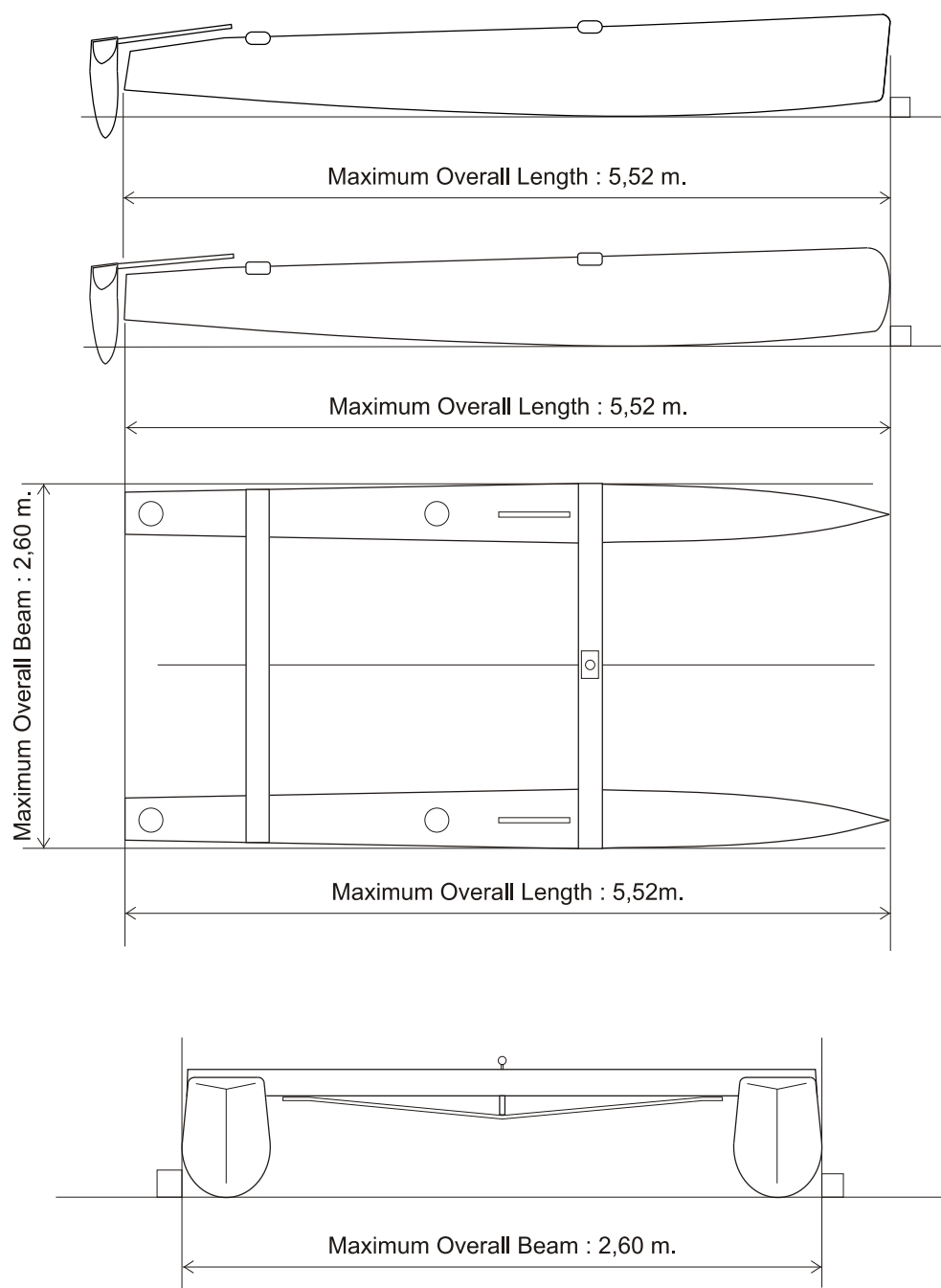
I.F18.A/PCB/10.01

D.6 ASSEMBLED HULLS

