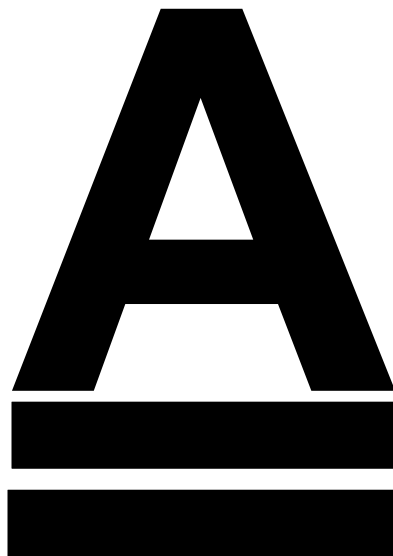




**INTERNATIONAL**  
**A CLASS CATAMARAN**  
**WORLD & CONTINENTAL CHAMPIONSHIP RULES**  
**2023**



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

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# CHAMPIONSHIP RULES

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Rules for running World and Continental championships and for guidance at other championships and international events.

## **1. RESPONSIBILITY FOR VENUE AND ORGANISATION**

- 1.1. The I.A.C.A. Committee shall be responsible for considering and selecting suitable venues for World and Continental Championships.
- 1.2. The I.A.C.A. Committee sets forth a program for the application, attribution and general procedures of major events as stated in Appendix No. 1.
- 1.3. The I.A.C.A. Committee shall send a copy of these Championship Rules to prospective host clubs who must assure the I.A.C.A. Committee that they can comply with these Championship Rules.
- 1.4. The I.A.C.A. Committee having satisfied themselves that the host club can meet their requirements shall then delegate their responsibility to the National A-Division Association to conduct all aspects of the event in association with the host club, or if there is no National A-Division fleet, to the host club.
- 1.5. The National A-Division Association shall be responsible for arranging the financing of the event or if there is no National fleet, the host club.
- 1.6. The I.A.C.A. Committee shall approve the naming of Championship Events. I.A.C.A. Championship Events shall be Category "C", as defined in the World Sailing Racing Rules of Sailing, World Sailing Advertising Code. Participation by sponsors shall be as prescribed by the World Sailing Advertising Code.
- 1.7. World championships should be run once every calendar year, preferably with no less than 6 months between events. Preference should be given to helping developing National A fleets if they are able to run such an event. The rotation should be evenly spread between the National fleets and Continents. No one country should hold 2 events in any 6 year period unless there is no other suitable option available. Any National fleet could bid to hold a World championship at any time.
- 1.8. The I.A.C.A. Committee shall approve the following financial assistance to Event Organizing Authorities:
  - € 2000 to assist with promotion of World Championship.
  - € 1000 to assist with promotion of European Championship.
  - A maximum of € 1000 to assist towards travel costs of Class International Measurer to attend event.

## **2. APPOINTMENT OF JURY AND THEIR TERMS OF REFERENCE**

- 2.1. An International Jury shall be appointed as provided under the World Sailing Racing Rules of Sailing (RRS).
- 2.2. It is desirable that the Jury or Protest Committee should include one person experienced in the A-Division Catamaran competition.

