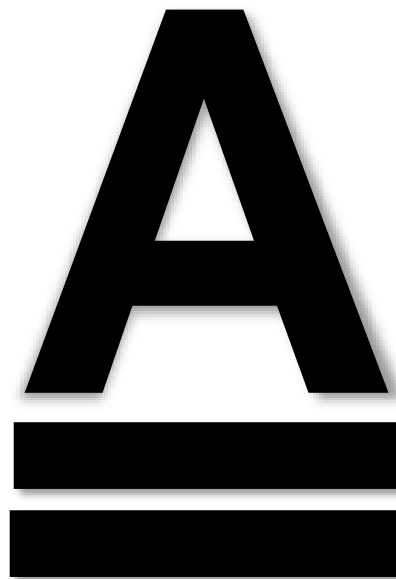




**INTERNATIONAL  
A CLASS CATAMARAN  
CLASS RULES  
2017**



The "A-Division-Catamaran-Class" was originally founded in England by the former "International Yacht Racing Union" in 1956.



# INTRODUCTION

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*This introduction only provides an informal background and the International A Class Catamaran Rules proper begin on the next page.*

*A Class Catamaran hulls, hull appendages, rigs and sails are measurement controlled.*

*Owners and crews should be aware that compliance with rules in Section C is NOT checked as part of the certification process.*

*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.*

PLEASE REMEMBER:

THE INTERNATIONAL A DIVISION CATAMARAN CLASS IS A MIXTURE OF  
**OPEN CLASS RULES AND CLOSED CLASS RULES** – ANY POTENTIAL  
MANUFACTURER SHOULD FIRST READ THESE ERS DEFINITIONS  
CAREFULLY.

COMPONENTS, AND THEIR USE, ARE DEFINED BY THEIR DESCRIPTION.

# PART I – ADMINISTRATION

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The rules in Part I are **closed class rules**.

## 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.1.3 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.2 ABBREVIATIONS

- A.2.1 MNA World Sailing Member National Authority
- IACA International A Division Catamaran Association
- NCA National Class Association
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing

### A.3 AUTHORITIES

- A.3.1 The international authority of the class is the World Sailing, which shall cooperate with the IACA in all matters concerning these **class rules**.
- A.3.2 Notwithstanding anything contained herein, the **certification authority** has the authority to withdraw a **certificate** and shall do so on the request of the World Sailing.

### A.4 ADMINISTRATION OF THE CLASS

- A.4.1 World Sailing has delegated its administrative functions of the class to MNAs. The MNA may delegate part or all of its functions, as stated in these **class rules**, to an NCA.
- A.4.2 In countries where there is no MNA, or the MNA does not wish to administrate the class, its administrative functions as stated in these **class rules** shall be carried out by the IACA which may delegate the administration to an NCA.

### A.5 CLASS RULES CHANGES

- A.5.1 At Class Events – see RRS 89.1(d) – World Sailing Regulation 10.5(f) applies. At all other events RRS 87 applies.

### A.6 CLASS RULES AMENDMENTS

- A.6.1 Amendments to these **class rules** are subject to the approval of the World Sailing in accordance with the World Sailing Regulations.

## **A.7 CLASS RULES INTERPRETATION**

A.7.1 Interpretation of **class rules** shall be made in accordance with the World Sailing Regulations.

## **A.8 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE**

A.8.1 The hull builder shall pay the International Class Fee.

A.8.2 World Sailing shall, after having received the International Class Fee for the hull, send the World Sailing Building Plaque to the hull builder.

## **A.9 SAIL NUMBERS**

A.9.1 Sail numbers shall be issued by the MNA, or NCA if so delegated by the MNA.

## **A.10 BOAT CERTIFICATION**

A.10.1 Separate certificates covering **hull, mast & sail** shall record the following information as applicable:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued by the **certification authority**
- (d) Hull identification
- (e) Mast identification
- (e) Builder/Manufacturers details
- (f) Date of issue of **certificate**

## **A.11 INITIAL BOAT CERTIFICATION**

A.11.1 For a **certificate** to be issued to **hull, mast & sail** not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.

## **A.12 VALIDITY OF CERTIFICATE**

A.12.1 A boat **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull, mast or sail **certificate** as required under A.11.
- (b) withdrawal by the **certification authority**.
- (c) the issue of a new **certificate**.

## **A.13 BOAT RE-CERTIFICATION**

A.13.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.12.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

## Section B – Boat Eligibility

For a **boat** to be eligible for *racing*, it shall comply with the rules in this section.

