

INTERNATIONAL A-DIVISION CATAMARAN ASSOCIATION

I.A.C.A. CHAMPIONSHIP RULES

Rules for running World and Continental championships and for guidance at other championship or International Events

1. RESPONSIBILITY FOR VENUE AND ORGANISATION

- a. The I.A.C.A. Committee shall be responsible for considering and selecting suitable venues for World and Continental Championships.
- b. The I.A.C.A. Committee sets forth a programme for the application, attribution and general procedures of major events as stated in Appendix No. 1.
- c. 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.
- d. 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.
- e. 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.
- f. 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 ISAF Racing Rules of Sailing, ISAF Advertising Code. Participation by sponsors shall be as prescribed by the ISAF Advertising Code.

2. APPOINTMENT OF JURY AND THEIR TERMS OF REFERENCE

- a. An International Jury shall be appointed as provided under the ISAF Racing Rules of Sailing(RRS).
- b. If it is not possible to appoint an International Jury, a competent Protest Committee will be appointed with an International Judge as Chairman
- c. It is desirable that the Jury or Protest Committee should include one person experienced in the A-Division Catamaran competition.

3. ELIGIBILITY AND ENTRIES

- a. The total number of participants is restricted to 100 entries including 10 wild cards (with exceptions as established at point b).
- b. Attribution of places:
 - Initial attribution based upon 1 place per 10 registered National Fleet Members as established in the **IACA Constitution point 4.3.4**, 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.
- c. 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) or
 - for a fleet splitting according the procedure detailed in Appendix No 2.Such an alteration has to be approved at time of the allocation of the event.
- d. The 10 wild cards are allocated as follows:

- 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
- 1 for the current I.A.C.A. World Champion
- 1 for the current I.A.C.A. Continental Champion where the event is taking place.
- 3 will be allocated by the organizing National Committee or hosting Club
- 4 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.

- e. All helmsmen 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.
- f. 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

- a. 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.
- b. 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.
- c. 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.
- d. The entry fee shall be agreed between the National A-Division Association and the host club. For Continental or World Championships the entry fee shall not exceed EURO 200.--.

5. MEASUREMENT

- a. The host Club shall provide facilities to complete measurement of boats.
- b. The measurement shall be under the control of the Racing Committee. The National A-Division Authority, after the approval of I.A.C.A. Committee, shall suggest to the National Sailing Federation or appoint a Chief Measurer for the event. Preference shall be given to an International Measurer appointed by ISAF.
- 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. Each boat may measure only one complete set of equipment except battens. 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.
- e. 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.
- f. 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.
- 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.

6. RACING RULES & CONDITIONS

- a. The sailing instructions must conform with the RRS and shall be approved by the I.A.C.A. Committee.
- b. 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
- c. If necessary, to guarantee excellent sailing conditions and a fair competition, the organising Nation can require together with the application for the event the procedure of the "Fleet Splitting" (Appendix No. 2)
- e. The Championship event must be sailed on its own course and not at the same time as any other event unless approved by the I.A.C.A. Committee.
- f. The regatta shall consist of a series of 9 races of which 5 races must be completed to constitute a Championship series. When 6 or more races have been completed, a participant may discard his worst result; when 9 races have been completed, a participant may discard his 2 worst results. (See for the I.A.C.A. preferred schedules in Appendix 3).
- g. Two races shall be sailed normally per day. The Race Officer may announce 3 races for the next day only with the approval of the formal delegate of the I.A.C.A. Committee if the regatta may fail the minimum number of races to constitute a series.

7. COURSES

- a. 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.
- b. The sequence of mark roundings for the A-Division Championship Course shall be: Start - 1 - 2 - 3* - 1 - 2 - 3* - 1 - 2 - Finish.
*If with leeward gate mark 3 becomes marks 3A/3B
- c. The windward marks, Mark 1 and Mark 2, shall be rounded to port. Mark 2 shall be set approximately 200 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).
- d. 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.
- e. The course length shall normally be set so the race will last approximately 60 minutes in the anticipated wind conditions. A race time outside this range shall not be grounds for redress.
- f. The length of the starting line should be at least 5 meters by number of entries
- g. The marks leeward of the gate should be set at least 50 meters apart.
- h. 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

- a. Races shall be started in accordance with RRS 26.
- b. The Start Line and the Finish Line shall be between the flagstaff on the Start/Finish boat and a mark as described in the Sailing Instructions.
- c. Recalls will be signalled in accordance with RRS 29, 30.1 and 30.3 only.
- d. In the event of a general recall, the class flag shall also be raised at the preparatory signal and dropped for the start.

