



The Formula 16 Catamaran Class
Rules

Version 2.0
December 2007

Prologue : The Formula 16 class

The Formula 16 class for high performance beach catamarans is a mildly restricted class, reserved for sport catamarans that may be sailed either doublehanded or singlehanded without time adjustment. The designs are of amateur or professional construction and are intended for racing on elapsed time with respect to other Formula 16 designs.

Part A : The Formula 16 design box rule

Section 1 : Construction limits

1.1 General

1.1.1 In case of doubt, the intention of the rule makers, which is referred to as the spirit of the rule, shall take precedence over the letter of the rule.

1.1.2 For construction, all materials and methods are allowed when these do not imply either an unacceptable risk of bodily harm or the operation of an unseaworthy craft.

1.1.3 It is the responsibility of both designer and builder of a catamaran that is intended to be sailed within the Formula 16 class to contact the Formula 16 Class Authority and request that their design, or modification of an existing design, be checked and found to be in compliance with the Formula 16 rules before publicising their product as a "Formula 16" or "Formula 16 compliant".

1.1.4 It is the responsibility of competitors to ensure their craft are safe and seaworthy.

1.1.5 When the Formula 16 Class Authority feels that a designer, builder, competitor or craft is failing to comply with the Formula 16 rules then the Class Authority may take appropriate action to restrict, or even prevent, the use of the craft or the participation of the competitor.

1.2 The platform dimensions

1.2.1 The maximum overall length measured on the hulls is **5.00 metre**. (= 16,4 ft.)

1.2.2 The maximum overall beam measured on the platform is **2.50 metre**. (= 8,2 ft.)

1.2.3 Wings may be carried as long as the equivalent overall beam when measured over the platform and one fully extended wing is **2,50 metre**. or less.

1.2.4 The hulls, beams and trampoline shall not be permanently fixed to one-another. The Formula 16 Class authority may demand that these items be disassembled, but only at a time when doing so does not directly affect the fairness of racing.

1.3 Boat weight

The minimum weight of the boat ready to sail, excluding non permanently fitted wings, is fixed at :

1.3.1 Singlehanded mode (cat rigged with gennaker) : **104,0 kg.** (= 230 pounds)

1.3.2 Doublehanded mode (sloop rigged with gennaker) : **107,0 kg.** (= 236 pounds)

1.4 The mast

1.4.1 The distance between the top of the main beam and the base of the mast section is referred to as the "mast foot height".

The mast foot height shall not be more than **0,075 metre**.

1.4.2 The distance between the base of the mast section and the highest point of the perpendicular projection of the hoisted mainsail on the mast is referred to as the "mainsail hoist height".

The mainsail hoist height shall not be more than **8,50 metre**.

1.4.3 The part of the mast section with attached fittings that is farther from the base of the mast section than the mainsail hoist height is referred to as the "mast crane section".

The mast crane section shall not be taller than **0,075 metre**, and have no other function than to hoist and fix the mainsail to its mainsail hoist height.

1.4.4 The distance, at right angles to the mast axis, measured around and back to the same point is referred to as the "mast circumference".

The circumference of the mast section shall not be more than **0,500 metre**.

1.4.5 The weight that is measured at the mainsail hoist height of a mast lying perfectly horizontal with its base supported at the bottom edge of the mast section is referred to as the "mast tip weight".

The minimum mast tip weight of a fully fitted mast, excluding standing rigging, is set at **6.00 kg** for reasons of seaworthiness and to guarantee fair racing.

1.5 Flotation

1.5.1 Each hull shall have at least one inspection hatch.

1.5.2 Each hull shall carry at least 50 litres of flotation, which may be provided by solid closed cell foam, solid blocks of compacted foam granulate, air bags or sealed air compartments.