D.6.2 DIMENSIONS

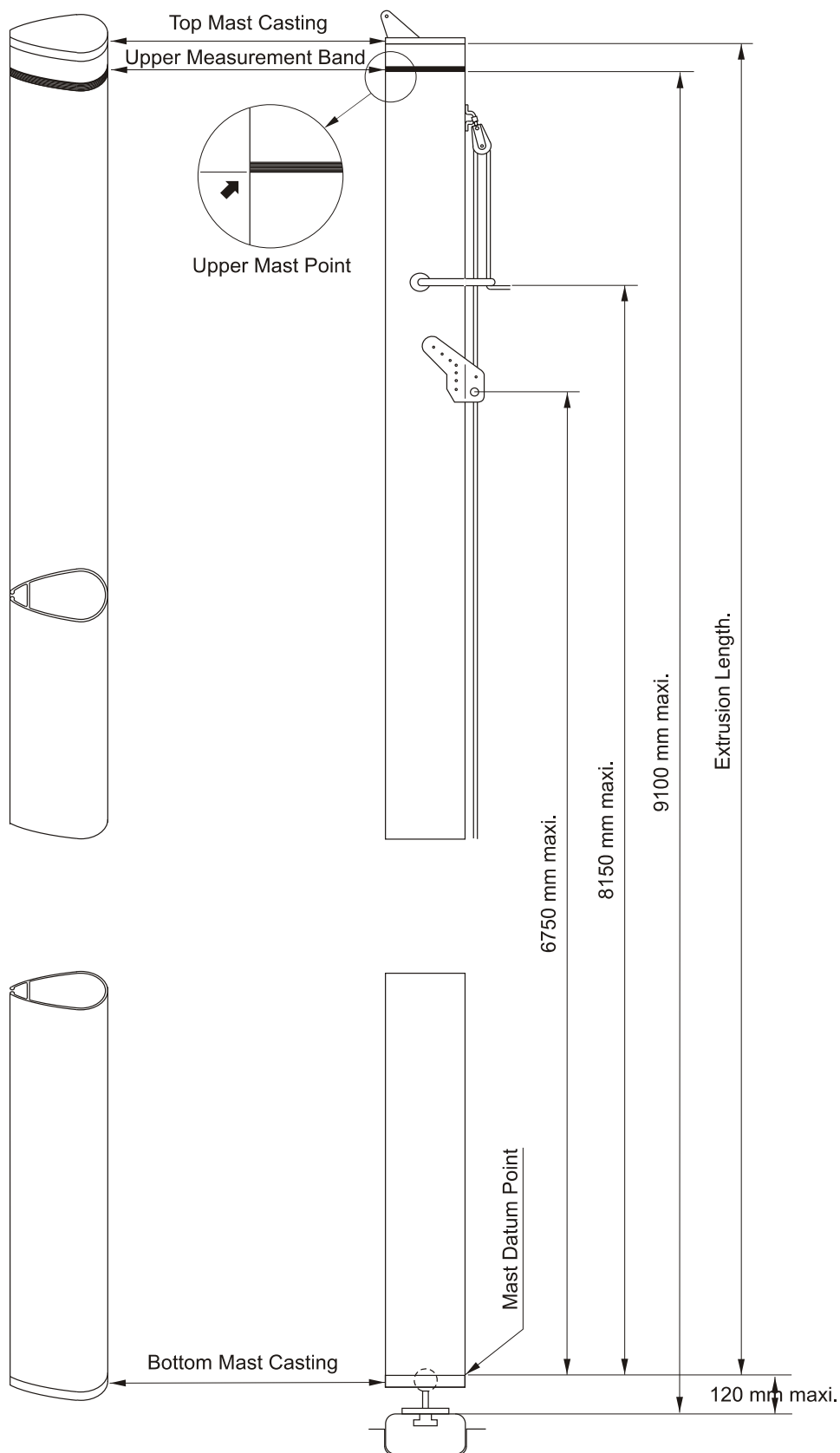
D.6.2 (a) maximum hull length.