### **3. ELIGIBILITY AND ENTRIES**

- 3.1. Nations bidding for World or Continental championships can apply to the I.A.C.A to run either an Open or Closed Championship event.
- 3.2. Evidence must be shown at the time of application, that the host club can facilitate an Open championship. This includes concurrent racing conditions for split fleets with appropriate number of support boats to do so.
- 3.3. Where the number of entries for an Open championship falls below 100 competitors in both Open & Classic disciplines, the host club would follow the rules for a closed championship.
- 3.4. For a Closed championship, number of participants is restricted to 100 entries including 10 wild cards (with exceptions as established at point b).
- 3.5. Attribution of places: Initial attribution based upon 1 place per 10 registered National Fleet Members as established in the IACA Constitution point 4.3 with a maximum of 15 places per National Association. Additional places can be applied for, according to the procedure established at Appendix 1. In case of a reduction of the number of participants, as follows at point c, initial attribution based upon 1 place per 10 registered National Fleet Members with a maximum of 12 places per National Association.
- 3.6. At time of the application for the event, a National Association can apply to the I.A.C.A. Committee for justified reasons either to reduce the number of participants to a minimum of 80 entries (incl. the 10 wild cards).
- 3.7. The 10 wild cards are allocated as follows:
  - (a) 1 for the current I.A.C.A. President or his delegate of the I.A.C.A. Committee representing him also at the I.A.C.A. WGM,
  - (b) 2 for the current I.A.C.A. World Champions in Open and Classic Disciplines,
  - (c) 2 for the current I.A.C.A. Continental Champions in Open and Classic Disciplines where the event is taking place,
  - (d) 2 will be allocated by the organizing National Committee or hosting Club,
  - (e) 3 will be allocated by the I.A.C.A. Committee. If some of the above mentioned wild-cards are not applied for, they will return to the I.A.C.A. Committee for distribution in agreement with the Organizing Committee and/or hosting Club.
- 3.8. All participants shall be financial Fleet Members of their National Association which in turn must be financial member of I.A.C.A. or individual Members of the I.A.C.A. Evidence of current membership shall be produced.
- 3.9. National Fleet Members non-resident in their country of origin shall not be prevented from representing their country of origin, under the condition that the sailor is an active member of the respective national Sailing Association and A-Division Catamaran Association. Such sailors start within their national contingent or with a granted wild-card.

#### **4. INVITATIONS AND REGISTRATIONS**

- 4.1. The contingent of entries per National Association for World or Continental Championships will be allocated by the I.A.C.A. Committee to the National A-Division fleets at January 1st of each year (July 1st of the previous year where Championship is held in southern hemisphere), always based upon the Fleet Member list per December 31st of the previous year. The host club and all Committees of National Associations shall be informed. It is the I.A.C.A. Committee's responsibility to re-allocate all not-used contingents proportionally to each country requiring further starting places.
- 4.2. Every I.A.C.A. National Association has to accept the contingent for the event or return not-used starting places within the set time-limits to the I.A.C.A. Committee by written or e-mail.
- 4.3. The registration of the participants is filed in writing only by the national A-Division Catamaran Association of each country together with the entry fee.
- 4.4. The entry fee shall be agreed between IACA, the National A-Division Association and the host club. For World or Continental Championships the entry fee shall not exceed € 300.

#### **5. MEASUREMENT**

- 5.1. The host club shall provide facilities to complete equipment inspection of boats.
- 5.2. The equipment inspection shall be under the control of the Event Technical Committee appointed for the event by the organizing authority. For World Championships the Chairman of the Technical Committee shall be a World Sailing International Measurer. For Continental Championships preference shall be a World Sailing International Measurer.
- 5.3. A boat shall be allowed to race only if either a Measurement Certificate issued by its National Sailing Authority or a completed and signed Measurement Form is presented.
- 5.4. 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 Event Technical Committee 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.
- 5.5. Any repairs or replacement of any equipment to boat, which could affect measurement, shall be reported to the Event Technical Committee at first opportunity for approval.
- 5.6. No official Equipment Inspection shall take place after Race 1 if Pre Race Equipment Inspection is undertaken for the event except as a result of a protest or due to the replacement, alteration or repair of any item. However Event Technical Committee may check the conformity of any competing boat at any time during the regatta.

- 5.7. 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.

## **6. RACING RULES & CONDITIONS**

- 6.1. The sailing instructions must conform with the RRS and shall be approved by the I.A.C.A. Committee.
- 6.2. The races shall be sailed as far as possible from headlands, shoals and obstructions. It is desirable that the nearest mark of the course shall be within 2 nautical miles of the official boat park. Alterations are possible only with the approval of the I.A.C.A. Committee at the time of the application for the event.
- 6.3. The Championship event for both Open & Classic disciplines must be sailed separately without the other discipline on the course. The same course can be utilised if closed championship format (Rule 3.4) is used. If 100 boats or less are entered in a discipline, the entire discipline shall be raced together. For any discipline with more than 100 boats, two fleets should be raced for that discipline at the same time. Championship is not to be held at the same time and venue as any other event unless approved by the I.A.C.A. Committee.
- 6.4. The number of races held, discards allowed, races to constitute a series and split fleet format if required shall be decided in conjunction with I.A.C.A. Committee and the Organizing authority and posted in the Notice of Race.

