

## **IF18CA 2018 World Council Annual Meeting – 8. CLASS RULES - SUBMISSIONS**

### **Note on proposals #1 and 2**

Please note that voting on these proposals are interrelated:

- if a member votes in favour of proposal #2 then that member is deemed to have also voted in favour of proposal #1, **irrespective of whether and how that member has voted on proposal #1.**

As result of this voting mechanism the more far-reaching proposal that has at least 2/3<sup>rd</sup> majority support of all votes casted on class rule D.5 will be adopted.

### **Class rule proposal #1 – rule D.5**

#### **For immediate implementation under class rule A.7.2**

#### **Current rules**

#### **D.5 TRAMPOLINE**

##### **D.5.1 MATERIALS**

- (a) The type of material used is optional; however, netting is not permitted.
- (b) The material shall not have holes any larger than 5 mm, when fitted in sailing position, with the exception of holes for sails/sailing adjustments and trampoline tensioning.
- (c) Temporary damage to trampoline is not classed as holes.

##### **D.5.2 CONSTRUCTION**

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

#### **New rules**

##### **D.5.1 DEFINITIONS**

- (a) A 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.5.2 MATERIALS**

- (a) The type of material used is optional.

### D.5.3 CONSTRUCTION

- (a) The Trampoline shall consist of only one sheet of material, except for that it may be in separate sections in the horizontal plane. Separation in vertical independent planes is permitted.
- (b) An unrestricted number of additional layers of material is permitted for reinforcement at edges and attachment points for fittings.
- (c) The Trampoline may partly cover the front beam, the rear beam and/or the hulls.
- (d) The following are permitted: stitching, glues, tapes, Velcro, slides, bolt ropes, storage bags, pouches, holes, fittings and items as prescribed or permitted by other applicable rules.

#### Reasons:

- Incorporates [WS Class Rule Interpretation](#) issued by World Sailing; removes ambiguity.
- However, enforcement of the WS Interpretation would cause all existing single-sheet wrap-around trampolines to become illegal. For this reason we are seeking a change in the class rules so that all existing and future boats with single-sheet wrap-around trampolines are permitted. This way we will avoid capital destruction among the fleet and avoid extra costs to sailors.
- This rule does not make the trampoline fairing (seen fitted on AHPC C2s) class legal because the fairing is, or consists of, an additional sheet of material.

#### Notes:

- Introduces a defined term for trampoline
- Wording derived from ERS but no use of the terms **ply** and **primary reinforcement** because in ERS these relate to sails only.
- "Sheet of material" already disallows "netting", therefore reference to "no netting" has become obsolete and has been removed.
- Removes limitation to hole sizes (D.5.2(b) and(c) - presumably mentioned in current class rules to stop any circumvention of rules against use of netting); removes reference to obsolete "gennaker bag" (D.5.3(f)).
- No mention of maximum width [for primary reinforcement] at edges, etc.
- More detailed description of permitted items (similar to sail descriptions in class rules), allows fittings in general (e.g. for toe straps, retrieval of gennakers) – limitation in description removed (D.5.3(e)).

## Class rule proposal #2 – rule D.5

### For immediate implementation under class rule A.7.2

#### Class rules if proposal #1 receives 2/3<sup>rd</sup> majority support:

##### D.5.1 DEFINITIONS

- (a) A 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.5.2 MATERIALS

- (a) The type of material used is optional.

##### D.5.3 CONSTRUCTION

- (a) The Trampoline shall consist of only one sheet of material, except for that it may be in separate sections in the horizontal plane. Separation in vertical independent planes is permitted.
- (b) An unrestricted number of additional layers of material is permitted for reinforcement at edges and attachment points for fittings.
- (c) The Trampoline may partly cover the front beam, the rear beam and/or the **hulls**.
- (d) The following are permitted: stitching, glues, tapes, Velcro, slides, bolt ropes, storage bags, pouches, holes, fittings and items as prescribed or permitted by other applicable *rules*.

#### New rules

##### D.5.1 DEFINITIONS

- (a) A 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.5.2 MATERIALS

- (a) The type of material used is optional.

##### D.5.3 CONSTRUCTION

- (a) The Trampoline, **which** may be in separate sections in the horizontal plane, shall consist of one **or more sheets** of material. Separation in vertical independent planes is permitted.
- (b) The Trampoline may partly cover the front beam, the rear beam and/or the **hulls**.
- (c) The following are permitted: stitching, glues, tapes, Velcro, slides, bolt ropes, storage bags, pouches, holes, fittings and items as prescribed or permitted by other applicable *rules*.

**Reasons**

- Allows sailors to add an extra layers to the trampoline, which is an economic option for the existing fleet to make mesh trampolines airtight and/or to reduce drag of the underside of the trampolines. This will help keeping the existing fleet competitive compared with (new) boats that are equipped with airtight and/or wrap-around trampolines.

**Considerations (when compared with proposal #1):**

- Multiple sheets being allowed, there is no longer need for explicit mention of permitted multiple layers at edges, etc. (introduced as D.5.3(b) in proposal #1).

## **Class rule proposal #3 – rule D.5**

### **For immediate implementation under class rule A.7.2**

#### **Current class rules**

##### **D.5.1 MATERIALS**

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

#### **Amend as follows**

##### **D.5.1 MATERIALS**

- (a) The type of material used is optional, **provided that it is capable of being folded flat in any direction without damaging other than by creasing**; however, netting is not permitted.

#### **OR - if proposal #1 and/or #2 receive(s) 2/3<sup>rd</sup> majority support, “current” class rules:**

##### **D.5.2 MATERIALS**

- (a) The type of material used is optional.

#### **Amend as follows**

##### **D.5.2 MATERIALS**

- (a) The type of material used is optional, **provided that it is capable of being folded flat in any direction without damaging other than by creasing**.

#### **Reasons:**

- Prohibits the use of solid trampolines, e.g. alike those introduced in the A-Class

#### **Notes:**

- Wording derived from ERS (**soft sail**).

## **Class rule proposal #4 – rule F.1**

### **For immediate implementation under class rule A.7.2**

**To make permanent the current temporary rules:**

## **Section F – Rig**

F.1 PARTS

F.1.1 MANDATORY

...

(d) Bowsprit **including snuffer mouth**

(e) **Gennaker snuffer bag**

### **Reasons**

- Following further inquiries ExCo and TC have concluded that the “decksuffer” is not an attractive equipment option for the class primarily due to its high costs and perceived performance benefits. Other considerations are weight and, for transportation, dimensions.

## Class rule proposal #5 – rule A.6

### For immediate implementation under class rule A.7.2

#### Current rule

A.6 CLASS RULES VARIATIONS

A.6.1 At class events RRS 87 and WS Regulation 10.11 apply.

