



INTERNATIONAL FORMULA 18 CATAMARAN CLASS RULES

2013



The International Formula 18 Catamaran Formula was developed in 1993 by Olivier Boyyn and Pierre-Charles Barraud and was adopted as a Recognised class in 1996 and as an International Class in 2002.

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INTRODUCTION

FORMULA 18 CLASS RULES GUIDING PRINCIPLES:

The box measurement rule allows manufacturers to develop catamarans that are competitively priced yet allowing freedom to builders to develop higher levels of performance. Being open to any manufacturer allows many builders and sail makers to compete and so keep costs to a minimum.

The Class remains aware to keeping development under control, maintaining a good balance between cost and performance.

Corrected crew weights allows fairer racing with more ladies involved as helms and crews.

IF18CA measures hulls, hull appendages, rigs and sails which are required to conform to IF18CA standards, such boat parts only being altered to stay in line with current IF18CA rules.

PART I – ADMINISTRATION

Section A – General

A.1 LANGUAGE

- A.1.1 The official language of the IF18CA is English and in case of dispute over translation the English text shall prevail.
- A.1.2 The word “shall” is mandatory and the word “may” is permissive.

A.2 ABBREVIATIONS

- A.2.1 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IF18CA International Formula 18 Catamaran Association
- NCA National Formula 18 Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC ISAF In-House Certification

A.3 AUTHORITIES

- A.3.1 The International Authority of the IF18CA is the ISAF which shall co-operate with the IF18CA in all matters concerning these rules.
- A.3.2 Notwithstanding anything contained herein, the IF18CA has the authority to withdraw a certificate and shall also do so on the request of the ISAF.
- A.3.3 The IF18CA shall keep a record of the measurers recognized by a NCA, an MNA or ISAF.

A.4 ADMINISTRATION OF THE ASSOCIATION

- A.4.1 The Class is administered by the IF18CA.
- A.4.2 At National level, an NCA administers the Class, by IF18CA delegation. In countries where there is not an NCA, then IF18CA will cover such duties.

A.5 ISAF RULES

- A.5.1 These rules shall be read in conjunction with the ERS.
- A.5.2 Except where used in headings, when a term is printed in “**bold**” the definition in the ERS applies and when a term is printed in “*italics*” the definition in the RRS applies.

A.6 CLASS RULES VARIATIONS

- A.6.1 At Class Events RRS 87 and ISAF Regulation 26.5(f) apply.

A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these rules are subject to the approval of the ISAF in accordance with the ISAF Regulations, and then ratified by the World Council of the IF18CA before implementation.

A.7.2 Amendments shall be placed on one year's notice unless it is considered essential to act immediately to prohibit or penalize an undesirable feature.

A.8 CLASS RULES INTERPRETATION

A.8.1 Interpretation of these rules shall be made in accordance with the ISAF Regulations.

A.8.2 These rules shall take precedence over the Measurement Form.

A.8.3 Any interpretation of these rules required at an event may be made by the International Jury constituted in accordance with RRS (Appendix N). Such interpretation shall only be valid during the event and the Organising Authority shall, as soon as practical after the event inform ISAF, the MNA and the IF18CA.

A.9 INTERNATIONAL CLASS FEE AND ISAF BUILDING PLAQUE

A.9.1 International Class fee shall be paid every year to ISAF.

A.9.2 From 1 November 2009 all new boats shall have ISAF plaques affixed to the boats.

A.10 RECORD OF MEASUREMENT CERTIFICATES

A.10.1 Each NCA shall keep a complete record of all F18 catamarans and sails that have been **certified** within that country.

A.11 BOAT CERTIFICATION

A.11.1 A **certificate** shall record the following information:

- (a) Class
- (b) **Certification authority**
- (c) Measurement Certificate number issued by the **certification authority**
- (d) Owner
- (e) **Hull** identification
- (f) Builder/Manufacturers details and agreement that boat and sails are made in line with IF18CA rules. Builder/sailmaker declaration.
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**.

A.12 INITIAL BOAT CERTIFICATION

A.12.1 For a **certificate** to be issued to boat not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed documentation and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.13 VALIDITY OF CERTIFICATE

A.13.1 A **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.11.1
- (b) any alteration to **corrector weights**
- (c) withdrawal by **certification authorities**
- (d) the issue of a new **certificate**

A.14 BOAT RE-CERTIFICATION

A.14.1 The **certification authority** may issue a **certificate** to a previously certified boat:

- (a) when it is invalidated under A.13.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.13.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.15 RETENTION OF CERTIFICATION DOCUMENTATION

A.15.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section

B.1 CLASS RULES AND CERTIFICATION

B.1.1 The **boat** shall:

- (a) be in compliance with these **class rules**
- (b) have a valid **certificate** for platform, mast, sails, appendages
- (c) have valid **certification marks** as required
- (d) have a completed, signed and dated Measurement Form.

B.1.2 A **certificate** may be refused if there is any doubt over compliance with these **class rules**. An **Official Measurer** shall report on the Measurement Form anything which he considers in breach of these **class rules**, and shall not sign the Form. A copy of the incomplete Form, together with an explanation of the points in question shall immediately be sent to the IF18CA Secretariat and the ISAF for a ruling in writing.

B.1.3 All **certified boats** may be liable to re-measurement at the discretion of the **certification authority** or by an International Jury constituted in accordance with the RRS (Appendix N.) at an event, but only by an **Official Measurer**.

B.2 CERTIFICATION MARKS

B.2.1 A valid Association sticker as required by the IF18CA shall be affixed to each measured item in the required position (see diagram in Appendix B), as a part of **certification marks**.

PART II – REQUIREMENTS AND LIMITATIONS

The intention of these **Class rules** is to ensure that the **boats** are as alike as possible in all aspects affecting performance as F18 is a Measurement Controlled Class. The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Part II are **closed class rules** where anything not specifically permitted by the **Class rules** is prohibited. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 RULES

- (a) The ERS shall apply.
- (b) RRS 49.1 shall not apply.
- (c) RRS 50.4 shall not apply.
- (d) RRS Appendix G.1.3 (d) shall not apply.

C.2 ADVERTISING

C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance with the ISAF Advertising Code.

C.3 CREW

C.3.1 MEMBERSHIP

- a) **Crews** are not permitted to enter a Formula 18 event unless they are current members of their NCA.
- b) In countries where there is no NCA, the **crew** shall be member of the IF18CA.

C.3.2 LIMITATIONS

- (a) The **crew** shall consist of 2 persons.
- (b) The **crew** shall be dressed in underwear or swimming costume when weighed .
- (c) The **crew** shall use the sails (as defined in G.2.3) in accordance with the following weight categories:
 - (1) **Crew** from 115 kg to less than 130 kg shall sail with the small jib and small spinnaker and then shall carry extra weight equal to half the difference between their actual weight and 130 kg.
 - (2) **Crew** weighing 130 kg and over may sail with the small jib and the small spinnaker and shall not carry extra weight,

- (3) **Crew** between 130 kg and 135 kg may use the large jib and large spinnaker and then shall carry extra weight equal to the difference between their actual weight and 135 kg plus 7.5 kg.
- (4) **Crew** between 135 kg and 150 kg may use the large jib and large spinnaker and shall carry extra weight equal to half the difference between their actual weight and 150 kg.
- (5) **Crew** weighing 150 kg and over may use the large jib and the large spinnaker without carrying any extra weight.

C.3.3 WEIGHTS

- (a) The minimum combined **crew** weight is 115 kg
- (b) They are FIVE categories of **crew** weight:
 - (1) from 115 kg to less than 130 kg
 - (2) from 130 kg to 135 kg
 - (4) from 135 kg to 150 kg
 - (5) above 150kg
- (c) **Crew** corrector weights shall be of metal and securely fastened on the port side, either to the outside of the front crossbeam or to the strut, and shall be removable for checking.
- (d) **Crews** may be weighed at Registration for a regatta if stated in NoR and again at any time by the Race Committee.

C.3.4 LONG DISTANCE RACING

- (a) The crew shall be able to re-right the boat after a capsize. They may be asked to demonstrate their ability to do so.

C.4 PERSONAL EQUIPMENT

C.4.1 MANDATORY

The **crew** shall wear a **personal floatation device** to the minimum standard EN393, ISO 12402-5 (CE 50 Newtons), USCG Type III, or AUS PFD 2.

C.4.2 OPTIONAL

- (a) Trapeze harness for each member of **crew**
- (b) All other **personal equipment**

C.5 PORTABLE EQUIPMENT

C.5.1 FOR USE

- (a) MANDATORY
 - (1) One righting line, minimum 4 metres long and 10 mm minimum diameter.
 - (2) One steering compass.
- (b) OPTIONAL
 - (1) Steering compasses.
 - (2) Mechanical timing devices. Mechanical wind indicators.

- (3) Electronic devices that provide timing, heading, and heading memory but which do not transmit or receive data.
- (4) When required by the Notice of Race for long distance courses, organisers may require further equipment, such as VHF, mobile phone, GPS or tracking devices, Emergency Positioning Indicating radio beacons (EPIRB) devices, knife, mirror, whistle, flares, flashlights, first aid set.

C.5.2 FOR USE

(a) MANDATORY

- (1) Towing line of 15 metres long and 6 mm minimum diameter.

(b) OPTIONAL

- (1) When required in the Notice of Race, one paddle with minimum total length of 1000 mm. The paddle blade shall be minimum 140 mm wide and minimum 250 mm long.

C.6 BOAT

C.6.1 WEIGHT

(a) PLATFORM

- (1) The minimum weight of the platform shall be 130 kg.
- (2) The platform shall be weighed assembled.

It comprises: the assembled **hulls**, the **hull appendages**, the trampoline, tiller, tiller extension, mainsheet and jib sheet systems, compass(es), **corrector weights** and the righting line and all equipment and control lines normally bolted, screwed or fixed in a permanent manner on the **boat**, not to include the towing line.

(b) BOAT READY TO SAIL

- (1) The total weight of the **boat**, ready to sail, shall not be less than 180 kg.
- (2) The weight of the **boat** ready to sail shall be the platform as in C.6.1(a) carrying the equipment normally used for navigation with the standing and running rigging as in C.9 and a set of sails with battens as in C.10.
- (3) The weights of the platform (C.6.1(a)) and of the boat ready to sail (C.6.1(b)), each excluding **corrector weights**, and the **certificate** number shall be indelibly written by the measurer in line with Appendix B, Diagrams.

C.6.2 CORRECTOR WEIGHTS

- (a) A maximum of 7 kg of **corrector weight** is allowed to comply with both platform and ready to sail minimum weights.
- (b) **Corrector weight** shall be securely fastened to the outside on the starboard side of the forward beam or to the strut and shall be removable for checking.
- (c) **Corrector weight** shall be of metal.

C.6.3 FLOATATION

- (a) It is the responsibility of the **skipper** to ensure at all times the water tightness of the **boat**.
- (b) If there is any doubt regarding compliance with C.6.3 (a), an **official measurer**, race committee or jury may order a buoyancy test. If the buoyancy is deemed unsatisfactory, the matter shall be referred to the **certification authority** and the **certificate** may be withdrawn until satisfactory remedial measures have been taken.

C.7 HULLS

C.7.1 FITTINGS

- (a) Hatch covers, and drain bungs if fitted, shall be kept in place when sailing.
- (b) Each **hull** shall have at least one inspection hatch. All other fittings are optional

C.7.2 MODIFICATIONS, MAINTENANCE AND REPAIR.

- (a) Holes not bigger than necessary for the installation fittings and passage of lines may be made in the **hull**.
- (b) Sealing strips of any suitable material for centreboard/daggerboard slots are permitted.
- (c) Routine maintenance such as painting and polishing is permitted without re-measurement and re-**certification**, providing that the intention and the effect is to polish the hulls only.
- (d) The application of vinyl or other film over the **hull** surface is allowed only for the purpose of displaying advertising and graphics. Performance enhancing film, or those with textured or modified surface which would alter or improve the flow around the hull are not allowed.

C.8 HULL APPENDAGES

C.8.1 FITTINGS

- (a) **Rudder** retention devices capable of retaining **rudder** in event of capsize.

