

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 program 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.
- g. 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.

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.** 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 to the procedure detailed in Appendix No 2.
- d. Such an alteration has to be approved at time of the allocation of the event.
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 its 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 organizing Nation can require together with the application for the event the procedure of the "Fleet Splitting" (Appendix No. 2)
- d. 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.
- e. 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 the I.A.C.A. preferred schedules in Appendix 3).
- f. 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.

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 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

- 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.
- b. 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

- a. Radio transmitters, radio receivers, portable phones and similar devices may be carried but shall only be used in relation to emergencies.
- b. Screen –less GPS tracker devices are allowed only if requested by the event organizers.

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 September 9th , 2015 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.

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