The purpose of these regulations is to organize the competitive activity of racing sailing canoes. Class specifications are devised for achieving a sameness in equipment sizes without restricting new equipment development.

Boats and rigging built before the effective date of these regulations that change ownership have to be corrected where they do not conform to their class specifications in order to qualify in the years following 1981. Boats and rigging built after the effective date of these regulations shall conform to these class specifications and be so certified.

The American Canoe Association (ACA) is the official organization governing amateur sailing canoe racing in the United States and Canada and is recognized for this purpose and affiliated with the International Canoe Federation (ICF). The National Sailing Committee is designated by the ACA Constitution and By-Laws as the controlling authority over this ACA activity. For official recognition, all races are to be conducted according to these regulations and shall be under the direction of an ACA representative. The racing committee referred to in these rules shall be sanctioned by the National or Divisional Sailing Committees to direct and supervise a particular race or series of races, and is obligated to apply for and receive this sanction before holding any of these events.

It shall be understood that in these regulations the words “can” and “may” are permissive and the word “shall” is mandatory.

This edition of the Racing Rules of Sailing has been reorganized to conform to the current Racing Rules of Sailing of the International Sailing Federation (ISAF) and the Prescriptions of the United States Sailing Association (US SAILING). Several other changes to the ACA rules, including several class specifications, have been made. The Appendices covering hull and sail measurement instructions have been included.

This 2002 Edition had input from a number of ACA members including Noble Enge, Larry Zuk, Rod Mincher, Marilyn Vogel, Bob Celifarco and others. It was approved by the ACA National Sailing Committee on July 24, 2002.

Proofread by Elsie Muhlhausen

Bob Celifarco
Chair, National Sailing Committee

Ted Bowman
Vice Chair

Marilyn Vogel
Secretary

Chuck Sutherland
Treasurer
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SECTION I
RACING RULES

A HISTORY
The Yacht Racing Rules of the International Yacht Racing Union (IYRU) as adopted by the United States Yacht Racing Union (USYRU) were adopted (June 1, 1973), with some modifications, by the National Sailing Committee of the American Canoe Association (ACA) for its official use.

The current rules have been established by the International Sailing Federation (ISAF), which superseded the IYRU. The United States Sailing Association (US SAILING), which superseded the USYRU, publishes the US SAILING Prescriptions to these rules for use in the United States.

Numbers suffixing headings in this Section I of the ACA rules relate directly to the Racing Rules of Sailing 2001-2004. ACA rules marked * are in addition to the related ISAF rules. Rules marked ** replace related ISAF rules. The ISAF rules apply in their entirety, except as modified by ACA rules. ACA rules will automatically incorporate any future ISAF and US SAILING rule changes, which may only occur at 4 year intervals. Outrigger Sailing Canoes are governed by a separate set of rules.

PART 3 – CONDUCT OF A RACE

*a.* The race committee may alter starting signals and anything not covered in the rules.

*b.* Unless the sailing instructions specify otherwise, the time limit shall be two and one-half (2 1/2) hours.

**c.* Dates for ACA races must be communicated to the National Sailing Chair or Secretary, who will act on these requests. Alternate dates should also be submitted. The race committee shall publish a notice in advance, if possible, regarding the rules to be used, scoring system and other pertinent information.

Dates for divisional and national championships must reach the Secretary by the end of January of the year requested.

Other dates should be submitted not later than 8 weeks before the proposed race date, and shall be acted on so that the sponsor can announce the race at least 6 weeks before the proposed date.
(Refer also to Section III, # 2 second paragraph)

**d.* Additional instructions given in the Perpetual Trophy sections of the ACA racing rules shall supplement or take precedence over ISAF rules.
PART 4 – OTHER REQUIREMENTS WHEN RACING

40 PERSONAL BUOYANCY

*a. A US Coast Guard approved personal flotation device shall be worn at all times when racing.

*b. Unless prescribed by law, an anchor is not mandatory.

42 PROPULSION

*a. The paddle shall not be used in a sailing race after the 5 minute point prior to the start, except for steering when no rudder is used, or when the rudder is disabled, or by back strokes away from a dangerous obstruction, or for shoving off when aground or afool of anything, or when in any dangerous situation. Except for emergencies as above, strokes that move the canoe forward or backward shall not be used.

*b. Sculling is not permitted. (ISAF Rule 42.2(d)) These restrictions also apply in principle to a paddle when it is used for steering instead of a rudder.