1.6 Daggerboards and rudders

1.6.1 The platform shall be equipped with a pair of rudders.

1.6.2 In addition to the rudders, the platform may also be equipped with a pair of daggerboards or centreboards.

1.6.3 All performance calculations, such as in handicap ratings, shall be performed as if a platform has daggerboards or centreboards, even though a particular design may have neither of them.

1.6.4 For the avoidance of doubt, daggerboards/centerboards will conform to the following :

- a) Curved/'Banana' boards will not be allowed.
- b) Asymmetrical cross-section profile boards will be allowed.
- c) Fore/aft movement of the boards when in the down position will not be allowed.
- d) End fences/horizontal appendages below the waterline will not be allowed. The board shall be capable of removal, without tools, via the upper opening of the case.
- e) There will be no limitation on the daggerboard/centerboard length

1.7 Rigging and equipment

1.7.1 It is not permitted to adjust the following items while racing : the rake of the mast, the tension of the standing rigging, the angle or length of the spreaders or the position and height of the gennaker boom.

1.7.2 It is permitted to adjust the diamond wire tension while racing or to adjust the items named under 1.7.1 between the races.

1.8 Righting

1.8.1 It is the responsibility of the crew to ensure that the boat is equipped with a righting system that will enable the crew to right the boat without outside assistance.

1.8.2 The Formula 16 Class Authority may demand that a crew demonstrate their ability to right their boat, but only at a time when doing so does not directly affect the fairness of racing.

1.9 Minimum weight of the crew

1.9.1 There will be no other restrictions on crew weight apart from the requirement that the crew weight must be sufficient to right the boat unaided under all encountered sailing conditions.

1.10 The gennaker boom *(also referred to as a spinnaker pole)*

1.10.1 The length of the gennaker boom shall not be more than **3,50 metre**.

1.10.2 When the aft end of the gennaker boom is located in front of the vertical passing through the leading edge of an unrotated mast, than the distance between the fixing point and the leading edge of the mast is considered to be part of the gennaker boom.

1.10.3 In contrast to ISAF rule 64.2, the gennaker boom may be fixed to the forward beam.

1.10.4 The gennaker boom shall be fixed and sit approximately on the longitudinal centreline of the boat.

1.11 The sails in general

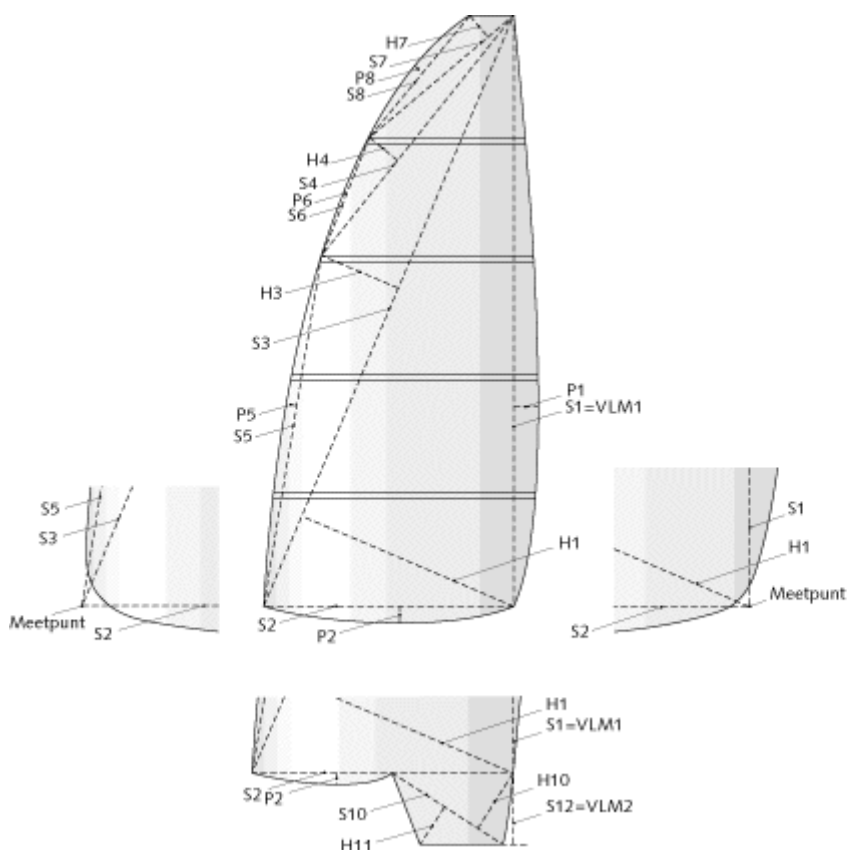
1.11.1 The sail plan in the doublehanded configuration comprises a mainsail, a jib and a gennaker.

