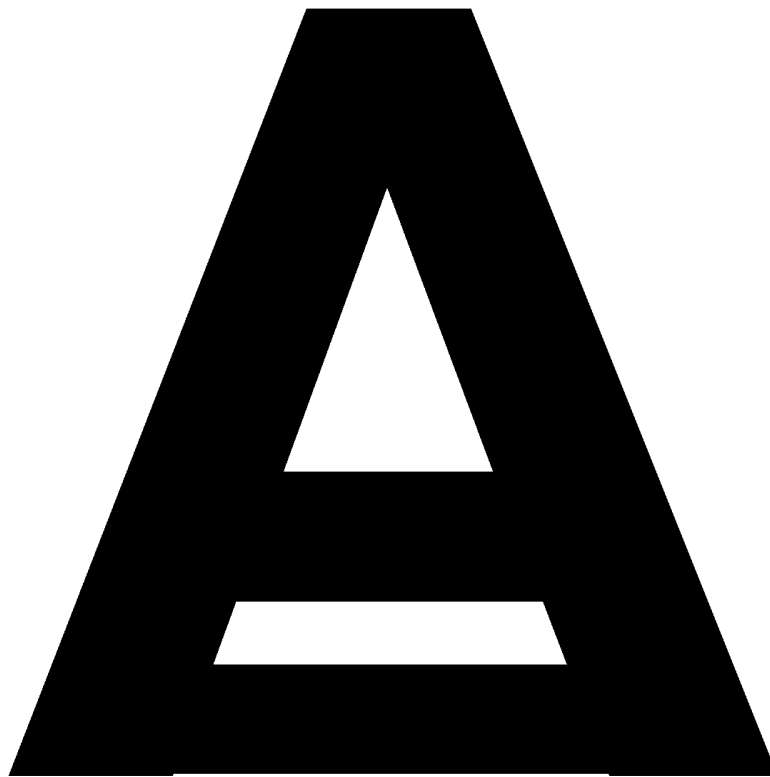


UNIONE A-CLASSICA CATAMARANI CLASS RULES

2015



The UNIONE A-CLASSICA CATAMARANI (UACC) is designed in 2014 by Valerio Petrucci and was adopted as an recognised class in 2014 .

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INTRODUCTION

This introduction only provides an informal background and the UACC Class Rules proper begin on the next page.

“~~A~~ Classic Cat” hulls, hull appendage, rigs and sails are required to comply with the class rules here recorded.

*“~~A~~ Classic Cat” hulls, hull appendage, rigs and sails are measurement controlled and may be made by any manufacturer. In order to be confirm in compliance with the class rules, sails are required to be certified by an **official measurer** or by a manufacturer licensed under the ISAF In House Certification. These parts may be altered to the extent permitted in Section C of the class rules, after certification control has been performed.*

*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:

THESE RULES ARE **OPEN CLASS RULES**: ANYTHING NOT SPECIFICALLY
PROHIBITED BY THE **CLASS RULES** IS PERMITTED

PART I – ADMINISTRATION

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 ISAF International Sailing Federation
- FIV Federazione Italiana Vela
- UACC UNIONE A-CLASSICA CATAMARANI
- ERS Equipment Rules of Sailing
- RRS Racing Rules of Sailing
- IHC In House Certification

A.3 AUTHORITIES

- A.3.1 The international authority of the class is the FIV which shall co-operate with the UACC 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 FIV.

A.4 ADMINISTRATION OF THE CLASS

- A.4.1 The FIV delegates its functions to UACC

A.5 CLASS RULES AMENDMENTS

- A.5.1 Amendments to these class rules are subject to the approval of the FIV, after their adoption by the rules governing the UACC, in accordance with its constitution.

A.6 CLASS RULES INTERPRETATION

- A.6.1 Interpretation of **class rules** shall be made in accordance with the FIV Regulations.

A.7 SAIL NUMBERS

- A.7.1 Sail numbers shall be either:
 - (a) issued by the UACC
 - (b) a personal number issued to the owner. Sail number reserved for personal numbers may be purchased from UACC. Such funds will be deposited into the class association for class promotion and operations.

