

**INTERNATIONAL  
FORMULA  
WINDSURFING  
CLASS RULES  
2005**



The Formula Windsurfing Class was adopted as an international class in 2001.

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# INTRODUCTION

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*Formula Windsurfing hulls, hull appendages, rigs and sails are measurement/manufacturing controlled.*

*Formula Windsurfing hulls shall only be manufactured by ISAF registered manufacturers. Equipment is subject to an ISAF approved manufacturing control system.*

*Formula Windsurfing 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 Formula Windsurfing Class Rules proper begin on the next page.*

# 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 ISAF International Sailing Federation
- MNA ISAF Member National Authority
- IFWC International Formula Windsurfing Class
- NCA National Class Association
- RRS Racing Rules of Sailing & Appendix B
- 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 IFWC in all matters concerning these **class rules**.
- A.3.2 No liability or legal responsibility in respect of these Rules can be accepted by the ISAF or IFWC, or its delegated representatives.

### 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 IFWC.

### 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 race in IFWC events unless it is a series production board registered with the ISAF , and included on the FW Production Board List by the first of January in the year of competition.

## **A.10 SAIL NUMBERS**

- A.10.1 Sail numbers shall be issued nationally (i.e. each country issues its own numbers). If the owner's MNA is administering the Class, the owner 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 *racing*, 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 Formula Board".

# PART II – REQUIREMENTS AND LIMITATIONS

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The **sailor** and the **board** 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**.

## Section C – Conditions for Racing

### C.1 GENERAL

#### C.1.1 LIMITATIONS

- (a) During a series of races, not more than 1 board, 3 sails and 3 fins shall be used. Only 1 board, 1 sail and 1 fin shall be used during a race.
- (b) The minimum weight of the board, complete with footstraps and fin, without deckplate or mastbase, shall be 8.5 kg.

#### C.1.2 SUBSTITUTION

- (a) The Jury may only permit substitution of irreparably damaged 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 IFWC.

### 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 TOTAL WEIGHT

The total weight of worn equipment shall not exceed 9 kg.

#### C.3.3 LIMITATIONS

- (a) A weight jacket is prohibited.

## **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 fin shall not project more than 700cm below the hull measured at 90 degrees to the fairline of the underside of the hull.

### **C.5.2 CENTREBOARD /DAGGERBOARD**

#### **(a) LIMITATIONS**

A centreboard or daggerboard is prohibited .

## **C.6 RIG**

### **C.6.1 MAST**

#### **(a) DIMENSIONS**

	minimum	maximum
<b>Mast</b> length measured from the fair deckline .....		6250 mm

#### **(b) USE**

- (1) It shall be possible to incline the **mast** to an angle of at least 90° 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 maximum outhaul positions .....		3010 mm

#### **(b) USE**

- (1) 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.

## 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, measured at 90° to the centreline .....	... mm	1005 mm

#### D.1.3 MODIFICATIONS, MAINTENANCE AND REPAIR

- (a) Major underside re-fairing or deliberate removal of the finishing coat(s) is not permitted.

## 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 spar 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.1.2 SAIL SIZES

The maximum size of the sail shall be :

- (a) Open .....12.5 sq.m.
- (b) Women & Youth ...11.0 sq.m.
- (c) Junior.....10.0 sq.m.



### G.1.3 DIMENSIONS

	minimum	maximum
Distance from tack point to bottom of mast pocket .....		300 mm

Effective:

Previous issues:

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## PART III—APPENDICES

### Section H-Measurement Instructions