Class Rules

International Formula 18 Class Association

The International Formula 18 catamaran formula was developed in 1993 by Olivier Bovyn 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

This introduction only provides an informal background and the International Formula 18 Class Rules proper begin on the next page.

The overall objective of the Formula 18 class is to offer popular, exciting, safe and fair racing in 18-foot catamarans.

The class’ further objective is to keep development under control, maintaining a good balance between cost and performance. Being open to any manufacturer promotes competition and keeps costs to sailors to a minimum.

The platform weight allows robust construction, increasing longevity. It also facilitates adding interchangeable parts to the platform, for example for use as a foiling catamaran outside F18 racing.

The use of crew extra weights allows for fairer racing with more women and youth involved as helms and crews.

Formula 18 platforms, hulls, hull appendages, rigs and sails are measurement controlled.

Rules regulating the use of equipment during a race are contained in Section C of these class rules, in ERS Part I and in the Racing Rules of Sailing.

PLEASE REMEMBER:

THESE RULES ARE CLOSED CLASS RULES WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.
**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 WS World Sailing  
MNA WS Member National Authority  
IF18CA International Formula 18 Class Association  
NCA National Formula 18 Class Association  
ERS Equipment Rules of Sailing  
RRS Racing Rules of Sailing

A.3 **AUTHORITIES**  
A.3.1 The international authority of the IF18CA is WS which shall co-operate with the IF18CA in all matters concerning these class 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 WS.  
A.3.3 The IF18CA shall keep a record of the official measurers.

A.4 **ADMINISTRATION OF THE ASSOCIATION**  
A.4.1 The class is administered by the IF18CA.  
A.4.2 At national level, a NCA administers the class, by IF18CA delegation. In countries where there is no NCA, then IF18CA will cover such duties.

A.5 **WS RULES**  
A.5.1 These class 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 CHANGES**  
A.6.1 At events organised under these class rules RRS 87 and WS Regulation 10.5(f) apply.

A.7 **CLASS RULES AMENDMENTS**  
A.7.1 Amendments to these class rules are subject to the approval of WS in accordance with WS Regulations and the IF18CA in accordance with its constitution.
A.8  CLASS RULES INTERPRETATION
A.8.1 Interpretation of these class rules shall be made in accordance with WS Regulations.
A.8.2 These class rules shall take precedence over the measurement certificate.
A.8.3 Any interpretation of these class 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 WS, the MNA and the IF18CA.

A.9  INTERNATIONAL CLASS FEE AND WS BUILDING PLAQUE
A.9.1 International class fee shall be paid every year to WS.
A.9.2 From 1 November 2009 all new boats shall have WS plaques affixed to the boats (see D.2.3).

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 class rules; builder/sailmaker's 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 a 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 boat 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 boat 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, hull appendages, rig and sails.
(c) have valid certification marks as required.
(d) have a completed, signed and dated measurement certificate.
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 certificate anything which he considers in breach of these class rules, and shall not sign the certificate. A copy of the incomplete certificate, together with an explanation of the points in question, shall immediately be sent to the IF18CA secretariat and WS 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 the diagram B.2 certification marks in Appendix C), 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 class rules in part II when racing. In case of conflict, section C shall prevail.

The class 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 (regards: crew position; lifelines).
(c) RRS Appendix G.1.3 (d) shall not apply (regards: national letters and sail number on a gennaker).

C.2 ADVERTISING
C.2.1 LIMITATIONS
(a) Advertising shall only be displayed in accordance with the WS 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, crews 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 without shoes when weighed.
(c) The crew shall use the sails (as defined in G.4.3 and G.5.3) 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 Gennaker 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 Gennaker and shall not carry extra weight.
(3) **Crew** between 130 kg and 135 kg may use the Large Jib and Large Gennaker 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 Gennaker 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 Gennaker without carrying any extra weight.

C.3.3 **WEIGHTS**

(a) The minimum combined crew weight is 115 kg.