### **B.1 CLASS RULES AND CERTIFICATION**

B.1.1 The boat shall:

- (a) be in compliance with the **class rules**.
- (b) only be allowed to race if either a Measurement **Certificate** issued by its MNA or a completed and signed Measurement Form is presented.
- (c) have valid **certification marks** as required.

# PART II – REQUIREMENTS AND LIMITATIONS

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The **crew** and the **boat** shall comply with the rules in Part II when *racing*. In case of conflict Section C shall prevail.

The rules in Section C are **closed class rules**. The rules in Sections D, E, F and G are **open class rules**. **Certification control** and **equipment inspection** shall be carried out in accordance with the ERS except where varied in this Part.

## Section C – Conditions for Racing

### C.1 GENERAL

#### C.1.1 RULES

RRS 49.1 is changed to: ‘The **crew** shall use no device designed to position their body outboard other than a **trapeze**, unballasted retractable seat or hiking strap.

### C.2 ADVERTISING

#### C.2.1 LIMITATIONS

Advertising shall only be displayed in accordance the World Sailing Advertising Code. (See World Sailing Regulation 20).

### C.3 CREW

#### C.3.1 LIMITATIONS

- (a) The **crew** shall consist of one person.
- (b) The **crew** member using an unballasted retractable seat or **trapeze** shall have at least one foot in contact with the **hull** at all times except in the situation of accidental movement and or a manoeuver.

#### C.3.2 MEMBERSHIP

In all international events the **crew** member shall be a current member of the IACA.

### C.4 PERSONAL EQUIPMENT

#### C.4.1 MANDATORY

- (a) The boat shall be equipped with a **personal floatation device** for the crew member to the minimum standard ISO 12402-5 (Level 50), or USCG Type III, or AUS PFD 2.

#### C.4.2 OPTIONAL

- (a) Trapeze harness.
- (b) Each **crew** member may wear a helmet that shall be to the minimum standard EN1385 or EN1077 or equivalent. This may be made mandatory by the Notice of Race and/or Sailing Instructions.

- (c) Each **crew** member may wear body protection, if the body protection also acts as a personal flotation device it shall be to the minimum standard in C.4.1(a). This may be made mandatory by the Notice of Race and/or Sailing Instructions.

#### C.4.3 TOTAL WEIGHT

The total weight of worn equipment shall not exceed 10 kg.

### C.5 PORTABLE EQUIPMENT

#### C.5.1 OPTIONAL

- (a) Timing devices.
- (b) Compasses.
- (c) **GPS devices.**
- (d) **Radio transmitters, radio receivers, portable phones and similar devices may be carried but shall only be used as limited by the RRS.**

### C.6 BOAT

#### C.6.1 LIMITATIONS

- (a) Each boat may measure only one complete set of equipment except battens. The Race Committee may allow replacement of any items lost or damaged beyond repair. Replacement items must measure within the A-Division rules to the satisfaction of the measurer.

## Section D – Hulls

### D.1 GENERAL

#### D.1.1 RULES

- (a) The **hulls** shall comply with the **class rules** in force at the time of **certification**.

#### D.1.2 CERTIFICATION

- (a) See Section A.

### D.2 DEFINITIONS

#### (a) CATAMARAN

A two-hulled sailing boat with essentially duplicate or mirror image hulls, fixed in parallel positions.

### D.3 IDENTIFICATION

- (a) From 1 January 2010, all new boats shall have an **ISAF/World Sailing** plaque affixed to the transom.

### D.4 MODIFICATIONS, MAINTENANCE AND REPAIR

The following alterations may be made by the owner without re-**certification**, any additional modification requires new **fundamental measurement**.



## MODIFICATIONS

Placement of any fittings, foot straps, cleats, control lines, non-skid surfaces, shockcord and any manually operated control mechanisms is allowed provided **boat length** and **boat beam** dimensions are not exceeded.

## MAINTENANCE

Cleaning and hull surface work like light sanding, painting and polishing which do not change the shape of the hull or other parts is permitted.

## D.5 DIMENSIONS

### D.5.1 BOAT LENGTH

The overall length of the catamaran and attached fittings excluding rudder hangings shall be not more than 5.49m.

If the transverse width of the rudder assembly excluding rudder hangings in a fully down position within 153mm of the closest lowest vertical hull point is more than 76mm, the overall boat length shall be taken to the aftermost point of the rudder assembly.

### D.5.2 BOAT BEAM

The maximum transverse distance between the outermost points of the **hulls** including all attached fittings shall not be more than 2.3m.