#### Amend as follows (renumbered)

A.5 CLASS RULES **CHANGES**

A.5.1 **At events initiated and controlled by the IF18CA or an NCA, WS Regulation 10.5(f) applies. At all other events RRS 87 applies.**

#### Reasons:

- Rule title aligns with SCR
- Current reference to WS Regulation 10.11 is incorrect. The correct reference is to 10.5(f):  
*WS Regulations on Administering World Sailing Classes*  
10.5 To maintain its World Sailing designation, a World Sailing Class shall:  
...  
(f) not permit the organizers to amend, suspend or override the Class Rules in the notice of race or sailing instructions for Class events without the prior approval of World Sailing, a Class event being an event initiated and controlled by the Class/Owners Association without any alteration to the Class Rules;
- There is a “gap” in the current class rule because it does not cover events that do not classify as a class event (as per the definition in WS Regulation 10.5(f)).
- Aligns with SCR.

Note: ***RRS 87 CHANGES TO CLASS RULES***

The sailing instructions may change a class rule only when the class rules permit the change, or when written permission of the class association for the change is displayed on the official notice board.

## Class rule proposal #6 – rules C.3 / G.4.4 / G.5.3

### Current rules

#### C.3 CREW

##### C.3.2 LIMITATIONS

(c) The **crew** shall use the **sails** (as defined in G.4.3 and G.5.3) in accordance with the following weight categories:

- (1) **Crew** from 115 kg to less than 130 kg shall sail with the Small Jib and Small Gennaker and then shall carry extra weight equal to half the difference between their actual weight and 130 kg.
- (2) **Crew** weighing 130 kg and over may sail with the Small Jib and the Small Gennaker and shall not carry extra weight.
- (3) **Crew** between 130 kg and 135 kg may use the Large Jib and Large Gennaker and then shall carry extra weight equal to the difference between their actual weight and 135 kg plus 7.5 kg.
- (4) **Crew** between 135 kg and 150 kg may use the Large Jib and Large Gennaker and shall carry extra weight equal to half the difference between their actual weight and 150 kg.
- (5) **Crew** weighing 150 kg and over may use the Large Jib and the Large Gennaker without carrying any extra weight.

##### C.3.3 WEIGHTS

(b) They are FOUR categories of **crew** weight:

- (1) from 115 kg to less than 130 kg
- (2) from 130 kg to 135 kg
- (3) from 135 kg to 150 kg
- (4) 150 kg and over.

#### G.4 JIB

##### G.4.3 DIMENSIONS

	Minimum	Maximum
<b>Sail</b> area Small Jib		3.45 m <sup>2</sup>
<b>Sail</b> area Large Jib		4.15 m <sup>2</sup>

#### G.5 GENNAKER

##### G.5.3 DIMENSIONS

	Minimum	Maximum
<b>Sail</b> area Small Gennaker		19.00 m <sup>2</sup>
<b>Sail</b> area Large Gennaker		21.00 m <sup>2</sup>



**Amend as follows**

**C.3 CREW**

**C.3.3 WEIGHTS**

- (b) **Crew** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg.

**G.4 JIB**

**G.4.3 DIMENSIONS**

	Minimum	Maximum
<b>Sail area</b>		4.15 m <sup>2</sup>

**G.5 GENNAKER**

**G.5.3 DIMENSIONS**

	Minimum	Maximum
<b>Sail area</b>		21.00 m <sup>2</sup>

**Reasons**

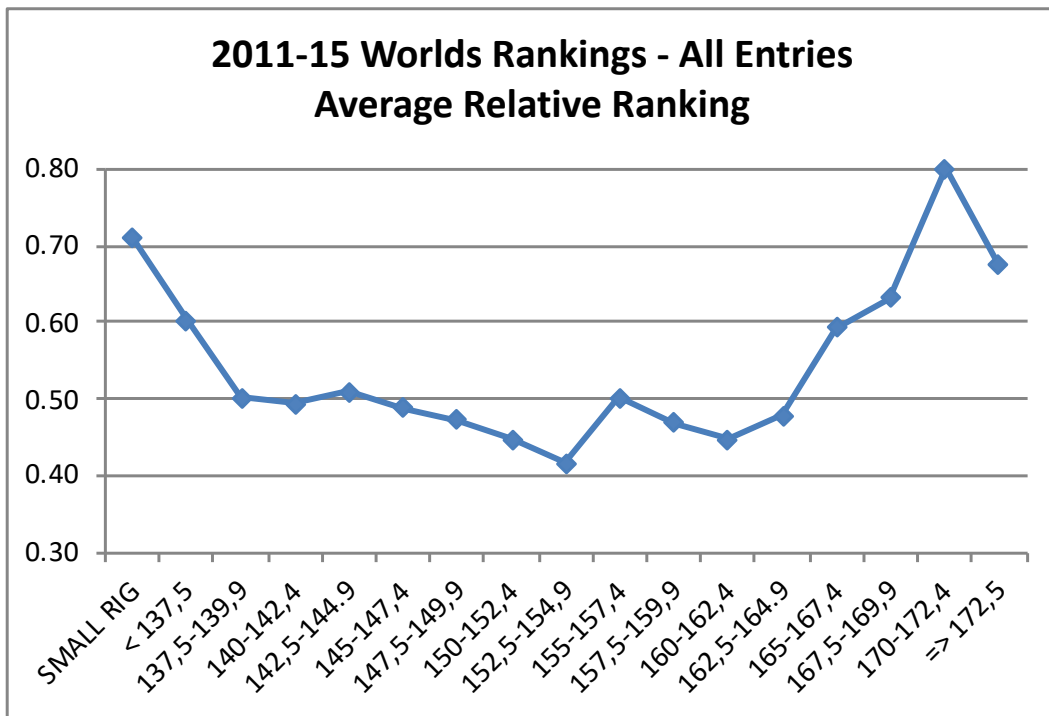
- Remove the small rig option (Small Jib and Small Gennaker), and extend the requirement of carrying crew extra weight equal to half the difference between their actual weight and 150 kg (rule C.3.2(c)(4)) to all crews that weigh less than 150 kg.
- The small rig is unpopular and not competitive. There is ample evidence in terms of participation and results in international F18 events. This evidence is supported by results of the SCHRS model. The class has not issued any measurement stickers for small rig sails in recent years.

**Considerations**

- For 130 kg crew weight the crew extra weight will be 10 kg, while this is 12.5 kg under the existing class rules. For 115 kg crew weight the crew extra weights will be 17.5 kg, but please see the separate proposal for an increase of the minimum crew weight.
- Combined crew and boat weight will reduce by up to 0.8% in the crew weight range of 130 – 150 kg (see attached crew weight table).

