Class Rule Changes

International Formula 18 Class Association
Effective date: 2027-Mar-01
Status: Draft

World Sailing
Class Association

Amendment One

C.5 PORTABLE EQUIPMENT

Old:

C.5.2 OPTIONAL

(a) Steering compass(es)
(b) Timing device(s)
(c) GPS enabled device(s)
(d) Knife(s)
(e) Mechanical wind indicator(s)
(f) Items permitted in accordance with the notice of race

Amend to read:

C.5.2 OPTIONAL

(a) Steering compass(es)
(b) Timing device(s)
(c) GPS enabled device(s)
(d) Cutting device(s)
(e) Mechanical wind indicator(s)
(f) Communication devices carried solely for the safety of the **crew**
(g) Items permitted in accordance with the notice of race

Rationale:

- (d) mentions a more generic description which allows optional equipment
- (f) added to support safety.

Amendment Two

C.9 RIG

Add:

C.9 RIG

C.9.5 RUNNING RIGGING

(b) the **mainsail outhaul**, if fitted, shall be adjustable only from the **boom**.

Rationale:

- Preserves accessibility of the F18 class by disallowing costly systems that for instance allow adjustment of the outhaul while in trapeze and only bring marginal improvement of the F18 racing experience (unfavourable cost/benefit trade off).

ERS:

(v) OUTHAUL

Rigging used to trim the **clew** of a **sail** along a **boom spar**.

Amendment Three (submitted by the USA NCA)

F.4 BOOM

Add:

F.4 BOOM

F.4.2 CONSTRUCTION

(a) The **boom**, if fitted, shall be attached to the **mast spar** in a fixed position.

Rationale:

- Keep cost of F18 manageable by reducing the motivation to spend 500 – 1000 Euros for an adjustable gooseneck for new boats.
- Keep complexity of boats under control for the less experienced sailors.
- Eliminate need for existing boat owners to consider spending 500 – 1000 Euros to upgrade their boats to an adjustable gooseneck.

Amendment Four

C.9 RIG

Old:

C.9.2 MAST

Distance to the top of the front beam when the **mast** is stepped (see Appendix B):

	Maximum
upper point	9100 mm
mast datum point	120 mm

Amend to read:

C.9.2 MAST

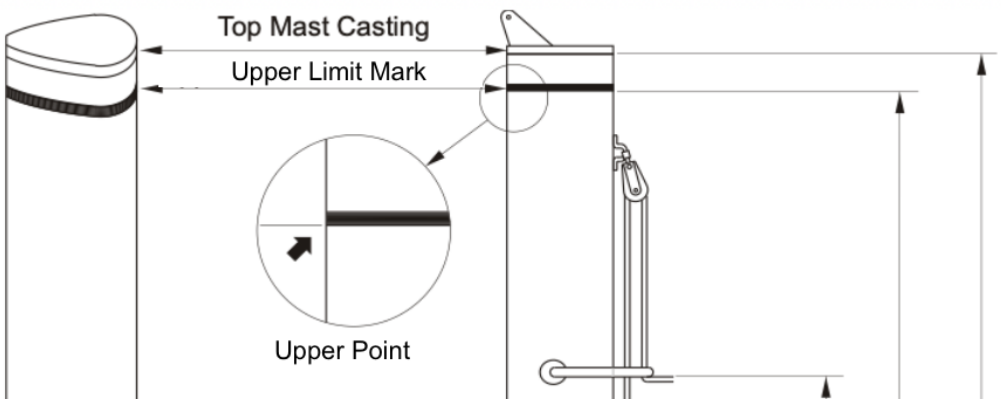
Distance to the top of the front beam when the **mast** is stepped (see Appendix B):

	Maximum
upper point	9100 mm
mast datum point	120 mm

The **upper limit mark** shall be permanently and clearly marked on the circumference of the **mast spar** and shall be at least 15 mm in width.

Class rule drawing - amended:

C.9 RIG C.9.2 MAST
F.3 MAST F.3.1 DEFINITIONS (a) MAST DATUM POINT F.3.4 DIMENSIONS



Rationale:

- Clarifies how the distances for the upper point and the mast datum point
- Introduces a clear identification of the upper limit mark in the body text of the class rules, with amended class rule drawing in support. This amendment facilitates equipment inspection.

ERS:

(e) UPPER POINT

The lowest point of the **upper limit mark** at the aft edge of the **spar**.

F.2 MAST MEASUREMENT DEFINITIONS

F.2.1 Mast Limit Marks

(a) LOWER LIMIT MARK

The **limit mark** for the setting of a **boom spar** or **sail**.

(b) UPPER LIMIT MARK

The **limit mark** for the setting of a **sail**.

Amendment Five

D.3 HULL SHELLS

Old:

D.3.2 CONSTRUCTION

(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.

