



# **INTERNATIONAL FUNBOARD CLASS ASSOCIATION CLASS RULES**



The International Funboard Class Association was adopted as an International Class in 1987.

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# INTRODUCTION

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***The object of the International Funboard Class Rules is to establish the Class as one in which many different types of production windsurfers, which are available internationally, can compete. Freedom for manufacturers to develop boards is encouraged within certain restraints.***

*Funboard hulls are manufactured controlled and shall only be manufactured by WORLD SAILING registered manufacturers*

*Hull appendages, rigs and sails are measurement controlled.*

*Funboard hulls may, after having left the manufacturer, only be altered to the extent permitted in Section C of the class rules.*

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

*This introduction only provides an informal background and the International Funboard Class Association Class Rules proper begin on the next page.*

PLEASE REMEMBER:

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

# PART I – ADMINISTRATION

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## Section A – General

### A.1 LANGUAGE

- A.1.1 The official language of the class 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
- IFCA International Funboard Class Association
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing

### A.3 AUTHORITIES AND RESPONSIBILITIES

- A.3.1 The international authority of the class is WORLD SAILING, which shall co-operate with the IFCA in all matters concerning these **class rules**.
- A.3.2 The WS, IFCA, or its delegated representatives can accept no liability or legal responsibility in respect of these **class rules**.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 WS has delegated the administrative functions of the class to the IFCA. The IFCA may delegate part or all of its functions, as stated in these **class rules** to an NCA

### A.5 WORLD SAILING 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 VARIATIONS

- A.6.1 At Class Events – see RRS 89.1.d) – ISAF Regulation 10.5(f) applies. At all other events RRS 87 applies.

### A.7 CLASS RULES AMENDMENTS

- A.7.1 Amendments to these **class rules** are subject to the approval of the ISAF in accordance with the ISAF Regulations.

### A.8 CLASS RULES INTERPRETATIONS

- A.8.1 Interpretation of **class rules** shall be made in accordance with the ISAF Regulations.

## **A.9 LICENSED MANUFACTURERS**

- A.9.1 No board shall compete in IFCA events unless it is a series production board registered with the ISAF, and included on the relevant Funboard Production Board list.
- A.9.2 To be eligible for the IFCA World Championships a board shall have been registered with the ISAF, and included on the relevant Funboard Production Board list, not less than 60 days prior to the start of the event, and not less than 30 days for Continental Championships.

## **A.10 SAIL NUMBERS**

- A.10.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owner MNA is administering the Class, the owners shall apply to their MNA for a sail number, otherwise they shall apply to their NCA.

# **Section B – Boat Eligibility**

For a windsurfer to be eligible for racing it shall comply with the rules in this section.

## **B.1 HULL CERTIFICATIONS & MARKINGS**

- B.1.1 Hull certificates are not issued
- B.1.2 All boards shall display the official ISAF logo and the text, “ISAF Approved Series Production Funboard” as applied by the manufacturer.

# PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **windsurfer** shall comply with the Rules in Part II when racing. In case of conflict Section C shall prevail.

The rules in Part II are **open class rules**. **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

The following ERS shall not apply: C.3.3 Certificate;

#### C.1.2 LIMITATIONS

During a Funboard event, not more than 2 boards and 4 **sails** shall be used or registered for the event, except when an item has been lost or damaged beyond repair. A replacement may be made only with the approval of the Race Committee. The Race Committee shall then attach an **event limitation mark** to the replacement board/**sail** and remove or deface any **event limitation mark** attached to the replaced board/**sail**.

### C.2 CREW

#### C.2.1 LIMITATIONS

The **crew** shall consist of one person.

#### C.2.2 MEMBERSHIP

No **crew** is permitted to race at a National or International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the crew must be a member of the IFCA.

### C.3 PERSONAL EQUIPMENT

#### C.3.1 SAFETY AND LIFE-SAVING EQUIPMENT

In alteration to RRS 1.2 the following provision is made: Competitors are not obliged to carry personal life saving equipment (flotation devices) on board unless RRS40 applies, in which case the personal flotation devices shall be worn. If used, the personal flotation device shall conform to the minimum standards of ISO 12402-5. Alternative or additional standards may be prescribed in the Notice of Race.

### C.4 ADVERTISING

#### C.4.1 LIMITATIONS

Advertising shall only be displayed in accordance with ISAF Regulation 20- Advertising Code.

## C.5 HULL

### C.5.1 MODIFICATIONS /MAINTENANCE and REPAIR

- (a) alteration of **hull** shape, major underside re-fairing or deliberate removal of the finishing coat/s is not permitted unless in the case of the result of local repairs to unintentional damage. The serial number shall remain legible.
- (b) a damaged fin box may only be replaced by the same 'type' of box, and be positioned approximately at the same position as the original.

## C.6 HULL APPENDAGES

### C.6.1 FIN

#### C.6.1.1 LIMITATIONS

- (i) The distance between any point of a **fin** to its closest point to the **hull** shall not exceed 600mm.
- (ii) Any other **hull appendage** than the **fin** is prohibited.

## C.7 RIG

### C.7.1 MAST

#### C.7.1.1 CONSTRUCTION

- (i) The **mast spar cross section** shall be circular.
- (ii) Pre-bent masts are prohibited.

#### C.7.1.2 DIMENSIONS

	Min	Max
<b>Mast length</b>	3000mm	6000mm

#### C.7.1.3 LIMITATIONS

- (i) With the **mast** attached to the **board** it shall be possible to incline the **mast** at least 90 degrees from the vertical axis of the **hull** in every direction.
- (ii) The **mast** shall have a quick release system, in order to be detached from the board.

C.7.2 BOOM  
(a) DIMENSIONS

	Min	Max
Internal length of the <b>wishbone boom</b> excluding attachments.	1000mm	3000mm

- (b) USE  
Harness attachments if fitted shall be attached to the **wishbone boom**.

C.8 SAILS

C.8.1 IDENTIFICATION

- (a) The national letters and sail numbers shall comply with the RRS  
(b) **Sails** used in women's events shall carry a red rhombus, with a minimum height of 230mm, and in the proximity of the head.

C.8.2 DIMENSIONS

The size of a **sail** shall not exceed 10.0m<sup>2</sup>. If a **sail** needs to be measured the ISAF Guide To Sail Area Calculation And Measurement shall be used: (<http://www.sailing.org/33625.php>)

## Section D – Hull

D.1 GENERAL

D.1.1 IDENTIFICATION

The **hull** shall carry a permanent unique serial number applied by the manufacturer.

D.1.2 DIMENSIONS

	Min	Max
<b>Hull beam</b>	250mm	850mm

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