1.11.2 The sail plan in the singlehanded configuration comprises a mainsail and a gennaker.

1.11.3 Racing with fewer sails than those named for each configuration is permitted.

1.11.4 Only "soft sails" are allowed and it must be possible to store these in a bag of normal dimensions. The Formula 16 Class Authority shall be the judge of what qualifies as a "soft sail" and its decision shall be binding.

1.11.5 (*redundant and thus removed*)



Sail area can be measured by using either the Texel method (above) or the ISAF method

1.12 The mainsail

1.12.1 The Mast & mainsail area may not be larger than 15 sq. metres.

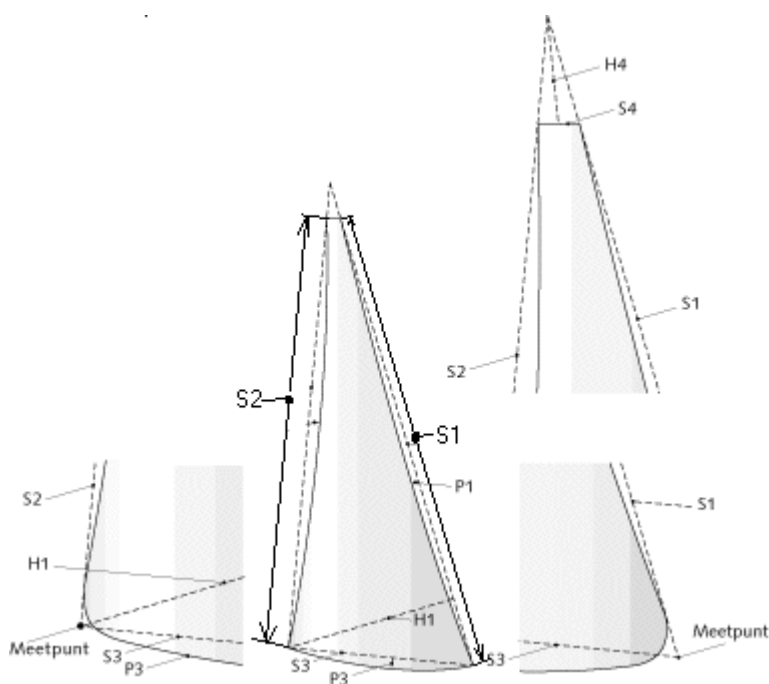
1.12.2 The Mainsail luff length may not be longer than 8.1 metre (= 8100 mm).

Where :

Mast & mainsail area = (mainsail area + mast area)

Mainsail area = all of the mainsail surface area that is outside of the mast while sailing, measured in accordance with ISAF measurement rules.

Mast area = mast length * maximum circumference of the mast * 0.5



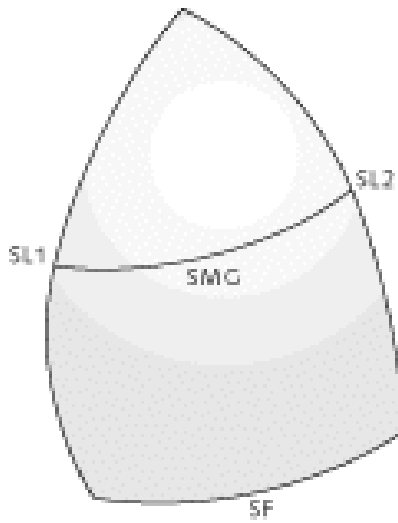
Sail area can be measured by using either the Texel method (above) or the ISAF method

1.13 The jib

1.13.1 (*Revoked by vote per 10 July 2004*) : original rule read : "The leech shall not be convex."