## **7. COURSES**

- 7.1. The recommended A-Division Championship Course is shown in Appendix 4. All starts shall be to windward and the magnetic course to the windward mark shall be clearly indicated on the Committee boat at or before the warning signal.
- 7.2. The sequence of mark roundings for the A-Division Championship Course shall be: Start – 1 – 2 – 3\* – 1 – 2 – 3\* – 1 – 2 – Finish. If a leeward gate is utilised as per CR 7.4 mark 3 becomes marks 3A/3B.
- 7.3. The windward marks, mark 1 and mark 2, shall be rounded to port. Mark 2 shall be set approximately 100-150 meters to port of mark 1. The bearing to mark 2 from mark 1 shall be approximately 90 degrees to port of the bearing to mark 1 from the Start or previous leeward marks 3 (resp. 3A/3B).
- 7.4. It is recommendable with large fleets that the leeward mark 3 shall be set as a gate with 2 marks (3A and 3B). Except on the first windward leg and the final downwind leg, all boats shall pass then through the gate entering from the direction of mark 2 before rounding mark 3A to starboard or mark 3B to port.
- 7.5. The course length shall normally be set so the race will finish within the Target Time set in terms of CR 10.1 for the event in the anticipated wind conditions. A race time outside this range shall not be grounds for redress.
- 7.6. The length of the starting line should be at least 5 meters by number of entries.
- 7.7. A change of course after the start shall be in accordance with RRS 33. In addition, any mark to be rounded after rounding the new mark may be

relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with the original mark.

## **8. START/FINISH**

- 8.1. Races shall be started in accordance with RRS 26.
- 8.2. The Start Line and the Finish Line shall be as defined in the Sailing Instructions.
- 8.3. Recalls will be signalled in accordance with RRS 29.
- 8.4. Starting penalties will be signalled in accordance with RRS30.

## **9. NOTICES TO COMPETITORS AND SIGNALS MADE ASHORE**

- 9.1. Notices to competitors, including any changes to the Schedule of Races or the Sailing Instructions shall be made on the official notice board and/or online Notice Board if available.
- 9.2. Signals made ashore shall be displayed on a flag staff located near the host club Regatta Office or launching area.
- 9.3. Changes to the Sailing Instructions and to the schedule of Races shall be posted not later than 20:00 hours - 8.00 P.M. of the day before it will take effect.

## **10. TIME AND WIND LIMITS**

- 10.1. Race Time Limits: Finishing Windows & Target Times shall be set at each event in conjunction with the IACA Representative, Race Committee & Organising Authority. A race shall be abandoned if no boat finishes within the Race Time Limit. Boats failing to finish within the Finish Window after the first boat has finished shall be deemed not to have finished and shall be scored as a DNF.
- 10.2. Races shall be abandoned if the Race Officer determines that fair sailing has been compromised or security is no longer guaranteed.
- 10.3. 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.

## **11. SCORING**

- 11.1. The Low Point System as in Appendix A of the RRS shall be used.
- 11.2. Races of World or Continental Championships shall comply with Championship Rules. If not, as determined by the I.A.C.A. Committee such a race may be disregarded and the result shall be cancelled from the rank of the Championship.
- 11.3. Provisional results should be posted on the Regatta Notice Board as soon as possible after the completion of each race.

## **12. PROTESTS AND REQUESTS FOR REDRESS**

- 12.1. Protests shall be written on the forms available from the host club Regatta Office or online if available no later than one (1) hour after last boat in each discipline has finished their last race of the day, or no more racing today is signalled.
- 12.2. The first sentence of RRS44.1 is changed as follows: "A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing".
- 12.3. Where necessary the host Club shall appoint one or more interpreters familiar with nautical terminology who shall be at the disposal of the Jury to assist at protests.