(b) They are FOUR categories of crew weight:

(1) from 115 kg to less than 130 kg

(2) from 130 kg to 135 kg

(3) from 135 kg to 150 kg

(4) 150 kg and over.

(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.

(d) Crews may be weighed at registration for a regatta and may be reweighed at any time by the race committee.

C.4 **PERSONAL EQUIPMENT**

C.4.1 MANDATORY

(a) 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 MANDATORY

(a) Righting line, minimum 3.5 metres long and minimum 8 mm diameter

(b) Towing line, minimum 15 metres long and minimum 6 mm diameter

(c) Items required in accordance with the notice of race.

C.5.2 OPTIONAL

(a) Steering compass(es)

(b) Timing device(s)

(c) Knife(s)

(d) Mechanical wind indicator(s)

(e) Items permitted in accordance with the notice of race.
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 trampoline, the hull appendages, tiller, tiller extension, main sheet and jib sheet systems, compass(es), corrector weights, 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 rig 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 C diagram “(b) BOAT READY TO SAIL (3) Identification”.

C.6.2  CORRECTOR WEIGHTS

(a) A maximum of 7 kg of corrector weight is allowed to comply with both platform and boat ready to sail minimum weights.

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

(c) Corrector weights shall be of metal.

C.6.3  FLOATATION

(a) It is the responsibility of the person in charge to ensure at all times the watertightness of the boat.

(b) If there is any doubt regarding compliance with C.6.3 (a), an official measurer, a race committee or a 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 hulls.

(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 MANDATORY
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 or centreboards 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) The bowsprit shall have an end cap that is smooth, rounded and blunt.

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 one **mainsail**, one **jib** and one **gennaker** which shall be carried aboard. **Sails** shall not 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 **class rules**.

(c) Routine maintenance is permitted without re-measurement and recertification.

(d) **Sails** shall be allocated to **crews** with different weight categories according to C.3.2.

**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 with 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** **GENNAKER**

(a) **USE**

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

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

D.2.2 CERTIFICATION
   (a) Only the controls, measurements and calculations made by an official measurer are considered valid.

D.2.3 IDENTIFICATION
   (a) Hulls shall have a serial number.
   (b) From 1 November 2009, all new hulls shall carry the WS 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 builder's declaration, confirming that the boat was built to rules in force at the time of manufacture (See Appendix A).

D.3 HULL SHELLS
D.3.1 MATERIALS
   (a) The hull shells may be built from epoxy, polyester or vinylester resin, wood, injected plastic, glass fibre, glue, gel coat, paint and/or metal fastenings. A core of PVC or balsa or felt may be used.

D.3.2 CONSTRUCTION
   (a) Hulls may be symmetrical or asymmetrical.
   (b) The hull shells may be altered locally for fittings and passage of equipment and normal reinforcement.

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 DEFINITIONS
A Trampoline is an item of equipment with the primary function of carrying the crew, which covers the area between the front beam, the rear beam and the hulls.

D.5.2 MATERIALS
The type of material used is optional, provided that the body of the sheet of material is capable of being folded flat in any direction without damaging other than by creasing.

D.5.3 CONSTRUCTION
(a) The Trampoline shall consist of one or more sheets of material.
(b) Vertical separation of sheets is permitted. The maximum vertical distance between the outer surface of separated sheets shall be 200 mm.
(c) The Trampoline may partly cover the front beam, the rear beam and/or the hulls.
(d) The following are permitted: stitching, welding, glues, zips, tapes, hook-and-loop fasteners, slides, bolt ropes, storage bags, pouches, holes, fittings and items as prescribed or permitted by other applicable rules.

D.6 PLATFORM
D.6.1 CONSTRUCTION
(a) The hulls shall be joined rigidly by a front beam and a rear beam.
(b) Non-slip surfaces 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, toes 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) Centreboards
   (b) Daggerboards
   (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 remeasurement and re-certification.

E.2.3 CERTIFICATION
   (a) An official measurer shall certify hull appendages and shall number the certification marks.