Amend to read:

D.3.2 CONSTRUCTION

(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, sized no larger than required for their intended purpose.

Rationale:

- Restricts sizes of holes to fit for passing of lines, consistent with proposed class rule D.4

Amendment Six

D.4 BEAMS

Old:

D.4.2 CONSTRUCTION

(b) Reinforcements are permitted inside the beams for supporting fixing bolts.

(c) Any holes for fittings may only be as large as necessary to house the fittings.

Amend to read:

D.4.2 CONSTRUCTION

(b) The following are permitted: fittings; reinforcements inside the beams for supporting fixing bolts; and holes for the passage of lines, sized no larger than required for their intended purpose.

~~(c) Any holes for fittings may only be as large as necessary to house the fittings.~~

Rationale:

- Unambiguously permits the passages of lines through the beam extrusion, as is currently the case for the gennaker halyard or tack line through the front beam on the Goodall Akurra

Amendment Seven

D.2 GENERAL / F.2 GENERAL

Old:

D.2.8 FITTINGS

(a) MATERIALS

Materials are optional except that carbon fibre is only allowed in cleats, turning blocks, and compass brackets.

F.2.4 FITTINGS

(a) MATERIALS

Materials are optional except that carbon fibre is only allowed in cleats, turning blocks, and spreaders.

Amend to read:

D.2.8 FITTINGS

(a) MATERIALS

Materials are optional except that carbon fibre is only allowed in i) cleats, turning blocks, and compass brackets, and ii) other fittings provided that the combined dimensions (length, width and height) shall not exceed 205 mm.

F.2.4 FITTINGS

(a) MATERIALS

Materials are optional except that carbon fibre is only allowed in i) cleats, turning blocks, and spreaders, and ii) other fittings provided that the combined dimensions (length, width and height) shall not exceed 205 mm.

Rationale:

- Over time the cost of producing carbon parts has become relatively cheaper. This proposal introduces the possibility of small fittings to be made of carbon, including the carbon fitting in the centre of the crossbar currently fitted on various Cirrus F18s.



Amendment Eight

F.3 MAST

Old:

F.3 MAST

F.3.1 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is located at the front edge of the mast **spar**, on the longitudinal axis, on the lower end of the profile. See appendix B.

(b) MAST AREA

The Mast Area is the area calculated by multiplying the **mast** extrusion length by the half circumference of the **mast spar**.

F.3.2 MATERIALS

The **mast** extrusion shall be made of aluminium of constant section.

F.3.3 CONSTRUCTION

(a) The **mast** shall have one fixed **sail** groove, which shall be an integral form of the **mast spar** and shall be of the same material.

(b) The **mast** may have reinforcement at fittings points.

F.3.4 DIMENSIONS

The **mast** shall be watertight from 450 mm above the **mast datum point** upwards.

	Maximum
Mast spar circumference	385 mm
Shroud height	6750 mm
Distance between trapeze connection point and **mast datum point**	6820 mm
Gennaker hoist height	8150 mm

Amend to read:

F.3 MAST

F.3.1 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is located at the front edge of the **mast spar**~~, on the longitudinal axis,~~ at the lower end of the extrusion. See appendix B.

(b) MAST AREA

The Mast Area is ~~the area~~ calculated by multiplying the **mast** extrusion length by the half circumference of the **mast spar**.

F.3.2 CONSTRUCTION

(a) The **mast spar** shall be made of an aluminium extrusion of constant section. The lower end of the **mast spar** extrusion shall be cut in a plane perpendicular to its longitudinal axis.

(b) The **mast spar** shall be watertight between 450 mm above the **mast datum point** and the upper end of the **mast spar** extrusion.

(c) The **mast** shall have one fixed **sail** groove, which shall be an integral form of the **mast spar** and shall be of the same material.

(d) The **mast** may have reinforcement at fittings points.

F.3.3 DIMENSIONS

	Maximum
Mast spar circumference	385 mm
Shroud height	6750 mm
Trapeze height	6820 mm
Gennaker hoist height	8150 mm

The **gennaker hoist height** shall be permanently and clearly marked on the circumference of the **mast spar** and shall be at least 15 mm in width.

Rationale:

- More narrowly definition of the location of the mast datum point by adding a rule that requires to lower end of the mast spar extrusion to be cut perpendicular to its centerline.
- Clearer wording for identifying the section of the mast that must be watertight.
- Introduces marking of the gennaker hoist height to facilitate equipment inspection.
- Replaces “trapeze connection point” by an ERS-defined term.

ERS:

(j) TRAPEZE HEIGHT *

The distance between the **mast datum point** and the **rigging point**.

(e) RIGGING POINT *

When **rigging** is attached:

BY HOOK TERMINAL: The lowest point of the hook where it intersects the **spar**, extended as necessary.