D.6.2 (b) maximum boat beam.



I.F18.A/PCB/06.01

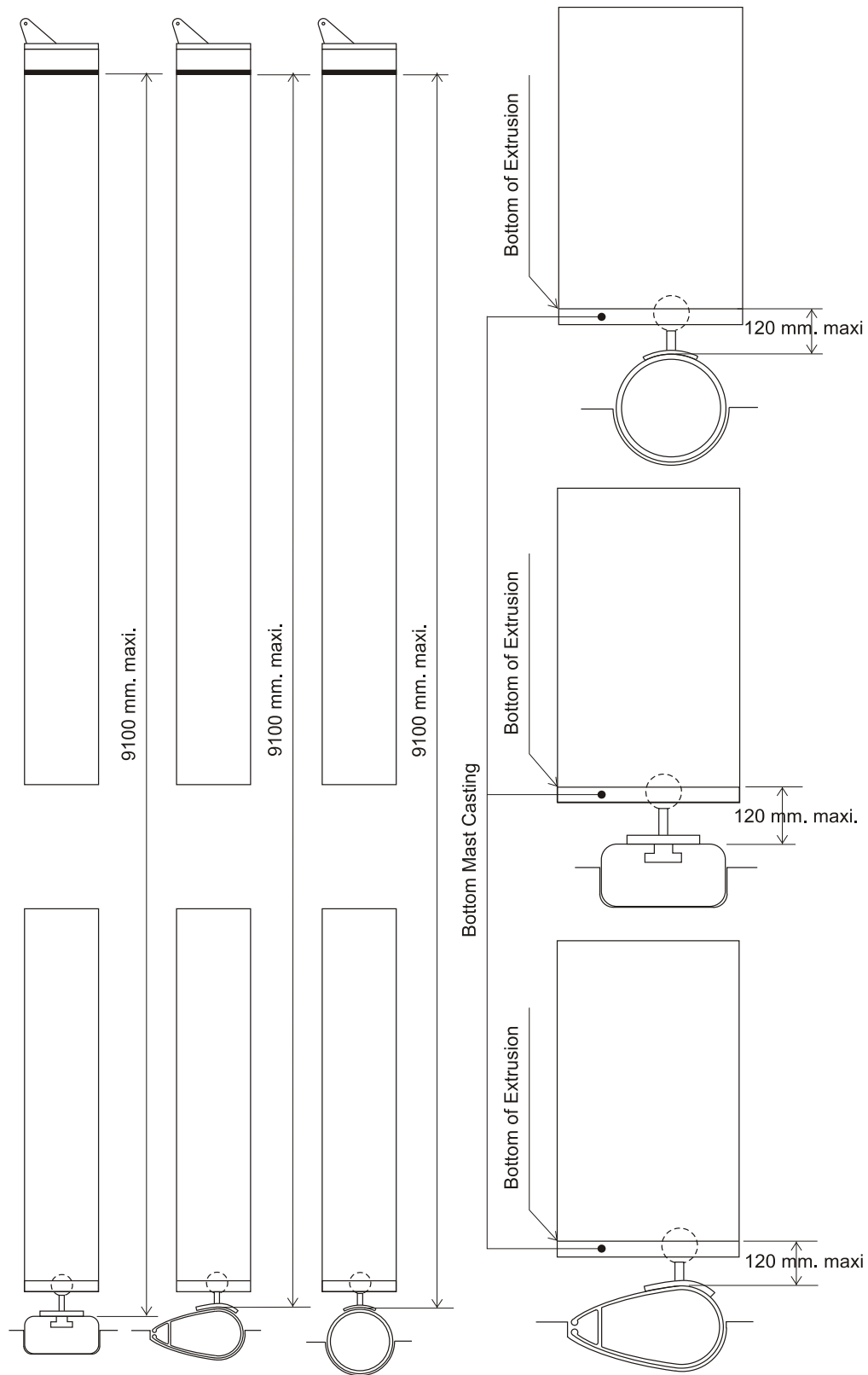
F.2 GENERAL. F.2.5 (a) Mast Datum Point
F.3 MAST. F.3.2 DIMENSIONS.



