

Class Rule Changes

International Formula 18 Class Association

Effective date: 2023-01-01

Status: Draft



Amendment One

A7 CLASS RULES INTERPRETATION

Old:

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.

Amend to read:

A.7.2. Interpretation of these **class rules** at an event for which an international jury is constituted in accordance with RRS Appendix N shall be made by the Chief Measurer of the IF18CA. Such interpretation shall only be valid during the event and the IF18CA shall, as soon as practical after the event, inform WS of the interpretation.

Rationale:

- Implementation of World Council 2013 decision regarding class rules interpretation at main IF18CA events: at these events the Chief Measurer of the IF18CA is authorised to interpret the class rules for the duration of the event.
- Alternatively, if World Sailing does not approve this amendment as proposed, A.7.2 will be removed and a clause with similar meaning is to be included in the Notices of Race of F18 Worlds and Continental Championships.

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Amendment Two

A.12 VALIDITY OF CERTIFICATE

Old:

A.12.1 A **certificate** becomes invalid upon:

- (a) the change to any items recorded on the **certificate** as required under A.10.1 and A.10.2 (a) through (c)
- (b) withdrawal by **certification authority**
- (c) the issue of a new **certificate**.

Amend to read:

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

Rationale:

- With the introduction of the F18 Certification System and use of numbered certification marks the only mechanism to invalidate a certificate is by way of the IF18CA withdrawing the certificate.

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Amendment Three

F RIG

Old:

F.1 PARTS

F.1.1 MANDATORY

- (e) **Bowsprit** including **gennaker** snuffer mouth and snuffer bag

F.5 BOWSPRIT

F.5.1 MATERIALS

- (b) Materials for the snuffer mouth are optional except that carbon fibre is not allowed on **boats** certified after 1 January 2007.

F.7 RUNNING RIGGING

F.7.2 CONSTRUCTION

- (a) MANDATORY
 - (5) **Gennaker halyard**
 - (7) **Gennaker** retraction lines.

Amend to read:

C.10 SAILS

C.10.5 GENNAKER

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

F.1 PARTS

F.1.1 MANDATORY

- (e) **Bowsprit**

F.5 BOWSPRIT

F.5.2 MATERIALS

- (b) The snuffer mouth shall be of any material except for carbon fibre
- (c) The snuffer sock shall be of cloth

F.5.3 FITTINGS

- (a) MANDATORY
 - (1) Snuffer mouth
 - (2) Snuffer sock

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F.7 RUNNING RIGGING

F.7.2 CONSTRUCTION

(a) MANDATORY

(5) **Gennaker halyard** and retraction line(s)

Rationale:

- Amendment clarifies that it is mandatory for the gennaker to be stored in a snuffer sock (made of cloth) that is fitted to the bowsprit whenever the gennaker is not hoisted.
- Also simplifies the rules by no longer grandfathering the use of carbon fibre snuffers. Those still in use, if any, are by now at least 15 years old and can be replaced by snuffer mouths and snuffer bags at relatively low cost.

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Amendment Four

NOTE: To become effective on 1 January 2024

G.4 JIB

Remove:

G.4.2 CONSTRUCTION

- ~~(c) The **jib** may have either a maximum of four battens, no external part of which exceeding 250mm from the **leech**, or a maximum of three full length battens, which shall have no moving parts and be made of glass fibre.~~
- ~~(d) The **leech** shall not be convex.~~

G.4.3 DIMENSIONS

	Minimum	Maximum
Top width		50 mm
Batten width (full length battens)		40 mm
Batten pocket outside width		80 mm

Rationale:

- These class rules originate from the furling jib feature on the F18. The furling jib was abandoned by the class – as a mandatory item - in 2007. These rules limit design and performance without bringing any cost benefits.
- The amendments of the class rules related to the jib tack position, approved by the 2021 World Council Annual Meeting, will come into effect on 1 January 2024. This will trigger replacement of a number of jibs. As a result, the cost impact of this proposed class rule amendment, which is to come into effect on the same date, is further minimized.