



2026 A-CLASS CATAMARAN ADMIRALS CUP and WORLD CHAMPIONSHIP



Organizing Authority (OA): Davis Island Yacht Club
In conjunction with the International A-Class Catamaran Association and
the US A-Class Catamaran Association
November 5 - 14, 2026
Tampa, FL, USA

NOTICE OF RACE

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).

[DP] denotes a rule for which the penalty is at the discretion of the International Jury.

1. RULES

- 1.1 The regatta is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The only US Sailing prescriptions that will apply are listed in Addendum A.
- 1.3 The International A-Class Catamaran Class Rules and World and Continental Championship Rules shall apply to the World Championship.
- 1.4 Equipment and measurement regulations will be governed by the Equipment Regulations document, Addendum B in this document.
- 1.5 RRS Appendix T (Arbitration) will apply.
- 1.6 RRS 40.1 will apply at all times while afloat.
- 1.7 Competitors in the Open Discipline shall wear a safety helmet at all times while afloat.
- 1.8 [DP][NP] All boats competing in the classic discipline will be required to display a red dot on each side of the sail placed back-to-back near the leech area adjacent to the mast diamond arms. Red dots will be supplied by IACA and provided at registration.
- 1.9 RRS 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, **and** did not see, the incident, or
- 1.10 All competitors shall present a valid paper measurement certificate for hull, mast and sail. The certification documentation may be retained by the Chief Equipment Inspector or Organizing Authority for the duration of the event.

2. SAILING INSTRUCTIONS AND OFFICIAL NOTICE BOARD

- 2.1 The Sailing Instructions will be available on the event website by Tuesday, November 3.
- 2.2 The Official Notice Board is on DIYC's west wall downstairs.

3. ELIGIBILITY AND ENTRY

- 3.1 The event is open to all boats of the IACA. Competitors must be current members of the IACA and shall have their entry endorsed by their respective class association.
- 3.2 Boats may compete in either the Open or Classic Discipline.
- 3.3 To enter the events, the helmsman of the boat shall be a member in good standing of the class association. Boats that do not meet this requirement are not entitled to request redress. This changes RRS 63.2(a) and 76.3.
- 3.4 Competitors shall comply with the World Sailing Eligibility Code.
- 3.5 A Parent/Guardian Consent and Supervision Form must be completed and signed by the parent/guardian of any competitor under the age of 18.
- 3.6 Boats may enter the events by registering online at <https://www.regattanetwork.com/event/31123> for Admirals Cup and <https://www.regattanetwork.com/event/31124> for World Championship.
- 3.7 To be considered an entry, a boat shall complete all registration requirements and pay all fees.
- 3.8 Entries for both events received after October 1 will be accepted at the sole discretion of the OA after explanation by the competitor of extenuating circumstances to be considered.
- 3.9 Requests for refunds will be accepted prior to October 15, with a \$20.00 processing fee.

4. FEES IN USD

Admirals Cup entry fees:

- 4.1 The entry fee is \$118.25 (\$110.00 plus 7.5% tax) if received by September 1.
- 4.2 Late entry fee is \$172.00 (\$160.00 plus 7.5% tax) if received by October 1.

World Championship entry fees:

- 4.3 The entry fee is \$376.25 (\$350.00 plus 7.5% tax) if received by September 1.
- 4.4 Late entry fee is \$456.88 (\$425.00 plus 7.5% tax) if received by October 1.
- 4.5 A social fee of \$247.25 (\$230.00 plus 7.5% tax) (includes both events) may be purchased by competitors and guests and includes use of Club facilities, regatta dinners, keg beer and snacks after races during debriefings, and meetings. Coffee and snacks in the mornings.

5. ADVERTISING

- 5.1 Competitors advertising shall comply with the World Sailing Advertising Code.
- 5.2 Boats may be required to display advertising chosen and supplied by the OA.

6. SCHEDULE

Date	Time	Activity
Admiral's Cup		
Wednesday, November 4	0900 – 1700	Arrival, check-in, and boat rigging
Thursday, November 5	1100	First warning signal
Friday, November 6	1100	First warning signal, Awards to follow
World Championship		
Saturday, November 7	0900 – 1700	Arrival, check-in, and boat rigging
Sunday, November 8	0900 – 1700	Arrival, check-in, and boat rigging (Day Zero)
	1300	Practice racing
	1800	Opening Ceremony
	1900	Competitors Meeting

Monday, November 9	1100	First warning signal
		Food and refreshments after racing
		Class meeting – determined by the Class
Tuesday, November 10	1100	First warning signal
		Food and refreshments after racing
	1800	Free night on the town
Wednesday, November 11	1100	First warning signal
		Food and refreshments after racing
	1800	Buffet Dinner
Thursday, November 12	1100	First warning signal
		Food and refreshments after racing
Friday, November 13	1100	First warning signal
		Food and refreshments after racing
Saturday, November 14	1100	First warning signal
		Awards Banquet, closing ceremony

Three races per day are scheduled for the Admiral's Cup.