1.13.2 The jib sail area may not be larger than 3.7 sq. metres.

1.13.3 Neither the luff nor the leech of the jib sail may be longer than 6 metre (= 6000 mm).



The gennaker girth rule : at least 75 % of foot length (SF) at midheight (SMG)

1.14 Gennaker

1.14.1 The maximum distance measured from the top of the main beam to the highest theoretical point to which a gennaker sail can be hoisted is referred to as the "gennaker hoist height".

The gennaker hoist height shall not be more than **7,50 metre**.

1.14.2 The distance from the top of the main beam to a mast gate may be used for the "gennaker hoist height" measurement when no part of the gennaker can be hoisted past the distance measured.

1.14.3 The gennaker must satisfy the following two shape and size conditions :

$$\underline{SMG} > 75\% * \underline{SF} \quad (\text{shape condition})$$

$$\text{Max. Gennaker area} = \underline{SF} * (\underline{SL1} + \underline{SL2}) / 4 + (\underline{SMG} - \underline{SF} / 2) * (\underline{SL1} + \underline{SL2}) / 3 = 17,5 \text{ sq. mtr.}$$

Where :

- * **SMG** is the width at mid-height, which shall be taken between the mid point of the luff and the mid point of the leech.
- * **SF** is the length of the foot of the sail measured around the edge of the sail, between the lowest points of the luff and the leech.
- * **SL1** is the length of the luff of the sail measured along the edge of the sail, from the highest point of the sail, to the lowest point of the sail on the luff.
- * **SL2** is the length of the leech of the sail measured along the edge of the sail, from the highest point of the sail, to the lowest point of the sail on the leech.

Part B : The Formula 16 class organisation rules

Section 2 : Administration of the rule

2.1 The name

2.1.1 The full name of the class is "Formula 16 class for High Performance Catamarans"; and her official abbreviations in order of preference are Formula 16, F16, Formula 16 HP and F16 HP .

2.2 The Formula 16 class authority

2.2.1 The Formula 16 class authority will be formed by the Chairman of the class and appointed local representatives and related officials. The Chairman and his officials will form The F16 Governing Council. Official communication will be handled via the official Formula 16 webpage and e-mail address which at this time are :

<http://www.formula16.org> and **Formula16class@formula16.org**

2.2.2 The Formula 16 class authority will govern both the "Formula 16" class as well as the "Open Formula 16" class. (See section D : definitions)

2.2.3 The local representatives may act as the local head of the Formula 16 class within the guidelines and restrictions laid down in the Formula 16 class framework. The decisions made by the local representatives are binding for the time till an appeal made to a higher class authority has lead to a final decision.

2.3 The Formula 16 class authority jurisdiction

2.3.1 Formula 16 class rules are mildly restricted class rules indicative of a controlled development class. This means that small advancements in handling and general behaviour of the designs are allowed as long as the spirit of the rule is preserved and the continued existence of the class is assured.

2.3.2 The Formula 16 class authority however reserves the right to disallow any feature or to change, amend or add new rules to the Formula 16 rules in order to ensure safety, guarantee the class's survival, protect the class's character (spirit), satisfy the class goals or facilitate the growth of the class. This right will only be exercised with great caution and non-urgent changes, amendments or additions will be put on a pre-next-season notice and only become effective the next season.

2.4 Interpretation of the rules

2.4.1 When needed, and after having consulted the Formula 16 authority body, the Formula 16 class chairman shall give an interpretation on all points of the Formula 16 rule framework.