C.8.2 LIMITATIONS

- (a) Only two **daggerboards** or **centreboards** and two **rudders** may be used during an event, except when a **hull appendage** has been lost or damaged beyond repair. Such replacement may only be made with the approval of the Race Committee.
 - (1) The board **cases**, the **daggerboards** and the **rudders** shall be positioned in the centre plane of the **hulls**, and the underwater parts of the boards and of the **rudders** shall be symmetrical.
 - (2) The two **rudders** shall be hung on the transoms, one on each transom.

C.9 RIG

C.9.1 FITTINGS

- (a) **Sail** and **mast** adjustment fittings may be fitted.

- C.9.2 USE
- (a) When stepped the **mast datum point** shall not be more than 120 mm above the top of the front beam.
- C.9.3 LIMITATIONS
- (a) Only one **set of spars** shall be used during an event, except when lost or damaged beyond repair.
 - (b) Replacement of damaged **spars** may only be made with the approval of the Race Committee.
- C.9.4 BOOM
- (a) The **boom**, if fitted, may have fittings attached.
- C.9.5 BOWSPRIT
- (a) The **bowsprit** shall be fixed in a fore and aft position and shall not be adjustable while sailing.
 - (b) The **bowsprit** may have fittings attached.
- C.9.6 STANDING RIGGING
- (a) It is NOT permitted to adjust: mast rake, tension of standing rigging, angle or length of spreaders or diamond wire tension.
 - (b) The **forestay** shall be attached on the centreline of the **boat**.
 - (c) Trapeze wires may have adjustable height.
- C.9.7 RUNNING RIGGING
- (a) **Running rigging** shall be led outside the **mast spar**.
 - (b) With the exception of C.9.7 (a), the way of leading **running rigging** is optional.
- C.10 SAILS**
- C.10.1 LIMITATIONS
- (a) The **sail** plan shall consist of 1 **mainsail**, 1 jib, 1 spinnaker which shall be carried aboard. No sail shall be replaced during a regatta, except when a **sail** has been lost or damaged beyond repair, then only with permission of the Race Committee. The Race Committee shall then remove or cross out any event limitation mark attached to the replaced **sail**.
 - (b) **Sails** shall not be altered in any way except as permitted by these **rules**.
 - (c) Routine maintenance is permitted without re-measurement and **re-certification**.
 - (d) Sails shall be allocated to crews with different weight categories according to C.3.3
- C.10.2 MAINSAIL
- (a) IDENTIFICATION
 - The national letters and sail numbers shall comply with the RRS Appendix G.
 - (b) USE
 - (1) The **sail** shall be hoisted on a **halyard**. The arrangement shall permit hoisting and lowering of the **sail** whilst afloat.

- (2) The **luff** bolt rope shall be in the **spar** groove.
- (3) The **mainsail** may be loose footed.

C.10.3 JIB

- (a) USE
 - (1) The **sail** shall be set on the **forestay**.
 - (2) The **tack point** shall not be fixed below the apex of the bridle wire.

C.10.4 SPINNAKER

- (a) USE
 - (1) The **sail** shall be set between the **mast** and the **bowsprit**.

Section D - Hulls

D.1 PARTS

D.1.1 MANDATORY

- (a) Hull shells
- (b) Front beam
- (c) Rear beam
- (d) Trampoline

D.1.2 OPTIONAL

- (a) Bulkheads
- (b) Sub-decks
- (c) Fittings

D.2 GENERAL

D.2.1 RULES

The **hull** shall comply with the **rules** in force at the time of initial **certification**.

D.2.2 CERTIFICATION

Only the controls, measurements and calculations made by a measurer recognized by the IF18CA, a MNA or ISAF are considered valid.

D.2.3 IDENTIFICATION

- (a) Hulls shall have a serial number.
- (b) From 1st November 2009, all new **hulls** shall carry the ISAF Plaques permanently placed on the transoms or on the inside of the hulls just below the rear beam.

D.2.4 BUILDERS

- (a) A licence is not required.
- (b) Builders shall supply a Builders Declaration, confirming that the boat was built to rules in force at the time of manufacture:

D.3 HULL SHELLS

D.3.1 MATERIALS

- (a) The hull shells shall be built from polyester or vinylester resin, glass fibres, polyester gel coat, the combination of wood-epoxy or injected plastic with a core of PVC or balsa or felt. The hull shells shall not be altered, other than locally for fittings and passage of equipment and normal reinforcement. Epoxy glue is permitted for joining components. Every material that is not expressly permitted is prohibited.
- (b). Vinyl or similar adhesive film may be added as limited by C.7.2.(f).

D.3.2

Construction

- (a) Hulls are not required to be symmetrical

D.4 BEAMS

D.4.1 MANDATORY

- (a) Front Beam
- (b) Rear beam

D.4.2 CONSTRUCTION

- (a) The beams shall be made of extruded aluminium profiles of constant section.
- (b) The curvature of the beams shall be limited to a maximum of 15 mm.
- (c) The **mast** pivot on the front beam shall be fixed on the centreline of the boat.
- (d) The front beam may have a strut and tie of optional material, excluding carbon.
- (e) The rear beam may incorporate a mainsail traveller track.
- (f) The front beam may incorporate a jib traveller track and/or a self tacking system, and sail adjustment fittings.
- (g) A local reinforcement is permitted inside the front beam for the mast step.
- (h) Local reinforcements are permitted inside the front beam and the rear beam for supporting fixing bolts.
- (i) The **mast** step shall be in a fixed position
- (j) The beams may accommodate adjustment fittings
- (k) Any holes for fittings may only be as large as necessary to house the fittings.

D.5 TRAMPOLINE

D.5.1 MATERIALS

- (a) The type of material used is optional; however netting is not permitted.
- (b) The material shall not have holes any larger than 5mm, when fitted in sailing position, with the exception of holes for sails/sailing adjustments and trampoline tensioning.

(c) Temporary damage to trampoline is not classed as holes.

D.5.2 CONSTRUCTION

- (a) A single trampoline, which may be in separate sections, shall cover the area between the front beam and the rear beam.
- (b) Fittings for the attachment of the trampoline are optional.
- (c) A spinnaker bag is permitted.
- (d) Storage bags and pouches are permitted.

D.6 ASSEMBLED HULLS

D.6.1 CONSTRUCTION

- (a) The **hulls** shall be joined rigidly by a front beam and a rear beam.
- (b) Non slip surfaces, built in or applied to the **hulls**, are allowed.

D.6.2 DIMENSIONS

- (a) The maximum **hull length** shall be 5.52 m.
- (b) The maximum **boat beam** shall be 2.60 m.
- (c) The **boat** centre plane is the vertical longitudinal plane of the **boat** that passes through the centre point of the front and rear beams.

D.6.3 FITTINGS

(a) MANDATORY

- (1) Shroud fittings attachments.
- (2) Forestay bridle fittings attachments.
- (3) Bowsprit fittings attachments.

(b) OPTIONAL

- (1) Fittings for the attachment of the trampoline.
- (2) Fittings for adjustment of sails and rig.
- (3) Foot loops, toe straps, trapeze gear, crew restraining line.
- (4) Fittings for rudders.
- (5) Centreboard/daggerboard retention/placement fittings.
- (6) Inspection hatches.

Section E – Hull Appendages

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) **Centreboard**
- (b) **Daggerboard**
- (c) **Tiller** extension.

E.2 GENERAL

E.2.1 RULES

- (a) **Hull appendages** shall comply with the **Class rules** in force at the time of **certification**.

E.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Hull appendages** shall not be altered in any way except as permitted by these **class rules**.
- (b) Routine maintenance such as cleaning and sanding is permitted without re-measurement and **re-certification**.

E.2.3 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify hull appendages** and shall number the **certification mark**.

E.2.4 MANUFACTURERS

- (a) Licence is not required to manufacture **hull appendages** (See D.2.4 a)

E.3 CENTREBOARD/DAGGERBOARD

E.3.1 RULES

- (a) There shall be a maximum of one **centreboard/daggerboard** per hull.
- (b) The **centreboard/daggerboard** shall comply with the **class rules** in force at the time of the **certification**.
- (c) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify centreboards/daggerboards** and shall write the **certificate** number on the **certification mark**.

E.3.2 MATERIALS

- (a) The **centreboards/daggerboards** may be made using epoxy resin, carbon, wood, glass fibre, foam plastics, resins, paints, glues and metal fastenings.

E.3.3 CONSTRUCTION

- (a) The **daggerboards/centreboards** shall have no moving parts.
- (b) The cross section of each **centreboard/daggerboard** shall be symmetrical about the **hull** centreplane.
- (c) The **centreboard/daggerboards** shall not protrude more than 1400mm from the bottom of the **hull** and shall be fitted so that they cannot protrude below this level.
- (d) Curved **dagger boards** are not allowed. The manufacturing tolerance is 10mm of curvature over the total length of the board.
- (e) The centre of mass of the **daggerboards** shall be above 50% of the length of the board measured from the top of the daggerboard. Ballast or mass of whatever nature is not permitted.

- (f) **Hull** appendages may be angled outwards at the keel from the **boat** centreplane. **Hull** appendages shall not be angled inwards at the keel from the **boat** centreplane, except where this is caused by the curvature of the front beam, as per Rule D.4.2 (b)

E.3.4 WEIGHTS

- (a) The maximum weight of each **centreboard/daggerboard** is 5.5 kg. The weight of each **centreboard/daggerboard** shall be noted on the measurement form.

E.3.5 FITTINGS

- (a) Pivot bushings, height restraining or adjusting systems may be fitted.

E.4 RUDDER BLADE, RUDDER STOCK AND TILLER

E.4.1 RULES

- (a) The **rudder** blade shall comply with the **rules** in force at the time of **certification**.

E.4.2 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify rudder** blades and shall write the **certificate** number on the **certification mark**.

E.4.3 MATERIALS

- (a) **Rudder** blade may be made using epoxy resin, carbon, wood, glass fibre, foam plastics, resins, paints, glues and metal fastenings.
- (b) Materials for the **rudder** stock are optional, except carbon.
- (c) Materials for the tiller extension are optional.
- (d) The tiller cross bar shall be made of aluminium profile of constant section.
- (e) The tiller cross bar may have reinforcement in the central fittings.
- (f) The tiller cross bar may have reinforcement to support connection to tiller arms.

E.4.4 CONSTRUCTION

- (a) The centre of mass of the **rudders** shall be above 50% of the length of the board measured from the top of the board. Ballast or mass use of whatever nature is not permitted.
- (b) The cross section of each **rudder** shall be symmetrical about the **hull** centreplane.

E.4.5 FITTINGS

(a) MANDATORY

- (1) 2 rudder fittings

(b) OPTIONAL

- (1) 2 gudgeons.
- (2) 2 pins or pintles.
- (3) Pivoting and/or lowering systems.

E.4.6 WEIGHTS

- (a) The minimum weight of each rudder assembly comprising blade, stock with fittings and tiller is 3 kg. For rudders built before 1st January 1996 **corrector weights** may be added to achieve the minimum weight. The controlled weight shall be noted on the measurement form.

Section F - Rig

F.1 PARTS

F.1.1 MANDATORY

- (a) **Mast**
- (b) Standing **rigging**
- (c) Running **rigging**
- (d) **Bowsprit**

F.1.2 OPTIONAL

- (a) **Boom**

F.2 GENERAL

F.2.1 RULES

- (a) The **spars** and their fittings shall comply with the **rules** in force at the time of **certification** of the **spar**.
- (b) The standing and running **rigging** shall comply with the **Class Rules**.
- (c) The **boom** (if fitted), **bowsprit**, standing and all running **rigging** shall comply with the **Class rules**.

F.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) **Spars** shall not be altered in any way except as permitted by these **Class Rules**.
- (b) Routine maintenance such as cleaning and minor repairs is permitted without re-measurement and **re-certification**.

F.2.3 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify spars** and shall write the **certificate** number on the **certification mark**.
- (b) **Certification** of standing and running **rigging**, **bowsprit** and **boom** is not required.
- (c) Each **mast** shall have a **certification mark** on the starboard side.

F.2.4 MANUFACTURER

- (a) Licence is not required to manufacture **spars**.