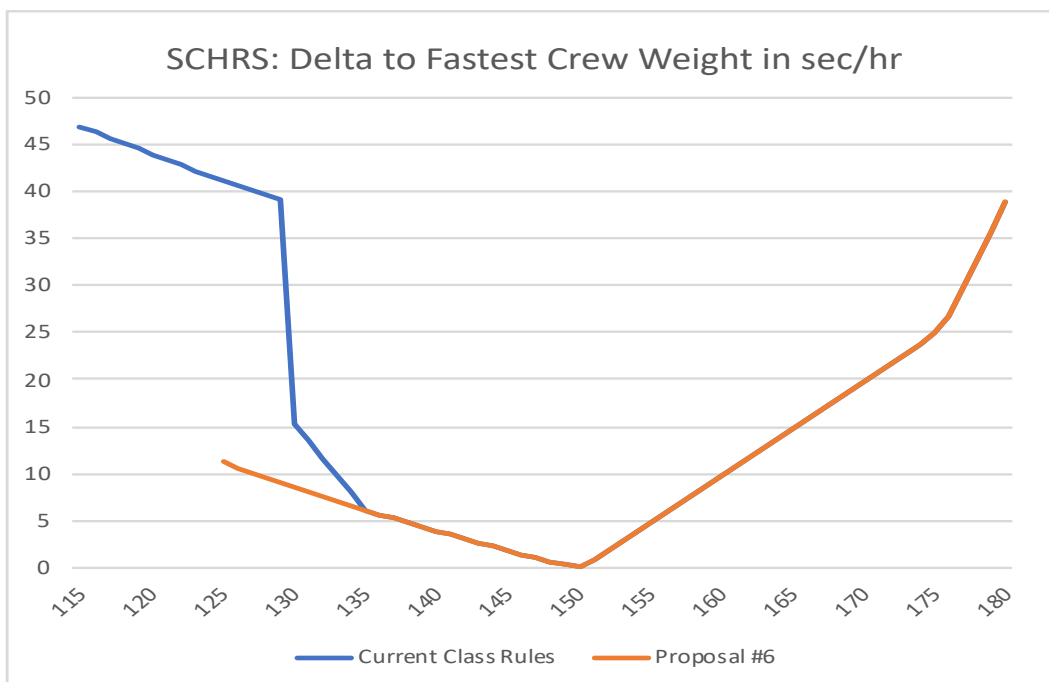
## Ranking analysis 2011-15 F18 Worlds

Higher relative ranking indicates reduced competitiveness



## Output SCHRS model (assumes new minimum crew weight of 125 kg)

Higher delta indicates reduced competitiveness



**Table of crew weight, crew extra weight and combined weight for “large rig”**

<b>Current class rules</b>				<b>Proposal #6</b>				
				<b>(remove small rig; extend crew weight compensation)</b>				
				<b>(assumes new minimum crew weight of 125 kg)</b>				
crew weight	crew extra weight	minimum boat weight	combined weight	crew weight	corrector weight	minimum boat weight	combined weight	relative combined weight (*)
125	N/A	180	N/A	125	12.5	180	317.5	N/A
126	N/A	180	N/A	126	12	180	318	N/A
127	N/A	180	N/A	127	11.5	180	318.5	N/A
128	N/A	180	N/A	128	11	180	319	N/A
129	N/A	180	N/A	129	10.5	180	319.5	N/A
130	12.5	180	322.5	130	10	180	320	99.2%
131	11.5	180	322.5	131	9.5	180	320.5	99.4%
132	10.5	180	322.5	132	9	180	321	99.5%
133	9.5	180	322.5	133	8.5	180	321.5	99.7%
134	8.5	180	322.5	134	8	180	322	99.8%
135	7.5	180	322.5	135	7.5	180	322.5	100.0%
136	7	180	323	136	7	180	323	100.0%
137	6.5	180	323.5	137	6.5	180	323.5	100.0%
138	6	180	324	138	6	180	324	100.0%
139	5.5	180	324.5	139	5.5	180	324.5	100.0%
140	5	180	325	140	5	180	325	100.0%
141	4.5	180	325.5	141	4.5	180	325.5	100.0%
142	4	180	326	142	4	180	326	100.0%
143	3.5	180	326.5	143	3.5	180	326.5	100.0%
144	3	180	327	144	3	180	327	100.0%
145	2.5	180	327.5	145	2.5	180	327.5	100.0%
146	2	180	328	146	2	180	328	100.0%
147	1.5	180	328.5	147	1.5	180	328.5	100.0%
148	1	180	329	148	1	180	329	100.0%
149	0.5	180	329.5	149	0.5	180	329.5	100.0%
150	0	180	330	150	0	180	330	100.0%

(\*) total weight, compared with same crew weight under current rules

## **Class rule proposal #7 – rules C.3.3**

### **Current rules**

#### C.3.3 WEIGHTS

- (a) The minimum combined **crew** weight is 115 kg

### **Amend as follows**

#### C.3.3 WEIGHTS

- (a) The minimum combined **crew** weight is 125 kg

### **Reasons**

- Increase the minimum crew weight from 115 kg to 125 kg.
- Raising the minimum crew weight more clearly positions the class vis-à-vis smaller-performance-catamaran classes. The 125 kg limit is a more logical entry weight level for (youth) teams that have outgrown the Nacra 15 class, with its target crew weight of 110 – 130 kg.
- If the current 115 kg minimum crew weight is maintained while all light teams are allowed to sail with the large rig, the event rankings may become too dependent on wind conditions.

### **Considerations**

For 125 kg crew weight the maximum crew extra weight will be 12.5 kg – the same as for 130 kg crew weight under the existing class rules.

## Class rule proposal #8 – rule C.3.3

### New rule

#### C.3 CREW

##### C.3.3 WEIGHTS

- (c) C.3.3(b) does not apply if the crew uses both the Small Jib (maximum sail area 3.45 m<sup>2</sup>) and Small Gennaker (maximum sail area 19.00 m<sup>2</sup>), and provided these sails have been certified before [DATE] December 2018.

### Reasons

- Only in case proposal #6 is approved (removal of the small rig option), to grandfather until **December 2021** the concept of reduced crew extra weight for all small rig sails that have been certified before the December 2018 date of voting by World Council. Also, adjust the crew extra weight rule for teams sailing with those (grandfathered) small rigs so that no crew extra weight has to be carried irrespective of crew weight.
- Provides an alternative for carrying crew extra weights for all teams using the small rig for 3 years from the date of approval of the proposal by World Council and this benefit is extended to crews weighing less than 130 kg. Event rankings data show that the small rig is not competitive. The SCHRS model suggests that this is also the case for crews that weigh as little as 125 kg or even 115 kg.

**Note:** as per proposal #6 rule C.3.3(b) is to read:

#### C.3 CREW

##### C.3.3 WEIGHTS

- (b) Crew weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg.

## **Class rule proposal #9 – rule C.3.3**

In case you support this proposal, please indicate on the voting sheet whether your support is subject to confirming Velocity Prediction Programme output.