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.

E.3.2  MATERIALS
(a) The centreboards/daggerboards may be built from epoxy, polyester or vinylester resin, carbon, wood, glass fibre, foam plastic, glue, gel coat, paint and/or metal fastenings.

E.3.3  CONSTRUCTION
(a) The centreboard/daggerboard shall have no moving parts.
(b) The cross section of each centreboard/daggerboard shall be symmetrical about their 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 daggerboards 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) Centreboard/daggerboards may be angled outwards at the keel from the boat centre plane. Centreboard/daggerboards 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 certificate by the measurer.

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  MATERIALS
(a) The rudder blades may be built from epoxy, polyester or vinylester resin, carbon, wood, glass fibre, foam plastic, glue, gel coat, paint and/or metal fastenings.
(b) Materials for the rudder stocks 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.4.2  CONSTRUCTION
(a) The centre of mass of the rudders shall be above 50% of the length of the rudder measured from the top of the rudder. Ballast or mass use of whatever
nature is not permitted.
(b) The cross section of each rudder blade shall be symmetrical about their centre plane.

E.4.3 FITTINGS
(a) MANDATORY
   (1) 2 rudder fittings.
(b) OPTIONAL
   (1) Pivoting and/or lowering systems.

E.4.4 WEIGHTS
(a) The minimum weight of each rudder assembly comprising blade, stock with fittings and tiller is 3 kg. For rudders built before 1 January 1996 corrector weights may be added to achieve the minimum weight. The controlled weight shall be noted on the measurement certificate by the measurer.

Section F – Rig
F.1 PARTS
F.1.1 MANDATORY
(a) Mast
(b) Standing rigging
(c) Running rigging
(d) Bowsprit including snuffer mouth
(e) Gennaker snuffer bag
F.1.2 OPTIONAL
(a) Boom

F.2 GENERAL
F.2.1 RULES
(a) The spars and their fittings shall comply with the class rules in force at the time of certification of the spar.
(b) The standing and 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) An official measurer shall certify spars and shall write the certificate number on the certification mark of the mast.
(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.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 C.

F.3.2 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 an integral form of 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.
(g) The mast shall be measured as part of the mainsail area in the measurement process.

F.3.3 DIMENSIONS
(a) The mast shall be watertight from 450 mm above the mast datum point upwards.
(b) The distance between the top of the front beam and the mast datum point shall not exceed 120mm.

<table>
<thead>
<tr>
<th></th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast spar circumference</td>
<td>385 mm</td>
</tr>
<tr>
<td>Distance between upper point and front beam</td>
<td>9100 mm</td>
</tr>
<tr>
<td>Shroud height</td>
<td>6750 mm</td>
</tr>
<tr>
<td>Gennaker hoist height</td>
<td>8150 mm</td>
</tr>
<tr>
<td>Top of the front beam to mast datum point</td>
<td>120 mm</td>
</tr>
</tbody>
</table>

F.3.4 FITTINGS
(a) MATERIALS
   (1) Carbon fibre is only allowed in cleats, turning blocks and spreaders construction.
(b) MANDATORY
   (1) Hounds fittings.
(c) OPTIONAL
   (1) Pair of spreaders and fittings.
   (2) Diamond stay attachment and adjustment fittings
(3) Gennaker halyard guide
(4) Gennaker 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 area 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 may be fitted with a gennaker 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.
F.6.2 CONSTRUCTION
(a) MANDATORY
   (1) A forestay and forestay bridles of 1×19 or 1×7 stranded stainless steel wire of minimum diameter 4 mm.
   (2) Shrouds of 1×19 or 1×7 stranded stainless steel wire of minimum diameter 4 mm.
   (3) Trapeze wires of stranded stainless steel wire or rope of minimum diameter 2.5 mm.
(b) OPTIONAL
   (1) A pair of diamond wires of 1×19 or 1×7 stranded stainless steel wire of minimum diameter 4 mm.
   (2) The bowsprit bridles may be of rope of minimum diameter 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) Gennaker halyard
   (6) Gennaker sheets
   (7) Gennaker retraction lines.
(b) OPTIONAL
   (1) Rig adjustments
   (2) Sails adjustments