44 PENALTIES FOR BREAKING RULES OF PART 2

*a. The 720 degrees turn penalty as provided in ISAF Rules 44.1, 44.2, and N2.1 shall be applicable for infringement of a rule of Part 2.
PART 5 – PROTESTS, REDRESS, HEARINGS, MISCONDUCT AND APPEALS

SECTION A – PROTESTS AND REDRESS

61 PROTEST REQUIREMENTS

*a. Protest flags shall not be required.

SECTION D – APPEALS

70 RIGHT OF APPEAL AND REQUESTS FOR INTERPRETATION

*a. An appeal of a decision of a protest committee (or other qualified decisions) may be presented in writing to the National Sailing Committee Chair according to ISAF Section D and Appendix F with the sum of $25.

*b. The National Sailing Committee Chair shall convene the ACA National Sailing Committee Appeals Committee, and see that a decision is made and conveyed in writing to the Appellant within 90 days from the date of the receipt of the appeal.

*c. The ACA National Sailing Committee Appeals Committee shall consist of one elected person from each active ACA Sailing class. These committee members are to be elected each year at the class National Championship Race. The Race Chair shall be responsible for seeing that the election is scheduled and held. The members shall serve until their replacement is elected. The members of the Appeals Committee shall elect a chair each year who shall serve until replaced. The election is to be held at or before the ACA Annual Meeting. Three or more members shall be a quorum for this committee. Individual members may appoint a substitute if necessary to represent them at any meeting which they are not able to attend personally. If a member is an “interested party”, (ISAF Definition, page 138 of THE RACING RULES OF SAILING) the National Sailing Chair shall appoint a substitute if necessary.

*d. Appeals of the decision of the ACA National Sailing Committee Appeals Committee may be appealed to the U.S. Sailing Association (Appendix F). Otherwise the decision of the ACA National Sailing Committee Appeals Committee is final.

*e. Grievances dealing with matters other than the Racing Rules shall be acted upon by the ACA National Sailing Committee by following the provisions in the ACA Constitution and By-Laws.
PART 6 – ENTRY AND QUALIFICATION

75 ENTERING A RACE

*a.* Only canoeists who are members of the American Canoe Association and who qualify as amateurs (see Appendix 5) shall be permitted to enter its races. Only those canoeists who also qualify as individual (Sustaining, Individual, Life, and Paddle America Member) ACA members shall be permitted to enter in National Championships.

*b.* Contestants showing proof of application for membership in the ACA shall be permitted to enter a race. Contestants who are in arrears to the Association shall not be permitted to race.

*c.* The Race Committee may invite or permit other canoeists who are amateur canoe sailors and current members of foreign national canoe organizations or canoe clubs and are enrolled as guests, to compete in ACA Regattas. Note: Canadians are members of the ACA’s Northern Division and may enter all ACA Regattas, subject to 75a above, except for representing the ACA in International Competition.

However, these foreign non-ACA guests may not be declared National or Divisional champions and should one come in first these foreign guests should be listed separately in race write-ups. Such persons can not be awarded a permanent trophy but can be given any “keeper” trophies.

*d.* The Race Committee should attempt to prevent an ineligible canoe from registering and starting in a race.

77 IDENTIFICATION ON SAILS

**a.* The National Measurer of the National Sailing Committee shall keep and maintain the master record of all numbers for all classes of sailing canoes. Numbers will be assigned to accredited ACA members requesting them. The record of number assignments shall be sent to the Divisional Sailing Chair or the Vice Commodore in the case where a Divisional Sailing Chair has not been appointed. The National Measurer shall encourage the appointment and training of Divisional measurers.
**b. A number is to be issued for each canoe. A separate numbering series shall be used for each of the following groups:

1. International and National Canoe class
2. ACA class
3. Other Open Sailing classes

Note: A canoe intended to be raced in the ACA Class must be measured and if it qualifies, given an Open Canoe number.

In the case of transfer of ownership of hull and/or sail, the equipment must be re-registered with the National Measurer so that the records can be kept current. The same number must be acquired by the new owner, as a number stays with a canoe hull. Notice of transfer of ownership of equipment must be accompanied by a request for transfer of existing number or a request for a new number. In the case where a sail is not transferred with a canoe, the numbers should be stripped from the sail by the original owner. A $5 registration fee for each new number must accompany a request. There will be no charge for a transfer.