### **Class rule after adoption of proposal #6:**

#### **C.3 CREW**

##### **C.3.3 WEIGHTS**

- (b) **Crew** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg.

### **Amend as follows**

##### **C.3.3 WEIGHTS**

- (b) **Crew** weighing less than 150 kg combined shall carry extra weight equal to **40 per cent (40%)** of the difference between their actual weight and 150 kg.

### **Reasons**

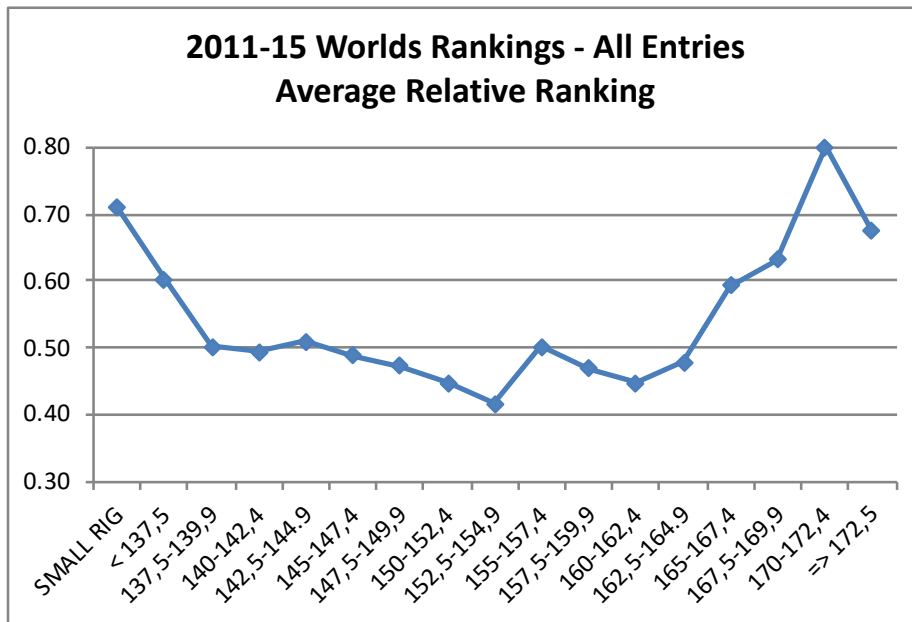
Ranking data from international F18 events indicate that the current extra weight rule is unfavourable for those teams that are required to carry extra weights. This data is supported by results of the SCHRS model.

### **Considerations**

- If the minimum crew weight is 125 kg (see proposal #7) the maximum crew extra weight will be 10 kg – the same as for 132.5 kg crew weight under the existing class rules. Under the current class rules the maximum crew extra weight is 12.5 kg (for 130 kg crew weight).
- Combined crew and boat weight will reduce by up to 1.4% in the crew weight range of 130 – 150 kg (see attached crew weight table).

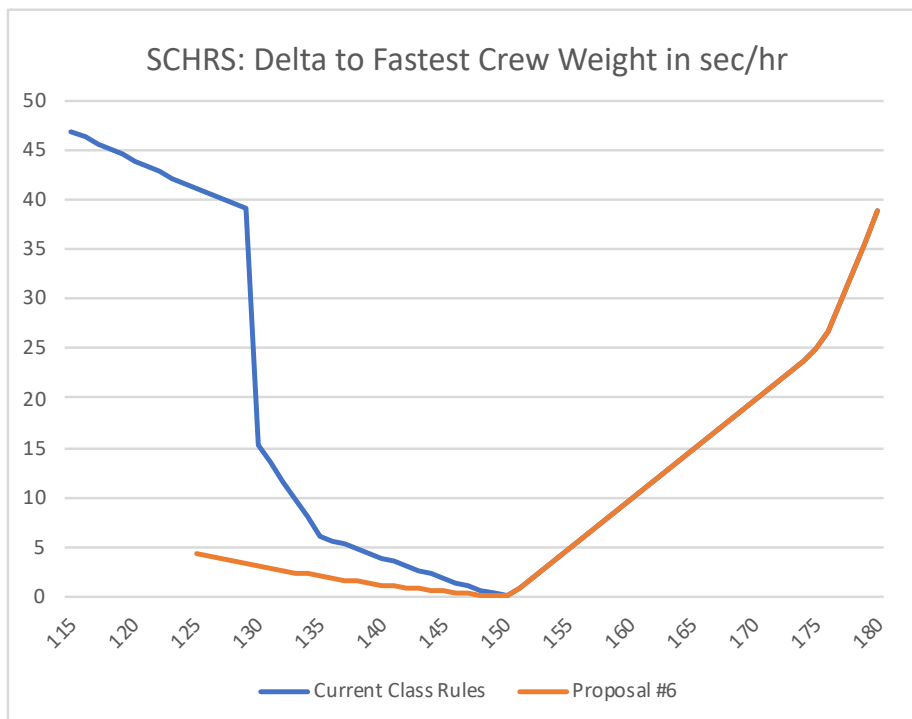
### Ranking analysis 2011-15 F18 Worlds

Higher relative ranking indicates reduced competitiveness



### Output SCHRS model (assumes new minimum crew weight of 125 kg)

Higher delta indicates reduced competitiveness



**Table of crew weight, crew extra weight and combined weight for “large rig”**

<b>Current class rules</b>				<b>Proposal #9</b>				
				<b>(reduce crew weight compensation to 0.4:1)</b>				
				<b>(assumes new minimum crew weight of 125 kg)</b>				
crew weight	crew extra weight	minimum boat weight	combined weight	crew weight	corector weight	minimum boat weight	combined weight	relative combined weight (*)
125	N/A	180	N/A	125	10	180	315	N/A
126	N/A	180	N/A	126	9.6	180	315.6	N/A
127	N/A	180	N/A	127	9.2	180	316.2	N/A
128	N/A	180	N/A	128	8.8	180	316.8	N/A
129	N/A	180	N/A	129	8.4	180	317.4	N/A
130	12.5	180	322.5	130	8	180	318	98.6%
131	11.5	180	322.5	131	7.6	180	318.6	98.8%
132	10.5	180	322.5	132	7.2	180	319.2	99.0%
133	9.5	180	322.5	133	6.8	180	319.8	99.2%
134	8.5	180	322.5	134	6.4	180	320.4	99.3%
135	7.5	180	322.5	135	6	180	321	99.5%
136	7	180	323	136	5.6	180	321.6	99.6%
137	6.5	180	323.5	137	5.2	180	322.2	99.6%
138	6	180	324	138	4.8	180	322.8	99.6%
139	5.5	180	324.5	139	4.4	180	323.4	99.7%
140	5	180	325	140	4	180	324	99.7%
141	4.5	180	325.5	141	3.6	180	324.6	99.7%
142	4	180	326	142	3.2	180	325.2	99.8%
143	3.5	180	326.5	143	2.8	180	325.8	99.8%
144	3	180	327	144	2.4	180	326.4	99.8%
145	2.5	180	327.5	145	2	180	327	99.8%
146	2	180	328	146	1.6	180	327.6	99.9%
147	1.5	180	328.5	147	1.2	180	328.2	99.9%
148	1	180	329	148	0.8	180	328.8	99.9%
149	0.5	180	329.5	149	0.4	180	329.4	100.0%
150	0	180	330	150	0	180	330	100.0%

(\*) total weight, compared with same crew weight under current rules



## **Class rule proposal #10 – rule C.3.3**

### **Current rules**

#### **C.3.3 WEIGHTS**

- (c) **Crew** extra weights shall be of metal and securely fastened on the port side, either to the outside of the front beam or to the strut, and shall be removable for checking.