Section G – Sails
G.1 PARTS
G.1.1 MANDATORY
(a) Mainsail
(b) Jib
(c) Gennaker
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) An official measurer shall certify all sails.
(b) For measurement the battens shall be placed in the batten pockets without tension.
(c) When measuring the bolt rope of the mainsail shall be excluded.
(d) The area and the dimensions of the gennaker (SL1, SL2, SMG, SF) shall be written in an indelible manner near the starboard tack by the official measurer.

G.2.3 SAILMAKER
(a) Licence is not required to manufacture sails.
(b) A sailmaker’s declaration is required with each sail (See Appendix B).
(c) Each sail shall have a plaque or label near the tack point that shall be completed by the sailmaker, indelibly marked, with name of manufacturer, materials used, date of manufacture and serial number.

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 C.

G.3.2 MATERIALS
(a) The ply fibres shall consist only of polyester materials as detailed in the cloth list (Appendix D).
(b) Stiffening shall not incorporate carbon fibre and may consist of:
   (1) Corner boards
   (2) Battens.
(c) Sail reinforcements
   (1) Primary reinforcement shall be any woven polyester, or any cloth as detailed in the cloth list
   (2) Secondary reinforcement shall be any cloth as detailed in the cloth list.
(d) The window shall comply with the cloth list.

G.3.3 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, zips, hook-and-loop fasteners, reefing points, battens, batten pocket patches, batten pocket elastic, batten pocket end caps, mast and boom slides, leech line with cleat, tell tales,
sail shape indicator stripes and items as permitted or prescribed by other applicable rules.

(e) From 4 March 2008, a window shall be placed in the lower third of the sail.

G.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sail area (including the area of the half perimeter of the mast spar)</td>
<td></td>
<td>17.00 m²</td>
</tr>
<tr>
<td>Top width</td>
<td></td>
<td>1000 mm</td>
</tr>
<tr>
<td>Upper width at upper leech point 1500 mm from head point (Appendix C)</td>
<td></td>
<td>1290 mm</td>
</tr>
<tr>
<td>Angle between the luff and the head (Appendix C)</td>
<td>90°</td>
<td></td>
</tr>
<tr>
<td>Window area</td>
<td>0.80 m²</td>
<td></td>
</tr>
<tr>
<td>Tabling width</td>
<td></td>
<td>115 mm</td>
</tr>
</tbody>
</table>

G.4 JIB

G.4.1 MATERIALS

(a) The ply fibres shall consist only of polyester materials as detailed in the cloth list (Appendix D).

(b) Stiffening shall not incorporate carbon and may consist of:

(1) Corner boards

(2) Battens.

(c) Sail reinforcements

(1) Primary reinforcement shall be any woven polyester, or any cloth as detailed in the cloth list.

(2) Secondary reinforcement shall be any cloth as detailed in the cloth list.

(d) The window shall comply with the 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 jib may have either:

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

OR:

(2) from 1 March 2007, 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.

(e) 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 and items as permitted or prescribed by other applicable rules.
(f) From 4 March 2008, a window shall be placed in the lower third of the sail.

G.4.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sail area Small Jib</strong></td>
<td></td>
<td>3.60 m²</td>
</tr>
<tr>
<td><strong>Sail area Large Jib</strong></td>
<td></td>
<td>4.30 m²</td>
</tr>
<tr>
<td><strong>Top width</strong></td>
<td></td>
<td>50 mm</td>
</tr>
<tr>
<td>Batten width (full length battens)</td>
<td></td>
<td>40 mm</td>
</tr>
<tr>
<td><strong>Batten pocket outside width</strong></td>
<td>0.30 m²</td>
<td>80 mm</td>
</tr>
<tr>
<td><strong>Window area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tabling width</strong></td>
<td></td>
<td>115 mm</td>
</tr>
</tbody>
</table>

G.5 GENNAKER

G.5.1 MATERIALS

(a) The ply fibres shall consist only of nylon or polyester materials as detailed in the cloth list (Appendix D).