I.F18.A./PCB/10.01

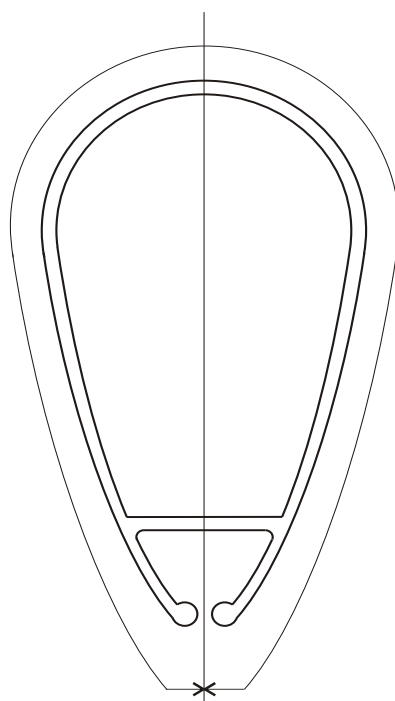
F.3 MAST

F.3.2 DIMENSIONS



I.F18.A./PCB/05.01

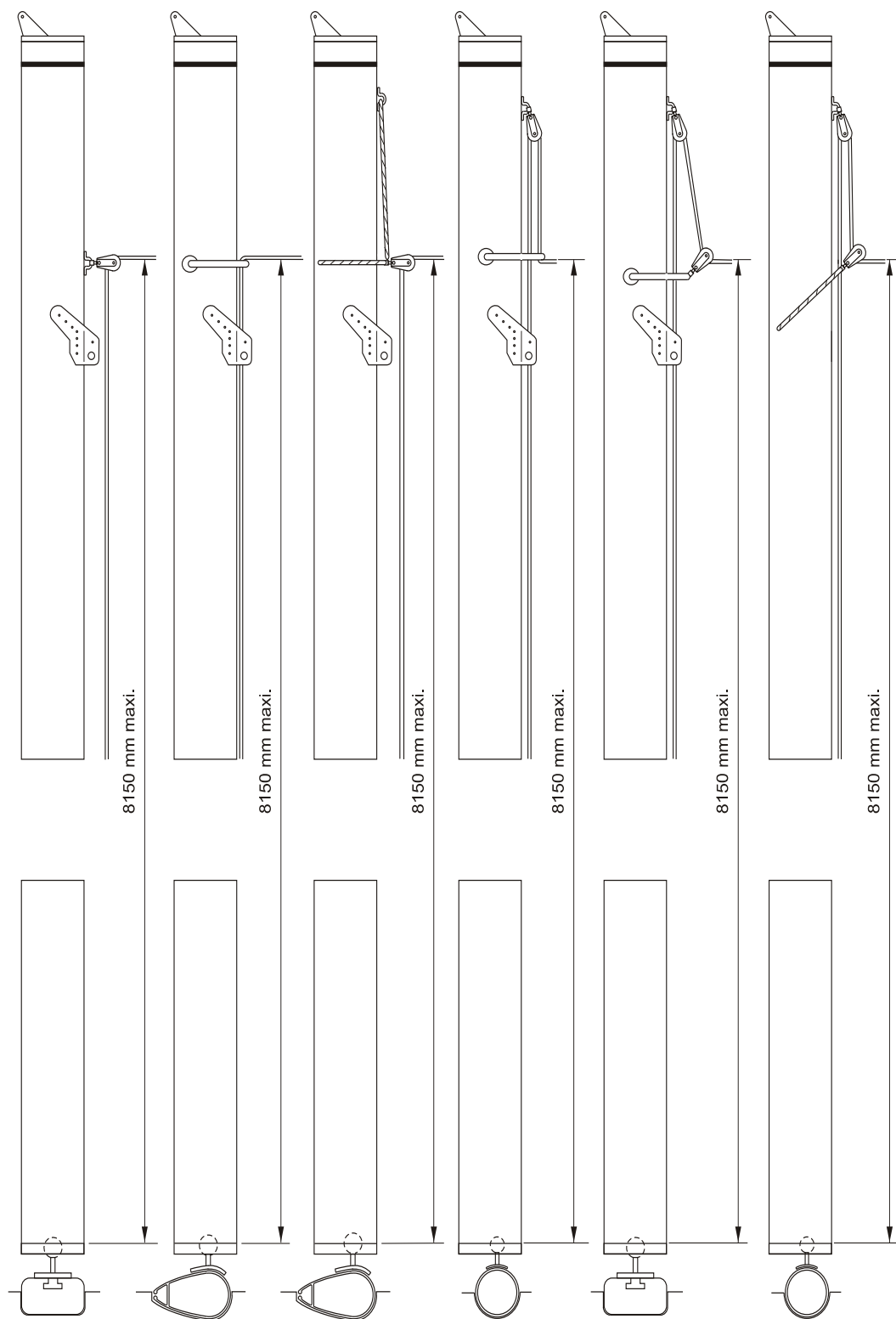
**F.3 MAST
F.3.2 DIMENSIONS
MAST SPAR CIRCUMFERENCE**