Two races per day are scheduled for the World Championship.

7. MEASUREMENT AND EQUIPMENT

- 7.1 Measurement and equipment checks may be made at any time during the regatta. A group of boats may be selected each day for measurement and inspection.
- 7.2 Equipment inspection will be conducted in accordance with the A Class Catamaran Equipment Inspection Regulations listed in Addendum B. Sails, boats, and equipment must be measured before arriving at the Championship.
- 7.3 All competitors must produce valid, current, and legible measurement certificates for the mast, boat, and sail as part of the registration process (Class rule A.11). Breaches of the class rules will be at the discretion of the Jury, except for some breaches of the class rules listed in the Sailing Instructions, and noted with [SP], for which a standard penalty may be applied by the Technical Committee without a hearing (this changes RRS 63.1 and A.5.1). See Sailing Instructions for details.
- 7.4 Equipment shall only be replaced with the written permission of the Championship Technical Committee.
- 7.5 Sails must display the correct Sail Number assigned to the boat. Hulls must display the assigned bow number and event sticker.
- 7.6 [DP][NP] Launching trolleys/beach wheels and hull chocks/stern pads shall be prominently marked with the sail number and assigned bow number.

8. VENUE AND COURSES

- 8.1 Each event consists of a single qualifying series, however if there are more than 100 boats in a discipline, fleet splitting will be used, refer to Championship Rules, Appendix 2. If the event consists of split fleets, fleets will be in groups of approximately equal numbers of boats (± 1 boat).
- 8.2 The venue is at Davis Island Yacht Club and Hillsborough Bay south of Davis Islands.
- 8.3 The courses will be windward-leeward with a windward gate and leeward gate.
- 8.4 For the World Championship, the Open and Classic Disciplines will race on separate courses or at separate times.
- 8.5 For the World Championship, an Early Finish Concept (for Open) and a course adaptation with Gate at the Top (for Classic and Open) will be applied, considering the decision at the IACA WGM on the 10th of November 2025.

9. PENALTY SYSTEM

- 9.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 9.2 RRS 64 is changed such that a lesser penalty than DSQ (which may include no penalty) may be given at the discretion of the protest committee for an infringement of rules other than rules of Part 2 or RRS 31.

10. SCORING

- 10.1 Six (6) races for the Admiral's Cup and twelve (12) races for the World Championship are scheduled.
- 10.2 Five (5) races are required to be completed (one (1) for Admiral's Cup) to constitute the World Championship for each Discipline.
- 10.3 When fewer than five (5) races have been completed, a boat's series score will be the sum of her race scores.
- 10.4 When five (5) or more races have been completed, a boat's series score will be the sum of her race scores excluding her worst score.
- 10.5 When nine (9) or more races have been completed, a boat's series score will be the sum of her race scores excluding her two worst scores.

11. SUPPORT BOATS

- 11.1 Support boats shall register with the Organizing Authority and will be required to comply with all local safety regulations and the Event Support Boat Regulations. Support boats must show their country code as per Championship Rule.
- 11.2 Team support boats shall complete on-site registration at the venue and pay \$100.00 for the registration. By registration, team support boats will receive the OA Flag and ID flag number. If called upon, support boats will be required to act as rescue boats.
- 11.3 [DP][NP] When afloat, all persons on board of a support vessel shall wear a personal flotation device (PFD) and, as soon as their engine is running, drivers shall connect to a kill-cord to their engine contact.

12. INTERNATIONAL JURY

An International Jury will be appointed for the World Championship in accordance with RRS 91(b). Its decisions will be final as provided in RRS 70.5.

