



2026 A-CLASS CATAMARAN WORLD.

EVENT EQUIPMENT RULES.

1. General Requirements

1.1 All boats and registered teams in the European Championships may be inspected at any time to verify their compliance with the relevant regulations, including the Class Rules and this Equipment Regulation (ER), collectively defined as the "Event Equipment Rules".

SP	<p>This indicates a rule for which a standard penalty may be enforced by the race committee or technical committee without any audience or a discretionary penalty enforced by the International Jury with an audience. (This changes RRS A5).</p> <p>Penalty for each infringement will be 3 points added to final position of the first race of the day of infringement.</p>
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1.2 Boats shall be kept in the assigned boat park.

1.3 All boats are required to comply with RRS 78.1 and this Equipment Regulation from 9.00 am on May 31st 2026 (onwards referred to as "Day Zero"). Non-compliance from 9.00 am on Day Zero until the start of the first race of each event shall be reported, protested and penalized as if it were discovered after racing on the first day on which races for that boat have been completed.

1.4 Competitors are reminded that, in accordance with RRS 78.1, they are responsible for ensuring that their boat is maintained in accordance with the Class Rules and that all measurement certificates, where applicable, remain valid.

1.5 [SP] All boats competing in the classic discipline must display a red dot, between 15 and 20 cm, on each side of the sail, placed one after the other near the leech area, next to the mast diamonds.

1.6 [SP] All equipment and the sail must be certified and marked as required by the Class Rules. Printed certificates must match the markings on the equipment.

1.7 The forward 25% of boat length shall be free of all personal advertising in terms of Regulation 20.3.2. (1.37m from bow on both sides of each hull).

1.8 [SP] All competitors must send a PDF copy of the hull, mast, and sail measurement certificates before 9:00 a.m. on day zero to medirvela@gmail.com. The email subject line should read "nationality letters and sail number." Each file name should include the equipment type, nationality letters, and numbers as applicable: SailXXX000.pdf, HullXXX000.pdf, MastXXX000.pdf. For example: SailESP000.pdf, MastESP000.pdf, HullESP000.pdf

1.9 In order to fulfill with the rule C.7.7 of the Class Rules, the material must be identified before Day Zero at 9:00 am. The identification will be carried out according to rule 2 of these regulations.

1.10 Any changes in this Event Equipment Rules will be approved and published on the Organization's website's TOA, in accordance with the provisions governing the publication of changes to the Event Equipment Regulations.

2. Equipment Limitation

2.1 For reasons of sustainability and care for the environment which are governed by the European Green Deal, in Spain and in particular in the Mar Menor which is a protected area, the use of event brand stickers on boats has been prohibited, therefore the signature of the Measurement Committee will be used as a method of identification.

2.2 Identification will be carried out in two ways:

- a) By completing the online questionnaire whose link will appear in the Organization's website's Terms of Use.
- b) By having the materials marked with the signature of the Measurement Committee Chairman.

2.3 Hull identification: The World Sailing number sticker must match the number which appears in the certificate and completed in the form. If a hull is older than January 1st 2010, it must be marked with a signature from the Measurement Committee.

2.4 Sail identification: must be signed by the Measurement Committee.

2.5 The mast will be identified by the serial number and this must match the one shown in the certificate.

2.6 Daggerboards and rudders must be signed by the Measurement Committee.

2.7 For signatures, all dry material must be presented at the same time at the measurement point.

3. Boats and Equipment repairs and replacement

3.1 Alterations, repairs or replacements shall not be made after 09.00 am on Day Zero without the prior Chief Equipment Inspector written approval.

3.2 However, alterations, repairs or replacements necessary to continue sailing may be approved after the race, provided that the Race Committee or the Chief Equipment Inspector is notified before the race resumes.

3.3 Unless a written approval by the Chief Equipment Inspector, no repairs or modifications will be made in the equipment inspection area.

3.4 The Equipment subject to inspection shall only be replaced if:

The replacement was certified (if required by the Class Rules before use) and the equipment being replaced has been severely damaged and cannot be repaired in time before the next race. Equipment shall not be replaced if it has been deliberately mistreated, damaged or lost by the competitor or any associated person.

3.5 Applications for approval of modifications, repairs, or replacements must be submitted online via email to medidorvela@gmail.com. For that purpose, the completed "Equipment Repair" form, located in the TOA (Technical Advisory Area), must be sent.

Once the form has been filled along with the damaged and new equipment, it must be submitted to the Chief Equipment Inspector for authorization.

4. Equipment Inspection

4.1 When instructed by the Chief Equipment Inspector, or his delegate a boat shall proceed as requested to a designated area for inspection. A notice may be posted on the Official Notice Board identifying the boats that have been selected for inspection and the time when they shall be presented in the equipment inspection area.

4.2 A boat representative shall be present at all times during equipment inspection. A boat representative is defined as the boat's skipper, a team leader or nominated delegate. An interpreter may also be present if approved by the Chief Equipment Inspector.

4.3 All boats selected for equipment inspection shall be presented with all equipment, including sail, personal flotation device and personal equipment. Personal flotation devices shall provide buoyancy in compliance with ISO 12402-5, (level 50), USCG

Type111 or AUS PFD2. Personal flotation devices that rely on inflation to achieve buoyancy are not accepted. Helmets shall be worn by all competitors in the open discipline and comply with minimum standard EN1385 or EN1077.

4.4 Boats and equipment shall be presented for inspection in some dry, clean and salt- free condition certificates. Sail shall be rolled from head down to allow access to certification marks at tack. Mast may remain standing with a released rig tension . The Technical Committee may seize any item which is not in a condition to the satisfaction of the Chief Equipment Inspector.

4.5 When a boat has been selected for post-race inspection, any person shall join or leave the boat without the Chief Equipment Inspector permission. No equipment or other ítems shall be taken on or off the boat without the Chief Equipment Inspector permission. The notified skipper shall not leave the equipment inspection area without the Chief Equipment Inspector permission. After the skipper's clothing and equipment inspection, at least one boat representative shall remain present during the boat inspection. The Chief Equipment Inspector may require the boat to be impounded in order to dry out before its weight is checked.

Carlos Ladrón de Guevara

Chief Equipment Inspector