385 mm Maximum

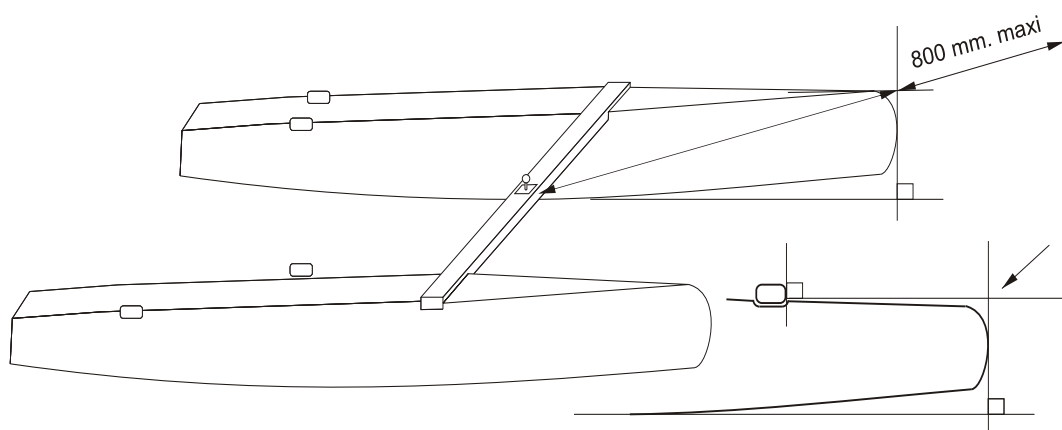
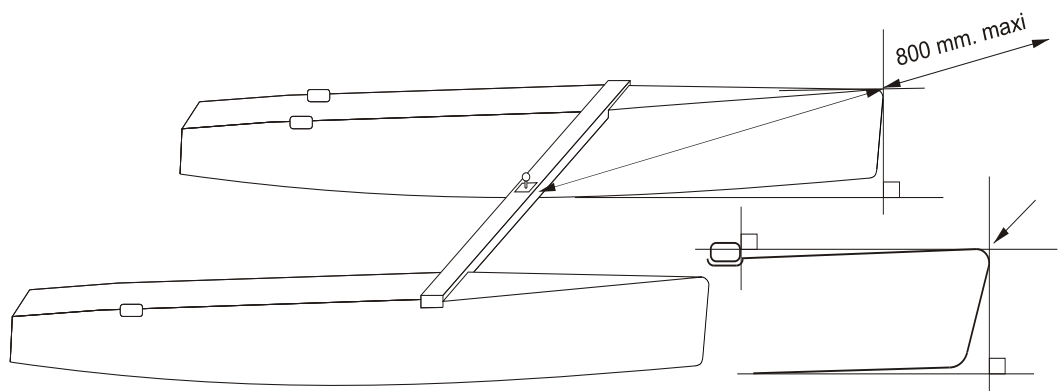
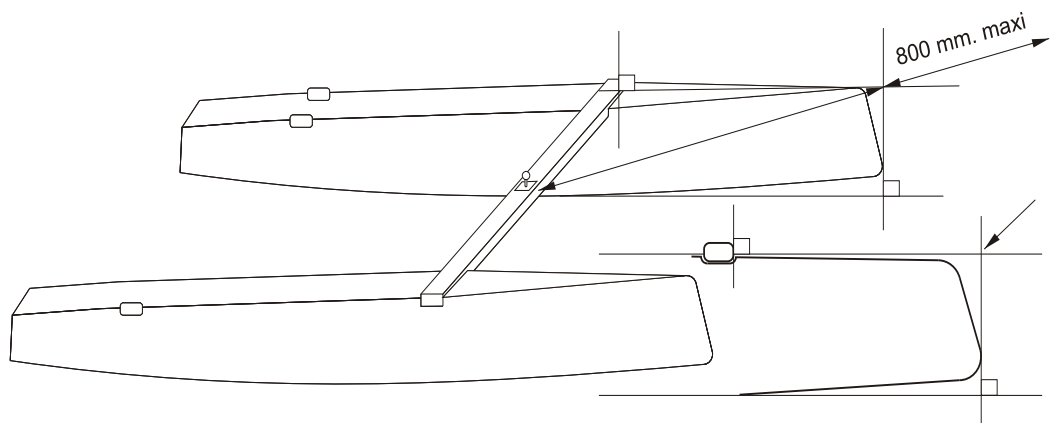
I.F18.A/PCB 01/01

