Class Rule Interpretation

International Formula 18 Class Association

Effective Class Rules at the time of the interpretation: 30th May 2025
Interpretation Effective Date: 12th August 2025

QUESTION 1:

a) Would a Rudder with two fixed horizontally extending profiles on the lower section of the blade comply with the F18 Class Rules?

b) How can a rudder clearly be distinguished from a hydrofoil based on technical characteristics?

c) How should “primary function” be interpreted when a component may offer a secondary performance benefit?

Relevant Class Rules:

PREAMBLE

THESE RULES ARE **CLOSED CLASS RULES** WHERE IF IT DOES NOT SPECIFICALLY SAY THAT YOU MAY – THEN YOU SHALL NOT.

C.8.2 USE

(a) There shall be a maximum of one **centreboard/daggerboard** and one **rudder** per **hull**.
(b) The **centreboards/daggerboards** and the **rudders** shall be positioned in the centre-plane of the **hulls**.
(c) The **hull appendage depth** of each **centreboard/daggerboard** shall not exceed 1400 mm.
(d) **Centreboards/daggerboards** may be angled from the Boat Centre-Plane only if this is caused by the curvature of the front beam, as per rule D.4.2(a).
(e) The **rudders** shall be hung on the transoms.

Relevant Equipment Rules of Sailing (2025-2028)

E1.1 Hull Appendage

Any item of equipment – including the items listed in E.1.2– which is:
wholly or partly below the **sheerline** or its extension when fixed or when fully exposed if retractable,
attached to the hull shell or another **hull appendage**, and
used to affect: stability, leeway, steerage, directional stability, motion damping, trim, displaced volume.

Any of the following shall be included in the **hull appendage**:
corrector weights,
integral **ballast**, and
associated **fittings.**

E1.2 Hull Appendage Types

(j) RUDDER
A movable **hull appendage** primarily used to affect steerage.
…

(m) Hydrofoil

A **hull appendage** Primarily used to affect leeway and/or produce vertical lift which may incorporate any or all of the following:

Fuselage,
Foil Mast,
Elevator,
Front Wing,
Rear Wing.

Interpretation 1:

a) A Rudder with two fixed horizontally extending profiles on the lower section of the blade shall not be eligible for use as hydrofoils are not allowed in the Formula 18 class rules. The horizontally extending profiles would be considered as Hydrofoils under the ERS 2025-2028 definitions. They shall not be considered as part of the rudder as their primary function would not be to affect steerage.

b) A Rudder is used primarily to turn the boat, they can provide lift (like a centreboard or keel) but any lift is a secondary effect. A Hydrofoil is used to primarily effect lift, any other effects are secondary.

c) The proposed Horizontal appendages attached to a conventional rudder changes the primary function to generate vertical lift and is therefore considered a hydrofoil. blade do not directly affect steerage as their position and orientation does not primarily create turning force. They may have a secondary effect in the creation of more efficient flow over the rudder, thus improving rudder efficiency, but their primary function is to alter the flow, not generate a turning moment.

QUESTION 2:

If the flexibility of the battens allows, is it an acceptable method to flake the jib when taking measurements to calculate jib area in-line with the Formula 18 class rules?

Relevant Class Rules:

A.3 AUTHORITIES

A.3.2 The certification authority of the class is the IF18CA.

C.1 GENERAL

C.1.1 RULES

(a) The ERS shall apply

G.2 GENERAL

G.2.2 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 **luff** rope of the **mainsail** shall be excluded.

G.4 JIB

G.4.3 DIMENSIONS

	Minimum	Maximum
Sail area		4.30 m²
Window area	0.30 m²	
Tabling width		115 mm

Relevant Equipment Rules of Sailing (2025-2028)

H.5 SAIL MEASUREMENT

H.5.1 Condition of the **Sail**

For measurement the **sail** shall:

(a) be dry,
(b) not be attached to spars or rigging,
(c) unless the class rules prescribe otherwise, have all battens removed,

(d) have pockets of any type flattened out,
(e) have just sufficient tension applied to remove wrinkles across the line of the measurement being taken,
(f) have only one measurement taken at a time and
(g) be weighed with all attachments.

Interpretation 2:

The F18 Class rule C.1.1 invokes the ERS.

Certification of a sail requires successful Certification Control. Certification Control is defined as the method used as means of equipment controlled required by the Class Rules, or a Certification Authority.

The Class Rules include a limitation to the maximum Sail Area, the ERS do not define a method to calculate Sail Areas. The Certification Authority may define the method used.
As per Class Rule A.3.2, the Certification Authority is the IF18CA and has confirmed the following method:

The calculations in this form shall be used: [link to form], with measurements taken as per the "IYRU Measurement Instructions"; the sail pegged out and as far as possible, substantially flat. Therefore, the sail shall not be flaked.