F.2.5 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.

F.2.5 DIMENSIONS

- (a) The distance between the top of the front beam and the **mast datum point** shall not exceed 120mm.

F.3 MAST

F.3.1 CONSTRUCTION

- (a) The **mast** extrusion shall be made of aluminium and shall be of constant section throughout its length.
- (b) The **mast** shall have one fixed sail groove, which shall be integral with the **mast spar** and shall be of the same material.
- (c) The **mast** shall have masthead fittings, which shall include the mainsail sheave and locking device.
- (d) The **mast** shall have a heel fitting attached.
- (e) The **mast** pivot shall be fixed on the centreline of the front beam.
- (f) **Forestay**, diamond wires and shroud tension/rake adjustment devices or fittings are permitted

F.3.2 DIMENSIONS

- (a) The **mast** shall be watertight from 450 mm above the **mast datum point** upwards.

	Maximum
Mast spar circumference	385 mm
Distance between Upper point and front beam	9100 mm
Shroud Height	6750 mm
Spinnaker hoist height	8150 mm

F.3.3 FITTINGS

(a) MATERIALS

- (1) Carbon fibre is only allowed in cleats, turning blocks and spreader bar construction

(b) MANDATORY

- (1) Masthead fittings which shall include mainsail halyard sheave and locking device.
- (2) Heel fitting.
- (3) Hounds fittings.

(c) OPTIONAL

- (1) Pair of spreader bars and fittings.
- (2) Diamond stay attachment and adjustment fittings
- (3) Spinnaker halyard guide

- (4) Spinnaker halyard block and attachments
- (5) Gooseneck fittings
- (6) Mast rotation control fittings
- (7) Mast may have reinforcement at fittings points
- (8) Cunningham downhaul fittings

F.4 BOOM

F.4.1 MATERIALS

- (a) The **boom**, if fitted, shall be made of extruded aluminium of constant section.

F.4.2 CONSTRUCTION

- (a) The boom shall not be measured as part of the mainsail in the measurement process.

F.4.3 FITTINGS

- (a) Fittings are optional.

F.5 BOWSPRIT

F.5.1 RULES

- (a) The **bowsprit** shall be on the longitudinal centreline of the boat.
- (b) The **bowsprit** shall be attached to the front beam.

F.5.2 MATERIALS

- (a) The **bowsprit** shall be made of aluminium of constant section.

F.5.3 CONSTRUCTION

- (a) The **bowsprit** shall have an end cap that is smooth, rounded and blunt.
- (b) The **bowsprit** may be fitted with a spinnaker retrieval system. This system shall not be of carbon fibre on boats certified after 1 January 2007.

F.5.4 FITTINGS

- (a) MANDATORY
 - (1) Attachment points to hulls.
- (b) OPTIONAL
 - (1) Adjustment fittings.
 - (2) Wind indicator(s).

F.5.5 DIMENSIONS

- (a) The length of the **bowsprit** shall not exceed the distance from the centre of the front beam to a vertical line touching the most forward part of the hull plus 800 mm, with the **bowsprit** measured when horizontal.

F.6 STANDING RIGGING

F.6.1 MATERIALS

- (a) The **standing rigging** shall be of stranded stainless steel with the exception of **bowsprit** bridles and trapeze which may be of rope.

- (b) Fittings, such as cleats, blocks may be made from/or include carbon fibre in their construction.

F.6.2 CONSTRUCTION

(a) MANDATORY

- (1) A **forestay** and forestay bridles of 1 x19 or 1 x 7stranded stainless steel wire of minimum diameter of 4 mm.
- (2) **Shrouds** of 1 x 19 or 1 x 7 stranded stainless steel wire of minimum diameter of 4 mm.
- (3) Trapeze wires of stranded stainless steel wire or rope of minimum diameter of 2.5 mm.

(b) OPTIONAL

- (1) A pair of diamond wires of 1 x 19 or 1 x 7 stranded stainless steel wire of minimum diameter of 4 mm.
- (2) The **bowsprit** bridles may be of rope of minimum diameter of 2.5 mm.

F.7 RUNNING RIGGING

F.7.1 MATERIALS

- (a) Materials are optional.

F.7.2 CONSTRUCTION

(a) MANDATORY

- (1) Mainsail halyard.
- (2) Mainsail sheet.
- (3) Jib halyard.
- (4) Jib sheet.
- (5) Spinnaker halyard.
- (6) Spinnaker sheets.
- (7) **Bowsprit** setting and retraction lines.

(b) OPTIONAL

- (1) Rig adjustments
- (2) Sail adjustments

Section G – Sails

G.1 PARTS

G.1.1 MANDATORY

- (a) Mainsail
- (b) Jib
- (c) Spinnaker

G.2 GENERAL

G.2.1 RULES

- (a) **Sails** shall comply with the **rules** in force at the time of **certification**.

G.2.2 CERTIFICATION

- (a) A measurer recognized by the IF18CA, a MNA or ISAF shall **certify** all **sails**.
- (b) A Sailmakers Declaration is required with each **sail**.
- (c) **Main, jib** and **spinnaker** shall have labels that shall be completed by the sail maker before measurement, indelibly marked, plaque or label, near the **tack point** with name of manufacturer, materials used, date of manufacture and serial number.

G.2.3 DEFINITIONS

The sails corresponding to the different weight categories of crew (C.3.3) shall be identified as follows:

- (1) Large Jib with a maximum area of 4.15 m²
- (2) Small Jib with a maximum area of 3.45 m²
- (3) Large Spinnaker with a maximum area of 21 m²
- (4) Small Spinnaker with a maximum area of 19 m²

G.2.4 SAILMAKER

- (a) Licence is not required to manufacture sails.

G.3 MAINSAIL

G.3.1 IDENTIFICATION

- (a) The Class insignia shall conform with the dimensions and requirements as detailed and be placed in accordance with the diagram contained in Appendix B.

G.3.2 MATERIALS

- (a) The **ply** fibres shall consist only of polyester materials as detailed in the Mainsail Sailcloth Appendix.
- (b) **Stiffening** shall not incorporate carbon fibre and may consist of:
 - (1) Corner boards
 - (2) Battens
- (c) **Sail reinforcement**
 - (1) **Primary reinforcement** shall be any woven polyester, or any cloth on the Mainsail Cloth List
 - (2) **Secondary reinforcement** shall be any cloth on the Mainsail Cloth List

G.3.4 CONSTRUCTION

- (a) The construction shall be **soft sail, single-ply sail**.
- (b) The **body of the sail** shall consist of the same woven ply or laminated ply throughout with the exception of the **window** which may be different.
- (c) The number of **batten pockets** is optional.

- (d) The following are permitted: stitching, glues, tapes, bolt ropes, corner eyes, headboard with fixings, Cunningham eye or pulley, reefing points, battens, **batten pocket patches**, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, one **window**, tell tales, sail shape indicator stripes and items as permitted or prescribed by other applicable rules.
- (e) A **window** of a minimum of 0.8 sqm shall be placed in the lower third of the sail. This **window** shall comply with the Sailcloth Appendix
- (f) The **sail** shall be loose footed.

G.3.5 DIMENSIONS

	Minimum	Maximum
Sail area (including the side area of the mast spar)	-	17 m ²
Top width, excluding bolt rope	-	1000 mm
Upper width at upper leech point 1500 mm from head point	-	1290 mm
Batten pocket width:		
Inside No restriction in size		
Outside No restriction in size		
The angle between the luff and the head	-	90°
Window area (from March 2008) to be placed in lower third of sail	0.8 m ²	
Tabling width		115 mm

G.4 JIB

G.4.1 MATERIALS

- (a) The **ply** fibres shall consist only of polyester materials as detailed in Jib Sailcloth Appendix.
- (b) **Stiffening** shall not incorporate carbon and may consist of:
 - (1) Corner boards
 - (2) Battens
- (c) **Sail reinforcement**
 - (1) **Primary reinforcement** shall be any woven polyester, or any cloth on the Jib Cloth List
 - (2) **Secondary reinforcement** shall be any cloth on the Jib Cloth List

G.4.2 Construction

- (a) The construction shall be: **soft sail, single-ply sail**.
- (b) The body of the sail shall consist of the same woven ply or laminated ply throughout with the exception of the window which may be different.
- (c) The **body of the sail** shall comply with Sailcloth Jib Appendix.
- (d) The jib may have either:

(1) A maximum of four **battens**, no external part of which exceeding 250mm from the **leech**.

OR:

(2) From 1st March 2007, a maximum of three full length **battens**, which shall have no moving parts and be made of glass fibre.

- (e) The **leech** shall not be convex.
- (f) The following are permitted: stitching, glues, tapes, corner eyes, headboard with fixings, Cunningham eye or pulley, zips, Velcro and sleeve luffs, battens, **batten pocket patches**, batten pocket elastic, batten pocket end caps, leech line with cleat, tell tales, one window and items as permitted or prescribed by other applicable *rules*.
- (g) From 4 March 2008, a **window** of a minimum of 0.3 m² shall be placed in the lower third of the sail. This **window** shall comply with the Sailcloth Appendix.

G.4.3 DIMENSIONS

	Minimum	Maximum
Sail area (small jib)	-	3.45 m ²
Sail area (large Jib)	-	4.15 m ²
Top width	-	50 mm
Batten width (3 max)	-	40 mm
Batten pocket outside width	-	80 mm
Window area	0.3 m ²	-
Tabling width		115 mm

G.5 SPINNAKER

G.5.1 MATERIALS

(a) The **ply** fibres shall consist only of nylon or polyester materials as detailed in Spinnaker Sailcloth Appendix.

(b) **Sail reinforcement**

Primary and secondary reinforcement is permitted at the **sail corners** and the recovery points.

(1) **Primary reinforcement** shall be any woven polyester, or any cloth on the Spinnaker Cloth Appendix.

(2) **Secondary reinforcement** shall be any cloth on the Spinnaker Cloth Appendix.

G.5.2 CONSTRUCTION

- (a) The construction shall be: **soft sail, single ply sail**.
- (b) The body of the sail shall consist of the same woven ply throughout.
- (c) The body of the sail shall comply with the Sailcloth Spinnaker Appendix.
- (d) **Laminated ply** of any sort are not allowed anywhere in the spinnaker. This includes leech, luff and foot tapes, corner patches and retrieval points.

Reinforcing tapes to secure eyelets or rings are allowed at spinnaker corners and retrieval points. Tapes may be polyester or spectra

- (e) The following are permitted: stitching, glues, tapes, corner eyes, recovery line eyes, tell tales, leech and luff lines and items as permitted or prescribed by other applicable *rules*.
- (f) The area and the dimensions of the spinnaker (SL1, SL2, SMG, SF) shall be written in an indelible manner near the starboard tack.

