



Box rule amendments 2016/ Ballot sheet

According the No. 11 of the Formula 16 Class Constitution, the class rules can be changed once every five years. As the last changes were agreed on in 2011 the class rules can be modified in 2016. Basically the proposed changes freeze what we have today skipping some not used or not required regulations. In order to protect the value of the used boats around, the new class rules will have no impact on existing boats as long as they have a measurement certificate issued prior to the new class rules being in force. As the constitution asks for a ballot, the ballot sheet will be published and voted on inside the F16 forum.

Each financial fleet member has one vote. As the international class association does not keep records on each member, the national member has to check if the members voting have paid their annual fee.

First Name: _____

Second Name: _____

Adress: _____

e-mail: _____

Fleet: _____

Paid: yes no

Paragraph	Current text	Amendment proposal	yes	no
A 8.1.	The hull builder shall pay the International Class fee.	The International Class fee is paid to ISAF by IF16CA		
A 10.1 c	Sail number issued by the certification authority	Sail number issued by owner, if not used on other boat known by NA -IF16CA		
A 11.1. a	Certification control shall be carried out by the official measurer who shall complete the appropriate documentation.	Certification control shall be carried out by the official measurer who shall complete the appropriate documentation. The initial certificate may be issued by the manufacturer if he guarantees the conformity with the Box Rules.		
B 1.2. b	The boat shall have a valid certificate for platform spars & sails	The boat shall have a valid certificate for platform spars & sails		
B 1.2. d	The boat shall have a completed signed and dated measurement form	void		
B 1.7	void	The boats shall to be in conformity with the box rules version corresponding of manufacturing date.		

B 2.2	void	The boat has to meet local regulations where it is operating		
B 3	void	Measurement marks shall be applied as referred to in appendix		
C 5.1.3	void	A towing line of at least 15m of length		
C 5.2. 3	Towing line (if carried, a minimum length of 5m)	void		
C 6.1.	The boat shall be weighed fully assembled, dry and clean. The mast will be laid flat across the platform in such a way as to achieve an equal distribution of its weight and to remain stable during weighing. The weight of the boat includes all items present on the boat in a 'ready to sail' condition excluding personal equipment and all portable equipment as listed in C.5.	The boat shall be weighed fully assembled, dry and clean. The mast will be laid flat across the platform in such a way as to achieve an equal distribution of its weight and to remain stable during weighing. The weight of the boat includes all items present on the boat in a 'ready to sail' condition excluding personal equipment and all portable equipment as listed in C.5. All existing boats with registered certificates are allowed to race without impact.		
C 6.1. a	The minimum weight of the uni rig boat in dry condition shall be 104Kg	The minimum weight of the uni rig boat in dry condition shall be 119Kg		
C 6.1. b	The minimum weight of the sloop rig boat in dry condition shall be 107Kg	The minimum weight of the sloop rig boat in dry condition shall be 123Kg		
C 6.2. b	The total weight of such corrector weights shall not exceed 7 kg. See also rules A.10.1(f) and B.1.1.	If a boat produced in compliance with these rules is lighter than the minimum weight, corrector weights have to be fastened to the middle of the front beam with the formula: Half the difference between the actual weight and the reference weight with a maximum of 7 kg		
C 8.2. b VI	void	The maximum daggerboard length under the hull shall not exceed 1060mm		
C 8.3.a II	Trim tabs, fences and appendages are permitted.	Any additional areas for boat stability are allowed. Any part in contact with water while sailing shall be inside the platform width.		
C 10.3 3	The tack point of the sail shall not be set below the lower limit mark	void		
F 3.3.	Mast tip weight 6 kg	void		
G 3.4.	void	The mainsail head length shall not exceed 980mm		
App. J X1	Triangle measuring method	Trapeze measuring method		



Remarks:

C6.1: Minimum weight

The reasons for the amendments proposed are as follows:

All boats having been measured since 2015 showed a minimum weight of more than 125kg. With the current rules a new boat touching the minimum weight would have a legal, but unfair advantage and may trigger impacts on boat production costs.

With the minimum weight proposed, the handicap disadvantage in open racing events will shrink to 36 seconds per hour compared to 115 seconds per hour with the current rules. This will make more sailors register as F16 and thus push the visibility of the class.

Goodall Design, Nacra, Cirrus, Duma, and Mattia are favouring 129kg, Falcon would prefer less. Bimare favours 125kg which is the lowest weight of the boats produced currently. Therefore, the proposed minimum weight more or less freezes what is produced today and offers a potential for moderate optimization without the danger of exploding costs.

C8.2: Daggerboard length:

To be consistent with minimum characteristics to define a catamaran for racing by Isaf, adding 1060mm under hull length is reasonable. Only Nacra and Cirrus use daggerboards longer than this and yet testing if there is a proven benefit.

C8.3 Rudder

§C8.3.a.ii Trim tabs, fences and appendages are permitted

After negotiations with the present builders and Falcon mail, it is noticed the additional areas on rudders increase the drag which is a disadvantage.

C10.3 Mast limit marks

This rule has no impact and has is not used. Therefore it can be skipped.

F3.3 Mast tip weight

The minimum tip weight 6kg eliminates a lot of the advantages of the carbon mast. Especially for youth sailors an Singlehanders fast and reliable righting is a vital safety issue. Furthermore, carbon masts today are safe concerning their durability and a heavy top does not necessarily have to be a durable top. Therefore there is no need for a minimum mast tip weight.

G Sails

G3.4 Mainsail head length:

It is noticed the general evolution on mainsail head length is to reduce it. Nevertheless, this may change again and to be consistent with minimum characteristics to define a catamaran for racing by Isaf, adding 980mm mainsail head length is reasonable.

J Measurement:

Mainsail measuring

Today, the Trapeze method is more adapted and used by Isaf, instead of triangle method used for old half elliptical sails. The variation between the 2 methods is less +/-0,01m². The additional schemas to do the correct measures following the SUI 2016 experience are reasonable..