A.8 HULL CERTIFICATION

A.8.1 A **certificate** shall record on a copy of the Measurement Form the following information:

- (a) Class
- (b) **Certification authority**
- (c) Sail number issued by the **certification authority**
- (d) Owner
- (e) Builder details
- (g) Date of issue of initial **certificate**
- (h) Date of issue of **certificate**
- (i) **Boat weight** with and w/out **corrector weights**
- (l) Sail area

A.9 INITIAL HULL CERTIFICATION

A.9.1 For a **certificate** to be issued to hull not previously **certified**:

- (a) **Certification control** shall be carried out by the **official measurer** who shall complete the appropriate documentation.
- (b) The documentation and **certification** fee, if required, shall be sent to the **certification authority**.
- (c) Upon receipt of a satisfactorily completed Measurement Form and **certification** fee, if required, the **certification authority** may issue a **certificate**.

A.10 VALIDITY OF CERTIFICATE

A.10.1 A hull **certificate** becomes invalid upon:

- (a) the change to any items recorded on the hull **certificate** as required under A.10.
- (b) the date of expiry,
- (c) withdrawal by the **certification authority**,
- (d) the issue of a new **certificate**,
- (e) the addition of further equipment like appendages, spars and sails doesn't invalid the **certificate**.

A.11 HULL RE-CERTIFICATION

A.11.1 The **certification authority** may issue a **certificate** to a previously certified **hull**:

- (a) when it is invalidated under A.12.1(a) or (b), after receipt of the old **certificate**, and **certification** fee if required.
- (b) when it is invalidated under A.12.1 (c), at its discretion.
- (c) in other cases, by application of the procedure in A.12.

A.12 RETENTION OF CERTIFICATION DOCUMENTATION

A.12.1 The **certification authority** shall:

- (a) retain the original documentation upon which the current **certificate** is based.
- (b) upon request, transfer this documentation to the new **certification authority** if the hull is exported.

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) have a valid hull **certificate**.
- (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 Part II are **open class rules**. **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 CREW

C.1.1 LIMITATIONS

- (a) The **crew** shall consist of 1 persons.

C.2 PERSONAL EQUIPMENT

C.2.1 MANDATORY

- (a) The **crew** shall wear a **personal floatation device** to the minimum standard ISO 12402-5 (CE 50 Newtons), or USCG Type III, or AUS PFD 1.

C.3 ADVERTISING

C.3.1 LIMITATIONS

Advertising shall only be displayed in accordance the ISAF Advertising Code. (See ISAF Regulation 20)

C.4 BOAT

C.4.1 HIKING AND TRAPEZE

An unballasted retractable seat or **trapeze** shall be allowed for the helmsperson.

When in use the helmsperson at all times shall have at least one foot in contact with the boat.

C.4.2 WEIGHT

- (a) The weight shall be taken with the **boat** ready to take part in a race and in includes: **hulls**, structures connecting **hulls**, **hull appendages**, **corrector weights**, **rig**, **sail**, fittings, and other equipment used but excludes consumables, **personal equipment** and **portable equipment**.

(b)

	minimum
The weight of the boat in dry condition	75,0 kg

	minimum

(c) Referring to ERS C.6.3(b)(ii) measurement trim is 75,0kg

C.4.3 CORRECTOR WEIGHTS

(a) **Corrector weights** shall be permanently fastened to the boat when the **boat** weight is less than the minimum requirement.

C.4.4 FOILS

A boat can not fly for more than 2 seconds. A boat is flying when both hulls, but not necessarily its appendages, are clearly over the water, not floating.

C.5 HULL

C.5.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) No part of each hull or hull **appendages** below the waterline shall be less than 0.75 meters from the centre line,

C.5.2 LIMITATIONS

(b) Not more than 2 hulls shall be used during an event except when hulls has been lost or damaged beyond repair.

C.6 HULL APPENDAGES

C.6.1 LIMITATIONS

(a) Movable and retractable **hull appendages** shall be inserted from the top or be capable of being fully retractable into the hull.

(b) Only one tiller extension is allowed to exceed the extreme beam.

Tiller extensions are implicitly allowed to exceed extreme beam

(c) Beams are considered a **hull appendage** and therefore, any device attached to them may also be considered a **hull appendage**.