G.5.3 DIMENSIONS

	Minimum	Maximum
Sail area (Small Spinnaker)	-	19 m ²
Sail area (Large Spinnaker)	-	21 m ²
Ratio of half width / foot length	75 %	-



International Formula 18 Catamaran Association



Builder's declaration of rule compliance

In accordance with the International Formula 18 Catamaran Association (IF18CA) Class Rules, I declare that the platform which has been issued the serial number has been constructed in full compliance with the IF18CA Class Rules on the date of

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

Builder Declaration	
Full Name:	
Representing:	
Signature:	
Date:	



International Formula 18 Catamaran Association



Sailmaker's declaration of rule compliance

In accordance with the International Formula 18 Catamaran Association (IF18CA) Class Rules, I declare that the following sails have been constructed in full compliance with the IF18CA Class Rules on the date of

Sail	Serial No
Mainsail	
Jib	
Spinnaker	

(strike through all that do not apply)

I confirm that compliance with the 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:	

APPENDIX C. CLASS DRAWINGS

C.6 BOAT

D.4 BEAMS

D.6 ASSEMBLED HULLS

IDENTIFICATION

F.3 MAST

F.4 BOOM

F.5 BOWSPRIT

G.3 MAINSAIL

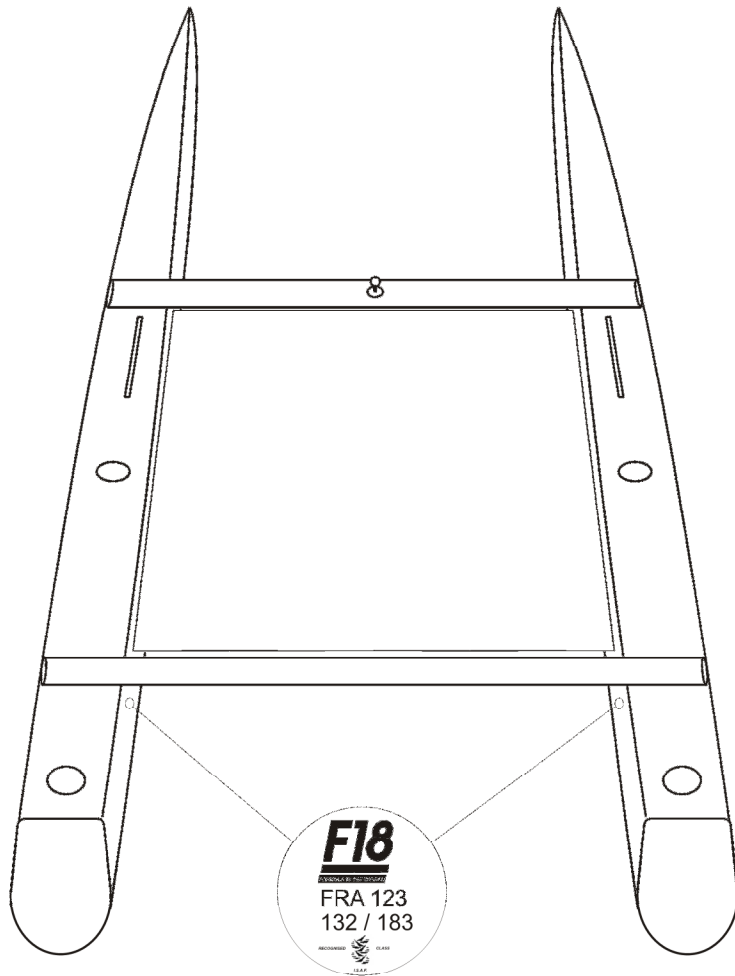
MEASUREMENT PROCEDURE – JIB

MEASUREMENT PROCEDURE – MAINSAIL

MEASUREMENT PROCEDURE – SPINNAKER

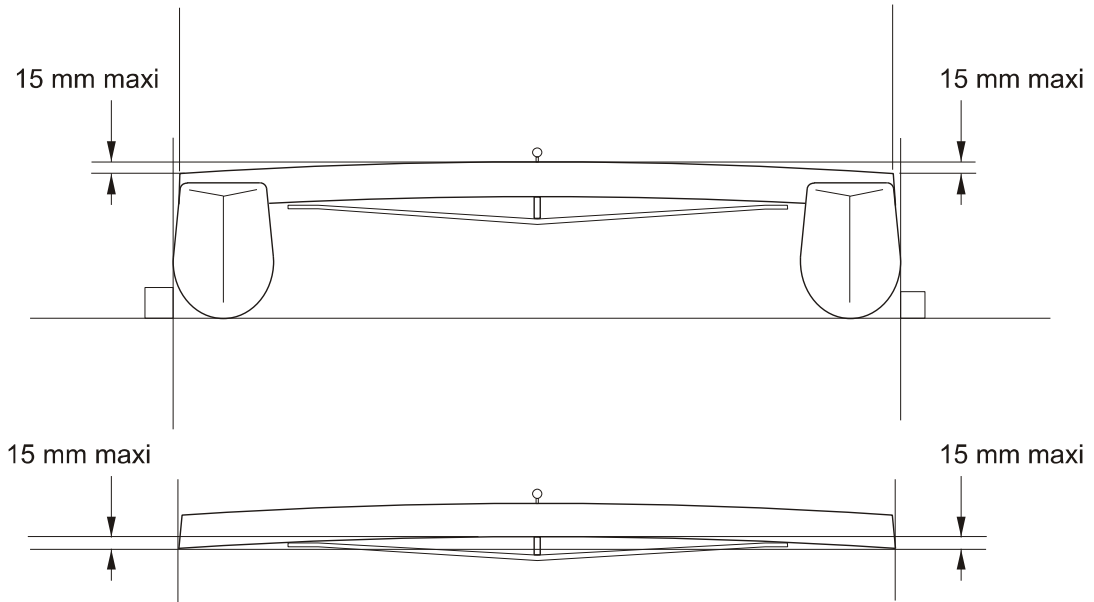
SAIL CORNER MEASUREMENT

C.6 BOAT
C.6.1 WEIGHT
(b) BOAT READY TO SAIL
(3) Identification



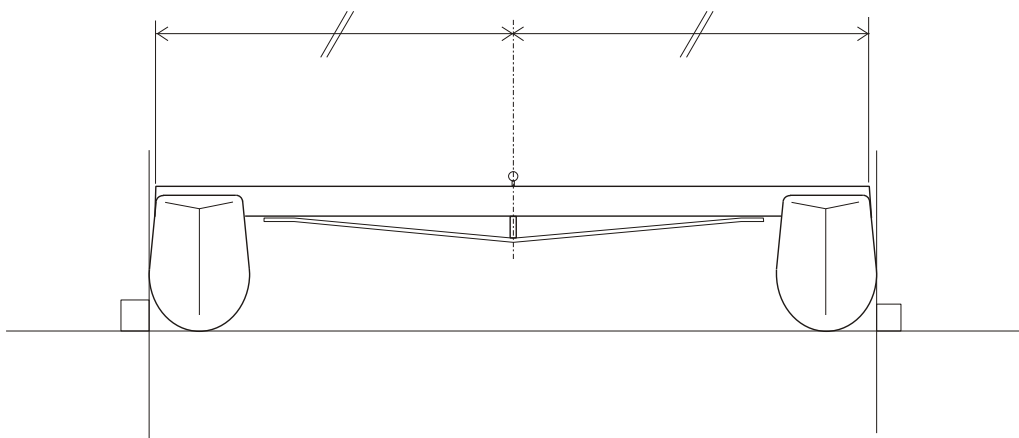
I.F18.A/PCB/06.01

D.4 BEAMS
D.4.2 CONSTRUCTION
D.4.2 (b) The curvature of the beams.



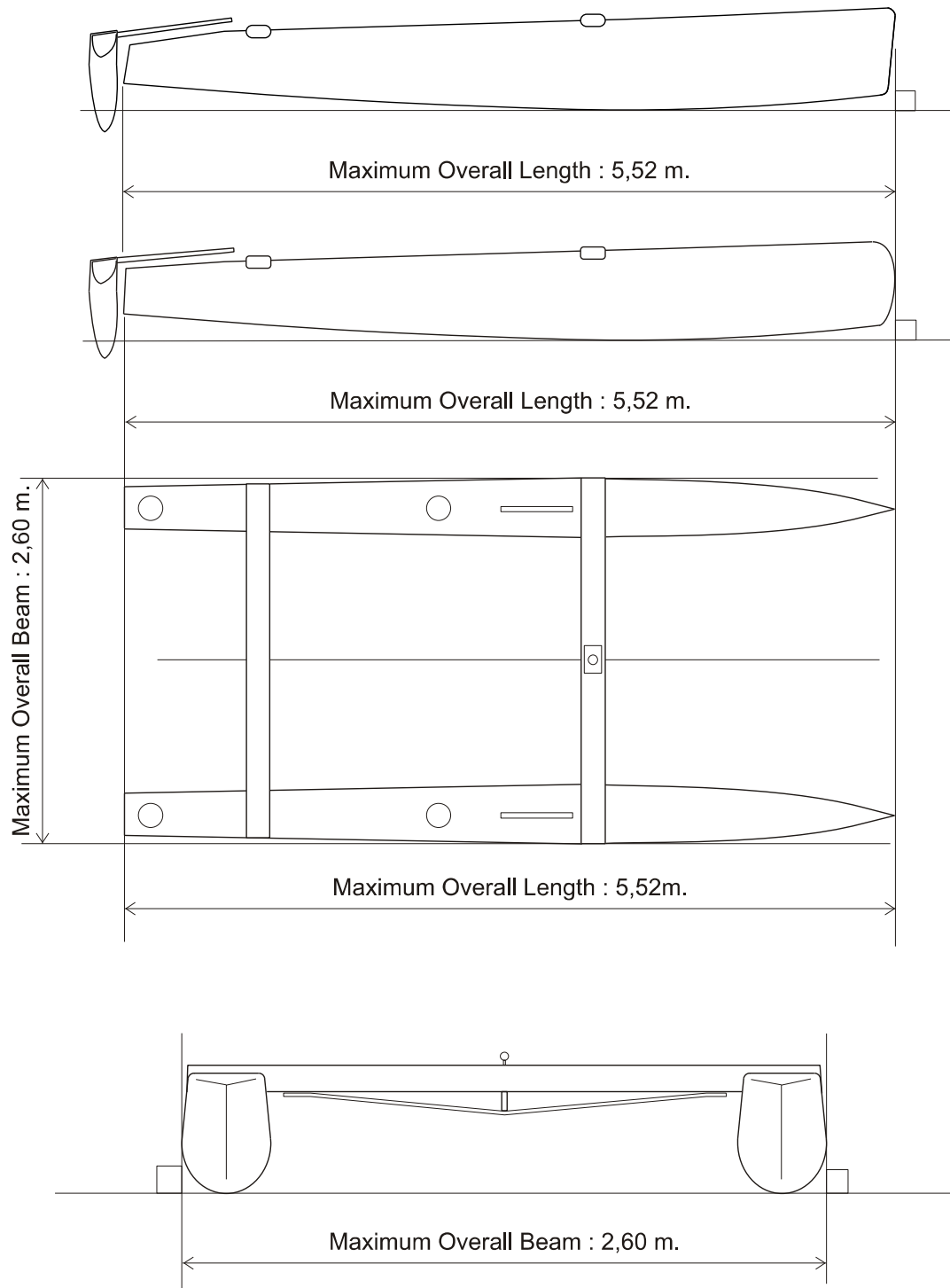
I.F18.A/PCB/10.01

D.4 BEAMS
D.4.2 CONSTRUCTION
D.4.2 (c) The mast pivot on the front beam.



I.F18.A/PCB/10.01

D.6 ASSEMBLED HULLS
D.6.2 DIMENSIONS
D.6.2 (a) maximum hull length.
D.6.2 (b) maximum boat beam.

