

# Class Rule Changes

International Formula 18 Class Association

Effective date: 2026-Jan-01

Status: DRAFT



## Amendment One

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### Submission #1

#### A.3 AUTHORITIES

##### Old:

A.3.3 The **certification authority** may delegate its authority to certify to an **official measurer** who is recognized by the **certification authority**.

##### Amend to read:

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.**

##### Reasons for change:

- Lays down in the class rules the decision of the World Council of December 2023 to permit self-certification by manufacturers provided that meet the standards of the IF18CA in order to facilitate sailors to race with certified equipment
- Update class rules for new terminology for certification measurer as per the Equipment Rules of Sailing (ERS) 2025-2028

## ERS

### H.1 CERTIFICATION CONTROL

H.1.1 **Certification measurers** shall not carry out **certification control** of any part of a boat owned, designed or built by themselves, or in which they are an interested party, or have a vested interest.

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## Amendment Two

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### Submission #2

#### Old:

#### D.2 GENERAL

##### D.2.8 FITTINGS

##### (c) OPTIONAL

~~(6) Steering compass and compass bracket~~

#### New:

#### F.2 GENERAL

##### F.2.4 FITTINGS

##### (b) OPTIONAL

(3) Compass bracket

#### Reasons for change:

- It is established practice that the F18s are weighed without the fitted compass. The proposal is to align the class rules with this practice and to reflect that compasses are fitted on bowsprits (Section F - Rig) instead of on the platforms (Section D - Assembled Hulls).

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## Amendment Three

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### Submission #3

### VARIOUS

#### Old:

#### C.8 HULL APPENDAGES

##### C.8.1 LIMITATIONS

Two **daggerboards/centreboards** 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 **centreboard/daggerboard** and one **rudder** per **hull**.
- (b) The **centreboards/daggerboards** and the **rudders** shall be positioned in the centre-plane of the **hulls**.
- (c) The **hull appendage depth** of each **centreboard/daggerboard** shall not exceed 1400 mm.
- (d) **Centreboards/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.

#### D.2 GENERAL

##### D.2.8 FITTINGS

##### (c) OPTIONAL

- (5) **Centreboard/daggerboard** retention/placement fittings

#### D.3 HULL SHELLS

##### 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 **centreboard/daggerboard** slots, drain bungs, other fittings, and holes for the passage of lines.

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### E.1 PARTS

#### E.1.1 MANDATORY

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

#### E.1.2 OPTIONAL

- (a) **Centreboards**
- (b) **Daggerboards**
- (c) Tiller extension

### E.3 CENTREBOARDS/DAGGERBOARDS

#### E.3.1 MATERIALS

The **centreboards/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 **centreboards/daggerboards** shall not have moving parts.
- (b) The cross section of each **centreboard/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
<b>Centreboard/daggerboard</b>	5.5 kg

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### Amend to read:

#### 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.

#### D.2 GENERAL

##### D.2.8 FITTINGS

- (c) OPTIONAL
  - (5) **Daggerboard** retention/placement fittings

#### 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.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.

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### E.3.2 CONSTRUCTION

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- (e) The following are permitted: pivoting, height restraining or adjusting systems.

### E.3.3 WEIGHTS

	Maximum
<b>Daggerboard</b>	5.5 kg

### Reasons for change:

- Simplification of the class rules, reflects that the centreboard is not a competitive design feature compared with the daggerboard and has never been used on F18 designs