2.5 Reference Text

2.5.1 For the interpretation of the rules, the original text in English and SI units (metric system) shall prevail over all translations and non SI unit conversions.

2.6 Spirit of the Rule

2.6.1 In case of doubt, the intention of the rule makers, which is the spirit, shall take precedence over the letter of the rule.

2.6.2 The spirit of the rule includes, among other principles, the following considerations :

2.6.2.A Preserving general equality in overall performance between crafts of different make, accepting small variations, in order to guarantee fair racing between designs of different make.

2.6.2.B Maximising the freedom to optimise a design to personal preference and to improve the performance of a given crew and craft through refinement.

2.6.2.C The allowance to gently improve, by design, the handling and overall behaviour of a craft in small controlled steps that don't upset the balance in the class to the extent that the continued existence and growth of the class are no longer guaranteed.

2.7 Amendments, changes, or additions

2.7.1 Any Formula 16 class member may propose amendments, additions or changes to the rule. They will be supported in their efforts by the Formula 16 authority with respect to communication and be given the means to propose the amendments, changes or additions to the class as a whole.

2.7.2 Only the Formula 16 authority may formalise amendments, additions and changes to the rule and will do so while consulting the class.

2.7.3 All amendments, changes or additions shall be placed on one pre-next-season notice unless the Formula 16 authority considers it to be essential to act immediately to prohibit or penalise a dangerous feature.



2.8 Formula 16 Class insignia

2.8.1 The official Formula 16 class insignia (emblem or logo) is the waterspout above 2 bars followed by the number "16"; as is shown above. Boats and documents may also carry the character strings : "Formula 16" ; "F16 High Performance" or "F16" as long as the graphics can not be interpreted as being the official Formula 16 class emblem. **Contact the F16 class to get the sanctioned insignia files**

2.9 Dispensation of non Formula 16 compliant designs

2.9.1 The Formula 16 authority may dispense certain non compliant designs or features and allow these to become part of the Open Formula 16 class. Only the fully compliant Formula 16 designs and Foundation boats will become part of the (closed) Formula 16 class. See section 5 for more information.

Section 3 : Measurement and certification rules

3.1 Systems used

3.1.1 All measurements and calculations will be conducted and fixed in the internationally recognized SI (metric) system. Its base units are : metre (m or mtr) , kilogram (kg), seconds (s or sec.)

3.1.2 The surface area's of the sails will be determined by the method used either by the Texel handicap system or the ISAF handicap system (SCHRS). For more information go to :

<http://www.texelrating.knwv.nl> or <http://www.schrs.com>

3.2 General

3.2.1 Only the checks, measurements and calculations performed by a measurer recognised by the Formula 16 Authority, the Texel officials or the ISAF (Multihull Committee) are considered valid.

3.2.2 The measurement form completed (measurement sheets and calculations) and signed by a measurer is not deemed a measurement certificate.

3.2.3 The measurer shall record on the measurement form anything he considers as departing from the concept or spirit of the Formula 16 rule, he shall send it with detailed explanations on the contentious points to the Formula 16 Authority for a ruling.

3.2.4 The measurement certificate is issued by the National Authority responsible for the administration of the rule in the country of the owner when, after examining the completed measurement form signed by the measurer, it considers that the boat conforms to the rules and spirit of the Formula 16 class.

3.2.5 The measurement form (measurement sheets and calculations) and the measurement certificate are established and registered by the Formula 16 Authority or a National Authority.

3.2.6 All costs for obtaining a measurement and certificate are the responsibility of the owner.

3.3 Sails

3.3.1 When measuring, the battens shall be without tension in their pockets, the sail shall be pinned on a flat surface with tension just sufficient to eliminate creases, then smoothed flat to give the longest dimensions. Whilst the sail remains pinned all the measurements necessary shall be taken, the tension should not be adjusted.