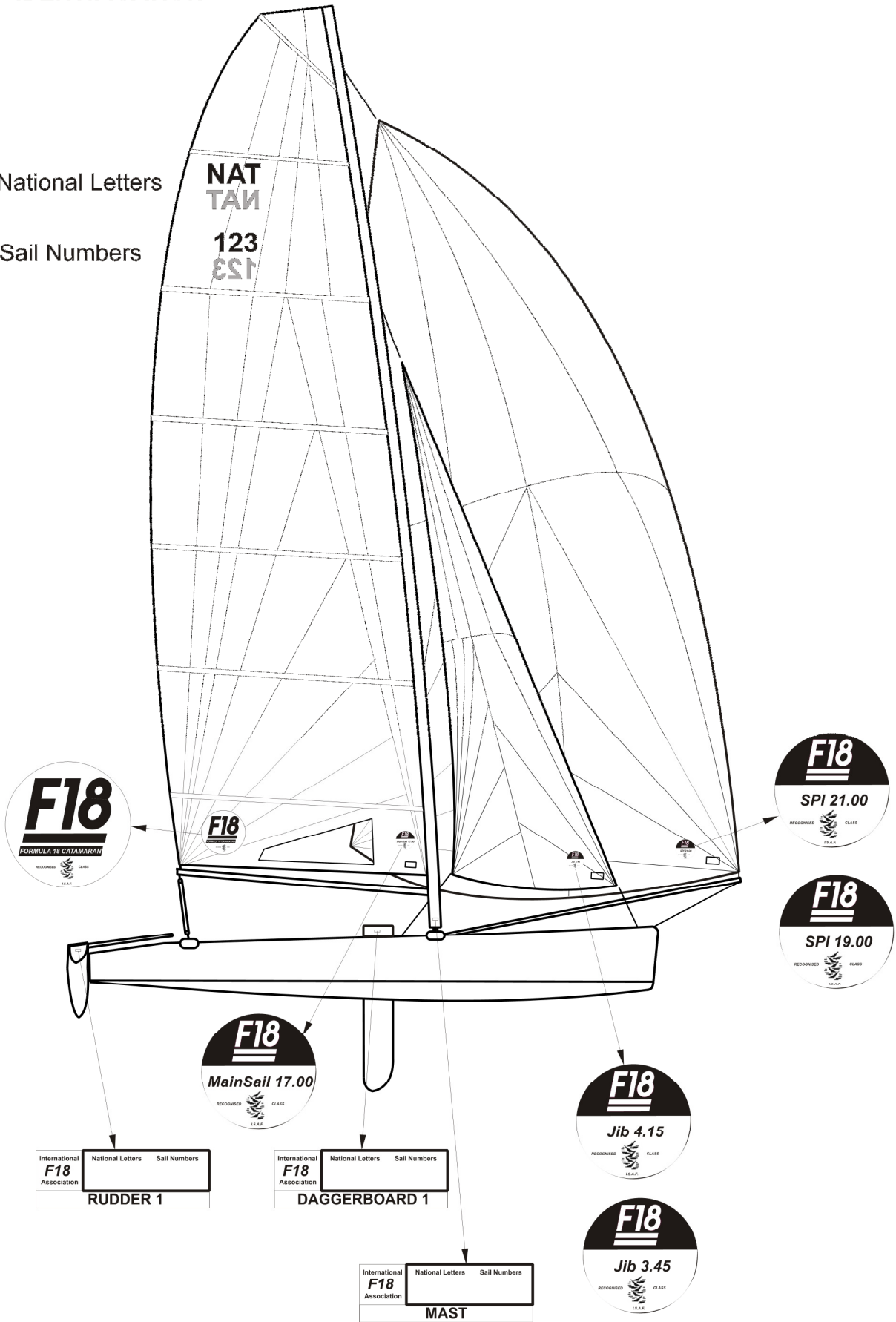


I.F18.A/PCB/06.01

IDENTIFICATION

National Letters

Sail Numbers

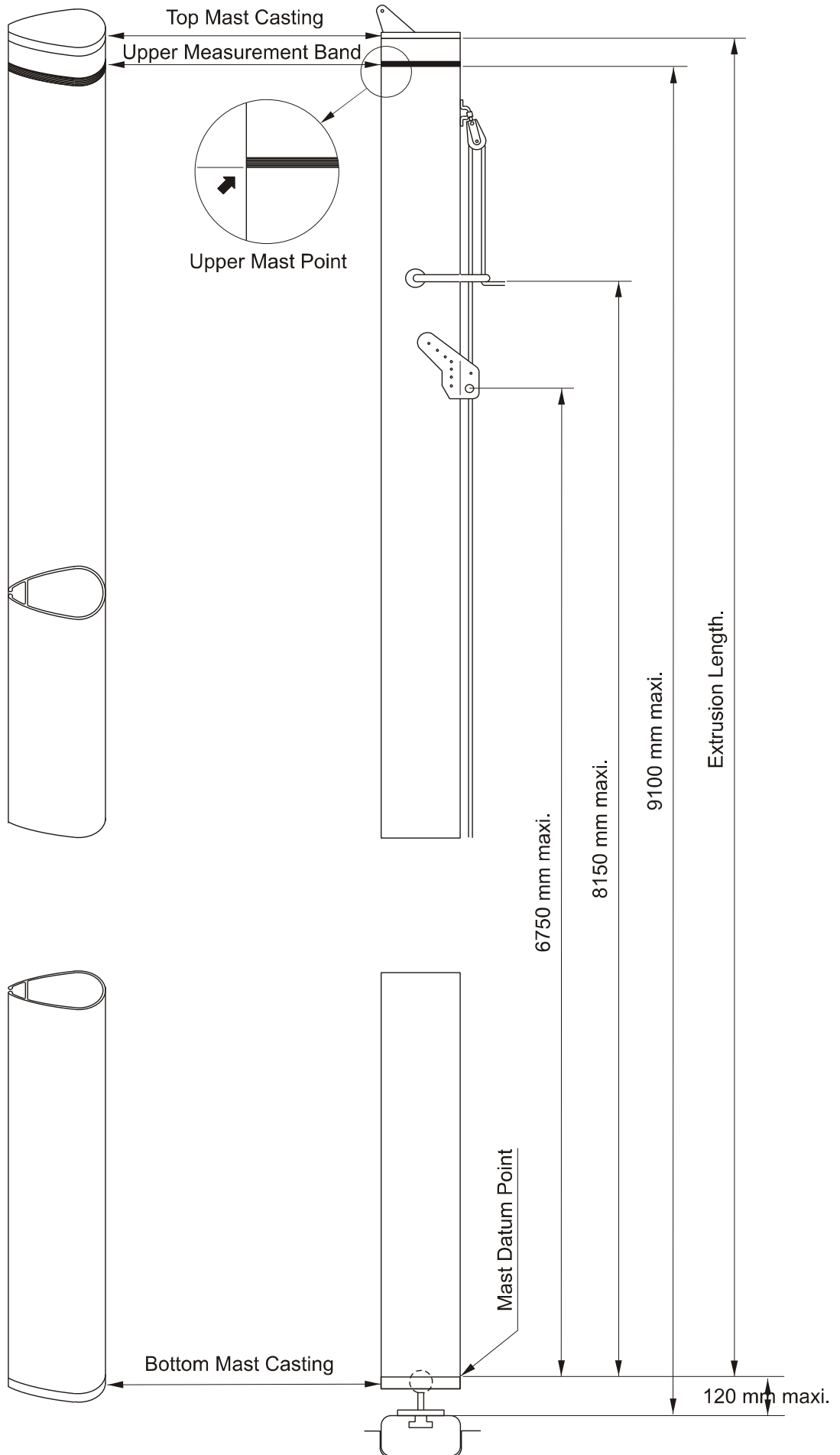


International F18 Association	National Letters	Sail Numbers
RUDDER 1		

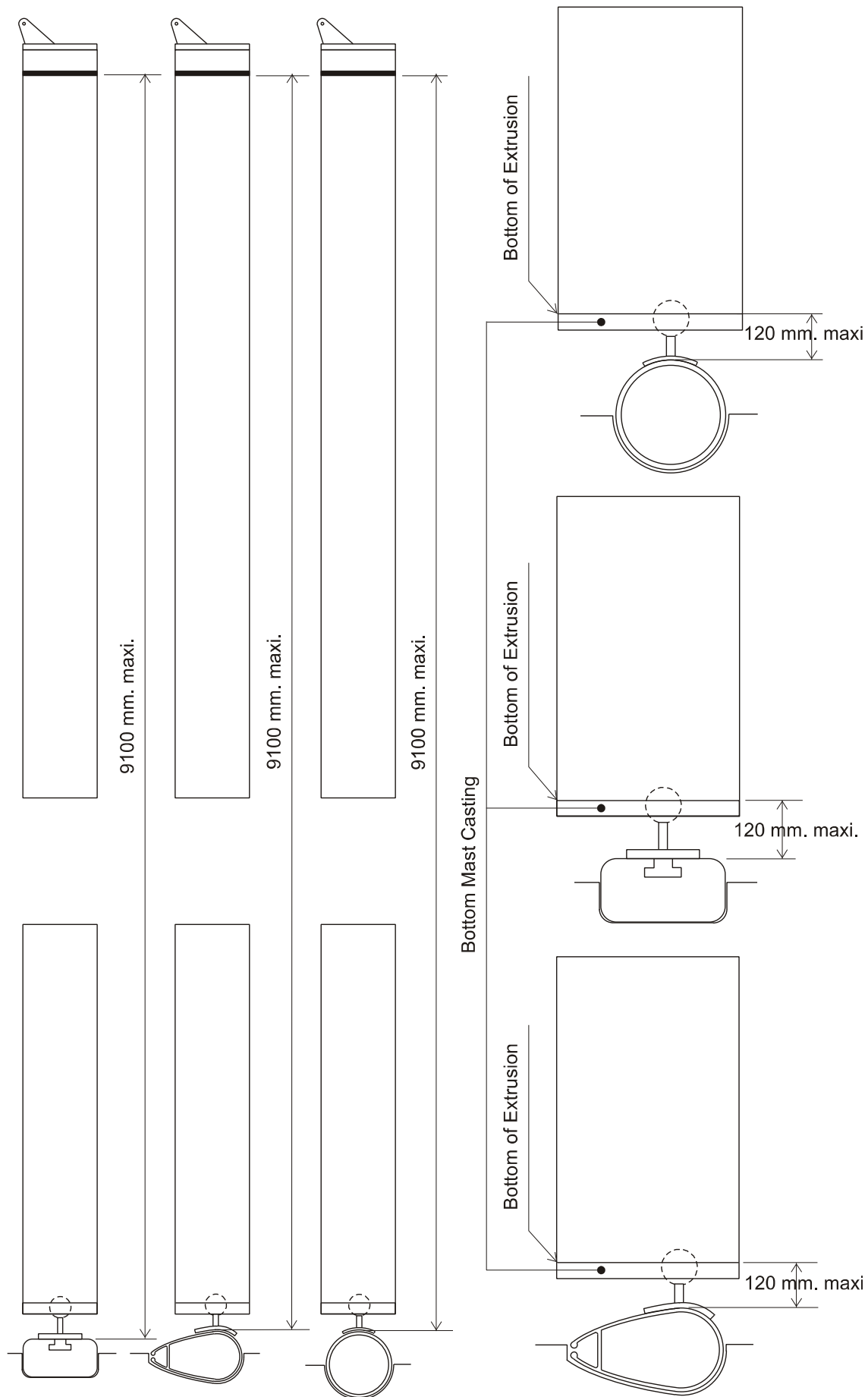
International F18 Association	National Letters	Sail Numbers
DAGGERBOARD 1		

International F18 Association	National Letters	Sail Numbers
MAST		

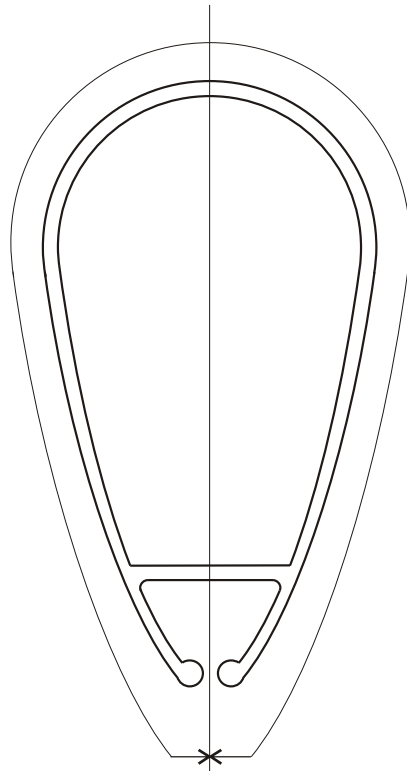
**F.2 GENERAL. F.2.5 (a) Mast Datum Point
F.3 MAST. F.3.2 DIMENSIONS.**



