

**INTERNATIONAL
FORMULA
WINDSURFING
CLASS RULES
2005**



*Please refer to the
Guide to Standard Class Rules
when using this document.*

*This version has been updated to reflect the changes to
the ERS 2005-2008.*

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

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INTRODUCTION

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

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 87.1.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 Board".

PART II – REQUIREMENTS AND LIMITATIONS

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

C.5.1 DIMENSIONS

	minimum	maximum
Beam.....	... mm	.. 1005 mm

C.6 HULL APPENDAGES

C.6.1 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.6.2 CENTREBOARD /DAGGERBOARD

(a) LIMITATIONS

A centreboard or daggerboard is prohibited .

C.7 RIG

C.7.1 MAST

(a) DIMENSIONS

	minimum	maximum
Mast 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.7.2 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.8 SAILS

C.8.1 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

Section G – Sails

G.1 GENERAL

G.1.2 SAIL SIZES

The maximum size of the sail shall be :

- (a) Open12.5 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 m

Effective:

Previous issues:

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PART III—APPENDICES

Section H-Measurement Instructions