## **13. COACH & SUPPORT BOATS**

- 13.1. Rescue boats shall be provided by the host club in the ratio of one rescue boat per 15 entered boats.
- 13.2. Each coach boat shall display her national flag or country letters with a minimum height of 300 mm clearly visible from both sides of the boat during the regatta.
- 13.3. Coach boats shall remain outside the racing area whilst yachts are participating in a race.
- 13.4. The penalty for infringing these requirements will be at the discretion of the Jury, but may include disqualification of one or all boats associated with the infringing vessel.

## **14. TROPHIES AND PRIZES**

- 14.1. The World Championship and Continental Perpetual Trophies shall be awarded at each event to the highest-ranking qualified sailors from the final standing in both Open and Classic Disciplines.
- 14.2. In Continental Championship the first sailor of the respective Continent will be attributed the title of "Continental Champion" in both Open and Classic disciplines.
- 14.3. Trophies or prizes should be awarded to the top 5 classified of each discipline unless otherwise agreed with the I.A.C.A committee.
- 14.4. Trophies or prizes should also be awarded to the top 2 placed competitors in each discipline for in junior (aged less than 25), female, master (aged 45-50), grand master (aged 51-55), great grand master (aged 56 plus) and classic division unless otherwise agreed with the I.A.C.A. Committee. All ages to apply as at the date of race 1 of the championships.
- 14.5. Trophies or prizes should also be awarded to the top three placed competitors in the Silver fleet should an open championship take place.



## **15. INSURANCE AND DISCLAIMERS**

- 15.1. A valid third party insurance shall exist for each participating boat, evidence of the insurance shall be given by the competitor at registration when documents are checked by the Organizing Committee. The minimum coverage in € will be decided and set forth by the Organizing Committee of the event, taking into consideration the law and the practice of the hosting Nation. Each competitor is fully responsible that the required liability coverage complies with the Notice of Race, even in case insufficient coverage values are not fully detected at registration.
- 15.2. All those taking part in a racing series do so at their own risk and responsibility. The I.A.C.A. Committee, the Host Club, organizing authority, National Federation and all parties involved with the organization of the regatta disclaim any and every responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and while afloat as a consequence of participation in the regatta covered by these Championship Rules.

## **16. ALTERATIONS AND ADDITIONS**

- 16.1. Alterations or amendments of the Championship Rules must be submitted in English and writing to the I.A.C.A. Committee as established in the IACA Constitution point 12.
- 16.2. During a World or Continental Championship, alterations or amendments of the Championship Rules may be exceptionally agreed between the official I.A.C.A. Representative at the event (President, Secretary or Full Member) and the Jury. Such changes are allowed for the specific event only.

## **17. VALIDITY**

The Championship Rules are valid from 8.10.2023 and published by that date on the official I.A.C.A. website [www.a-cat.org](http://www.a-cat.org)

# APPENDIX 1 - PREFERRED SELECTION AND QUALIFICATION PROCEDURES FOR CLOSED CHAMPIONSHIP EVENTS

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## 1. OBJECTIVES

This regulation should guarantee a fair selection method with the correct timing also being in the interest of the organizing nations resp. clubs of major events as well as to allow the necessary time to attribute remaining places in order to fill-up the total allowed contingent.

## 2. EVENTS

Valid for World & Continental Championships.

## 3. PROGRAMME OF ACTIVITIES

- 3.1. Application of a National Association to the I.A.C.A. committee should be made at least 10 weeks prior to the next WGM or the time limit set forth by the I.A.C.A.

The application should give full information about the event e.g. dates and programme, place and infrastructure, organizing Committee and club holding the event, any limitation etc.

It is advantageous that the applicant puts all the information on the I.A.C.A.-homepage.

- 3.2. Evaluation and approval

The entered applications will first be evaluated by the I.A.C.A. Committee and submitted to votes at the up-coming WGM.

- 3.3. The I.A.C.A. Committee will allocate the contingent per nation for World Championships on January 1st of each year (July 1st of previous year where WC held in the southern hemisphere), always based upon the Fleet Members list per December 31st of the previous year according to Championship Rules point 3 and point 4.

The host club and all Committees of National Associations shall be informed and the contingent will be published on the I.A.C.A. homepage.