F.3 MAST
F.3.2 DIMENSIONS



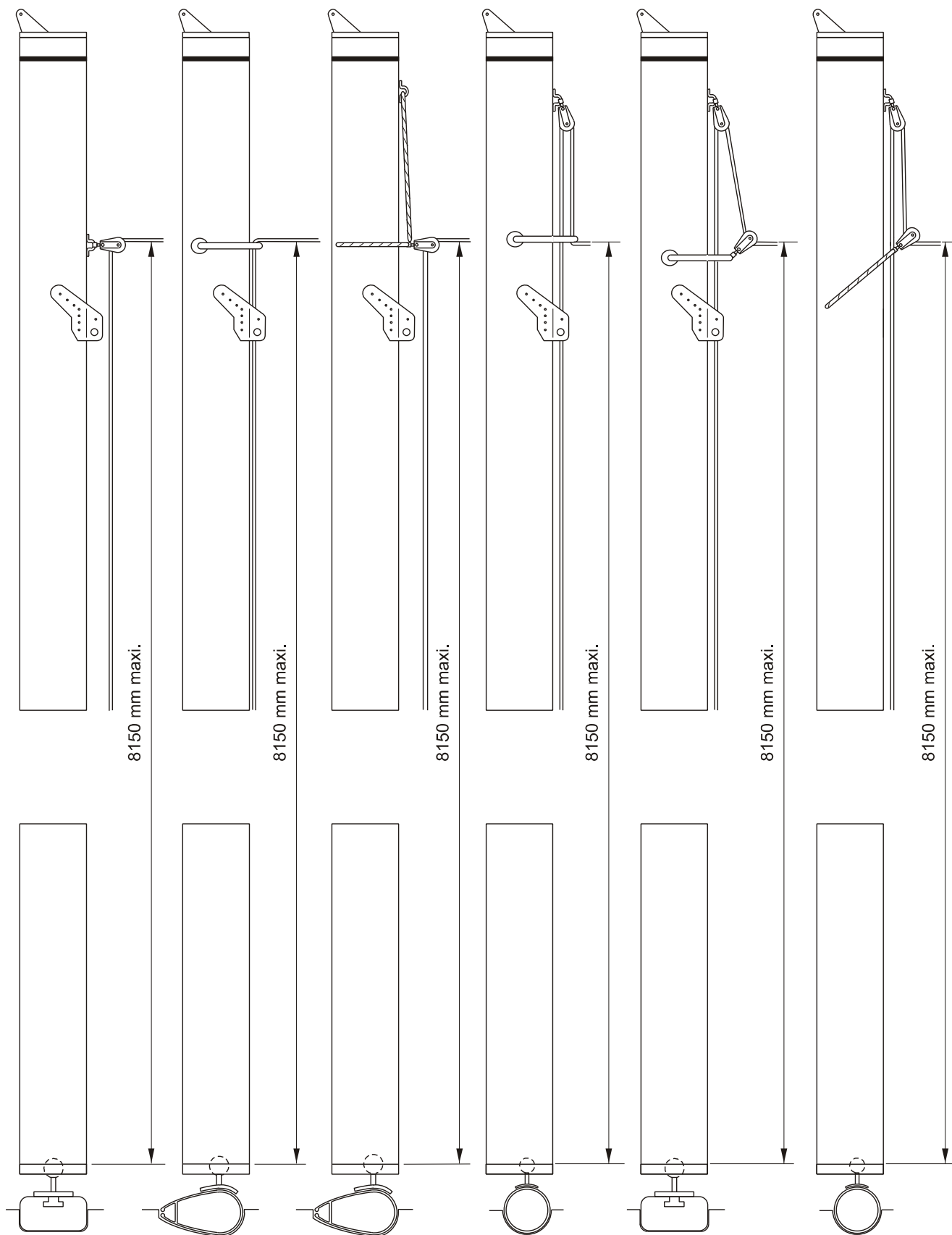
**F.3 MAST
F.3.2 DIMENSIONS
MAST SPAR CIRCUMFERENCE**



385 mm Maximum

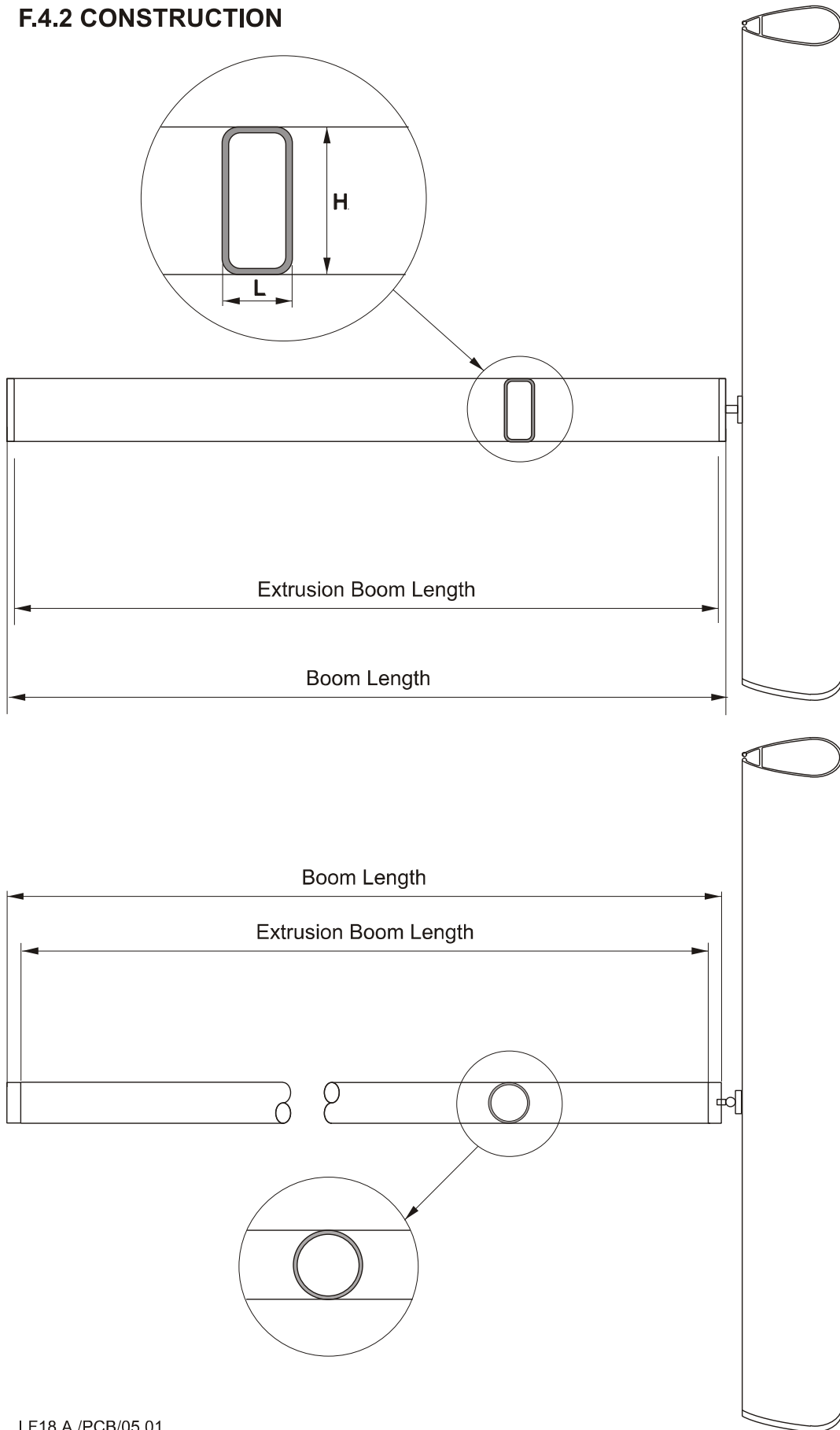
I.F18.A/PCB 01/01

F.3 MAST
F.3.2 DIMENSIONS . SPINNAKER HOIST HEIGHT



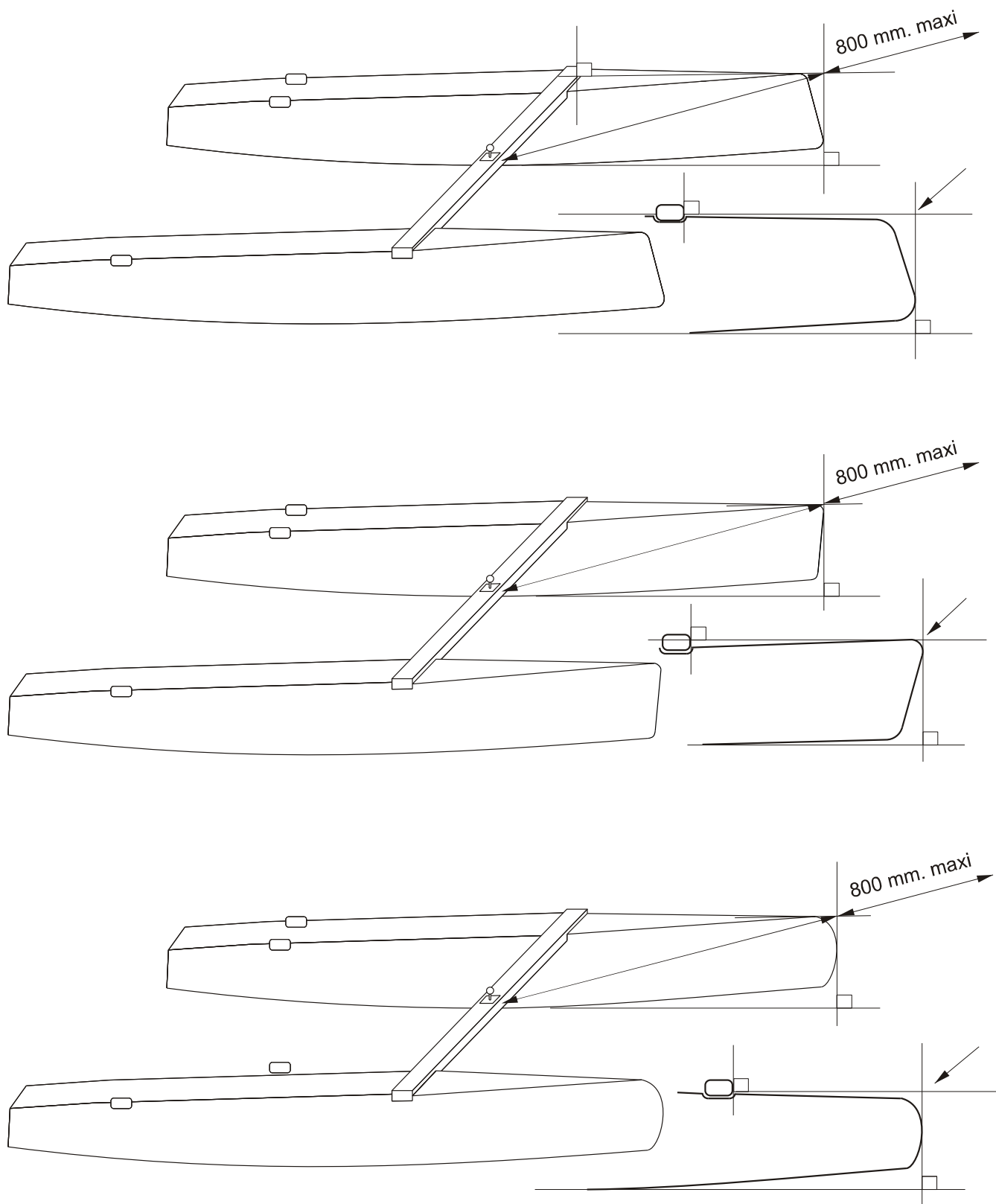
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F.4 BOOM
F.4.2 CONSTRUCTION