### **Amend as follows**

#### **C.3.3 WEIGHTS**

- (c) **Crew** extra weights shall be of metal and securely fastened on the port side, either to the outside of the front beam or to the strut, and shall be removable for checking. **Any weight of the boat[, ready to sail,] in excess of 180 kg will count towards crew extra weights.**

### **Reasons:**

- Allows boat weight in excess of 180 kg to count towards crew extra weight.
- This equalization measure reduces competitive disadvantage resulting from “heavy boats” for crews that weigh less than 150 kg (only). Although not all teams benefit – there is no crew weight to be compensated for crews weighing 150 kg and over – this measure does improve competition in the class.
- This is a simple measure which requires no investment by sailors. Nor does it require change in measurement, event registration or equipment check processes (weighing of boats and crews).
- Supports the market value of (older) boats weighing more than 180 kg; this change may make the class more attractive for lighter (younger) crews with less budget.

## Class rule proposal #11 – rules F.3.2 / G.3.4

### Current rules

#### F.3 MAST

##### F.3.2 CONSTRUCTION

- (g) The **mast** shall be measured as part of the **mainsail** area in the measurement process.

#### G.3 MAINSAIL

##### G.3.4 DIMENSIONS

Sail area (including the area of the half perimeter of the **mast spar**)

Maximum

17.00 m<sup>2</sup>

### Replace by

#### F.3 MAST

##### F.3.X DEFINITIONS

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

#### G.3 MAINSAIL

##### G.3.4 DIMENSIONS

Sail area **and Mast Area, combined**

Maximum

17.00 m<sup>2</sup>

### Reasons:

The current class rules do not clearly define how the mast area is calculated.

## Class rule proposal #12 – rules G.3

### Current rules

#### G.3 MAINSAIL

##### G.3.3 CONSTRUCTION

(e) [From 4 March 2008,] a **window** shall be placed in the lower third of the **sail**.

##### G.3.4 DIMENSIONS

**Window area** Minimum 0.80 m<sup>2</sup>

### Amend as follows

#### G.3 MAINSAIL

##### G.3.3 CONSTRUCTION

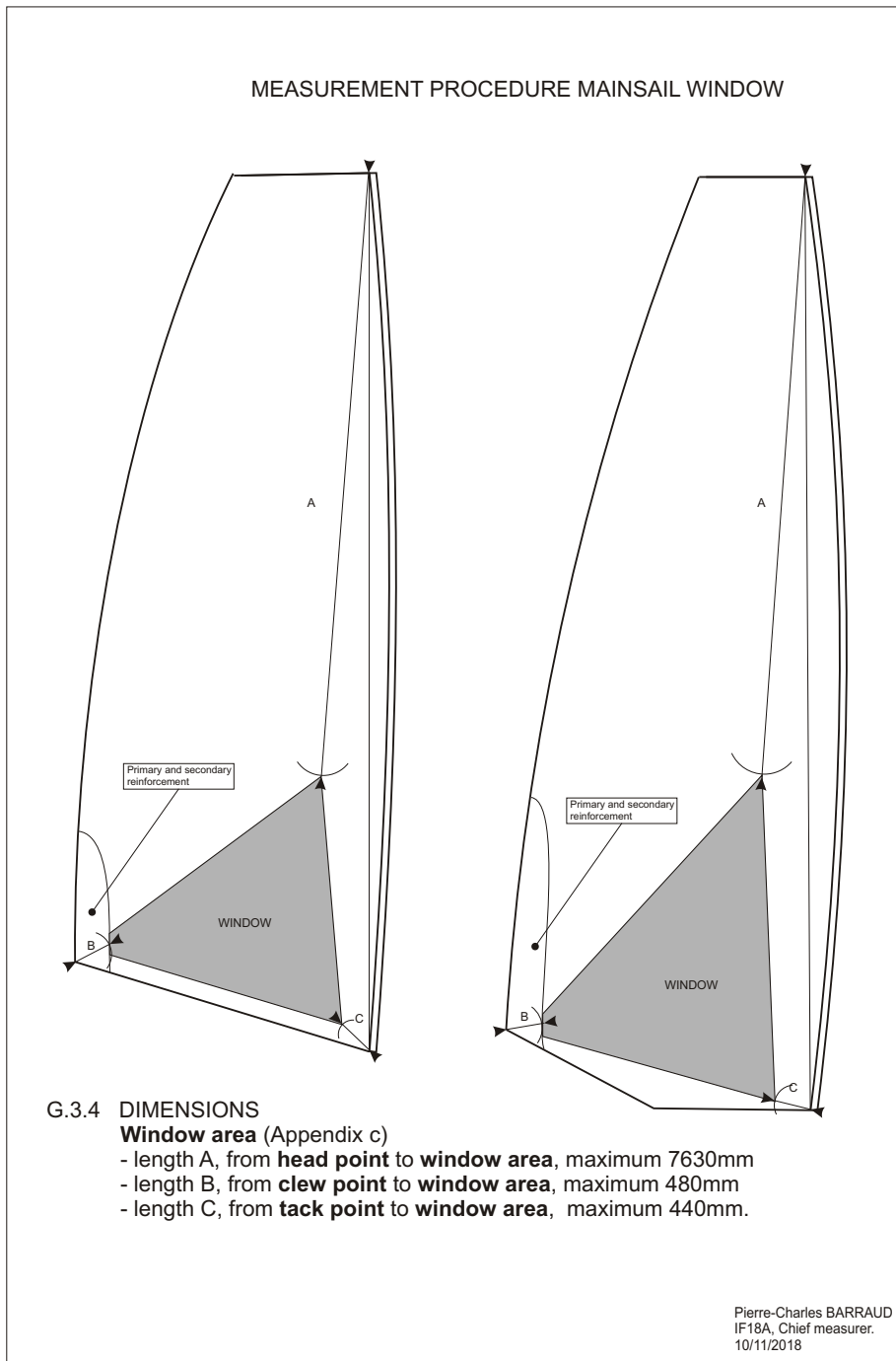
(e) [From 4 March 2008,] a **window** shall be placed in the **sail**.