- 3.4. 5 months prior to the event, the I.A.C.A. Committee publishes the final information and the hosting club the Notice of Race on the I.A.C.A. homepage.

- 3.5. 4 months prior to the event, each National Association has to confirm to the I.A.C.A. Committee (or determined I.A.C.A. delegate) the number of entries within the allocated continent and if eventually additional starting places desired or less ore needed). At the same time, each National Association give a payment guarantee for the applied number of participants.

- 3.6. 3 months prior to the event, the I.A.C.A. Committee informs all National Association with publication on the I.A.C.A. homepage the distribution of starting places per nation.

At the same time, the I.A.C.A. informs also if additional starting places are still available.

- 3.7. 2 months prior to the event, the final attributed starting places per nation are confirmed by the I.A.C.A. Committee to the National Associations.
- 3.8. 6 weeks prior to the event, if not otherwise specified in the Notice of Race, each National Association has to pay the entry fees, send the list of names of the participants with all details and documents as spelled out in the Notices of Race.

#### **4. NATIONAL SELECTION PROCEDURES**

It is the sole responsibility of each National Association to establish the qualification procedure but strictly respecting the I.A.C.A. time table. It is however recommended to choose a national qualification procedure reflecting the results of several national or international events of its sailors and to publish the actual "Ranking-List" on the national homepage.

#### **5. CHANGES OF SAILORS WITHIN THE NATIONAL CONTINGENT**

At the latest 2 weeks prior to the event a National Association can exchange a sailor for a relevant reason with another qualified sailor but with a simultaneous official notification to the hosting club and the I.A.C.A. Committee.

#### **6. COORDINATION RESPONSIBILITIES AND INFORMATION FLOW**

The I.A.C.A. Committee and the I.A.C.A. delegate for the event are responsible for the coordination with the National Association and the National Association is responsible for the coordination with the hosting club. It is however required that all parties involved received all relevant information.

#### **7. SANCTIONS**

- 7.1. No legal steps can be taken against I.A.C.A. or the National Association, concerning the qualification-and selection-procedures.
- 7.2. If ever it should however been proven that a Nation or I.A.C.A. delegate should have manipulated or falsified on purpose the selection and qualification procedure the respective nation or person will be excluded automatically for next correspondent event.

# APPENDIX 2 - OPEN CHAMPIONSHIPS FLEET SPLITTING

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## **1. PROCEDURE OF "FLEET SPLITTING" AND APPROVAL**

- 1.1. Every nation submits a current ranking list of its entered sailors. Based on this list the entries will be split evenly into fleet 1 & fleet 2 for both Open and Classic Disciplines.
- 1.2. The qualification into Gold and Silver fleets will consist of the first 4 heats.
- 1.3. For race 1 and race 2, fleet 1 & fleet 2 will race on separate courses.
- 1.4. For race 3 & race 4 the fleets will be rearranged based on total score of race 1 & race 2.  
Fleet 1 will then consist of placings 1,3,5 etc and Fleet 2 placings 2,4,6 etc.  
The amended fleet 1 & fleet 2 will then race on separate courses.
- 1.5. The Gold and Silver fleet split will be based on the 4 qualification races with the worst score deleted to that point. The top 50% of fleet to Gold Fleet and the remainder to Silver Fleet. The discard is then added back to competitors score and overall regatta score to be based on requirements of Championship Rule 6.4.

## **2. EVENT PROGRAM**

Refer Championship Rule 6.4.

## **3. TROPHIES AND PRIZES**

Refer Championship Rule 14.

# APPENDIX 3 - PREFERRED SCHEDULES FOR RACES

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## 1. PREFERRED SCHEDULES FOR RACES

Refer Championship Rule 6.4.

## 2. OTHER RECOMMENDATIONS TO THE ORGANISING & RACE COMMITTEE

The primary purpose of the A-Division Championship Rules is to simplify the Sailing Instructions for each event. In summary, the primary points that should be required for the Sailing Instructions are:

- The Venue, Host Club Name and National Authority organising the event,
- The colour of the original course and altered course marks,
- The Start / Finish mark,
- The dates and schedule of races (based on the I.A.C.A. preferred Appendix 1),
- The Social Calendar.