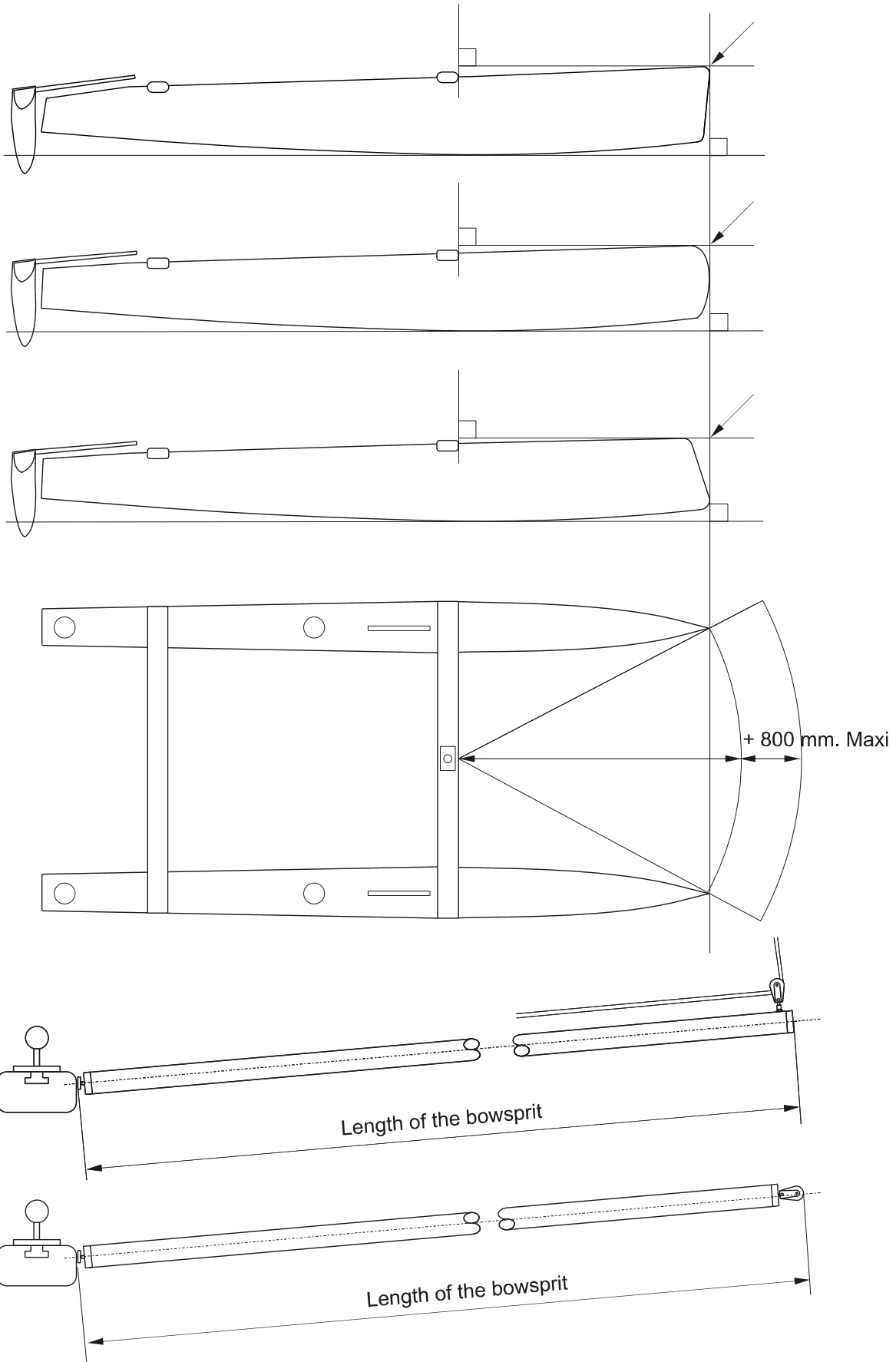
I.F18.A./PCB/05.01

F.5 BOWSPRIT
F.5.5 DIMENSIONS
F.5.5 (a) The maximum length.