(d) when a moveable or retractable hull appenfdage is connect externally to the hull (as in conventional rudders) rule C.8.3(a) shall be satisfied as long as the rudder blade shall be capable to be raised or lowered by the sailor whilst afloat

C.7 RIG

C.7.1 LIMITATIONS

(a) Only one set of **spars** shall be used during an event, except when an item has been lost or damaged, and the race committee has approved the substitution.

C.8 SAILS

C.8.1 MODIFICATIONS, MAINTENANCE AND REPAIR

(a) **Sails** shall not be altered in any way except as permitted by these **class rules**.

C.8.2 LIMITATIONS

(b) Not more than 1 sail shall be used during an event except when a **sail** has been lost or damaged beyond repair.

C.8.3 MAINSAIL

(a) IDENTIFICATION

The national letters and sail numbers shall comply with the RRS except where prescribed otherwise in these **class rules**.

(b) USE

(2) The highest visible point of the **sail**, projected at 90° to the mast **spar**, may be set above the lower edge of the mast **upper limit mark**

Section D – Hull

D.1.1 RULES

(a) The **hull** shall comply with the **class rules** in force at the time of initial **certification**.

(b) the **hull** shall include two-hulled sailing boat with essentially duplicate or mirror image hulls, fixed in parallel

(c) The bottom of the hull measurement points are the lowest points on the **hull** at all transverse sections.

D.3.1 DIMENSIONS

(a) The **hull length** shall exclude **rudder** hangings, but if the athwart ships width of a **rudder** within 153mm (6 inches) of the bottom of the hull is more than 76mm (3 inches), the length shall be taken to the aftermost point of the rudder.

	maximum
Hull length	5490 mm

(b) The **hull beam** shall include hull appendages in all positions (completely down and completely up flush with the bottom of the hull).

	maximum
Hull beam	2300 mm

D.4.1 WEIGHT

	minimum
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	minimum
boat	75 kg

Section E – Hull Appendages

E.1.1 RULES

- (a) **Hull appendages** shall comply with the **class rules** in force at the time of **certification**.

E.2.1 DEFINITIONS

- (a) Rudder hangings means fittings that support the rudder appendage such as rudderstock, case, cheeks & tiller. They are solely to support the rudder appendage and be no further aft than required to provide steerage and no larger than required to support the rudder. They are not to artificially extend the length of the boat by either fairing into the hull at the keel line or extending the overall length of the rudder assembly. As a guide the rudder appendage and rudder in a fully down position shall fit within 5.79m from the forward perpendicular extremity of the **hull**.

E.3.1 DIMENSIONS

Curved appendages are allowed but on the transversal axe:

- (a) any appendage shall have a constant radius of curvature minor of 1200mm, measuring fro the leading or trailing edge.
- (b) appendages can not be built to get round rule E.3.1(a) or/and rule C.5.1(a); if necessary a **measurer** can apply to any appendage a load to exclude a normal elasticity. E.G. a normal load shall be not higher the half-weight of the helmsman.

Section F – Rig

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.2.1 CERTIFICATION

- (a) The **official measurer** shall **certify spars** and shall sign and date the **certification mark**.

F.3.1 DEFINITIONS

(a) MAST DATUM POINT

The **mast datum point** is lowest point of the **mast**, excluding the foot casting if present and if not included in the sail area calculation.

Section G – Sail Area

G.1.1 RULES

- (a) Sail area to be measured in accordance with the ISAF rules

G.2.1 DIMENSIONS

- (a) Sail area shall not be more than 13.94 square meters
- (b) The boom profile is the structural section of the boom. Boom fittings and anti-fouling are not part of the profile. Anti-fouling such as boom sleeves are allowed as long as their primary purpose is to maintain the safe working of running systems. If the measurer considers the anti-fouling to be excessive with the primary purpose of gaining sail area, the excess area may be measured.

G.3.1 CERTIFICATION

The **official measurer** or shall:

- (a) **certify** the sail area on starboard, on the **tack** area and shall sign and date the **certification mark**.
- (b) An ISAF In-House Certification (IHC) Authorizing Authority may appoint one or more **In-House Official Measurers** at a sailmaker to measure and **certify sails** produced by that manufacturer in accordance with the ISAF guidelines.