The minimum transverse distance between the innermost points of the **boat** below the **waterline** shall be not less than 0.75m from boat centerline.

### D.5.3 WEIGHT

Minimum weight of **boat** in dry condition shall be not less than 75 kg.

The weight shall include all equipment by the crew to take part in a race but exclude **personal equipment**. **Portable equipment** listed in C5.1 permanently attached to boat shall be included in weight.

### D.5.4 CORRECTOR WEIGHTS

**Corrector weights** shall be permanently fastened to the front **or back** beam when the **boat** weight is less than the minimum requirement.

## Section E – Hull Appendages

### E.1 GENERAL

#### E.1.1 RULES

(a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

#### E.1.2 CERTIFICATION

(a) See Section A.

## E.2 DEFINITIONS

### (a) RUDDER ASSEMBLY

The **rudder** assembly consists of **rudder** blades, stocks/cases and rudder hangings/gudgeons.

## E.3 DIMENSIONS

**Hull appendages** flush with the bottom of the hull and in all positions after exiting this point until fully down cannot exceed **boat beam** of 2.3m or be less than 0.75m from boat centreline in all positions below the **waterline**.

## E.4 DAGGERBOARDS

Movable and retractable daggerboards shall be inserted from the top of deck or be capable of being fully retractable into the **hull**.

## E.5 RUDDERS

- (a) The overall length of the **rudder** assembly in all positions must fit within 30cm of the aftermost point of the hull. The temporary moving of **rudder** blades outside the 30cm limit for the clearing of debris is allowed.
- (b) The **rudder** assembly is not to form an extension of the hull length by any form of fairings.

# Section F – Rig

## F.1 GENERAL

### F.1.1 RULES

- (a) The **spars** and their fittings shall comply with the **class rules** in force at the time of **certification** of the spar.

### F.1.2 CERTIFICATION

- (a) The **official measurer** shall certify the **spar** on the starboard side and shall sign and date the **certification mark**.

# Section G – Sails

## G.1 GENERAL

### G.1.1 RULES

- (a) **Sails** shall comply with the **class rules** in force at time of **certification**.

### G.1.2 CERTIFICATION

- (a) The **official measurer** shall **certify** sails in the **tack** and shall sign and date the **certification mark**.

## **G.2 SAILS**

### **G.2.1 SAIL AREA**

- (a) Sail Area maximum 13.94m<sup>2</sup>.
- (b) Sail area shall be measured in accordance with World Sailing Measurement and Calculation of Sail Area Instructions (YRU edition last published May 1985) Section 2.5 of instructions relates to structural section of boom only.
- (c) Anti fouling boom sleeves are allowed.

### **G.2.2 IDENTIFICATION**

- (a) The A Division emblem shall be carried on the main sail and shall consist of the letter "A" over two parallel horizontal lines.
- (b) Sail numbers shall be allotted by the National Authority or Class Association appointed by the National Authority.
- (c) The class emblem, national letters and distinguishing numbers shall be placed as prescribed in the Racing Rules of Sailing (RRS 77 & RRS Appendix G).

## **Part III – Appendices**

The rules in Part III are **closed class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

## **Section H**

### **H.1 CHAMPIONSHIP RULES**

- (a) The host Club may provide facilities to complete **equipment inspection** of boats.
- (b) The organizing authority of an event may appoint- through the Race Committee- an equipment inspector (event measurer) or a technical committee to inspect boats and check compliance to the measurement rules.
- (c) A boat shall be allowed to race only if either a Measurement Certificate issued by it's National Sailing Authority or a completed and signed Measurement Form is presented.
- (d) Any repairs to boat or sails, which could affect measurement, shall be reported to and under the control of the measurer without delay but prior to the next race.
- (e) No official measurement shall take place after Race 1 except as a result of a protest or due to the replacement, alteration or repair of any item. However the event measurer may check the conformity of every competing boat at any time during the regatta.
- (f) **Each boat shall present only one set of equipment except battens. Subsequent to measurement, no alteration or substitution to this equipment**

is permitted except as provided in these rules. The jury may allow replacement of any items damaged beyond repair to continue the event. Replacement items must measure within the A-Division rules to the satisfaction of the measurer.

- (g) No competitor may protest on a question of measurement later than the normal protest time applying to Race 1 except on the grounds that there has been subsequent alteration of the boat or its equipment.
- (h) No races shall be started or continued if the average wind (measured over the previous 15 minutes) is less than 5 knots nor more than 22 knots. The Race Committee should also take into account the wave conditions to ensure safe sailing conditions.

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