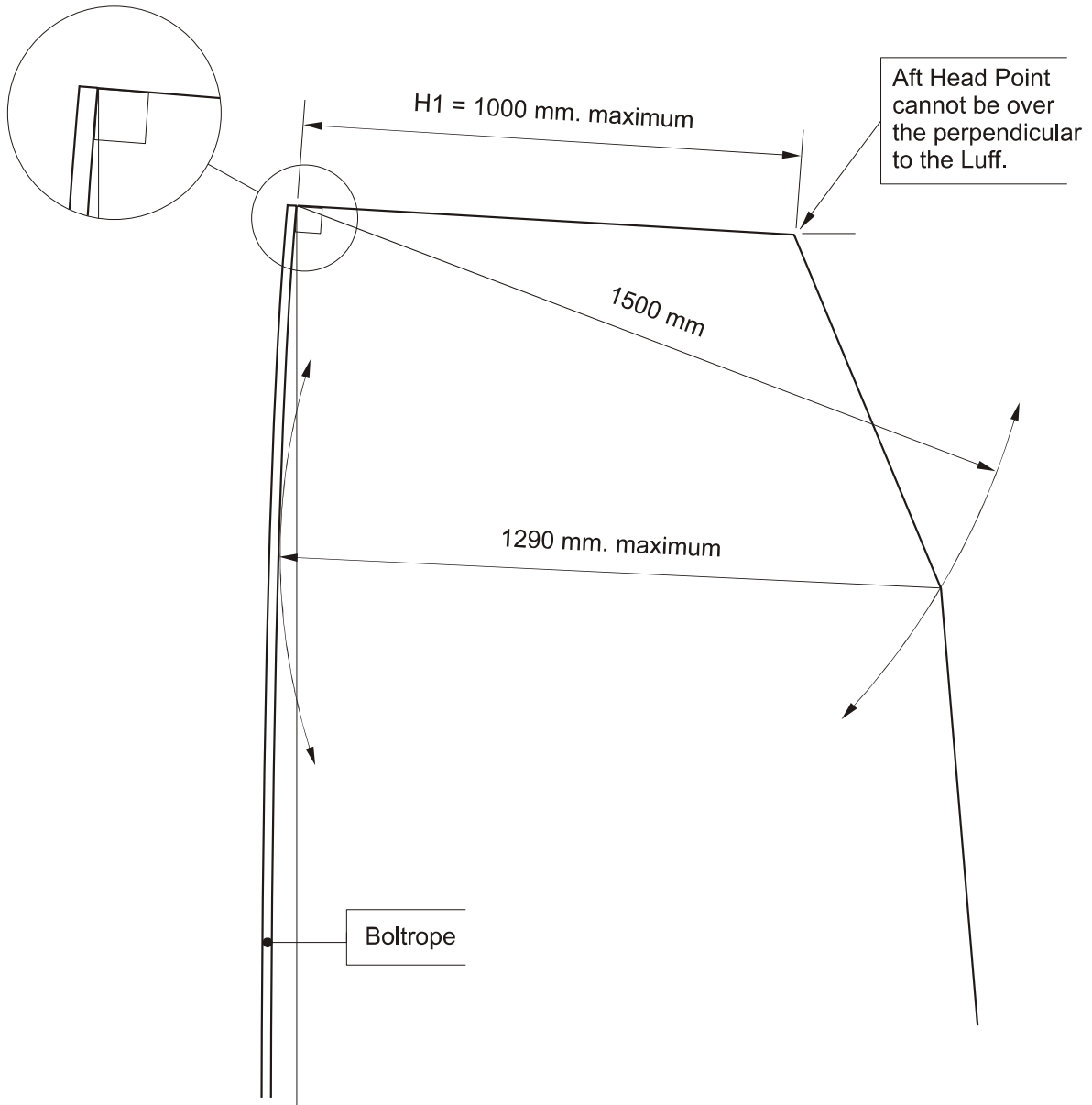


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F.5 BOWSPRIT

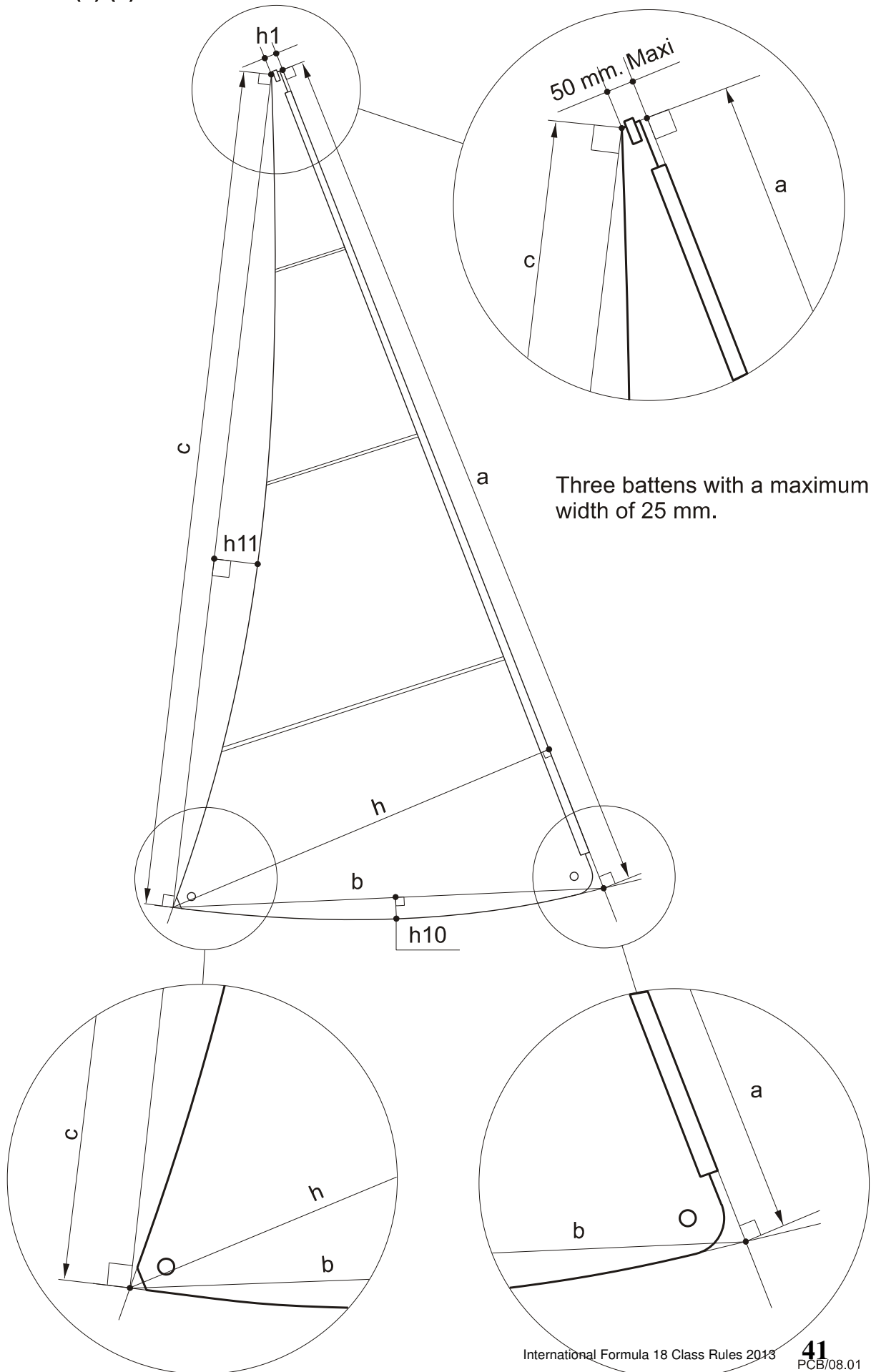


G.3 MAINSAIL G.3.5 DIMENSIONS



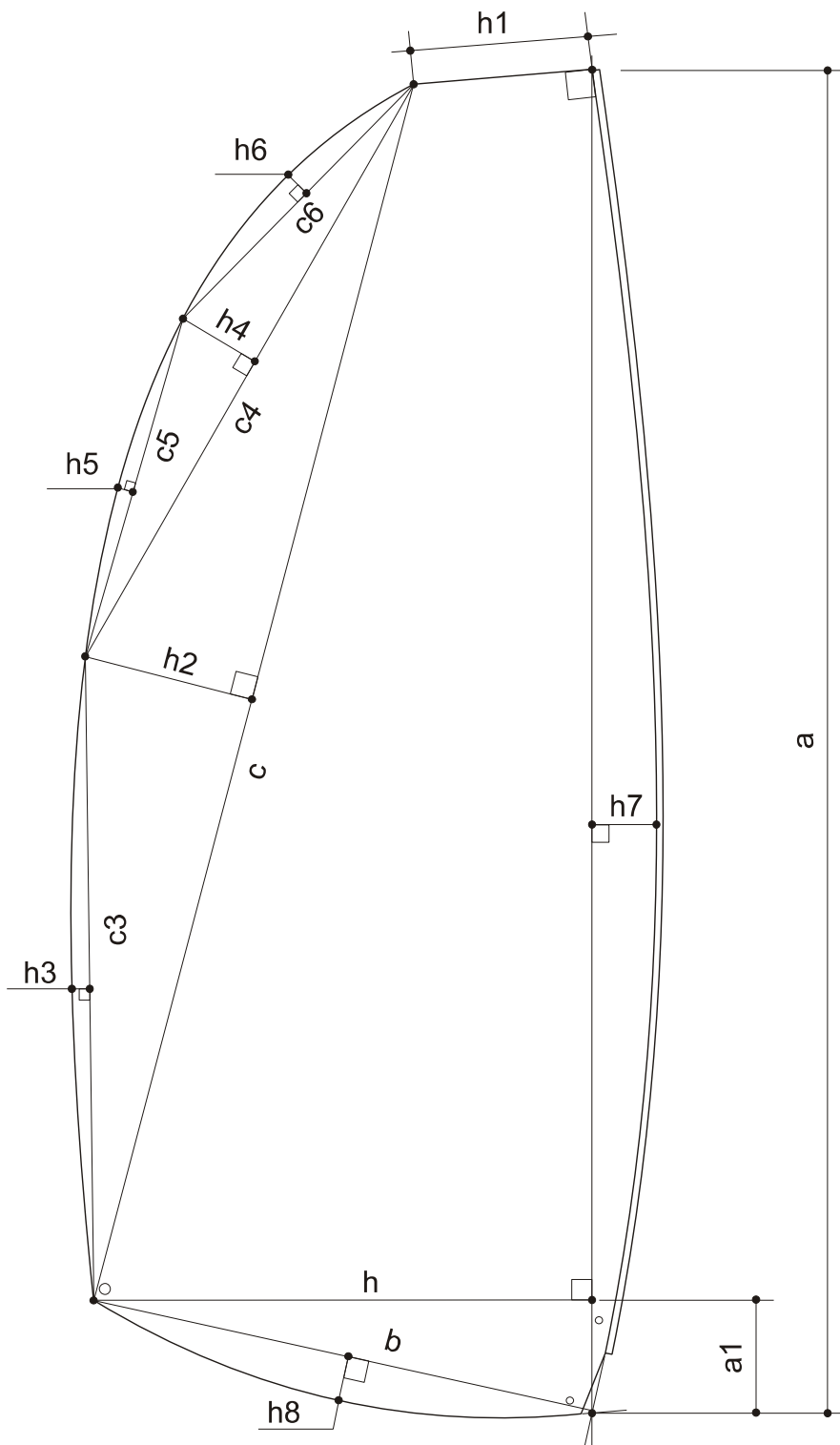
I.F18.A/PCB. Mars 2007

**MEASUREMENT PROCEDURE (Jib).
G.4.2 (c) (2) CONSTRUCTION**



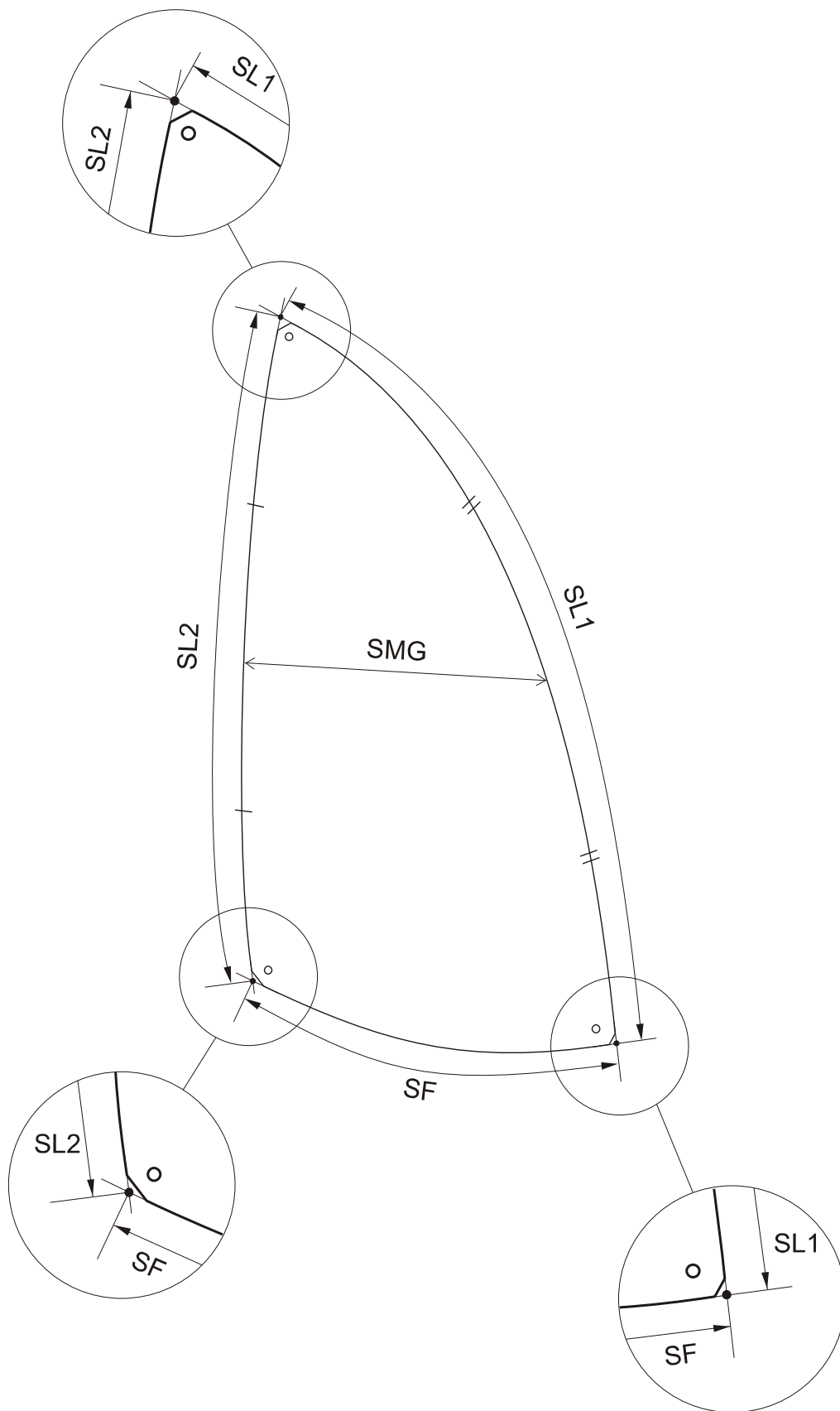
Three battens with a maximum width of 25 mm.

MEASUREMENT PROCEDURE (Mainsail).



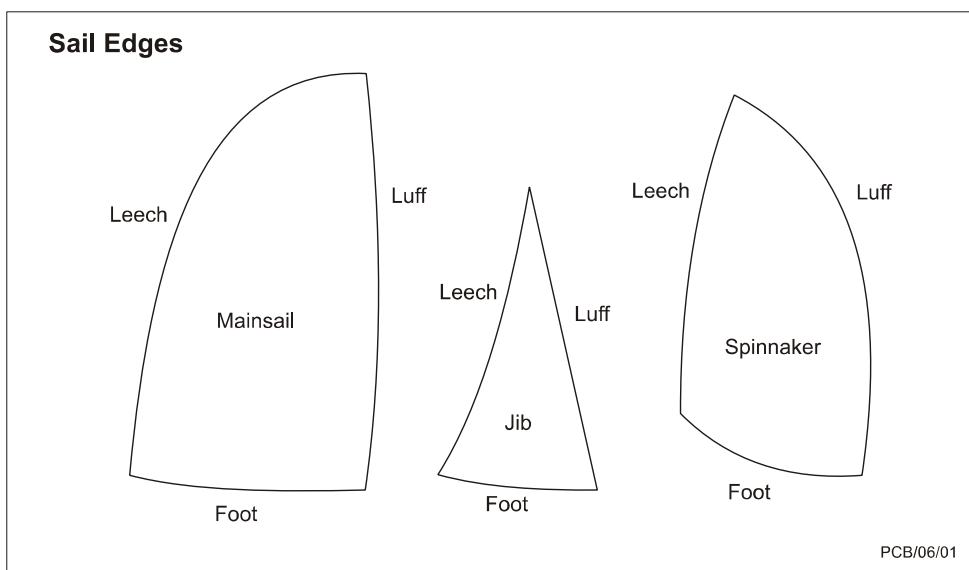
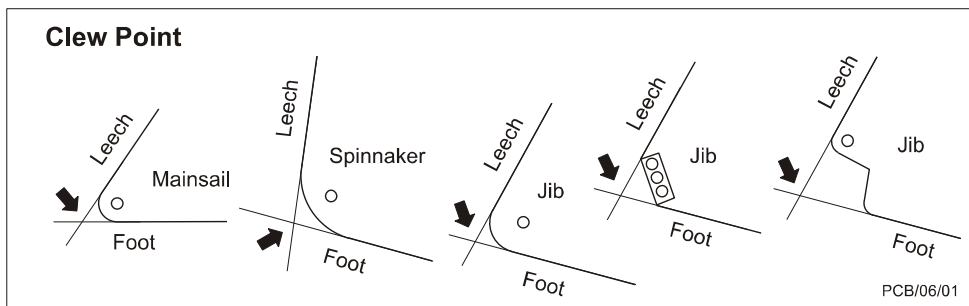
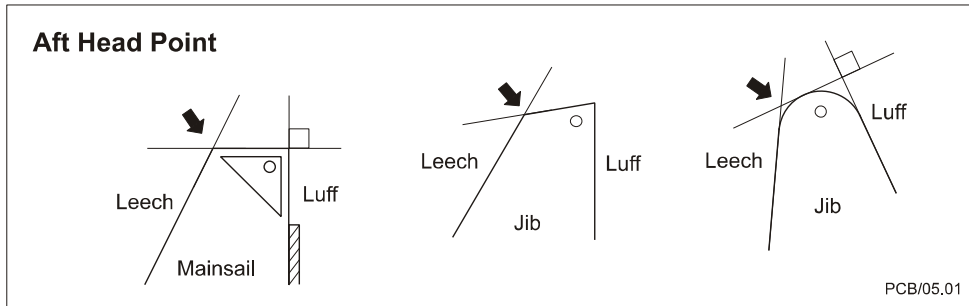
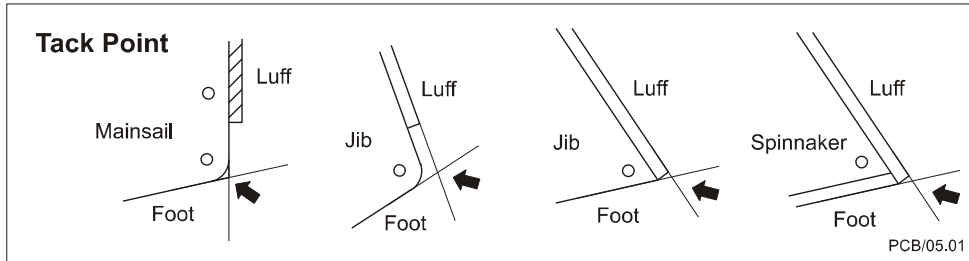
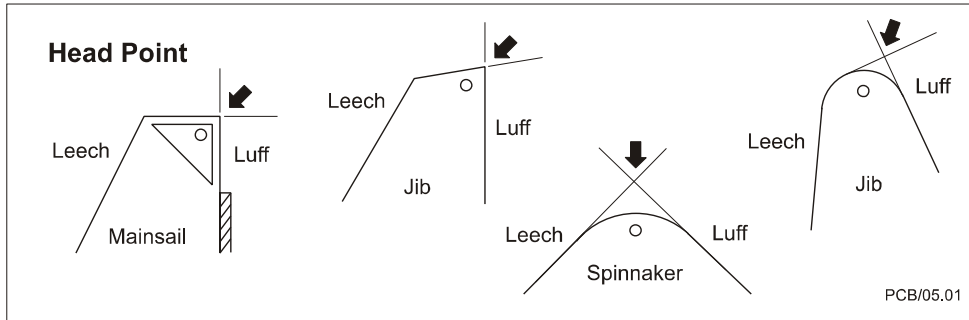
PCB/06.01

MEASUREMENT PROCEDURE (Spinnaker).



PCB/06/01

SAIL CORNER MEASUREMENT POINTS AND SAIL EDGES



APPENDIX. CHAMPIONSHIP RULES (TO BE PRESENTED TO IF18CA COUNCIL)

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