Class Rule Interpretation

International Formula Wing Foil Class Association

Effective date: 2026-10(Oct)-29

QUESTION:

Would the handle configuration shown below comply with the class rules?



Relevant Class Rules (effective class rules at the time: 02nd June 2025):

H.1 WING
H.1.1 DEFINITIONS

G.3.2 CONSTRUCTION

(…)

d) The wing shall not be **connected** to a **spar** or the hull.

e) The wing shall be constructed so that it is directly controlled with the hands of the competitor on the handle(s).

f) Any type and number of handle(s) may be used

(…)

G.3.3 DEFINITIONS



Relevant ERS Definitions (effective ERS at the time: 2025-2028):

ERS F.1.3

Spar(s)

The main structural part(s) of the **rig** to which **sails** are **connected**. It includes its **fittings** and any **corrector weights**.

ERS F.1.1

Rig

The **spars, spreaders, rigging, fittings** and any **corrector weights**.

Interpretation:

Class Rule G.3.2(d) does not permit the wing to be connected to a **spar**.
The transverse bar would only be permitted by the class rules if it is interpreted to be part of the sail itself, rather than something the sail is connected to.
The ERS definition of sail includes "other parts permitted by the class rules." The class rules permit handles within the Sail section of the rules (Section G).

The class rules require however, that the wing shall be constructed so that it is directly controlled with the hands of the competitor on the handle(s) - the transverse bar does not serve that function and cannot be considered a handle or part of a handle.

Therefore the transverse bar in the image cannot be considered part of the sail, and should instead be interpreted as a structural part to which the sail is connected, Class rule G.3.2(d) specifies that this is not permitted.