(b) **Sail reinforcements**

- **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 as detailed in the cloth list.
  - (2) **Secondary reinforcement** shall be any cloth as detailed in the cloth list.

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) **Laminated ply** of any sort is not allowed anywhere in the gennaker. This includes **leech**, **luff** and **foot** tapes, corner patches and retrieval points. Reinforcing tapes to secure eyelets or rings are allowed at gennaker corners and retrieval points. Tapes may be polyester or spectra.

(d) 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.

G.5.3 DIMENSIONS

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sail area Small Gennaker</strong></td>
<td></td>
<td>19.00 m²</td>
</tr>
<tr>
<td><strong>Sail area Large Gennaker</strong></td>
<td></td>
<td>21.00 m²</td>
</tr>
<tr>
<td>Ratio of half width / foot length</td>
<td>75 %</td>
<td></td>
</tr>
</tbody>
</table>
Appendix A.

International Formula 18
Class Association

Builder’s declaration of rule compliance
In accordance with the International Formula 18 Class 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.

<table>
<thead>
<tr>
<th>Builder Declaration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Name:</td>
</tr>
<tr>
<td>Representing:</td>
</tr>
<tr>
<td>Signature:</td>
</tr>
<tr>
<td>Date:</td>
</tr>
</tbody>
</table>
Sailmaker’s declaration of rule compliance

In accordance with the International Formula 18 Class 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 ……………………….

<table>
<thead>
<tr>
<th>Sail</th>
<th>Serial No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mainsail</td>
<td></td>
</tr>
<tr>
<td>Jib</td>
<td></td>
</tr>
<tr>
<td>Gennaker</td>
<td></td>
</tr>
</tbody>
</table>

*(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.

<table>
<thead>
<tr>
<th>Sailmaker Declaration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Full Name:</td>
</tr>
<tr>
<td>Representing:</td>
</tr>
<tr>
<td>Signature:</td>
</tr>
<tr>
<td>Date:</td>
</tr>
</tbody>
</table>
APPENDIX C. CLASS DRAWINGS

A.9 INTERNATIONAL CLASS FEE
B.2 CERTIFICATION MARKS
C.6 BOAT
D.4 BEAMS
D.6 ASSEMBLED HULLS
F.3 MAST
F.4 BOOM
F.5 BOWSPRIT
G.3 MAINSAIL
A.9 INTERNATIONAL CLASS FEE
AND ISAF BUILDING PLAQUE
IDENTIFICATION

National Letters

Sail Numbers

F18

MainSail 17.00

I.S.A.F. CLASS RECOGNISED

SPI 19.00

SPI 21.00

PCB/06/01

NATIONAL LETTERS

Sail Numbers

27 International Formula 18 Class Rules 2019
C.6 BOAT
C.6.1 WEIGHT
(b) BOAT READY TO SAIL
(3) Identification
D.4 BEAMS
D.4.2 CONSTRUCTION
D.4.2 (b) The curvature of the beams.

D.4 BEAMS
D.4.2 CONSTRUCTION
D.4.2 (c) The mast pivot on the front beam.
D.6 ASSEMBLED HULLS
D.6.2 DIMENSIONS
D.6.2 (a) maximum hull length.
D.6.2 (b) maximum boat beam.
F.2 GENERAL. F.2.5 (a) Mast Datum Point
F.3 MAST. F.3.2 DIMENSIONS.
F.3 MAST
F.3.2 DIMENSIONS

9100 mm. maxi.

120 mm. maxi.

Bottom Mast Casing

Bottom of Extension

120 mm. maxi.

Bottom of Extension

120 mm. maxi.

Bottom of Extension

120 mm. maxi.
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

8150 mm maxi.

8150 mm maxi.

