

IF18CA 2020 World Council Annual Meeting – X. CLASS RULES - SUBMISSIONS

Class rule proposal #1 –new rule A.[9]

For implementation on 1 January 2021

New rule:

A.[9] SAIL NUMBERS

A.[9].1 A **boat** shall sail under the national letters and a personal sail number issued by the IF18CA.

AND

New Regulation issued under the IF18CA Constitution:

Regulation 2 – Sail Numbers:

The IF18CA delegates the authority to issue the national letters and personal sail numbers to the member National Class Associations (NCAs). A member NCA can delegate this authority to a World Sailing Member National Authority (MNA).

Reasons:

Thus far the class has not regulated the issuance of sail numbers. The current lack of regulation can result in multiple teams entering in regattas with the same combination of national letters and sail number.

The purpose of the proposal is to establish the member NCA as the party that issues sail numbers, while preserving maximum flexibility:

- An NCA can choose its own method for issuing and recording sail numbers.
- The proposal allows an NCA to agree with its MNA that latter takes on these responsibilities, as is already the case in some countries.
- Manufacturers can continue placing sail numbers on mainsails, but it is for the sailor to decide which number they wish to carry, subject to approval by their NCA.

Class rule proposal #2 –rule B.2

For implementation on 1 January 2021

Remove rule:

B.2 BUOYANCY CHECKS

B.2.1 If this rule is invoked by the Notice of Race / Sailing Instruction (NOR/SI), a Race Committee may require that a boat complies with a buoyancy test. The test requirements shall be specified in the NOR/SI.

Reasons:

- This class rule was introduced in July 2020 as a replacement of a similar class rule C.6.3 (FLOATATION). That former rule C.6.3 goes back to the time that the class was established, nearly 30 years ago. Since those early days of the class, maritime building standards have been introduced to safeguard the quality of boat design and construction, making this class rule obsolete.
- In view of the above, last July – when reviewing the replacement of former rule C.6.3 with current rule B.2 – World Sailing agreed on removing this class rule subject to an approval by World Council.

Class rule proposal #3 – rules C.1.1 and C.10.2

For implementation on 1 January 2021

Old:

C.1 GENERAL

C.1.1 RULES

- (a) The ERS shall apply.
- (b) RRS 49.1 shall not apply (regards: crew position; lifelines).
- (c) RRS Appendix G.1.3 (d) shall not apply (regards: national letters and **sail** number on a gennaker).

and

C.10 SAILS

C.10.2 MAINSAIL

- (a) IDENTIFICATION
The national letters and sail numbers shall comply with the RRS appendix G.

Amend:

C.1 GENERAL

C.1.1 RULES

- (a) The ERS shall apply.
- (b) RRS 49.1 ~~shall not apply (regards: crew position; lifelines).~~
- ~~(c) and~~ RRS Appendix G.1.3 ~~(d)(c)(3) shall not apply (regards: national letters and sail number on a gennaker).~~
- (c) RRS Appendix G.1.3(a) is changed as follows: The class insignia shall only be placed on the starboard side (see **class rule** G.3.1).

and

C.10 SAILS

C.10.2 ~~MAINSAIL~~

- ~~(a)~~ IDENTIFICATION
- (a) The national letters and sail numbers shall comply with the RRS appendix G except where prescribed otherwise in these **class rules**.

To read:

C.1 GENERAL

C.1.1 RULES

- (a) The ERS shall apply.
- (b) RRS 49.1 and RRS Appendix G.1.3(c)(3) shall not apply.
- (c) RRS Appendix G.1.3(a) is changed as follows: The class insignia shall only be placed on the starboard side (see **class rule** G.3.1).

and

C.10 SAILS

C.10.2 IDENTIFICATION

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

Reasons:

C.1.1(b)

- Rule update: renumbering needed due to release of RRS 2021-2024

C.1.1(c)

- Rule update: confirms that the class insignia in the mainsail is only carried on starboard side, as an exception to RRS.
- Note: if class rule proposal #7 (amendment class rule G.3.1) is approved, then the word “insignia” (singular) will be replaced by “insignias” (plural)

C.10.2(a)

- Rule update: wording added to consistency, removing conflict with rules C.1.1(b) and C.1.1(c)

Class rule proposal #4 – rule C.6.1

For implementation on 1 January 2021

Old:

C.6 BOAT

C.6.1 WEIGHT

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

Amend to read:

C.6 BOAT

C.6.1 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.