11. PRIZES

- 11.1 Trophies will be awarded 1st thru 5th in the Open and Classic fleets in both events.
- 11.2 The title of World Champion will be awarded to the winner of each Discipline in the World Championship.
- 11.3 For the World Championship, the following prizes will also be awarded in each Discipline:
 - 11.3.1 Junior Champion (under 25 years)
 - 11.3.2 Woman Champion
 - 11.3.3 Master Champion (ages 45 – 50)
 - 11.3.4 Grand Master Champion (ages 51 – 55)
 - 11.3.5 Great Grand Master Champion (56 years and over)
 - 11.3.6 Other prizes may be awarded at the discretion of the Organizing Authority.
- 11.4 Age determinations are based as of 12:01am, November 4.

12. RISK STATEMENT AND DISCLAIMER OF LIABILITY

- 12.1 RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race

is hers alone.” By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury.

- 12.2 The organizing authority or any race official will not accept any liability for material damage, personal injury, disease, illness, or death sustained in conjunction with or prior to, during, or after the regatta.

13. BERTHING

- 13.1 A detailed map of the host site facilities and designating thereon the specific areas for storage, launching, and return landing of boats will be available online prior to the event.
- 13.2 Access to Davis Island Yacht Club prior to November 1 requires permission from the OA.

14. INSURANCE

- 14.1 Each participating boat shall be insured with valid third-party insurance with a minimum cover of \$300,000 USD per incident or the equivalent.
- 14.2 Each competitor shall provide proof of insurance upon registration at the event site.

15. FURTHER INFORMATION

For further information, please contact: O. H. Rodgers at ohrodgers@gmail.com or 813-785-8020.

ADDENDUM A

US Sailing Prescriptions

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Add to rule 65.1:

US Sailing prescribes that

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for monetary damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for monetary damages. Such a claim is subject to the jurisdiction of the courts.
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for monetary damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of ‘assumption of risk’ for monetary damages resulting from contact with other boats.

Add to rule 76.1:

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age. However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of, a country listed on the US Sailing website under ‘Exclusion’ at ussailing.org/rules.

ADDENDUM B

Equipment Inspection Regulations

1. General Requirements

- 1.1 All boats and equipment entered in the World Championships may be inspected at any time for compliance with the relevant rules including Class Rules and these Equipment Regulations (ER), defined collectively as the “Event Equipment Rules”.
- 1.2 Boats shall be kept in the assigned boat park.
- 1.3 All boats are required to comply with RRS 78.1 and these Equipment Regulations from 1030 on November 8 (hereinafter referred to as “Day Zero”) onwards. Noncompliance from 1030 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 All equipment and sails shall be certified and marked as required by the Class Rules.
- 1.6 Any changes to these ERs will be approved and posted on the Official Notice Board in accordance with the provisions governing the posting of changes to the Sailing Instructions (SIs).

2. Equipment Limitation

- 2.1 All items of equipment subject to event limitation control will be marked with the official Event Limitation Mark sticker. If a sticker becomes illegible, unsecured or lost, this shall be reported to the Chief Equipment Inspector so that the sticker may be replaced before the next race or at the first reasonable opportunity.
- 2.2 Competitors shall apply Event Limitation Mark stickers to specified equipment and sign an Equipment Declaration prior to racing. This declaration must be returned to the Registration Office no later than 1030 on Day Zero.
- 2.3 Event Limitation Mark stickers shall be obtained from the Registration Office, and applied in accordance with instructions distributed at the World Championship Event Registration. Please ensure the sail sticker is applied to the STARBOARD side of the sail window in CLEW (AFT) area.

3. Repairs and Replacement of Boats and Equipment

- 3.1 Alterations, repairs or replacements shall not be made after 1030 on Day Zero without the prior written approval of the Chief Equipment Inspector. However, alterations, repairs or replacements required afloat may be approved after the race, provided either the Race Committee or Chief Equipment Inspector is notified before racing resumes.
- 3.2 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 the time available 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.
- 3.3 Unless approved in writing by the Chief Equipment Inspector repairs or alterations shall not be carried out in the equipment inspection area.
- 3.4 Requests for approval of alterations, repairs or replacement must be lodged online through the event website.

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 for inspection 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 equipment inspection in a clean dry state. All personal equipment (life jackets, water bottles, tools, etc) shall be removed prior to inspection, and placed in the provided bins. Any access hatches or ports shall be left open. Mast shall remain standing with rig tension released. The Technical Committee may impound any item that 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, no person shall join or leave the boat without permission from the Chief Equipment Inspector. No equipment or other items shall be taken on or off the boat without permission from the Chief Equipment Inspector. The notified boat representative shall not leave the equipment inspection area without the permission of the Chief Equipment Inspector. The Chief Equipment Inspector may require the boat to be impounded to be dried out before weighing.