3.3.2 All the sails measured shall be marked with a contrasting coloured sticker affixed near the clew on the starboard side. Both the measured sail area and calculated rated sail area shall be displayed nearby by painting the numbers on the sail.

3.3.3 The maximum permitted area shall be on the coloured stickers.

3.3.4 The actual measured area shall be on the Measurement Certificate.

3.3.5 The area and the dimensions of the spinnaker (SL1, SL2, SMG, SF) shall be written in an indelible manner near the starboard tack.

3.4 Marking of measured objects

3.4.1 The number of the measurement certificate corresponding with the boat shall be written by the measurer :

- at the stern of the hull, on the inward facing sides ;
- at the bottom of the mast, starboard side ;
- at the starboard tack of each sail.

3.5 Change of ownership or when modifying e.g. replacing parts

3.5.1 A change of ownership shall invalidate a measurement certificate, a re-registration shall be made by returning to the national authority or general authority the initial measurement certificate accompanied by the details of the new owner. A new valid certificate and registration will be returned to the new owner. It is not necessary to re-measure the boat.

3.5.2 All modifications or replacements of parts of a significant change, shall be remeasured and notification made on the measurement certificate by a measurer recognized by the Formula 16 Authority.

3.6 Temporary certificates

3.6.1 The Formula 16 authority may issue temporary certificates, without actually measuring the craft, based on measurements made on other boats of the same type. Their certificate will become invalid when a proper measurement opportunity becomes available to the owner of the temporary certificate.

Part C : The (Open) Formula 16 class event rules.

Section 4 : Regatta and class event rules

4.1 General

4.1.1 The Formula 16 authority has the right to check the boats for compliance and safety before the race, on the water and right after the race even when a valid measurement certificate has been presented.

4.1.2 An event may not be advertised or held as a (open) Formula 16 event when not all rules stated in this section as well as sections 1 and 2 are respected.

4.2 Competitors' responsibility and sail markings

4.2.1 The competitors are responsible for showing the valid measurement form and measurement certificate corresponding with the boat used.

4.2.2 It is the responsibility of the individual competitor to judge when his or her capabilities are sufficient for the encountered conditions and to take appropriate action.

4.2.3. Each competitor must race with a unique "nation code and sail number" combination that is registered with and validated by the international Formula 16 class association. It is the competitor's responsibility to acquire this combination. The Formula 16 class will accept the builder supplied combination when possible.

4.2.4 The Formula 16 class only requires that the mainsail is fitted with this "nation code and sail number" combination.

4.2.5 The nation code is as defined by the table contained in the ISAF rules on identification. The Formula 16 class assigns this nation code on the basis of residence or the nationality of the skipper.

4.2.6 The nation code is placed above the sail number and the combination on the starboard side of the mainsail is placed above the same combination on the port side. Size, letter font and spacing must be as defined in the ISAF rules on identification.

4.2.7 The Formula 16 class requires the sail number to be at least three digits long. Leading zero's can be used to satisfy this requirement. No sail number may be longer than 4 digits.

4.2.8 Only a design specific insignia or the official F16 insignia may be placed in the middle of the top 1/3 of the mainsail.

4.2.9 The "nation code and sail number" combinations are placed near the leech and in the zone between 1/3 and 1/2 the leech length down from the top of the mainsail.

4.2.10 Both the F16 class measurement sticker and any additional Formula 16 class insignia must be placed near the leech and in the bottom 1/3 of the mainsail. It must be clearly visible and be placed no higher than eye level

4.3 Organiser's responsibility

4.3.1 Before final registration, the organiser may :

- check the measurement form and measurement certificate ;
- check the sail number ;
- stamp the single, authorised, suit of sails (at national or international events) ;

4.3.2 During events, the three first finishing boats of the daily sailed races, plus another boat drawn by lot may be checked.

4.3.3 When the organiser suspects non-compliance of a particular crew or platform despite above named checks then the organiser may discreetly notify the Formula 16 Authority; who may take whatever they deem to be appropriate action.