9. NOTICES TO COMPETITORS AND SIGNALS MADE ASHORE

- a. Notices to competitors, including any changes to the Schedule of Races or the Sailing Instructions shall be made on an official notice board located near the host club Regatta Office.
- b. Signals made ashore shall be displayed on a flag staff located near the host club Regatta Office.
- c. 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

- a. A race shall be abandoned if no boat has finished within 2 hours. Boats failing to finish within 30 minutes after the first boat shall be deemed not to have finished and shall be scored as a DNF.
- b. Races shall be abandoned if the Race Officer determines that fair sailing has been compromised or security is no longer guaranteed.
- c. No races shall be started or continued if the average wind (measured over the previous 15 minutes) is less than 4 knots nor more than 22 knots. The Race Committee should also take into account the wave conditions to ensure safe sailing conditions.

11. SCORING

- a. The Low Point System as in Appendix A of the RRS shall be used.
- b. 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.
- c. 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

- a. Protests shall be written on the forms available from the host club Regatta Office no later than one (1) hour after the Race Committee returns to the Harbour after the last race of the day.
- b. When a boat infringes a rule of RRS Part 2, the Alternative Penalty Rule 44.2 shall apply except that the 720° turn shall be replaced by a 360° turn and shall include one complete tack and one complete gybe.
- c. 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

- a. Rescue boats shall be provided by the host club in the ratio of one rescue boat per 15 entered boats.
- b. 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.
- c. Coach boats shall remain outside the racing area whilst yachts are participating in a race.
- d. 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

- a. The World Championship and Continental Perpetual Trophies shall be awarded at each event to the highest ranking qualified sailors from the final standing.
- b. In Continental Championships the first sailor of the respective Continent will be attributed the title of "Continental Champion".
- c. Trophies or prizes should be awarded to the Top 10 classified of the event unless otherwise agreed with the I.A.C.A. Committee.
- d. Trophies or prizes should also be awarded to the top placed junior (aged less than 25), master (aged 45-50), grand master (aged 51-55) and great grand master (aged 56 plus). Trophies or prizes should be awarded to the top 3 female sailors classified of the event unless otherwise agreed with the I.A.C.A. Committee

15. INSURANCE AND DISCLAIMERS

- a. 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 Organising Committee. The minimum coverage in € will be decided and set forth by the Organising 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.
- c. 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, organising authority, National Federation and all parties involved with the organisation 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. RADIO COMMUNICATIONS

No transmitting equipment, radio receivers and portable phones shall be carried on board of any competing boat.

17. ALTERATIONS AND ADDITIONS

- a. 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**
- b. 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.

18. VALIDITY

The Championship Rules are valid from April 1st, 2007 on and published by that date on the official I.A.C.A. website www.a-cat.org.

Issued by the International A-Division Catamaran Association (I.A.C.A.).
Approved at the I.A.C.A.
(Replaces C.R. 3/2004)

I.A.C.A. Preferred Selection- and Qualification procedures for major events

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 WC, EC or other major I.A.C.A. or I.S.A.F. events requiring a limitation of participants.
(Limitations of entries see C.R. Art. 3)

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 WCM 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 are 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 resp. the I.A.C.A. delegate for the event is 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.

Approved at the I.A.C.A.

(Replaces the edition from 18.07.2000)

Valid from April 1st, 2007 on.

Splitting of participants into 2 fleets "Fleet splitting"**1. Criteria for splitting**

If necessary, to guarantee excellent sailing conditions and a fair competition, the organising Nation can require together with the application for the event the procedure of the "Fleet Splitting"

2. Procedure of "Fleet Splitting" and approval

- Every nation submits with the final entry list the updated ranking of its sailors.
- From each nation the participants are placed in 2 qualification fleets according their ranking i.e. sailors No. 1, 3, 5, etc. in Fleet I and sailors No. 2, 4, 6 etc. in Fleet II.
- The qualification fleets will be balanced in respect of number of sailors.

3. Event-programme

Day 1 Registration, measurements

Day 2 Registration, measurements

Races 1 and 2 of each qualification Fleet I + II

Day 3 Races 3 and 4 of each qualification Fleet I + II

Formation of Gold- and Silver-fleet according the classification of the qualification races (when 4 races have been completed, a participant may discard his worst result, a series is completed with a minimum of 2 races). The best 50 % of the qualification will race in the Gold-fleet and the rest in the Silver-fleet.

Day 4 Championship race 1 and 2 for Gold and Silver fleet. Two races per fleet

Remark: If for any reason day 2 and 3 did not allow a minimum of 3 races per qualification fleet, day 4 will be used for further qualification races, in this case day 5 will not be a reserve day but used for the first Championship races.

Day 5 Reserve day

Remark: The race committee together with the official I.A.C.A. delegate have always the competence to use the reserve days for racing in case of uncertain weather or wind conditions.

Day 6 Championship race 3 and 4 for Gold and Silver fleet. Two races per fleet

Day 7 Championship race 5 and 6 for Gold and Silver fleet. Two races per fleet

For the final classification, the best 5 of 6 races count. In case of less races, all results count. A minimum of 4 Championship races counts for the validation of the Championship.

4. Race courses

The configuration of the race course shall be submitted together with the application for the event in case the recommended course as established at Appendix 4 can not be used

5. Trophies and Prizes

Trophies or prizes should be awarded to the Top 5 classified of the Golden Fleet and to the Top 5 classified of the Silver Fleet unless otherwise agreed with the I.A.C.A. Committee.

