

IF18CA 2021 World Council Annual Meeting – 12. CLASS RULES - SUBMISSIONS

Class rule proposal #1 – amend rules A.10, D.2.2, E.2.2 and F.2.2

For implementation on 1 January 2022

Old:

A.10 CERTIFICATION

A.10.1 A **certificate** for a **sail** 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**
- (f) **Sail** serial number
- (g) Confirmation of presence of sailmaker's declaration (see G.2.3(b))
- (h) **Sail** area

A.10.2 A **certificate** for a **boat** shall record, in addition to A.10.1, the following information:

- (a) **Hull** serial number(s) and WS plaque number
- (b) Confirmation of presence of builder's declaration (see D.2.4(b))
- (c) Mast Area and maximum **sail** area for the **mainsail**
- (d) **Corrector weight**, if required.

D.2 GENERAL

D.2.2 CERTIFICATION

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

E.2 GENERAL

E.2.2 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**.

F.2 GENERAL

F.2.2 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.

Amend to read:

A.10 CERTIFICATION

A.10.1 A **certificate** ~~for a sail~~ 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), **hulls certification mark number**, and WS plaque number
- (b) Confirmation of presence of builder's declaration (see D.2.4(b))
- (c) Mast Area ~~and maximum sail area for the mainsail~~
- (d) **Corrector weight**, if required.

A.10.3 A **certificate** for a **sail** shall record, in addition to A.10.1, the following information:

- (~~f~~**a**) **Sail** serial number **and sail certification mark number**
- (~~g~~**b**) Confirmation of presence of sailmaker's declaration (see G.2.3(b))
- (~~h~~**c**) **Sail** area

D.2 GENERAL

D.2.2 CERTIFICATION

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

E.2 GENERAL

E.2.2 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**.

F.2 GENERAL

F.2.2 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:

- A.10: New construct to clarify that boat certificates and sail certificates are distinct documents and to avoid interpretation that a boat certificate may become invalid if a boat is entered with one or more separately certified replacement sails.

- Adds the certification mark number to the list of required items for boat and sail certificates, and supports control of sail (self-)certification.
- D.2.2, E.2.2 and F.2.2: Proposal is for the certification marks to be pre-numbered and therefore it will no longer be necessary that the measurer numbers the marks at certification.
- The new certification marks will look as follows:

SHOW DRAWINGS OF UPDATED CERTIFICATION MARKS.

Class rule proposal #2 – new rule C.1.1(c)

For implementation before 1 January 2023

New rule:

C.1 GENERAL

C.1.1 RULES

- (c) RRS 50.1(c) is changed to permit trapeze harnesses that are not of the quick release variety.

Reasons:

- The 2021-2024 RRS introduce a new requirement, as per RRS 50.1(c), to use harnesses with quick release hook systems. This will take effect on 1 January 2023.
- The hooks on trapeze harnesses without quick release systems have not raised safety concerns on F18s.
- The proposed rule allows sailors who prefer to use harnesses without quick release systems to continue doing so after 31 December 2022.
- RRS 50.1(c) explicitly allows same rule to be changed as per this proposal.

RRS 50.1(c)

50 COMPETITOR CLOTHING AND EQUIPMENT

- 50.1 (c) A trapeze harness worn by a competitor which may be used to support the competitor on a trapeze shall be of the quick release variety complying with ISO 10862 which allows the competitor to detach from the hook or other method of attachment at any time. A class rule may change this rule to permit trapeze harnesses that are not of the quick release variety, but a class rule may not change the requirement that a quick release harness comply with ISO 10862.

Note: Rule 50.1(c) does not take effect until 1 January 2023.

Class rule proposal #3 – move rules C.5.1(a) and (b)

For implementation on 1 January 2022

Delete:

C.5 PORTABLE EQUIPMENT

C.5.1 MANDATORY

~~(a) Righting line, minimum 3.5 metres long and minimum 8 mm diameter~~

Amend to add:

D.6 PLATFORM

D.6.3 FITTINGS

(a) MANDATORY

(4) Righting line, minimum 3.5 metres long and minimum 8 mm diameter

Reasons:

- Portable equipment is not included in the boat weight (class rule C.6.2).
- The righting line is a mandatory items which is not carried by the crew but stored on or fixed to the boat.
- The proposal is to include the weight of the righting line in the boat weight, as was already the case in class rule versions before the July 2020.
- This amendment is made by re-classifying the towing line as an item that is part of the boat.