Reasons:

- Rule update: aligns with ERS H.7
- ERS H.7 (BOAT MEASUREMENT – Conditions for Weight and Flotation Measurement) states that “unless otherwise specified in the rules, any of the following shall be excluded: **sails**”.

Class rule proposal #5 – rule D.2.2/E.2.2/F.2.2/G.2.2 - C.6.1

For implementation on 1 January 2021

Old:

D.2.2 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**.

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**.

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.

G.2.2 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.

Remove and replace by:

C.6.[1] MODIFICATIONS, MAINTENANCE AND REPAIR

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

Reasons:

- Rule update: Aligns the class rules with ERS 2021 – 2024 which introduces defined terms for modification, maintenance and repair in ERS C.7.2, C.7.3 and C.7.4:

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C.7.2 Modification

Work resulting in a change to the original condition.

C.7.3 Maintenance

Work required to retain the original condition, compensating for normal wear and tear in order to achieve its maximum useful life. This includes preventive **maintenance** and may include **coating, sanding, lubricating and cleaning**, but shall exclude **fairing and bonding**.

C.7.4 Repair

Corrective action, following unintended damage, required to restore the original condition. This may include **coating, sanding, fairing and bonding**.

- Current rules D-G.2.2(a), combined, do not cover all equipment components. For example modification, etc. of the beams, the Trampoline, and standing / running rigging is not covered in the rules. The proposed amended rule C.6.1(a) unequivocally applies to all equipment components and confirms the box-rule character of the class.
- Rule update: with respect to the mainsail and the mast, the additional restrictions written in F.2.2(a) and G.2.2(a) are no longer required following the class rule amendments of 10 July 2020 which resulted in a process change for the certification process for the mainsail area (A.9.1(h)) and Mast Area (A.9.2(c)).

Class rule proposal #6 – rule E.3.3

For implementation on 1 January 2021

Old:

E.3 CENTREBOARD/DAGGERBOARD

E.3.3 CONSTRUCTION

- (c) The **centreboard/daggerboards** shall not protrude more than 1400mm from the bottom of the **hull** and shall be fitted so that they cannot protrude below this level.

Remove and replace by:

C.8 HULL APPENDAGES

C.8.2 LIMITATIONS

- (c) The maximum **hull appendage depth** of each **centreboard/daggerboard** shall be 1400 mm.

Reason:

- Rule update: aligns the class rules with ERS 2021 – 2024 which includes a new defined term in C.6.4(j)

ERS 2021-2024

C.6.4(j) HULL APPENDAGE DEPTH

The maximum vertical distance between the **hull** shell or a measurement point as specified in the **class rules** and the lowest point of a **hull appendage** in its lowest position.

- Move rule to Section C in accordance with the WS Standard Class Rules

Class rule proposal #7 –rule G.3.1 / Appendix C

For implementation on 1 January 2021

Old:

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.

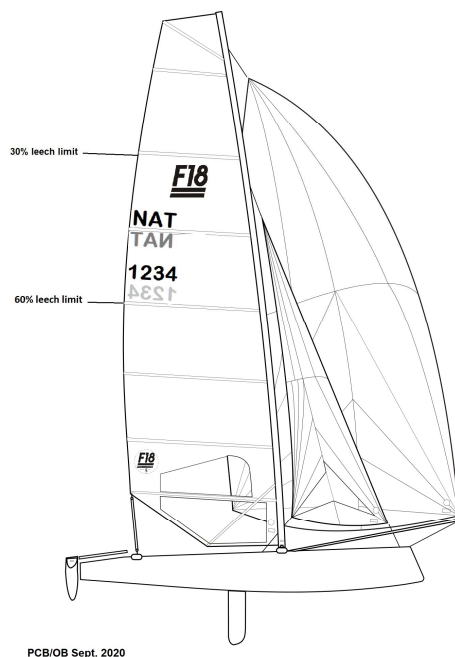
Amend to read:

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 C.
- (b) A license is required to produce class insignias.**

And, replace class rule drawing Appendix C, page 25 with:



Drawing will mention the following dimensions for the insignia in the upper part of the mainsail: 540 mm height and 630 mm length, and will refer to <http://www.f18-international.org> for digital files.