8150 mm maxi.

8150 mm maxi.

8150 mm maxi.
F.4 BOOM
F.4.2 CONSTRUCTION

Extrusion Boom Length

Boom Length

Extrusion Boom Length

Boom Length

I.F18.A./PCB/05.01
F.5 BOWSPRIT
F.5.5 DIMENSIONS
F.5.5 (a) The maximum length.
F.5 BOWSPRIT

+ 800 mm. Maxi

Length of the bowsprit
G.3 MAINSAIL
G.3.5 DIMENSIONS

H1 = 1000 mm. maximum

1500 mm

1290 mm. maximum

Aft Head Point cannot be over the perpendicular to the Luff.

Boltrope

## CLOTH LIST

### MAINSAIL / JIB

See G.3.2 and G.4.1

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Cloth / Style</th>
<th>Material / Fibre</th>
<th>Thickness (mil)</th>
<th>Status</th>
<th>Weight (g/m²)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bainbridge</td>
<td>Diax 120 P</td>
<td>Polyester</td>
<td>1.5</td>
<td>Active</td>
<td></td>
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<tr>
<td>Bainbridge</td>
<td>Diax 60 P</td>
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<tr>
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<td>PEN</td>
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<tr>
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<td>Active</td>
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<tr>
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<tr>
<td>Challenge</td>
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<td>PEN</td>
<td>1.5</td>
<td>Phasing out Dec. 2015</td>
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</tr>
<tr>
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<td>MPX 06 P</td>
<td>Polyester</td>
<td>1.5</td>
<td>Active</td>
<td></td>
</tr>
<tr>
<td>Challenge</td>
<td>MPX 06 P</td>
<td>PEN</td>
<td>2.5</td>
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<td>1.5</td>
<td>Phasing out Dec. 2015</td>
<td></td>
</tr>
<tr>
<td>Challenge</td>
<td>MPX 12 P</td>
<td>Polyester</td>
<td>1.5</td>
<td>Active</td>
<td></td>
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<tr>
<td>Challenge</td>
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<td>Polyester</td>
<td>4.0</td>
<td>Active</td>
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</tr>
<tr>
<td>Contender</td>
<td>Apen 06</td>
<td>PEN</td>
<td>1.5</td>
<td>Active</td>
<td></td>
</tr>
<tr>
<td>Contender</td>
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<td>PEN</td>
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<td>Active</td>
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<tr>
<td>Contender</td>
<td>Apen 06</td>
<td>PEN</td>
<td>3.0</td>
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<tr>
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<tr>
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<td>182</td>
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<td>154</td>
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<td>PEN</td>
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<td>Active</td>
<td>206</td>
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<td>DIMENSION-POLYANT</td>
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<td>PEN</td>
<td>1.5</td>
<td>Active</td>
<td>191</td>
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<td>Active</td>
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<td>1.5</td>
<td>Active</td>
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<td>Polyester</td>
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<td>Active</td>
<td>194</td>
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<td>Polyester</td>
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<td>Active</td>
<td>223</td>
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<td>Pryde</td>
<td>F18 X</td>
<td>Polyester</td>
<td>3.0</td>
<td>Active</td>
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</tr>
</tbody>
</table>

### WINDOW

Any monofilm/polyester, not containing aramide or carbon fibres and not lighter than 3.0 oz
## APPENDIX D. CLOTH LIST

### GENNAKER
See G.5.1

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Cloth / Style</th>
<th>Material</th>
<th>Finish</th>
<th>Status</th>
<th>Weight (g/m2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bainbridge</td>
<td>AIRX620NS</td>
<td>Nylon</td>
<td>Silicone</td>
<td>Active</td>
<td>37</td>
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<td>Nylon</td>
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<td>Bainbridge</td>
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<td>Active</td>
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</tr>
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<td>Nylon</td>
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<td>Dynakote 75</td>
<td>Nylon</td>
<td>Silicone</td>
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<td>Polyester</td>
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<td>42</td>
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