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



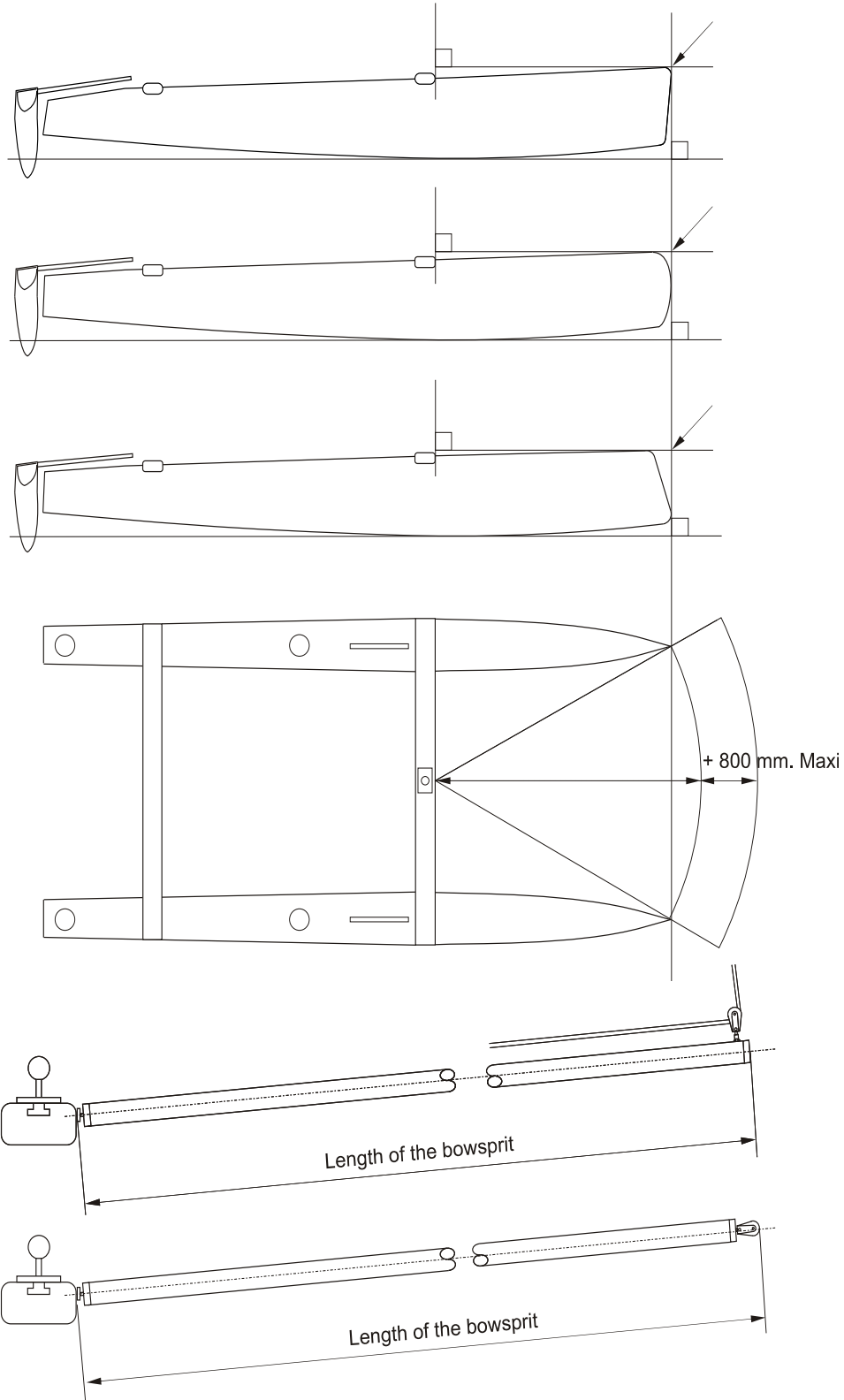
I.F18.A./PCB/05.01

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



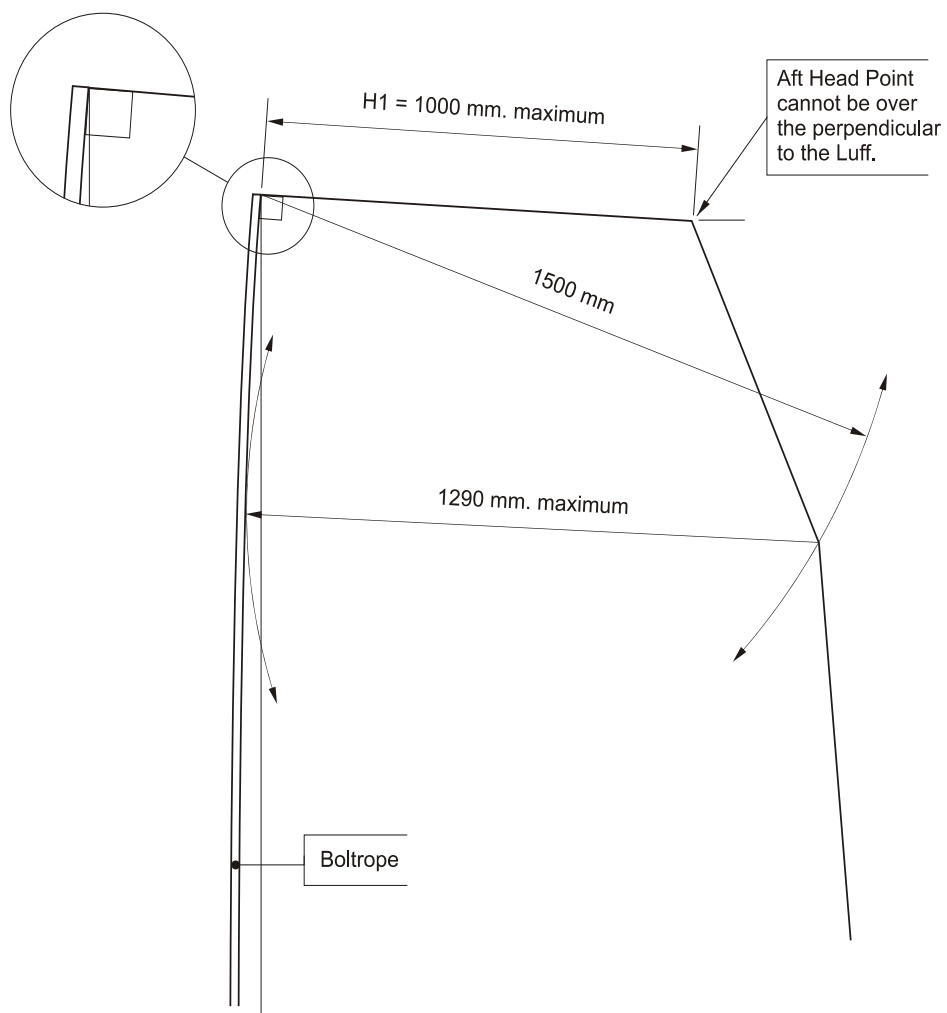
I.F18.A/PCB/11.07