4.3.4 It is the responsibility of the organiser of a national or international Formula 16 event to provide a class measurer, when present, with all technical and human means necessary to perform the controls described in the rules.

4.4 Suit of sails authorised for an event

4.4.1 A single suit of sails is authorised for the duration of an event.

4.5 Safety equipment

4.5.1 Minimum mandatory equipment to be on board :

One lifejacket (Personal Buoyancy Aid) per person, worn during sailing, and conforming to the rules of the local authority.

One distress whistle per person; securely fitted to the body or the gear worn.

At least one knife, suitable to cut the lines found on board.

4.5.2 In addition, the organisers of an event may require all participants to carry additional safety equipment. (such as towlines, compasses, paddles, etc).

4.6 Ballast, ballasted life jackets and corrector weights

4.6.1 Ballast on the boat or worn by the crew is prohibited.

4.6.2 Corrector weights are not considered to be ballast

4.6.3 Corrector weights may be used to make the craft compliant with the weight limitations found in the Formula 16 box rule

4.6.4 Corrector weights, when used, shall be securely fixed to the platform in the region of the mainbeam and be non movable and non adjustable while sailing.

4.6.5 For safety reasons the total amount of corrector weights is limited to **7 kg's**

Section 5 : F16 Grandfathered, Dispensated boats and Foundation boats

5.1 Dispensated boats and Formula 16 foundation boats

5.1.1 The Formula 16 authority may give dispensations to boats that do not fully comply with the Formula 16 rules. These dispensations are limited in duration and are reviewed yearly. Boats that are dispensated do not become part of the Formula 16 class but of the Open Formula 16 class instead.

5.1.2 The Foundation boats Taipan 4.9 (with F16 spi) and Stealth (R) have the special status of "Formula 16 foundation boats"; meaning that, despite the fact that they are dispensated for their non compliance, they have become part of the (closed) Formula 16 class. Their status is permanent; although it is lost when the boat in question is no longer compliant with their confirmed (class) setup as fixed on the date 1 January 2002.

6.1 Grandfathering of boats into the Open Formula 16 class

6.1 The head of a local Formula 16 class organisation may give dispensation (called grandfathering) to a particular design or class and allow them to become part of the Open Formula 16 class under the following conditions.

6.1.1 The design may not have hulls longer than 5,30 mtr.(17ft 4 inch.)

6.1.2 The design must have a jib sail area that is less than 4,60 sq.mtr. and more than 3,00 sq. mtr. (this rule does not apply to single handed setups)

6.1.3 Both the SCHRS (ISAF) and Texel rating of the design must be equal to or "slower" than the rating assigned to the Formula 16 class.

6.1.4 When grandfathered, the designs are allowed to race against fully compliant Formula 16 designs in declared "Open Formula 16" races.

Part D : The Formula 16 Definitions

Section 7 : Definitions used by the Formula 16 class

7.1 Formula 16 class and Open Formula 16 class

There is a distinction between the Formula 16 class and the Open Formula 16 class. The identifiers named under rule 2.1.1 are reserved for boats which are fully compliant with the Formula 16 class rules and the foundation boats. All grandfathered and dispensates boats at a particular time are grouped together with the compliant Formula 16 designs under the name "Open Formula 16 class". The Formula 16 HP class is therefore a more restricted subclass of the Open F16 HP class.

7.2 Crew

The word "crew", as used in these Formula 16 rules, refer to only the helmsman in the single handed setup and both the helmsman and crew in the double handed setup.

7.3 Overall length of the hulls

The overall length of the hulls, outside rudder pintles, corresponds with the horizontal distance between the verticals passing through the extremity of the hulls, the boat being levelled on its waterline.

7.4 Rudder Pintles

Elements fitted to the sterns that only function as hinges for the rudder blades or rudderstocks and do not effectively lengthen the waterline of the platform in any way.