**c. Decked sailing canoes meeting International Ten Square Meter Sailing Canoe rules shall conform to International Canoe Federation (ICF) rules in regard to identification on their sails. National Decked Sailing Canoes shall carry the letters “NC” and conform to ICF rules for the placement of these letters and their numbers. The 5 meter class shall carry the letter “C”. The ACA Class shall carry the ACA Burgee. The letters and numbers shall be displayed on both sides of the mainsail. They shall contrast in color with the color of the sail. The starboard display shall be higher than the port display. Sail numbers shall be above an imaginary line projecting at right angles to the luff from a point one-third of the distance, measured from the tack to the head of the sail, and shall be clearly visible. Numbers and letters shall be of the following minimum dimensions:

- Height: 300 mm
- Thickness: 50 mm
- Width: 200 mm (excluding number one and letter I)
- Space between adjoining figures: 60 mm

National Decked Sailing Canoe sail letters and numbers shall conform to the above measurements. For all other classes, the size of the letters and numbers shall be the same and not less than 22.86 cm (9 inches) in height and at least 2.54 cm (1 inch) in line thickness.
78 COMPLIANCE WITH CLASS RULES, CERTIFICATES

*a. Written certification of conformance to class specifications for hull and sail(s) should be obtained from the Division or National Measurer. If no certificate is available to present to the Race Committee, it has the authority to measure the hull and sail(s) to assure conformance to the class specifications. In any Championship Regatta, the Race Committee has the authority to recheck the hull and sail(s) of winning boats whose conformance to the class specifications are in doubt.

*b. A copy of the validation certificate should be on record with the National Sailing Chair or Measurer.

*c. In cases of difficult or disputed measurements, the Official Measurer shall use a method that he or she considers appropriate, and shall send details of this method and measurements to the National Measurer.

The official measurements shall be metric units (Systeme International des Unites).

If a registered canoe is extensively repaired, modified, or reconstructed, it must be re-measured.

The National Measurer must be notified of changes in ownership.

**d. Ownership by a contestant or a member of the ACA is not a condition of eligibility for a canoe or sailing equipment to be used in any ACA sanctioned racing event.

79 ADVERTISING

*a. Boats in ACA races will adhere to Category “A”, Regulation 20.3.2, Appendix 1 of the ISAF Rules.

PART 7 - RACE ORGANIZATION

88 RACE COMMITTEE, SAILING INSTRUCTIONS; SCORING

**a. See Section III for scoring of ACA National and Divisional Races.
SECTION II

SAILING CANOES – CLASSES AND SPECIFICATIONS

A. DECKED SAILING CANOES

International Decked Sailing Canoe (IC): The rules to form a one design class were ratified by the Congress of the ICF on August 4, 1970 and first came into force on January 1, 1971. Refer to the current specifications for this class published by the International Canoe Federation.

National Decked Sailing Canoe (NC): A restricted and development class which includes the International Ten Square Meter Canoe (IC) and any canoes that comply with the following rules.

REQUIREMENTS FOR THE NATIONAL DECKED SAILING CANOE

Dimensions: Length (excluding rudder fittings): Maximum 5.20m (17 ft 3/4in). Minimum 4.875m (16 ft). At widest point, beam to be not less than 0.95m (37-3/8 ins) nor more than 1.1m (43-1/4ins).

Rise of Floor: At mid-length, 0.102m (4ins) above underside of skin at centerline, or side of centerboard slot at skin line, the beam shall not be less than 0.813m (32ins).

Depth of Body: At mid-length, the depth from the underside of skin at centerline, or from the side of centerboard slot at skin line, to the gunwale height shall not be less than 5.5% of length overall. If the position of the gunwale is not obvious, the measuring point is defined as the highest point existing between the maximum beam and a point 2 inches inboard. The maximum depth of canoe including deck shall not exceed 0.559m (22ins). The measurements of beam, rise of floor and body depth are to be taken to the skin line at the outside of the skin, excluding rubbing bands, bilge keels or other additions to the skin, as well as local hollows.

Shape: The horizontal projection of the line of outside gunwale or line of greatest beam, wherever found, shall be a fair convex curve and at bow and stern shall lie inside a line which is 45 degrees to the centerline and meets the centerline not more than 1.37cm (1/2in) beyond the extremity of stem and sternpost, respectively. The sheer shall be a straight line or a fair, continuous concave curve. No steps shall be allowed in the skin.

Weight: The minimum stripped hull weight shall not be less than length overall times beam times K. (Where length overall and beam are in feet, and weight is in pounds, K equals 2.4; in meters, and weight in kilograms, K equals 11.72).

Stripped hull means the hull of the canoe without centerboard, centerboard tackle or winch, rudder, rudderframe, tiller, masts, spars, sails, standing or running rigging, winches, deck seat, bottom boards and other loose equipment, but may include hatch covers, tiller posts, cleats, stayplates, fairleads, horse, tabernacle, stem, stern and keel bands and small permanent fittings. Where doubts exist as to the proper inclusion or exclusion of fittings or attachments, the decision of the Official Measurer shall be final.

