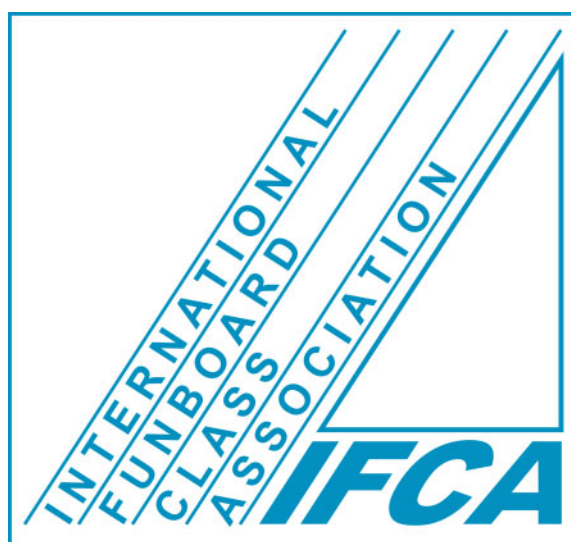


**INTERNATIONAL
FUNBOARD CLASS
ASSOCIATION**
CLASS RULES
2005



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

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INTRODUCTION

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

Funboard hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.

Funboard Hulls shall only be manufactured by ISAF registered manufacturers. Equipment is subject to an ISAF approved manufacturing control system.

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

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.

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

PART I – ADMINISTRATION

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 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IFCA International Funboard Class Association
- WSSRC World Speed Sailing Race Council
- NCA National Class Association
- RRS Racing Rules of Sailing
- ERS Equipment Rules of Sailing : 2005-2008

A.3 AUTHORITIES AND RESPONSIBILITIES

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

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 In countries where there is no MNA, or the MNA does not undertake the administration of the class, its functions as stated in these rules shall be carried out by a NCA that is recognized by the IFCA.

A.5 ISAF 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 88.1.d)-ISAF Regulation 26.5 (f) applies. At all other events RRS 86 applies.
- A.6.2 National “closed” event organisers may accept production boards not meeting the requirement of A.9.

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 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 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 owners 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 board to be eligible for competition it shall comply with the rules in this section .

B.1 HULL REGISTRATION

- B.1.1 All boards shall display the official ISAF logo and the text, "ISAF Approved Series Production Funboard".

PART II – REQUIREMENTS AND LIMITATIONS

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

The IFCA is an **Open** class as defined in the ERS.

Section C – Conditions for Racing

C.1 GENERAL

C.1.1 LIMITATIONS

- (a) During a “Slalom” event, not more than 2 boards and 4 sails shall be used
- (b) During a “Freewave” event, not more than 2 boards and 4 sails shall be used.
- (c) Only 1 board, 1 sail and 1 fin shall be used during a race / heat .

C.1.2 SUBSTITUTION

- (a) The Jury may only permit substitution of irreparably damaged “limited” equipment on a ‘like for like’ basis.
- (b) Other equipment is interchangeable provided it complies with these class rules.**

C.2 CREW

C.2.1 LIMITATIONS

- (a) The **crew** shall consist of one person.

C.2.2 MEMBERSHIP

- (a) No sailor is permitted to race at an International Regatta unless he/she is a member of his/her NCA. If there is no NCA then the sailor must be a member of the IFCA.

C.3 PERSONAL EQUIPMENT

C.3.1 OPTIONAL

- (a) Harness.
- (b) In alteration to RRS 1.2 buoyancy vest or jacket is optional (which may be described as mandatory in the Sailing Instructions). If personal buoyancy is prescribed, every competitor shall wear personal buoyancy with a minimum buoyancy of 4kg un-inflated in fresh water. The buoyancy shall be tested with a metal weight of 4kg, which shall remain supported for a minimum of five minutes.

C.3.2 LIMITATIONS

Clothing and equipment for the purposes of increasing the weight of the competitor is forbidden.

C.4 ADVERTISING

C.4.1 LIMITATIONS

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

C.5 HULL APPENDAGES

C.5.1 FIN

(a) LIMITATIONS

A **slalom** fin shall not project more than **600** mm below the hull measured at 90 degrees to the fairline of the underside of the hull.

C.5.2 CENTREBOARD/DAGGERBOARD

(a) LIMITATIONS

A centerboard or dagger board is prohibited.

C.6 RIG

C.6.1 MAST

(a) DIMENSIONS

	minimum	maximum
Mast length measured from the fair deckline	3000 mm	6000mm

- (1) It shall be possible to incline the mast to an angle of at least 90 degrees to the vertical in every direction unless the sheer of the deck prevents this.
- (2) The mast shall be capable of quick release from the board without the use of tools.

C.6.2 BOOM

(a) DIMENSIONS

	minimum	maximum
The operational length measured from the front of the mast to the max. outhaul positions	1000 mm	3000 mm

(b) USE

Harness attachments if fitted shall be attached to the boom.

C.7 SAILS

C.7.1 IDENTIFICATION

- (a) The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.
- (b) The sail letters and numbers shall be of a contrasting colour to the body of the sail.
- (c) A Women's sail shall carry an equilateral diamond on both sides of the sail in the proximity of the head. The minimum length of each side shall be 150mm.

- (d) If the insignia or logo of the manufacturer is displayed on the sail, it must be above the sail number.

Section D – Hull

D.1 GENERAL

D.1.1 IDENTIFICATION

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

D.1.2 DIMENSIONS

	minimum	maximum
Beam: Slalom boards	250 mm	850 mm

D.1.3 MODIFICATIONS /MAINTENANCE and REPAIR

- (a) Major underside re fairing or deliberate removal of the finishing coat(s) is not permitted.
- (b) Normal damage repairs to the original fairlines are permitted.
- (c) A damaged skeg (fin) box may only be replaced by the same 'type' of box, and be positioned the same as the original.

Section E – Hull Appendages

E.1 GENERAL

E.1.1 IDENTIFICATION

- (a) Registered fins shall carry a unique ID number on the headstock.

Section F – Rig

F.1 MAST

F.1.1 CONSTRUCTION

- (a) The mast at any cross section normal to the mast axis shall be circular and of uniform thickness
- (b) Pre bent masts are prohibited.
- (c) The bending curve of the mast shall be equal in all directions.

F.2 BOOM

SPARE RULE

Section G - sails

G.1 GENERAL

G.1.1 SAIL SIZES

(a) Slalom Racing: The size of a sail shall not exceed 10.0m²

Effective:

Previous issues:

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