F.5 BOWSPRIT



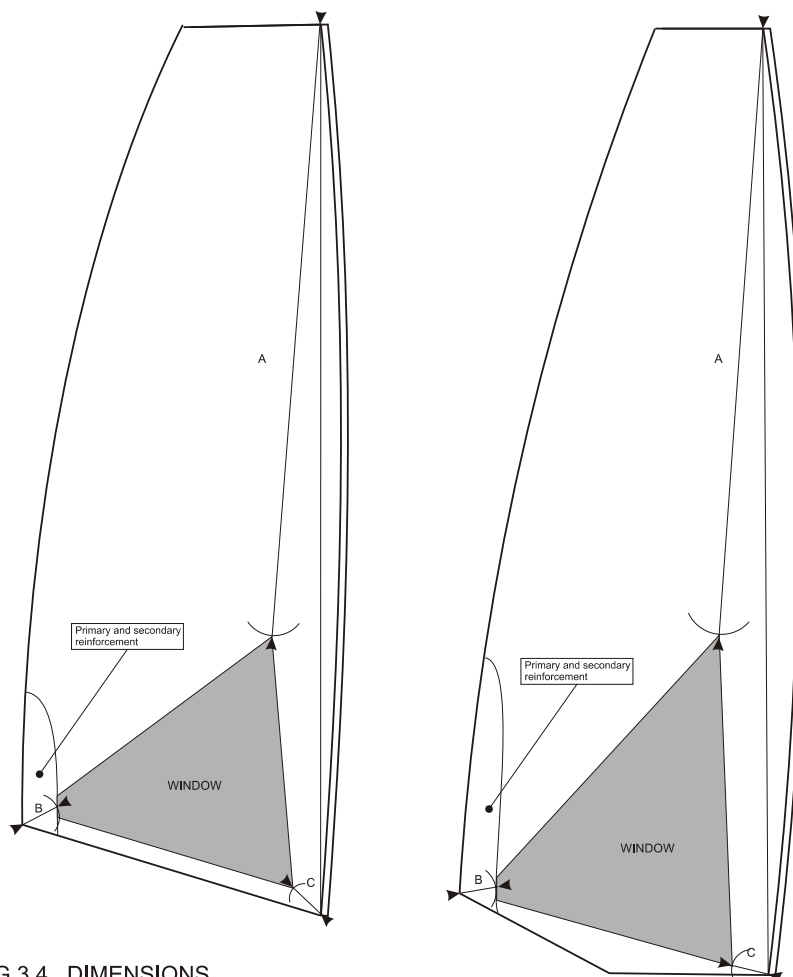
I.F18.A/PCB/11.07

G.3 MAINSAIL G.3.5 DIMENSIONS



I.F18.A/PCB. Mars 2007

MEASUREMENT PROCEDURE MAINSAIL WINDOW



G.3.4 DIMENSIONS

Window area (Appendix c)

- length A, from **head point** to **window area**, maximum 7630mm
- length B, from **clew point** to **window area**, maximum 480mm
- length C, from **tack point** to **window area**, maximum 440mm.

Pierre-Charles BARRAUD
IF18A, Chief measurer.
10/11/2018