Trophies or prizes should be awarded to the first female sailor classified of the Golden Fleet and to the first female classified of the Silver Fleet unless otherwise agreed with the I.A.C.A. Committee

Trophies or prizes should also be awarded to the top placed junior (aged less than 25), master (aged 45-50), grand master (aged 51-55) and great grand master (aged 56 plus) starting from the rank of the Gold Fleet

- The World Championship and Continental Perpetual Trophies shall be awarded to the highest ranking qualified sailors from the final standing of the Gold Fleet.
- In case of Continental-Championship, the first classified of the respective continent will obtain the title of the "Continental Champion" starting from the rank of the Gold Fleet,

Approved at the I.A.C.A.

(Replaces C.R. 3/2004)

Valid from April 1st, 2007 on

I.A.C.A. preferred schedules for racesSchedule of Races - Long Series

Day 1	Registration / Measurement
Day 2	Registration / Measurement Practices Races 1 & 2
Day 3	Races 1 & 2
Day 4	Races 3 & 4
Day 5	Races 5 & 6
Day 6	Spare Day
Day 7	Races 7 & 8
Day 8	Race 9 Presentation / Awards

Schedule of Races - Short Series

Day 1	Registration / Measurement Practice Races 1 & 2
Day 2	Races 1 & 2
Day 3	Races 3 & 4
Day 4	Races 5 & 6
Day 5	Races 7 & 8
Day 6	Races 9 Presentation / Awards

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 Windward-Leeward distance should vary between 1.2 Nm for light wind and 1.5 Nm for strong wind. This distance can also vary depending on fleet size. The distances used shall be recorded and supplied to the I.A.C.A. Committee at the end of each day's racing.

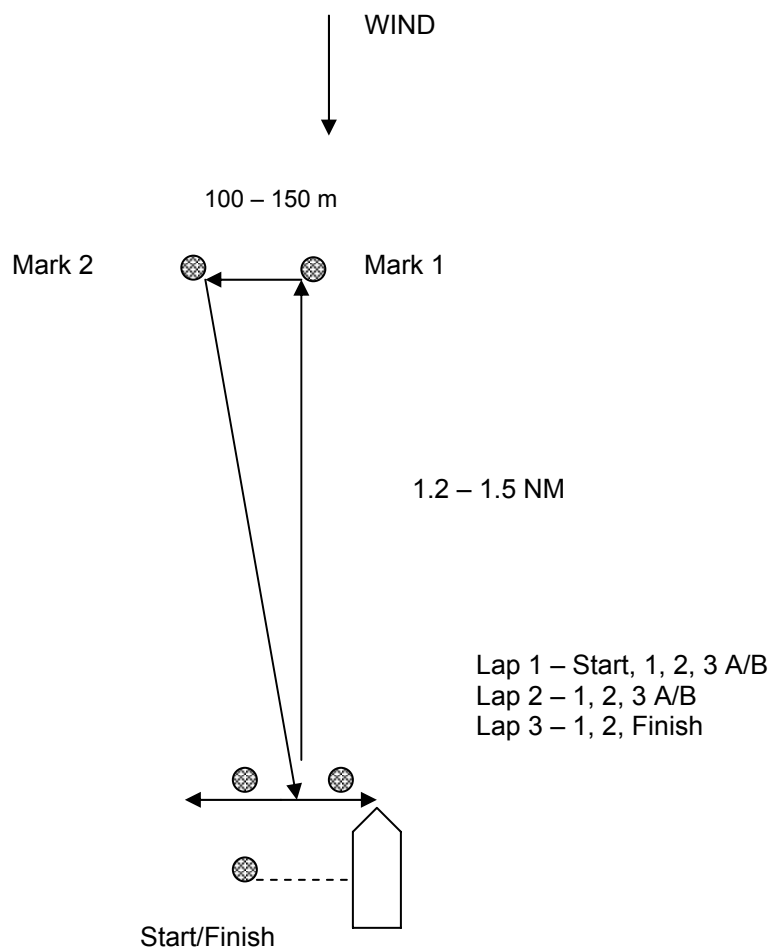
The wind strength shall be measured and recorded at regular intervals using a suitable Wind Meter. These readings shall be supplied to the I.A.C.A. Committee at the end of each day's racing.

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.

The I.A.C.A. Committee shall supply a Race Date sheet for every individual race and this shall be filled out by the Race Committee and returned to the I.A.C.A. delegate at the completion of each day's racing. The primary purpose of this data is to improve the I.A.C.A. Class and Championship Rules, which will also improve the quality of racing and race management of future A-Division events.

Approved at the I.A.C.A.
(Replaces C.R. 3/2004)
Valid from April 1st, 2007 on

I.A.C.A. preferred Race Course



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

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(Replaces C.R. 3/2004)
Valid from April 1st, 2007 on