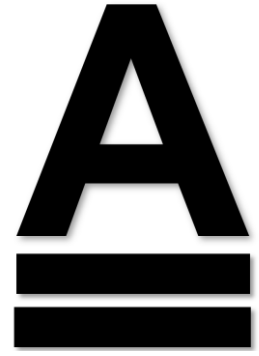


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Class Rules

International A Class Catamaran Class Association



The "A-Division-Catamaran-Class" was originally recognized in England by the former "International Yacht Racing Union" in 1962.

sport / nature / technology



World Sailing
Class Association

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INTRODUCTION

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

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 **Class Rules authority** of the class is World Sailing, which shall co-operate 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 & AMENDMENTS

- A.5.1 World Sailing Regulation applies.
- A.5.2 Amendments to these **class rules** are subject to the approval of the World Sailing in accordance with the World Sailing Regulations.

A.6 CLASS RULES INTERPRETATION

- A.6.1 Interpretation of **class rules** shall be made in accordance with the World Sailing Regulations.

A.7 INTERNATIONAL CLASS FEE AND WORLD SAILING BUILDING PLAQUE

- A.7.1 The hull builder shall pay the International Class Fee.
- A.7.2 World Sailing shall, after having received the International Class Fee for the hull, send the World Sailing Building Plaque to the hull builder.

A.8 SAIL NUMBERS

- A.8.1 Sail numbers shall be issued by the MNA, or NCA if so delegated by the MNA.

A.9 BOAT CERTIFICATION

- A.9.1 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**
 - (g) Completion of all measurements noted on said certificates.

A.10 INITIAL BOAT CERTIFICATION

- A.10.1 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.11 VALIDITY OF CERTIFICATE

- A.11.1 A boat **certificate** becomes invalid upon:
 - (a) the change to any items recorded on the hull, mast or sail **certificate** as required under A.9.
 - (b) withdrawal by the **certification authority**.
 - (c) the issue of a new **certificate**.

A.12 BOAT RE-CERTIFICATION

- A.12.1 The **certification authority** may issue a **certificate** to a previously certified **hull, mast** or **sail**:
 - (a) when it is invalidated under A.11.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
 - (b) when it is invalidated under A.11.1 (c), at its discretion.
 - (c) in other cases, by application of the procedure in A.9.

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 a current measurement certificate for hull, mast and sail is completed and signed by an **Official Measurer**.
- (c) have valid **certification marks** as required.

PART II – REQUIREMENTS AND LIMITATIONS

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**, where anything not specifically permitted by the **class rules** is prohibited. The rules in Sections D, E, F and G are **open class rules**, where anything not specifically prohibited by the **class rules** is permitted. **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

- (a) 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.
- (b) RRS 50.1(c) is changed as permitted by the rule itself, to allow the use of trapeze harnesses that are not of the quick release variety.

C.2 CLASSIC DISCIPLINE

C.2.1 DEFINITIONS

- (a) Classic- A classic boat fulfils all **class rules** and additional rules described in C.2
- (b) Jumping- The movement of the boat in which both **hulls** are out of the water completely for a brief period of time.
- (c) Irregular- Occurring at aperiodic intervals: not continuous, steady or stable.

C.2.1.2 CLASSIC BOAT LIMITATIONS

- (a) A **boat** sailing in the classic discipline shall keep one **hull** in the water at all times, except while irregular jumping.
- (b) Any adjustment of **rudder** rake and/or any **hydrofoil** attached to the **rudder** whilst racing is not allowed.
- (c) Daggerboards have to have a straight leading & trailing edge or the radius of the leading edge is to be a constant curve of not less than 1.190m.
- (d) In any position, no part of the daggerboard shall exceed the transverse projection of a vertical arc of .780m radius centred at the lowest **hull** point at the leading edge of the dagger board case

C.3 ADVERTISING

C.3.1 LIMITATIONS

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

C.4 CREW

C.4.1 LIMITATIONS

- (a) The **crew** shall consist of one person.
- (b) The **crew** 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 manoeuvre.

C.4.2 MEMBERSHIP

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

C.5 PERSONAL EQUIPMENT

C.5.1 MANDATORY

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

C.5.2 OPTIONAL

- (a) Trapeze harness.
- (b) Each **crew** 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** may wear body protection; if the body protection also acts as a personal flotation device it shall be to the minimum standard in C.5.1(a). This may be made mandatory by the Notice of Race and/or Sailing Instructions.

C.5.3 TOTAL WEIGHT

In accordance with RRS 50.1 (b), the total weight of **personal equipment** shall not exceed 10.000 Kg

C.6 PORTABLE EQUIPMENT

C.6.1 OPTIONAL

- (a) Any **Portable Equipment** is allowed.

C.7 BOAT

C.7.1 LIMITATIONS

Each **boat** may measure only one complete set of equipment except battens for an event. The Event Technical Committee, or in its absence the Race Committee, may allow replacement of any items lost or damaged beyond **repair**.

C.8 HULL

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

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

(a) 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.

(b) 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

(c) REPAIRS

Repairs may be carried out provided such repairs are made in such a way that the essential shape, characteristics or function of the original are not affected.

Section D – Hulls

D.1 GENERAL

D.1.1 RULES

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

D.1.2 CERTIFICATION

See Section A

D.2 DEFINITIONS

D.2.1 CATAMARAN

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

D.2.2 BOTTOM OF THE HULL

Bottom of the hull measurement points are the lowest points on the hull at all transverse sections

D.3 IDENTIFICATION

Boats build from 1 January 2010 onwards shall have an ISAF/World Sailing plaque affixed to one of the transoms.

D.4 DIMENSIONS

D.4.1 BOAT LENGTH

(a) The distance between perpendiculars to the extremities of the **boat** in normal trim excluding rudder hangings.

(b) The boat length shall be not more than 5.490m. 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.4.2 BOAT BEAM

The **boat beam** shall be not more than 2.300m. The minimum transverse distance between the innermost points of the **boat** below the watersurface shall be not less than 0.750m from boat centreplane

D.4.3 BOAT WEIGHT

Minimum weight of the **boat** in dry condition shall be not less than 75.000 kg. **Portable equipment** listed in C.6.1 permanently attached to boat shall be included in weight.

D.4.4 CORRECTOR WEIGHTS

Corrector weights shall be securely fastened to the **boat** 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

See Section A.

E.2 DEFINITIONS

E.2.1 RUDDER ASSEMBLY

The **rudder** assembly may consist 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 2.300m or be less than 0.750m from boat centreplane.

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**. The distance between any point of the daggerboard to its closest point on the centreplane of the **boat** shall be measured through the full range of motion (i.e. extension/retraction, cant and rake) permitted by the daggerboard case configuration and without taking into account the daggerboard deformation produced by forces expected during its normal use while racing.

E.5 RUDDERS

- (a) The overall length of the **rudder** assembly measured in all positions below the closest highest vertical hull point through a full range of motion (i.e. extension/retraction, cant and rake) shall extend no further than 0.300m from the aftermost point of the **hull**.
- (b) The temporary moving of **rudder** blades outside the limits in E.5 (a) for the clearing of debris is allowed.
- (c) 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** the **sails** by signing and dating the **certification mark** on the starboard side of the **sail**.

G.2 SAILS

G.2.1 SAIL AREA

- (a) **Sail** Area shall be a maximum of 13.940m².
- (b) **Sail** area shall be measured in accordance with World Sailing Measurement and Calculation of Sail Area Instructions (IYRU 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 **mainsail** 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).

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