GPS or other similar locating devices shall be used for the laying of all course marks. The distances used shall be recorded and supplied to the I.A.C.A. Committee at the end of each day's racing.

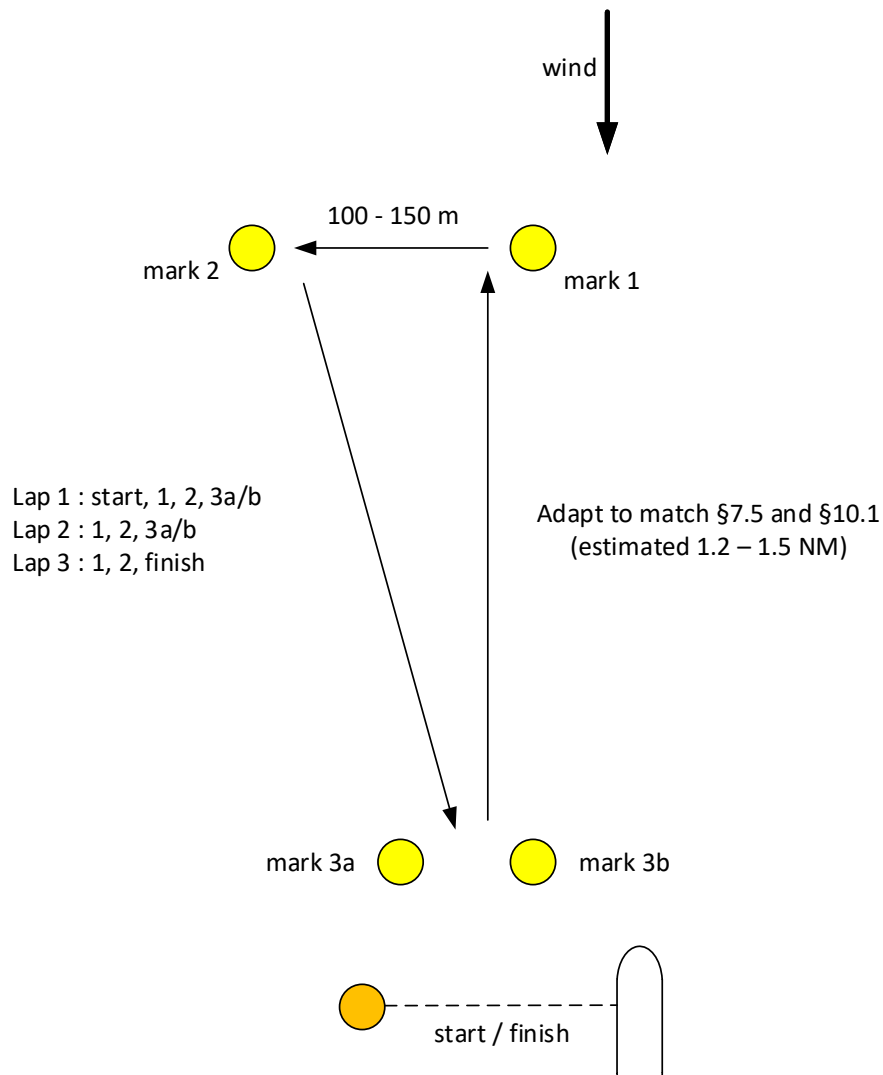
The wind strength shall be measured and recorded at regular intervals using a suitable Wind Meter. These readings shall be supplied to the I.A.C.A. Committee at the end of each day's racing.

In relation to Championship Rule 8.0 (Start/Finish), apart from the Flags/Signals used for racing, no other flags shall be flown from the Start/Finish vessel without the prior permission of the I.A.C.A. Committee resp. the I.A.C.A. delegate for the event.

# APPENDIX 4 - PREFERRED RACE COURSE

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## 1. PREFERRED RACE COURSE



## 2. EQUIPMENT AVAILABILITY

Any Club or Nation hosting a World or Continental Championship is fully responsible for the availability of such equipments, including GPS and wind-meter gauges.