

# Class Rule Changes

## International Flying Fifteen Class Association

Effective date: 2025-03-01

Status: Approved



## Amendment One

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### PART A – ADMINISTRATION RULES

Old:

#### 1. GENERAL

The International Flying Fifteen Class is a one design *racing* keelboat. To ensure that the administration of the Class and objective of the **Class Rules** are maintained, before any International Flying Fifteen may be raced, the following documents must have been issued and the requirements adhered to:

- (a) International Class Fee Receipt
- (b) World Sailing Plaque
- (c) Registration **Certificate**
- (d) Measurement **Certificate**
- (e) **Sail** Endorsements
- (f) Endorsements showing the owner to be a current member of an association affiliated to Flying Fifteen International (FFI).

All the above documents except World Sailing Plaque shall be included within either the RYA Yacht Racing Division Registration Log Book or a **Certificate** issued by the **Certification Authority**. The **Certification Authorities** are the National Flying Fifteen Associations of Australia, New Zealand, Ireland, Hong Kong, South Africa and France, and the Royal Yachting Association for all other countries. Both the Registration Log Books and **Certificates** should be in the possession of owners at all times. The above documents are obtained as follows:

Amend to read:

#### 1. GENERAL

The International Flying Fifteen Class is a one design *racing* keelboat. To ensure that the administration of the Class and objective of the **Class Rules** are maintained, before any International Flying Fifteen may be raced, the following documents must have been issued and the requirements adhered to:

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Association for all other countries. Both the Registration Log Books and **Certificates** should be in the possession of owners at all times. The above documents are obtained as follows:

### Reasons:

Flying Fifteen International is required to have a database of the measurement details for all Flying Fifteens that have been registered. This is currently not the case. Whilst it can access this information from the Certification Authorities of the National Flying Fifteen Associations of Australia, New Zealand, and the Royal Yachting Association, the National Class Association records are not readily available for boats in Ireland, Hong Kong, South Africa and France. Removal of these National Class Association will automatically revert their Certification Authority to the Royal Yachting Association.

## Amendment Two

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Old:

### 3. MEASUREMENT and CERTIFICATION

#### Measurers

Official Flying Fifteen Class Measurers and Flying Fifteen Class Maintenance Measurers shall be ratified by FFI. Official Flying Fifteen Class Measurers shall be proposed by a National Class Association (NCA) and approved in writing by the Member National Authority (MNA) of that country. Flying Fifteen Class Maintenance Measurers shall be approved in writing by a National Class Association (NCA) on the recommendation of its Chief Measurer. The written approvals shall be forwarded to FFI for ratification.

Only Official Flying Fifteen Class Measurers shall measure items covered by Rules B2 to B8 inclusive. An Official Flying Fifteen Class Measurer, a Flying Fifteen Class Maintenance Measurer or an **Official Measurer** can measure items covered by Rules B9 et seq.

Amend to read:

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Official Flying Fifteen Class Measurers and Flying Fifteen Class Maintenance Measurers shall be ratified by FFI. Official Flying Fifteen Class Measurers shall be proposed by a National Class Association (NCA) and approved in writing by the Member National Authority (MNA) of that country. Flying Fifteen Class Maintenance Measurers shall be approved in writing by a National Class Association (NCA) on the recommendation of its Chief Measurer. The written approvals shall be forwarded to FFI for ratification.

Only Official Flying Fifteen Class Measurers shall measure items covered by Rules B2 to B8 inclusive. An Official Flying Fifteen Class Measurer, a Flying Fifteen Class Maintenance Measurer or ~~an Official~~ a **Certification Measurer** can measure items covered by Rules B9 et seq.

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### Reasons:

The Equipment Rules of Sailing 2025-2028 change this Measurer definition in C.4.4.

## Amendment Three

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### PART A – ADMINISTRATION RULES

#### Old:

#### 4. SAIL ENDORSEMENTS

The owner shall have all new or substantially altered **sails** measured by an approved Measurer (see Rule A3). Alternatively, World Sailing or an MNA may appoint one or more **In-House Official Measurers** to measure and certify **sails** produced by a licensed manufacturer. After completion of a satisfactory measurement an Official Flying Fifteen Class Measurer or a Flying Fifteen Maintenance Measurer shall sign, number and date both the **sail** at its **tack** and the Measurement **Certificate**. The number allocated shall be unique and in the form of the In-House **Certification Mark**, or "2M 3218", where 2M represents the second **mainsail** measured for this **boat** and 3218 the **boat** number.

#### Amend to read:

#### 4. SAIL ENDORSEMENTS

The owner shall have all new or substantially altered **sails** measured by an approved Measurer (see Rule A3). Alternatively, World Sailing or an MNA may appoint one or more **In-House Official Certification Measurers** to measure and certify **sails** produced by a licensed manufacturer. After completion of a satisfactory measurement an Official Flying Fifteen Class Measurer or a Flying Fifteen Maintenance Measurer shall sign, number and date both the **sail** at its **tack** and the Measurement **Certificate**. The number allocated shall be unique and in the form of the In-House **Certification Mark**, or "2M 3218", where 2M represents the second **mainsail** measured for this **boat** and 3218 the **boat** number.

### Reasons:

The Equipment Rules of Sailing 2025-2028 change this Measurer definition in C.4.5.

## Amendment Four

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### Part B – MEASUREMENT RULES

#### Old:

#### 13.8 Additional Rules

#### 13.8.1 Sail setting when *racing*:

#### (a) Mainsail

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- (i) The highest visible point of the **sail**, projected at 90° to the **mast spar**, shall not be set above the lower edge of the **mast spar limit mark No. 1**.
- (ii) The intersection of the **leech** and the top of the **boom spar**, each extended as necessary, shall not be aft of the fore side of the **boom spar outer limit mark** when the **sail** is set.

### (b) Headsail

The **tack point**, measured along the line of the **luff**, shall not be less than 100 mm above the deck when the **sail** is set. The depth of any step or concavity in the deck, excluding the spinnaker chute, between the breakwater and the stem head shall be added to this measurement.

### Amend to read:

#### 13.8 Additional Rules

##### 13.8.1 Sail setting when *racing*:

#### ~~(a)~~ **Mainsail**

- ~~(i)~~ The highest visible point of the **sail**, projected at 90° to the **mast spar**, shall not be set above the lower edge of the **mast spar limit mark No. 1**.
- ~~(ii)~~ The intersection of the **leech** and the top of the **boom spar**, each extended as necessary, shall not be aft of the fore side of the **boom spar outer limit mark** when the **sail** is set.

#### ~~(b)~~

### **Headsail**

The **tack point**, measured along the line of the **luff**, shall not be less than 100 mm above the deck when the **sail** is set. The depth of any step or concavity in the deck, excluding the spinnaker chute, between the breakwater and the stem head shall be added to this measurement.

### Reasons:

The Equipment Rules of Sailing 2025-2028 define these mainsail setting limits in B.1.1(a) and B.1.3.