##### G.3.4 DIMENSIONS

###### **Window area (Appendix C)**

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

## Add Class Rule Drawing (appendix C):



### Reasons:

The revised wording is simple whilst effective for ensuring sufficiently large windows more independently of the shape of the mainsail. For example, this rule works effectively for both traditional mainsails and decksweepers.

## Class rule proposal #13 – rules G.4

### Current rules

#### G.4 JIB

##### G.4.2 CONSTRUCTION

(f) [From 4 March 2008,] a **window** shall be placed in the lower third of the **sail**.

##### G.4.3 DIMENSIONS

###### Window area

Minimum 0.30 m<sup>2</sup>

### Amend as follows

#### G.4 JIB

##### G.4.2 CONSTRUCTION

(f) [From 4 March 2008,] a **window** shall be placed in the **sail**.

##### G.4.3 DIMENSIONS

###### Window area

- length from **head point to window area** Maximum XXX mm
- length from **clew point to window area** Maximum XXX mm
- length from **tack point to window area** Maximum XXX mm

### Reasons:

Simplifies measurement and aligns approach with that for the mainsail for more consistency.

### Notes:

Final dimensions to be determined following a survey on recently built jibs.

**Class rule proposal #14 – rules C.7.2 / E.2.2 / F.2.2 / C.10.1**

**Current rules**

**C.7 HULLS**

**C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR.**

- (c) Routine maintenance such as painting and polishing is permitted without remeasurement and re-**certification**, providing that the intention and the effect is to polish the **hulls** only.

**Replace by**

**D.2 GENERAL**

**D.2.X MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) Modification, maintenance and repair of **hulls** is permitted, without re-**certification**, provided these parts continue to comply with these **class rules**.

---

**Current rules**

**E.2 GENERAL**

**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 remeasurement and **re-certification**.

**Replace by**

**E.2 GENERAL**

**E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR**

- (a) Modification, maintenance and repair of **hull appendages** is permitted, without re-**certification**, provided these parts continue to comply with these **class rules**.

---

**Current rules**

**F.2 GENERAL**

**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 remeasurement and **re-certification**.

## Replace by

### F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Modification, maintenance and repair of spars is permitted, without re-certification, provided these parts continue to comply with these class rules and, with respect to the mast, provided the Mast Area is not increased.**

---

## Current rules

### C.10 SAILS

#### C.10.1 LIMITATIONS

- (b) **Sails** shall not be altered in any way except as permitted by these **class rules**.
- (c) Routine maintenance is permitted without re-measurement and recertification.

## Replace by (new numbers)

### G.2.X MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Modification, maintenance and repair of a sail is permitted, without re-certification, provided it continues to comply with these class rules and, with respect to the mainsail, provided the sail area is not increased.**

---

## Reasons:

- Regulates repairs, modifications and maintenance for mentioned equipment in a consistent manner.
- Simplifies approach in line with common practice, allowing actions without re-certification as long as equipment continues to comply with the class rules (materials, construction, etc.). The only exception is that the increase of (sail/mast) areas without re-certification is not allowed. Note that the need of re-certification in case of reduction of (boat) weight is already covered in Part I of the class rules.
- Moves the rules related to sealing strips etc. to the correct rule sections.
- Additional wording regarding Mast Area and mainsail area because these items are can be measured independently and compliance with the class rules depends on the combined area of mast and sail.

## Class rule proposal #15 – rules C.7.2

### Current rules

#### C.7 HULLS

##### C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR.

- (d) The application of vinyl or other film over the **hull** surface is allowed only for the purpose of displaying advertising and graphics. Performance enhancing film, or those with textured or modified surface which would alter or improve the flow around the **hull** are not allowed.

### Replace by

#### D.3 HULL SHELLS

##### D.3.1 MATERIALS

- (b) Vinyl or other film **may be applied to** the **hull** surface **provided the material does not have** a texture or surface which alters or improves the flow around the **hull**.

### Reasons:

New construction techniques are being introduced which allow the use of wrapping instead of paint to cover hulls with the option of adding advertising. This may prove to be an interesting alternative to gel coat and paint.



## Class rule proposal #16 – rules A.3.1

### Current rules

- A.3.1. The international authority of the IF18CA is WS which shall co-operate with the IF18CA in all matters concerning these **class 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 WS.
- A.3.3 The IF18CA shall keep a record of the official measurers.

### Amend as follows

- 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 an official measurer who is recognized by the certification authority.**
- 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.

### Reasons:

- A.3.1: “international authority” is not a defined term whereas “**class rule authority**” is a defined term as per ERS C.2.4: “The body that provides final approval of the class rules, class rule changes and class rule interpretations.” Aligns with SCR
- A.3.2: explicitly and clearly states that the IF18CA is the certification authority (in current rules only indirectly via A.3.2).
- New A.3.3: explicitly and clearly states that the certification authority (IF18CA) has the possibility to delegate its authority to certify to official measurers who are recognised by the class; this regulates the current practice in the class.
- A.3.4: aligns with SCR
- Current A.3.3 is deleted: This rule is not in the SCR. The obligation is already described in WS Regulation 10.5(g)(iii) and does need to be repeated: “10.5 To maintain its World Sailing designation, a World Sailing Class shall: ... (iii) maintain a register of the names and addresses of all Official Measurers approved for the class, a copy of which shall be supplied to World Sailing;”

## **Class rule proposal #17 – rules A.4**

### **Current rules**

- A.4 ADMINISTRATION OF THE ASSOCIATION
- A.4.1 The class is administered by the IF18CA.
- A.4.2 At national level, a NCA administers the class, by IF18CA delegation. In countries where there is no NCA, then IF18CA will cover such duties.

### **Amend as follows:**

- 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.**

### **Reasons:**

- Aligns with SCR.
- States that the IF18CA may delegate part or all of its functions as stated in the class rules. The functions that are delegated to the NCAs are to be described separately as a class regulation, to be decided or confirmed by World Council. Proposal is for the following functions to be delegated to the NCAs: a) administration of the class in the country of the NCA; b) recognition, jointly with the IF18CA, of the official measurers in the country of the NCA.

## **Class rule proposal #18 – rules A.5**

### **Remove current rules**

A.5.1 These class rules shall be read in conjunction with the ERS.

### **Rule A.5.2 to be renumbered A.1.3**

#### **Reasons:**

- Aligns with SCR
- Application of ERS is already mentioned in preamble of Part II and rule C.1.1(a)

## **Class rule proposal #19 – rules A.7.1**

### **Current rules**

- A.7.1 Amendments to these **class rules** are subject to the approval of WS in accordance with WS Regulations, and then ratified by the world council of the IF18CA before implementation.