Class rule C.6.2:

C.6 BOAT

C.6.2 WEIGHT

(a) 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.

Class rule proposal #4 –rules C.10.4 and F.6.2

For implementation on 1 January 2024

Delete:

C.10 SAILS

C.10.4 JIB

~~(b) The tack point shall not be fixed below the apex of the bridle wire.~~

Amend to add:

F.6 STANDING RIGGING

F.6.2 CONSTRUCTION

(b) OPTIONAL

(3) The **forestay** may be fitted with a compression rod.

Reasons:

- Allows (but does not require) raising the apex of the forestay bridles without loss of performance that would otherwise result from raising the position of the jib (tack). This will significantly reduce loads in the forestay bridles and hulls, and will thus improve hull stiffness, longevity and F18 resale values.
- It will be straightforward to retrofit and lower the jib position on (older) F18s.
- The logical place to set the jib tack will become the bowsprit and thus an optional compression rod will be needed to counter the jib luff loads when the jib tack is set below the apex of the forestay bridles.
- Impact on jib position development is anticipated to be limited:
 - On modern F18 designs the apex of the forestay bridle is already (nearly) against the bowsprit, whilst further lowering the bowsprit would rapidly increase the risk of burying it in waves. These modern F18s are not fitted with snuffer bags that double function as an endplate for the jib foot.
- A 2-years notification period for class rule implementation allows time for amortization of development costs.
- For further details, please refer to the agenda of the IF18CA World Council 2021 Annual Meeting

Class rule proposal #5 –amend rule D.5.3

For implementation on 1 January 2022

Old:

D.5 TRAMPOLINE

D.5.3 CONSTRUCTION

- (a) The Trampoline shall consist of one or more sheets of material.
- (b) Vertical separation of sheets is permitted. The maximum vertical distance between the outer surface of separated sheets shall be 200 mm.

Amend to read:

D.5 TRAMPOLINE

D.5.3 CONSTRUCTION

- (a) The Trampoline shall consist of one or more sheets of material.
- ~~(b) Vertical separation of sheets is permitted. The maximum vertical distance between the outer surface of separated sheets shall be 200 mm.~~

Reasons:

- This amendment removes rule wording which does not serve any purpose. At the 2018 Annual Meeting, following a World Sailing class rule interpretation, the World Council approved rule wording that confirmed that the use of “double trampolines” is permitted. At that same meeting, the German NCA representative was concerned that trampolines could be used to create lift (lifting the boat higher) and therefore trigger development. In order to address this concern a maximum distance for vertical separation was inserted into the class rules. By now this concern has been removed as it is clear that to absence of an angle-of-attack makes it impossible for the trampoline to create lift.

Class rule proposal #6 – Appendices A and B

For implementation on 1 January 2022

Amend as follows:

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~~ class rules, I declare that the ~~platform~~ boat which has been issued the following hull serial numbers:

Port hull serial number:

Starboard hull serial number:

has been constructed in full compliance with the IF18CA ~~Class Rules~~ on class rules in place as of the date ofthis declaration.

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

This declaration does not extend to the sails.

Builder Declaration	
Full Name:	
Representing:	
Signature:	
Date:	

Appendix B.



International Formula 18 Class Association

Sailmaker's declaration of rule compliance

In accordance with the International Formula 18 Class Association (IF18CA) ~~Class Rules~~ class rules, I declare that the following ~~sails have~~ sail has been constructed in full compliance with the IF18CA ~~Class Rules on~~ class rules in place as of the date ofthis declaration.

Sail	Serial No- <u>Number</u>
<u>(*)</u>	

*) indicate type of sail

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

Sailmaker Declaration	
Full Name:	
Representing:	
Signature:	
Date:	

Reasons:

- Clarifies that the builder's declaration covers the entire boat including the rig, instead of only the platform, but excludes the sails
- Facilitates the entering of different serial numbers for port and starboard hulls
- Requires separate declarations for individual sails, facilitating maintenance of integrity of the document set in case of an individual sail is replaced.
- Clarifies that compliance is declared as of the date of the declaration rather than a (unverifiable) production date.
- Editorial changes