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

C.2 ADVERTISING

C.2.1 LIMITATIONS
(a) Advertising shall only be displayed in accordance the World Sailing Advertising Code. (See World Sailing Regulation 20).

C.3 CREW

C.3.1 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.3.2 MEMBERSHIP
In all international events the crew member shall be a current member of the IACA.

C.4 PERSONAL EQUIPMENT

C.4.1 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.4.2 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.4.1(a). This may be made mandatory by the Notice of Race and/or Sailing Instructions.

C.4.3 TOTAL WEIGHT
In accordance with RRS 43.1(b), the total weight of personal equipment shall not exceed 10,000 Kg

C.5 PORTABLE EQUIPMENT
C.5.1 OPTIONAL
(a) Any Portable Equipment is allowed.

C.6 BOAT
C.6.1 LIMITATIONS
Each boat may measure only one complete set of equipment except battens for an event. The Race Committee may allow replacement of any items lost or damaged beyond repair. Replacement items must measure within the A Class Catamaran Class Rules to the satisfaction of the measurer.

C.7 HULL
C.7.1 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.5.1 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
E2.1 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).