Other Measurements: All other measurements and specifications shall be those specified for the International Decked Sailing Canoe published by the International Canoe Federation.
B. OPEN SAILING CANOES

DEFINITIONS AND UNIVERSAL RULES

1. HULL
   a. Configuration: Canoe shall be single hulled and without outriggers.

   b. Length: Maximum and minimum lengths shall be as indicated for each class. All measurements of length shall be without a tolerance. Length includes bow and stern bumpers. End decks, gunwales, fixed deck fittings, rudder with mounting hardware and sail rigging are excluded.

   c. Beam: All measurements of beam shall be minimum (no tolerance). Maximum beam of hull to be at mid-length with a location tolerance of plus or minus 10.16 cm (4 ins.), except for the ACA Class, which does not have to be symmetrical.

   d. Cross Section: Check class specifications for cross section. When measuring cross section, to allow for canoes with keels, the measurement shall be taken from a point at the side of the keel. For excessively wide attached or molded keels, the point of deepest draft measurement shall be no more than 6 cm (2.36 ins.) from the centerline of the hull.

   e. Lines: The hull must be pointed at both ends. The horizontal projection of the line of the greatest beam, wherever found, shall be a fair convex curve at the bow and stern and shall lie inside a line which is at 45 degrees to the centerline and meets the centerline at not more than 1.27 cm (0.5 inch) beyond the extremity of bow and stern post, respectively. See diagram on page 31.

   The hull must have the same lines fore and aft in both plan and profile, and shall be no more than 2.54 cm (1 in.) wider or deeper on one end than it is on the other, nor more than 2.54 cm (1 in.) wider on one side than it is on the other, at the same distance from the mid-length of the hull, except for the ACA Class.

   All fore and aft hull lines shall be continuous smooth curves.

   Changes in shape by any mechanical means while racing shall not be permitted.

   f. Keel: Keels are optional and shall not exceed 3.81 cm (1.5 ins.) in depth.
g. Gunwales: Gunwales shall have a constantly faired curve for their entire length. Maximum width of gunwale assembly including inwale, hull thickness, and outwale shall be 10.16 cm. (4 ins.) including any flare of the hull which serves as a gunwale.

h. Decking: Check class specifications, for amount and position. Floatation is allowed vertically under allowed decks and in areas not required to be open. In areas required to be open a maximum of two cubic feet of floatation is allowed and must not be installed to act as decking or gunwales.

Any excess hull thickness over ½" in the required open sections shall be counted as flotation.

i. Spray Rails and Spray Boards: Deck spray rails shall not extend outboard beyond the gunwales. Spray boards for leeboard assemblies shall not extend outboard past the leeboard and shall not be longer than 15.24 cm. (6 ins.) fore and 7.62 cm. (3 ins.) aft of the width of the leeboard at the gunwale level, with leeboard in vertical position.

j. Bulkheads: Bulkheads are permitted. Watertight bulkheads shall be measured as flotation.

k. Buoyancy: Canoes shall have a minimum buoyancy of 34 kg (75 lbs.) when rigged for sailing and swamped.

l. Construction Material: Can include any type of material in the hull or any type of construction. Hulls may not exceed 2.54 cm. (1 in.) in thickness.

m. Seats: A seat, including one that is adjustable fore and aft, is permitted. A seat shall not extend beyond the outwale more than 2.54 cm. (1 in.) on each side in any position used.
2. SPARS

a. Mast: The mast diameter is checked by passing it through a hoop, without hardware. Width to fore and aft ratio varies in accordance with class rules.

Height of sail is measured as the vertical distance from the top of the sail to the deepest draft of the hull (excluding keel). ACA Class measurement is to inside of hull.

The mast that is higher than maximum allowed sail height shall carry a black band at least 1 cm (.394 ins.) wide so that the lower edge indicates the maximum height of sail.

b. Booms and Gaffs: Any shape or size of boom or sprit is permitted, except that tracked or slotted booms shall be straight. Class specifications give diameter without hardware.

c. Gaffs: Gaffs, when permitted, must pass through an 8 cm (3.15 in) hoop without hardware.

3. SAILS

Any sail plan is permitted, except for the ACA Class.

Sail area depends on class specifications.

a. Mainsail: In luff sleeve type sails, the total area of the sail, including the face of the sleeve, shall be reduced by the area obtained by multiplying the height of sail along the luff sleeve by one-half the average mast dimension athwartship over that height.

In sails with boom and gaff pockets the total area of the sail, including the face area of these pockets shall be reduced by the area obtained by multiplying the length of the pocket by one-half the average boom dimension perpendicular to the plane of the sail and the area obtained by multiplying the length of the pocket by one-half the average gaff dimension perpendicular to the plane of the sail.