G.4.1 IDENTIFICATION

- (a) The class insignia shall conform with the dimensions and requirements as detailed in the diagram contained in H.1 and be placed within 3000mm from the sail **head point**

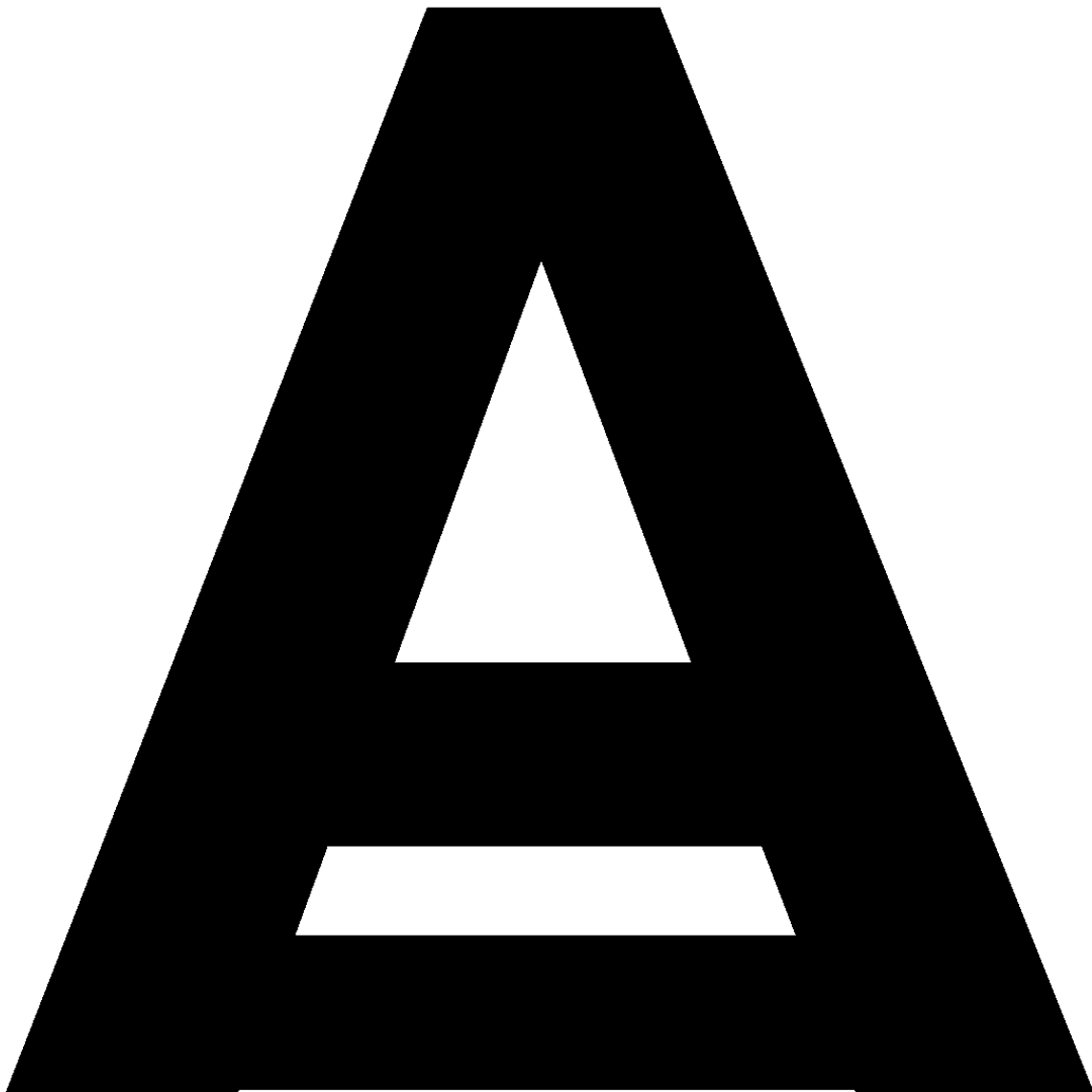
PART III – APPENDICES

The rules in Part III are **open class rules**. Measurement shall be carried out in accordance with the ERS except where varied in this Part.

Section H

H.1 LOGO DRAWINGS

Dimensions: 250X400mm



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