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.

The image is of sailboats, presumably Formula 18 catamarans, racing on the water. The text is a brief introduction to the formula, mentioning its development and recognition history.
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 boat 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.1.3 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.2 ABBREVIATIONS
A.2.1 WS World Sailing
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 class rule authority of the class is WS which shall co-operate with the IF18CA in all matters concerning these class rules.
A.3.2 The certification authority of the class is the IF18CA.
A.3.3 The certification authority may delegate its authority to certify to an official measurer who is recognized by the certification authority.
A.3.4 Notwithstanding anything contained herein, the certification authority has the authority to withdraw a certificate and shall also do so on the request of WS.

A.4 ADMINISTRATION OF THE CLASS
A.4.1 WS has delegated its administrative functions of the class to the IF18CA. The IF18CA may delegate part or all of its functions, as stated in these class rules, to an NCA.

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

A.6 CLASS RULES AMENDMENTS
A.6.1 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.7 CLASS RULES INTERPRETATION
A.7.1 Interpretation of these class rules shall be made by WS, in consultation with the IF18CA, and in accordance with WS Regulations.
A.7.2 Interpretation of these class rules at an event shall be carried out in accordance with RRS (appendix N). The organising authority shall, as soon as practical, inform WS and the IF18CA of an interpretation.

A.8 WS PLAQUE FEE
A.8.1 The IF18CA shall pay the WS plaque fee to WS. WS shall, after having received the plaque fee for the hulls, send the WS plaques to the IF18CA.

A.9 CERTIFICATION
A.9.1 A certificate for a sail shall record the following information:
   (a) Class
   (b) Certification authority
   (c) Certificate number issued by the certification authority
   (d) Date of issue of initial certificate
   (e) Date of issue of certificate
   (f) Sail serial number
   (g) Confirmation of presence of sailmaker's declaration (see G.2.4(b))
   (h) Sail area

A.9.2 A certificate for a boat shall record, in addition to A.9.1, the following information:
   (a) Hull serial number(s) and WS plaque number
   (b) Confirmation of presence of builder's declaration (see D.2.5(b))
   (c) Mast Area and maximum sail area for the mainsail
   (d) Corrector weight, if required.

A.10 INITIAL CERTIFICATION
A.10.1 For a certificate to be issued to a boat or a sail 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.11 VALIDITY OF CERTIFICATE
A.11.1 A certificate becomes invalid upon:
   (a) the change to any items recorded on the certificate as required under A.9.1 and A.9.2 (a) through (c)
   (b) withdrawal by certification authority
   (c) the issue of a new certificate.
A.12 RE-CERTIFICATION
A.12.1 The certification authority may issue a certificate to a previously certified boat or sail:
   (a) when it is invalidated under A.11.1(a), after receipt of the old certificate, and certification fee if required.
   (b) when it is invalidated under A.11.1(b), at its discretion.
   (c) in other cases, by application of the procedure in A.10.

A.13 RETENTION OF CERTIFICATION DOCUMENTATION
A.13.1 The certification authority shall retain the original documentation upon which the current certificate is based.

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 complete set of valid boat and sail certificates.
   (c) have valid certification marks as required.

B.2 BUOYANCY CHECKS
B.2.1 If this rule is invoked by the Notice of Race / Sailing Instruction (NOR/SI), a Race Committee may require that a boat complies with a buoyancy test. The test requirements shall be specified in the NOR/SI.

B.3 CERTIFICATION MARKS
B.3.1 A valid association sticker as required by the IF18CA shall be affixed to each measured item in the required position (see 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.3.3 WEIGHTS
(a) The minimum combined crew weight is 115 kg
(b) Crew weighing less than 150 kg combined shall carry extra weight equal to half the difference between their actual weight and 150 kg.
(c) C.3.3(b) does not apply if the crew uses both the Small Jib (maximum sail area 3.60 m2) and Small Gennaker (maximum sail area 19.00 m2), and provided these sails have been certified before 16 December 2018.
(d) 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. Any weight of the **boat** in excess of 180 kg will count towards **crew** extra weights.

(e) **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) The weight of the **boat** shall not be less than 180 kg. The weight shall be taken excluding all **portable equipment** as listed in C.5.

### C.6.2 CORRECTOR WEIGHTS

(a) A maximum of 7 kg of **corrector weight** is allowed to comply with the **boat** minimum weight.

(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.

(d) **Corrector weights** may be changed with approval of the **Equipment Inspector**.

## C.7 HULLS

### C.7.1 FITTINGS

(a) Hatch covers, and drain bungs if fitted, shall be kept in place while **racing**.
(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.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 while racing.
(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**.

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**.

**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

10 International Formula 18 Class Rules 2020
(c) Fittings

D.2 GENERAL

D.2.1 RULES
(a) The hulls shall comply with the rules in force at the time of initial certification.

D.2.2 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Modification, maintenance and repair of hulls is permitted, without re-certification, provided these parts continue to comply with these class rules.