7.5 Overall width of the platform

The overall width of a platform corresponds with the horizontal distance between the verticals passing through the extremities of the sides of the platform, with the boat being levelled on its waterline and excluding protruding dagger boards, rudder blades or tiller bars. When wings are being used than the equivalent overall beam is determined by measuring the overall width including only one fully extended wing.

7.6 Equivalent overall Width

The width, taken over the platform and one fully extended wing, which results in the same amount of righting moment as a wingless platform.

7.7 Boat ready to sail

The boat "ready to sail" shall be the assembled and dry platform, carrying the all the dry and clean equipment normally used for sailing and navigation. Excluded are the safety equipment and non permanently fixed wings.

7.8 Mast foot height

The distance between the top of the main beam and the base of the mast section.

7.9 Mainsail hoist height

The distance between the base of the mast section and the highest point of the perpendicular projection on the mast of the hoisted mainsail

7.10 Mast crane section

The part of the mast section with attached fittings that is farther away from the base of the mast section than the mainsail hoist height.

7.11 Circumference of the mast

The distance, at right angles to the mast axis, measured around and back to the same point.

7.12 Mast tip weight

The weight that is measured at the mainsail hoist height of a mast being laid perfectly horizontal with its base supported at the bottom edge of the mast section.

7.13 Daggerboard and Centreboards

All lift producing elements that have as their dominant purpose to resist sideways movement of the craft while sailing and of which no part is canted at a greater angle than 6 degrees of the vertical when the boat is level on the waterline.

A centreboard is only different from a daggerboard in the sense that it is folded or rotated away rather than slid away when in danger of hitting submerged objects.

7.14 Rudders

All lift producing elements that have as their dominant purpose to control or alter the course travelled

7.15 Gennakers

All triangular sails not complying with the definition of a mainsail or a jib are gennakers, on the condition that the girth at mid-height is equal or greater than 75% of that of the foot. A gennaker is often also referred to as an asymmetric spinnaker or, less correctly, a spi.

7.16 Gennaker boom

The protruding device with the dominant purpose of placing the tack of the gennaker sail in front of the forestay.

7.17 Standing rigging

All the stays connected to the mast, excluding the diamond wires.

7.18 Sails

All the lift producing elements with the dominant purpose of propelling the craft through the water.

In the measurement of sail area, the term "sail" shall be considered as defining the part of the sail outside the mast and including headboard. Cringles which are totally outside the edge of the sail or the bolt rope which is inside the mast shall not be included

Although the mast is called a mast and not a sail it is also considered a lift producing element contributing to propelling the boat through the water and part of it's area is therefore included in the maximum allowed mainsail area.

7.19 Aspect ratio

A measure for the slenderness of a given sail. This slenderness of a sail with a given area has a proven effect on the amount of produced force.

7.20 Aspect related effectiveness

This is a calculated percentage that is indicative of the force creating effectiveness of a given sail and which is directly and solely dependent on the aspect ratio of the sail.

7.21 Mainsail luff length

The distance measured alongside the mast from the highest point of a normally hoisted sail towards the lowest point reached when the downhaul is used.

7.22 Projected jib (sail) length

The distance between the horizontals on the mast taken from the highest point of the jib towards the lowest point on either the luff or leech. It will be measured alongside the mast.

7.23 Gennaker girth

The distance at mid-height, between the mid point of the gennaker luff and the mid point of the gennaker leech.

7.24 Gennaker area

A measure approximating the actual surface area of a gennaker sail by using an ISAF sanctioned formula.

7.25 Righting

The action of restoring the proper sailing attitude of the craft from any non sailing attitude. Non sailing attitude refers to states like capsizes, fully inverted capsizes (turtles) and pitchpoles; despite the fact that the craft may be blown along (sailing) in that attitude too.

7.26 Grandfathering

The allowing of non Formula 16 compliant designs to race against fully compliant Formula 16 designs.

