Class Rule Changes

International Formula 18 Class Association
Effective date: 2026-Mar-01
Status: DRAFT

World Sailing
Class Association

Amendment One

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

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).

Amendment Three

ERS DEFINITIONS – VARIOUS CLASS RULES

Old:

A.11 INITIAL CERTIFICATION

A.11.1 For a **certificate** to be issued to a **boat** or a **sail** not previously **certified**:

(a) **certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.

C.1 GENERAL

C.1.1 RULES

(c) RRS 50.1(c) is changed, as permitted by the rule itself, to allow the use of trapeze harnesses that are not of the quick release variety.

C.4 PERSONAL EQUIPMENT

C.4.2 OPTIONAL

(a) **Trapeze** harness for each **crew** member

D.2 GENERAL

D.2.2 CERTIFICATION

The **official measurer** shall certify the **hulls** and shall affix **certification marks** to the transoms (see Appendix B).

E.2 GENERAL

E.2.2 CERTIFICATION

The **official measurer** shall certify the **hull appendages** and shall affix the **certification marks** near the upper end of the **hull appendages**.

F.2 GENERAL

F.2.2 CERTIFICATION

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

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.

Amend to read:

A.11 INITIAL CERTIFICATION

A.11.1 For a **certificate** to be issued to a **boat** or a **sail** not previously **certified**:

(a) **certification control** shall be carried out by the **certification measurer** who shall complete the appropriate documentation.

C.1 GENERAL

C.1.1 RULES

(c) RRS 50.1(c) is changed, as permitted by the rule itself, to allow the use of **crew harnesses** that are not of the quick release variety.

C.4 PERSONAL EQUIPMENT

C.4.2 OPTIONAL

(a) **Crew harness** for each **crew** member

D.2 GENERAL

D.2.2 CERTIFICATION

The **certification measurer** shall certify the **hulls** and shall affix **certification marks** to the transoms (see Appendix B).

E.2 GENERAL

E.2.2 CERTIFICATION

The **certification measurer** shall certify the **hull appendages** and shall affix the **certification marks** near the upper end of the **hull appendages**.

F.2 GENERAL

F.2.2 CERTIFICATION

The **certification measurer** shall **certify** the **mast** and shall affix the **certification mark** to the **mast** near the bottom edge of the **mast** extrusion on starboard side.

G.2 GENERAL

G.2.2 CERTIFICATION

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

Reasons for change:

- Update class rules for new terminology for certification measurer and crew harness as per the Equipment Rules of Sailing (ERS) 2025-2028

Amendment Four

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.

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
Centreboard/daggerboard	5.5 kg

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

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

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.

E.3.2 CONSTRUCTION

(a) The **daggerboards** shall not have moving parts.

(b) The cross section of each **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
Daggerboard	5.5 kg

Reasons for change:

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

Amendment Five

C.3 CREW / C.6 BOAT

Old:

C.3 CREW

C.3.2 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.

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(b) **Corrector weights** shall be of metal and securely fastened on the starboard side, either to the outside of the front beam or to the strut and shall be removable for checking.

Amend to read:

C.3 CREW

C.3.2 WEIGHTS

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

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(b) **Corrector weights** shall be of metal and securely fastened on the starboard side, either to the ~~outside of the front beam~~ tie or to the strut and shall be removable for checking.

Reasons for change:

- Clearer description of where crew extra weights and corrector weights are located
- This amendment will be combined with Amendment Six if latter is also approved
- In case Amendment Nine is approved Class Rule C.3.2(c) will be removed.

Amendment Six

Submitted by NCA Italy

C.3 CREW / C.6 BOAT

Old:

C.3 CREW

C.3.2 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.

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(b) **Corrector weights** shall be of metal and securely fastened on the starboard side, either to the outside of the front beam or to the strut and shall be removable for checking.

Amend to read:

C.3 CREW

C.3.2 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.

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(b) **Corrector weights** shall be of metal and securely fastened ~~on the starboard side, either~~ to the outside of the front beam or to the strut and shall be removable for checking.

Reasons for change:

- Provide flexibility for sailors regarding location of the weights between port and starboard side while still requiring these to be at a visible location.
- This amendment will be combined with Amendment Five if latter is also approved
- In case Amendment Nine is approved Class Rule C.3.2(c) will be removed.

Amendment Seven

C.3 CREW

Old:

C.3 CREW
C.3.2 WEIGHTS
(a) The minimum combined **crew** weight is 125 kg

New:

C.3 CREW
C.3.2 WEIGHTS
(a) The minimum combined **crew** weight is ~~125~~ 130 kg

Reasons for change:

- Supports the positioning of the F18 class vis-à-vis classes such as the Nacra 15 and the F16.
- Limits the impact of class rule Amendments Eight, Nine, and Ten.

Amendment Eight

C.3 CREW

Old:

C.3 CREW

C.3.2 WEIGHTS

(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.

New:

C.3 CREW

C.3.2 WEIGHTS

(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.

Reasons for change:

- This amendment favours crews weighing less than 140 kg. This amendment may help attract lighter teams, including youth teams as well as female and mixed teams, to the F18 class.
- If this amendment is passed, this will overrule any decision to make the current crew weight rule cap of 7.5 kg a permanent rule.

Amendment Nine

C.3 CREW

Old:

C.3 CREW

C.3.2 WEIGHTS

(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra 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.

New:

C.3 CREW

C.3.2 WEIGHTS

~~(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra 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.~~

Reasons for change:

- Simplify crew weight rules and registration procedures at F18 events.
- This amendment will favour crews weighing less than 150 kg and especially crews weighing less than 140 kg. This amendment may help attract lighter teams, including youth teams as well as female and mixed teams, to the F18 class.
- If this amendment is passed, this will overrule 1) any decision to make the current crew weight rule cap of 7.5 kg a permanent rule, and 2) any positive decision on class rule Amendment Nine.

Amendment Ten Submitted by NCA Italy

C.3 CREW / C.6 BOAT

Old:

C.3 CREW

C.3.2 WEIGHTS

(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 7.5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(a) A maximum of 7 kg of **corrector weight** is allowed to comply with the **boat** minimum weight.

New:

C.3 CREW

C.3.2 WEIGHTS

(b) **Crews** weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg subject to a maximum extra weight of 5 kg. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.

C.6 BOAT

C.6.3 CORRECTOR WEIGHTS

(a) A maximum of 7 kg of **corrector weight** is allowed to comply with the **boat** minimum weight. Any weight of the **crew** in excess of 160 kg will count towards **corrector weight**.

Reasons for change:

- Introduce a more balanced weight rule for both crews weighing less than 140 kg and crews weighing more than 160 kg.
- If this amendment is passed, this will overrule any decision to make the current crew weight rule cap of 7.5 kg a permanent rule.