D.2.3 CERTIFICATION
(a) The official measurer shall certify the hulls and shall number and affix certification marks to the transoms.

D.2.4 IDENTIFICATION
(a) Each hull shall have a serial number.
(b) Each hull shall have a WS plaque affixed to the transom.

D.2.5 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.
(b) Vinyl or other film may be applied to the hull surface (see RRS 53).

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
Foot loops, toes straps, trapeze gear, crew restraining line
Fittings for rudders
Centreboard/daggerboard retention/placement fittings
Inspection hatches
Steering compass(es) and compass bracket(s).

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) Modification, maintenance and repair of hull appendages is permitted, without re-certification, provided these parts continue to comply with these class rules.

E.2.3 CERTIFICATION
(a) The official measurer shall certify the hull appendages and shall number and affix the certification marks near the upper end of the hull appendages.

E.2.4 MANUFACTURERS
(a) Licence is not required to manufacture hull appendages (See D.2.5(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.

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.

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) Modification, maintenance and repair of spars is permitted, without re-certification, provided these parts continue to comply with these class rules and, with respect to the mast, provided the Mast Area is not increased.

F.2.3 CERTIFICATION
(a) The official measurer shall certify the mast and shall number and affix the certification mark to the mast near the bottom edge of the mast extrusion on 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.
(b) MAST AREA
The Mast Area is the area calculated by multiplying the mast extrusion length by the half circumference of the mast spar.
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.

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>
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<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 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.
   (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 1×19 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 MODIFICATIONS, MAINTENANCE AND REPAIR
(a) Modification, maintenance and repair of a sail is permitted, without re-certification, provided it continues to comply with these class rules and, with respect to the mainsail, provided the sail area is not increased.

G.2.3 CERTIFICATION
(a) The official measurer shall certify each sail and shall affix the certification mark near the tack point of the sail on starboard side.
(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.

G.2.4 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) A window shall be placed in the sail.
G.3.4 DIMENSIONS

<table>
<thead>
<tr>
<th>Sail area and Mast Area, combined</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Top width</td>
<td>17.00 m²</td>
</tr>
<tr>
<td>Upper width at upper leech point 1500 mm from head point (Appendix C)</td>
<td>1000 mm</td>
</tr>
<tr>
<td>Angle between the luff and the head (Appendix C)</td>
<td>1290 mm</td>
</tr>
<tr>
<td>Window (Appendix C): shortest distance between</td>
<td>90°</td>
</tr>
<tr>
<td>head point and window area edge</td>
<td>7630 mm</td>
</tr>
<tr>
<td>clew point and window area edge</td>
<td>480 mm</td>
</tr>
<tr>
<td>tack point and window area edge</td>
<td>440 mm</td>
</tr>
<tr>
<td>Tabling width</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 a maximum of four battens, no external part of which exceeding 250mm from the leech, OR 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) 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>Sail area</td>
<td></td>
<td>4.30 m²</td>
</tr>
<tr>
<td>Top width</td>
<td>4.30 m²</td>
<td>50 mm</td>
</tr>
<tr>
<td>Batten width (full length battens)</td>
<td>50 mm</td>
<td>40 mm</td>
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<tr>
<td>Batten pocket outside width</td>
<td>80 mm</td>
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<tr>
<td>Window area</td>
<td>0.30 m²</td>
<td>115 mm</td>
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<tr>
<td>Tabling width</td>
<td></td>
<td></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>Sail area</td>
<td></td>
<td>21.00 m²</td>
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<tr>
<td>Ratio of half width / foot length</td>
<td>75 %</td>
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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

B.3 CERTIFICATION MARKS
D.4 BEAMS
D.6 ASSEMBLED HULLS
F.3 MAST
F.5 BOWSPRIT
G.3 MAINSAIL
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.

Top Mast Casting
Upper Measurement Band
Upper Mast Point

Bottom Mast Casting
Mast Datum Point
Extrusion Length.

6750 mm maxi.
8150 mm maxi.
9100 mm maxi.
120 mm maxi.
F.3 MAST
F.3.2 DIMENSIONS

9100 mm. maxi.

Bottom Mast Casing

120 mm. maxi.

Bottom of Extrusion

120 mm. maxi.

Bottom of Extrusion

120 mm. maxi.

Bottom of Extrusion

I.F18.A./PCB/05.01
F.3.2 MAST SPAR CIRCUMFERENCE

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

800 mm. maxi

I.F18.A/PCB/11.07
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
G.3.4 DIMENSIONS

Window area (Appendix c)
- length A, from head point to window area, maximum 7630mm
- length B, from clew point to window area, maximum 480mm
- length C, from tack point to window area, maximum 440mm.

Pierre-Charles BARRAUD
F18A, Chief measurer.
10/11/2018
APPENDIX D. 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>
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<tbody>
<tr>
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<td>Dixa 120 P</td>
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WINDOW

Any monofilm/polyester, not containing aramid 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>
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<tbody>
<tr>
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