### **Amend as follows (renumbered)**

- 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**.

### **Reasons:**

- More accurately describes the fact that amendments have to be approved by the IF18CA, which is in accordance with WS Regulation 10.11. The IF18CA approval process itself is regulated in the IF18CA Constitution.

## **Class rule proposal #20 – rules A.8**

### **Current rules**

- A.8.1 Interpretation of these **class rules** shall be made in accordance with WS Regulations.
- A.8.2 These class rules shall take precedence over the measurement certificate.
- A.8.3 Any interpretation of these class 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 WS, the MNA and the IF18CA.

### **Amend as follows (renumbered)**

- 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**.

### **Reasons:**

- A.7.1: clarifies that WS is the (only) party to issue rulings (in consultation with the IF18CA)
- Delete A.8.2: the current rule incorrectly implies that the (measurement) certificate has a role in interpreting the class rules. In fact the certificate does not have any role in this.
- A.8.3 / A.7.2: reference to the MNA deleted – MNAs do not have a role in interpretation of these class rules. Rule rewritten; more concise, leaving out unnecessary details.

## **Class rule proposal #21 – rules A.9**

### **Current rules**

- A.9.1 International class fee shall be paid every year to WS.
- A.9.2 From 1 November 2009 all new boats shall have WS plaques affixed to the boats (see D.2.3).

### **Amend as follows (renumbered)**

- A.8.1 **The IF18CA shall pay the International Class Fee.**
- A.8.2 **WS shall, after having received the International Class Fee for the hulls, send the WS Building Plaques to the IF18CA.**

### **Reasons:**

- Aligns with SCR
- A.9.1 / A.8.1: the fee is not an annual fee but is paid only once at the time of issuance of the WS Building Plaque.
- A.9.2 (current) deleted: this is already covered in rule D.2.3(b)

## **Class rule proposal #22 – rules A.10.1**

### **Remove current rules**

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

### **Reasons:**

- Aligns with SCR
- This requirement, which will be assumed by the IF18CA as per a separate proposal, is already covered in rule A.13.1 (renumbered)

## Class rule proposal #23 – rules A.11.1

### Current rules

#### A.11 BOAT CERTIFICATION

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

- (a) Class
- (b) **Certification authority**
- (c) Measurement certificate number issued by the **certification authority**
- (d) Owner
- (e) **Hull** identification
- (f) Builder/manufacturers details and agreement that **boat** and **sails** are made in line with IF18CA **class rules** ; builder's/sailmaker's declaration.
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**.

### Amend as follows (renumbered)

#### A.9 CERTIFICATION

A.9.1 A **certificate for a boat or a sail** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) **Certificate** number issued by the **certification authority**
- (d) **Hull or sail** identification
- (e) **Confirmation of presence of** builder's **or** sailmaker's declaration (see D.2.4(b) and G.2.3(b))
- (f) Date of issue of initial **certificate**
- (g) Date of issue of **certificate**
- (h) **Corrector weight, if required.**

### Reasons:

- Confirms possibility of issuing separate certificates for sails, already a common practice in the class
- Removes requirement of re-issuing certificates when ownership changes
- Add corrector weight as an item; see rule A.11(b) (renumbered)



## Class rule proposal #24 – rules A.13.1

### Current rules

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

- (a) the change to any items recorded on the **boat 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**.

### Amend as follows (renumbered)

A.11.1 A **certificate** becomes invalid upon:

- (a) the change to any items recorded on the **certificate** as required under A.9.1(a) **through (g)**
- (b) any **increase of corrector weight**
- (c) withdrawal by **the certification authority**
- (d) the issue of a new **certificate**.

### Reasons:

- Regarding corrector weight, re-certification is only mandatory when the corrector weight needs to be increased.

## **Class rule proposal #25 – rules A.15.1**

### **Current rules**

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 boat is exported.

### **Amend as follows (renumbered)**

A.13.1 The **certification authority** shall retain the original documentation upon which the current **certificate** is based.

### **Reasons:**

- (b): There is only one certification authority (the IF18CA). The IF18CA is to set up a central online database containing all certification documentation, which removes the need of transfers of documentation when a boat is exported.

## Class rule proposal #26 – rules B.1

### Current rules

- B.1.1 The **boat** shall:
- (a) be in compliance with these **class rules**.
  - (b) have a valid **certificate** for platform, **hull appendages**, **rig** and **sails**.
  - (c) have valid **certification marks** as required.
  - (d) have a completed, signed and dated measurement **certificate**.
- 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 **certificate** anything which he considers in breach of these **class rules**, and shall not sign the **certificate**. A copy of the incomplete **certificate**, together with an explanation of the points in question, shall immediately be sent to the IF18CA secretariat and WS 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**.

### Amend as follows (renumbered)

- 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.

### Reasons:

- Aligns with SCR
- Remove B.1.1(d): a valid certificate is deemed to have been completed, signed and dated.
- Remove B.1.2: this is already covered by ERS, WS Regulation and other parts of the class rules. Interpretation is covered in (new) rule A.7 (interpretation).
- Remove B.1.3: this is already covered by RRS, ERS, WS Regulation and other parts of the class rules (A.11.1(c) - renumbered).

## Class rule proposal #27 – rules C.6.3

### Current rules

#### C.6.3 FLOATATION

- (a) It is the responsibility of the person in charge 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**, a race committee or a 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.

### Remove and replace by (new rule)

#### **B.2 FLOATATION CHECKS**

**B.2.1 A race committee may require that a **boat** shall pass a floatation test.**

#### Reason:

- Aligns with SCR
- Remove C.6.3(a): the criteria should be floatation, not water tightness
- Remove C.6.3(b): this rule is replaced by new rule B.2.1, with less need for detail. Rule A.11.1(c) – renumbered already establishes the mandate of the certification authority to withdraw certificates.

## **Class rule proposal #28 – rules B.2.1 / G.3.1**

### **Current rules**

#### **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 the diagram B.2 certification marks in Appendix C), as a part of **certification marks**.

#### **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 C.

### **Remove and replace by:**

#### **B.3 CLASS ASSOCIATION MARKINGS**

B.3.1 The **mainsail** shall carry the class insignia in the required position (see Appendix C).

### **Reasons:**

- Aligns with SCR
- The topic of certification marks is covered in the various rules related to certification in Part II of the class rules.

## Class rule proposal #29 – rules C.6.1 / D.2

### Current rules

#### C.6 BOAT

##### C.6.1 WEIGHT

###### (b) BOAT READY TO SAIL

- (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 C diagram “(b) BOAT READY TO SAIL (3) Identification”.

#### D.2 GENERAL

##### D.2.1 RULES

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

##### D.2.2 CERTIFICATION

- (a) Only the controls, measurements and calculations made by an **official measurer** are considered valid.