BY TANG WITH THROUGH FIXING: The lowest point of the **spar** through fixing where it intersects the **spar**.

IN OTHER WAYS: The intersection of the outside of the **spar**, extended as necessary, and the centreline of the **rigging**.

Amendment Nine

F.5 BOWSPRIT

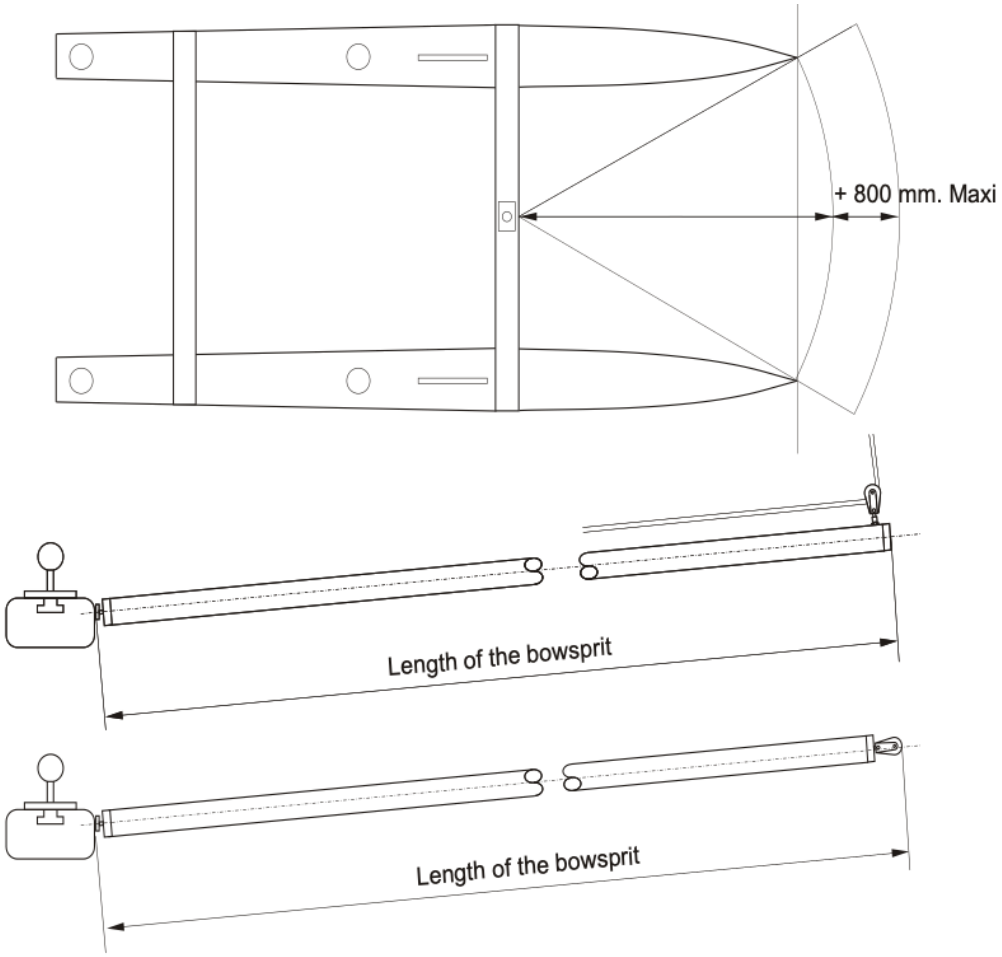
Add:

F.5.3 DIMENSIONS

The maximum difference between A) the length of the **bowsprit** and B) the horizontal-plane distance from the **bowsprit** attachment point on the front beam to the foremost point of either **hull**, defined as the projection of the **hull** shape in plan view, is 800 mm (see Appendix B).

Rationale:

- Introduces clear class rule wording in the class rule body text, with illustrations in Appendix B supporting the class rule wording.



Amendment Ten

F.8 OTHER RIGGING

Old:

F.8.1 MANDATORY

(1) 4 **trapeze** wires, which may have adjustable height, of minimum 2.5 mm diameter

F.8.2 MATERIALS

The t**rapeze** wires shall be of stranded stainless-steel wire or rope.

Amend to read:

F.8.1 MANDATORY

(1) 4 **trapezes**, which may have adjustable height, of minimum 2.5 mm diameter

F.8.2 MATERIALS

The t**rapezes** shall be of stranded stainless-steel wire and/or rope.

F.8.3 CONSTRUCTION

Two **trapezes** may share a common upper section of maximum 1000 mm, measured from the **rigging point** to the point where the two separate ropes or wires are attached.

Rationale:

- Allows a construction that avoids wearing down and breaking of the trapeze wires as result of the gennaker halyard running against it without having the trapeze wires to be made of stainless-steel wire over their entire length.
- Note that the maximum trapeze height remains unchanged.