Reasons:

- Improves identification and supports promotion of the Formula 18 class both at sea and ashore by placing the F18 logo in the upper part of the mainsail.
- Rule update: aligns with RRS Appendix G.
- Establishes that the class insignias in the mainsail are only carried with the specified design (official F18 logo) and dimensions.
- The purpose of a license requirement for the F18 logo is to control the use of the correct logo. There is no intention to charge a license fee.
- We have shared this proposal to place a class insignia in the upper part of the mainsail with the builders, and we have received feedback from some of them. With this proposal the area above the upper insignia, above the 30% leech limit, will remain available for manufacturer and other advertising, complying with WS Advertising Code 20.2.6 (quoted below)

WS Advertising Code

20.2.6 Advertising on sails shall be clearly separated from national letters and sail numbers and from Class insignia unless it is part thereof.

- The amended class rule only applies to those sails that are certified after the date of introduction of the new class rules, 1 January 2021 (see class rule G.2.1 – quoted below).

G.2 GENERAL

G.2.1 RULES

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

Class rule proposal #8 – rule G.3.3

For implementation on 1 January 2021

Old

G.3 MAINSAIL

G.3.3 CONSTRUCTION

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

Amend to:

G.3 MAINSAIL

G.3.3 CONSTRUCTION

- (e) A **window** shall be placed in the **sail**. The **window area** as determined in G.3.4 shall be free of markings.

Reasons:

- Preserves visibility through the mainsail window. This safety aspect has even become more important since the introduction of the decksweeper mainsail.
- The proposed rule does not allow any markings to be placed within the window dimensions that are specified in class rule G.3.4.
- The amended class rule will only apply to sails that are certified after the date of introduction of the new class rules, 1 January 2021 (see class rule G.2.1 – quoted below).

G.2 GENERAL

G.2.1 RULES

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

Class rule proposal #9 – rule G.4.2

For implementation on 1 January 2021

Old

G.4 JIB

G.4.2 CONSTRUCTION

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

Amend to:

G.4 JIB

G.4.2 CONSTRUCTION

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

Reasons:

- Preserves visibility through the jib window. This safety aspect has even become more important since the introduction of the decksweeper mainsail.
- The proposed rule does not allow any markings to be placed in the entire window.
- Rule only applies to sails which are certified after introduction of the new class rules, 1 January 2021 (see class rule G.2.1 – quoted below).

G.2 GENERAL

G.2.1 RULES

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

Class rule proposal #10 – rule G.5.3

For implementation on 1 January 2021

Old:

G.5 GENNAKER

G.5.3 DIMENSIONS

	Minimum	Maximum
Sail area		21.00 m ²
Ratio of half width / foot length	75 %	

Amend to read:

G.5 GENNAKER

G.5.3 DIMENSIONS

	Maximum
Sail area	21.00 m ²

Reasons:

- Rule update: aligns the class rules with ERS 2021 – 2024, which includes a new defined term for spinnaker (/gennaker) that makes the current “Ratio of **half width** / **foot length**” limitation in class rules redundant.
- Note: the term “gennaker” to be printed in bold throughout the class rules in reference to the ERS definition.

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G.1.3(f) SPINNAKER

A sail set forward of the mast **spar** or of the foremost mast **spar** if more than one mast, where the measurement between the **half luff point** and the **half leech point** is equal or greater than 75% of the **foot length**.

Note also:

Section G – Sail Definitions

Subsection A – Trilateral Sails

Definitions relating to **sails** with only three **sail edges**:

“MAINSAIL” also applies to **foremast sail** and **mizzen**.

“HEADSAIL” also applies to “jib” and “genoa”.

“SPINNAKER” also applies to “gennaker”.

G.5.2 Half Leech Point

The point on the **leech** equidistant from the **head point** and the **clew point**.

G.5.8 Half Luff Point

The point on the **luff** equidistant from the **head point** and the **tack point**.