### Remove and replace by

#### D.2 GENERAL

##### D.2.1 RULES

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

##### D.2.2 CERTIFICATION

- (a) **The official measurer shall certify the hulls and shall number and affix certification marks to the transoms.**

### Reasons:

- Aligns with SCR; replaces part of current rule B.2 (location of certification marks)
- There are two hulls
- Remove C.6.1(b)(3): there is no need to write further details on the certification marks, these details are already contained in the certification documentation.
- By affixing the certification marks to the transoms (instead of underneath the rear beams) the marks – and F18 branding - will be more visible.

## Class rule proposal #30 – rules D.2.3

### Current rules

#### D.2 GENERAL

##### D.2.3 IDENTIFICATION

- (b) From 1 November 2009, all new hulls shall carry the WS plaques permanently placed on the transoms or on the inside of the hulls just below the rear beam.

### Amend as follows

#### D.2 GENERAL

##### D.2.3 IDENTIFICATION

- (b) **Hulls** shall **have WS Building Plaques affixed to** the transoms.

### Reasons:

- There is no need to determine a cut-off date. Hulls are automatically grandfathered as a result of rule D.2.1(a):  
D.2.1 RULES  
(a) The hull shall comply with the rules in force at the time of initial certification.
- By affixing the plaques to the transoms (instead of underneath the rear beams), as is already commonly the case, the marks are more visible.

## Class rule proposal #31 – rules E.2.3

### Current rules

#### E.2 GENERAL

##### E.2.3 CERTIFICATION

- (a) An **official measurer** shall certify **hull appendages** and shall number the **certification marks**.

### Amend as follows

#### E.2 GENERAL

##### E.2.3 CERTIFICATION

- (a) **The official measurer** shall certify **the hull appendages** and shall number **and affix the certification marks near the upper end of the hull appendages**.

### Reasons:

- Aligns with SCR; replaces part of current rule B.2 (location of certification marks)



## **Class rule proposal #32 – rules E.4.4**

### **Remove part of current rules E.4.4(a)**

#### **E.4.4 WEIGHTS**

- (a) ... For rudders built before 1 January 1996 corrector weights may be added to achieve the minimum weight. The controlled weight shall be noted on the measurement certificate by the measurer.

#### **Reasons:**

- The wording of the first sentence conflicts with rule E.2.1 (grandfathering)  
E.2.1 RULES  
(a) Hull appendages shall comply with the class rules in force at the time of certification.  
According to rule E.2.1 rudders that weigh less than 3 kg and built before 1996 are class legal. Also, the relevance of this rule is by now very limited to rudders that are over 22 years old.
- The second sentence provides unnecessary detail regarding certification and is not consistent with similar rules related to other equipment.

## Class rule proposal #33 – rules F.2.3

### Current rules

#### F.2 GENERAL

##### F.2.3 CERTIFICATION

- (a) An **official measurer** shall **certify spars** and shall write the **certificate number** on the **certification mark** of the **mast**.
- (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.

### Amend as follows

#### F.2 GENERAL

##### F.2.3 CERTIFICATION

- (a) **The official measurer shall certify the mast** and shall number **and affix the certification mark to the mast near the bottom edge of the mast extrusion on starboard side.**

### Reasons:

- Aligns with SCR; replaces part of current rule B.2 (location of certification marks) and combines existing rules F.2.3(a), (b) and (c).
- More precise description of the location of the certification mark, removing the need of a class drawing (Appendix C).

## Class rule proposal #34 – rules F.4.2

### Remove current rules

#### F.4 BOOM

##### F.4.2 CONSTRUCTION

- (a) The **boom** shall not be measured as part of the **mainsail area** in the measurement process.

### Reasons:

- This clarification is not needed; the class rules already clearly describe elsewhere how the mainsail area is calculated.

## Class rule proposal #35 – rules G.2.2

### Current rules

#### **G.2 GENERAL**

##### G.2.2 CERTIFICATION

(a) An **official measurer** shall certify all **sails**.

...

(d) The area and the dimensions of the gennaker (SL1, SL2, SMG, SF) shall be written in an indelible manner near the starboard tack by the official measurer.

### Amend as follows

#### **G.2 GENERAL**

##### G.2.2 CERTIFICATION

(a) **The official measurer shall certify each sail and shall affix the certification mark near the tack point of the sail on starboard side.**

### Reasons:

- Aligns with SCR; replaces part of current rule B.2 (location of certification marks) and removes the need of a class drawing (Appendix C)
- Remove G.2.2(d): there is no need to write on the equipment, this information is already contained in the measurement documentation.

## Class rule proposal #36 – rules G.3.3

### Current rules

#### G.3 MAINSAIL

##### G.3.3 CONSTRUCTION

- (e) From 4 March 2008, a **window** shall be placed in the lower third of the **sail**.

### Amend as follows

#### G.3 MAINSAIL

##### G.3.3 CONSTRUCTION

- (e) A **window** shall be placed in the lower third of the **sail**.

### Reasons:

- There is no need to determine a cut-off date. Sails are automatically grandfathered as a result of rule G.2.1(a):  
G.2.1 RULES  
(a) **Sails** shall comply with the **rules** in force at the time of **certification**.

### Notes:

- There will be further changes to G.3.3(e) if proposal #12 is adopted.

## Class rule proposal #37 – rules G.4.2

### Current rules

#### **G.4 JIB**

##### G.4.2 CONSTRUCTION

(c) The jib may have either:

(1) A maximum of four battens, no external part of which exceeding 250mm from the **leech**,

OR:

(2) from 1 March 2007, a maximum of three full length battens, which shall have no moving parts and be made of glass fibre.

...

(f) From 4 March 2008, a **window** shall be placed in the lower third of the **sail**.

### Amend as follows

#### **G.4 JIB**

##### G.4.2 CONSTRUCTION

(c) The jib may have either a maximum of four battens, no external part of which exceeding 250 mm from the **leech**, OR a maximum of three full length battens, which shall have no moving parts and be made of glass fibre.

...

(f) A **window** shall be placed in the lower third of the **sail**.

### Reasons:

- There is no need to determine cut-off dates. Sails are automatically grandfathered as a result of rule G.2.1(a):

#### G.2.1 RULES

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

### Notes:

- There will be further changes to G.4.2(f) if proposal #13 is adopted.

### **Class rule proposal #38 – class rule drawings**

A. **Remove** drawing A.9

Reason: Rule D.2.3 already clearly describes the location

B. **Change** drawing B.2 to only show the class insignia

Reason: the locations of the various certification marks are clearly described in the various class rules

C. **Remove** drawing C.6

Reason: Rule D.2.2(a) already clearly describes the location

D. **Remove** drawing F.4

Reason (a.o): Rule F.4.2 is to be removed from the class rules