The area of the roach on the luff in excess of 5 ins. (12.68 cm) shall be included.

The area of the roach on the foot in excess of 4 ins. (10.16 cm) shall be included.
b. **Foresail**: Negative areas on the foot and the leech shall be subtracted from the total area. Positive areas on the foot and leech shall be included, positive and negative areas on the luff shall be ignored.

c. **Sail Measurement Procedure**: It is intended that the actual area of the sails shall be measured, using successive triangulation and the following procedure:

The sail shall have a tension of 10 kg wt (22 lbs.) on wired edges and on roped edges and 2 kg wt (4.4 lbs.) on other edges simultaneously. Measurements are taken to the outside edges of sails and to the inner side of ropes or wires. Zip fasteners, foot and leech lines, and other devices should be opened so that the greatest sail area is measured. If a stretch luff is used on a mainsail the luff measurement will be taken as the distance between the lower edge of the band on the mast and the upper edge of the boom with the boom at its lowest position if not fixed. Stretch luffs on foresails must be extended until the folds in the luff disappear.

The measuring points at the corners of the sails shall be the intersection of the continued smooth curves of the edges of the sail.

**Mainsail** The battens are to be in place, but the full battens are withdrawn sufficiently to allow the luff to be straight.

The main triangle is then measured. The area of the roach on the leech is measured by successive triangulation. If the lower part of the leech is straight, the perpendicular of the second triangle may be taken to meet the leech at the upper end of the straight part to simplify calculation. If the edge of the sail is curved, the area is divided into triangles until the perpendicular of a segment is less than 150 mm. (6 ins.), the area of the remaining segment is taken as 2/3 chord times width. If the edge of the sail is straight, it shall be divided into convenient triangles. The area of the roach on the foot is measured, using a similar method. Any foot battens are to be in place. If the foot curls up, only the projected area is measured while still under tension. Only the foot area in excess of 102 mm. (4 ins.) of roach at maximum width times 2/3 roach length shall be added to the mainsail area.

The roach on the luff is measured at mid-length of the luff. With the sail under tension, a fine cord is stretched between the measuring points at the head and the tack. The position of this cord is marked on the sail at mid-length of the luff. The roach on the luff is taken as the distance between this mark and the inner edge of the luff rope with tension relaxed. The standard luff measurement is 130 mm. (5 ins.); roaches greater than this shall carry a penalty of 2/3 L times D (where L is the roach length measurement and D is the difference or excess over 130 mm. (5 ins.))

**Foresail** The area is measured by successive triangulation using a similar method as for the mainsail.
4. LEEBOARDS  One or more leeboards are permitted, but centerboards, weighted leeboards or weighted keels are not permitted.

5. RUDDER  See class specifications. When permitted, rudders shall be mounted on the stern of the canoe outboard of the sternpost.

6. PADDLE  A usable paddle with the following minimum dimensions shall be part of the sailing equipment throughout all races: length 100 cm. (39.37 ins.), blade width 12 cm. (4.73 ins.) and length 30 cm. (11.82 ins.). When no rudder is used, two paddles must be carried.

7. WEIGHT  For total weight of canoe rigged and ready to sail with minimum crew see class specifications. Any added ballast shall be as light as or lighter than water.

8. CREW  The minimum crew shall be one person. The crew shall be of the same number and the skipper shall be the same for all the races of a series.

9. HIKING STRAPS  Are permitted

10. TRAPEZE  Not permitted

11. TRAVELERS  See class specifications

12. J-C STRAPS  See class specifications

13. OUTHAULS  See class specifications

14. JIB STICKS  See class specifications

15. VANGS  Permitted

16. BAILER  Any type bailer except a power pump may be used.
# OPEN SAILING CANOE SPECIFICATIONS

<table>
<thead>
<tr>
<th>CLASS NAME</th>
<th>CRUISING</th>
<th>&quot;C&quot;</th>
<th>ACA Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>CLASS NUMBER</td>
<td>4 M</td>
<td>5 M</td>
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</table>

## HULL

<table>
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<th>ACA Class</th>
</tr>
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<tbody>
<tr>
<td>Symmetrical</td>
<td>yes</td>
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</tr>
<tr>
<td>Max Length</td>
<td>564 cm</td>
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</tr>
<tr>
<td>Min Beam</td>
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</tr>
<tr>
<td>Min 4&quot; WL Beam</td>
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<td>38%</td>
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<td>Min Depth</td>
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<tr>
<td>Max keel depth</td>
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<td>3.81 cm</td>
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<td>Gunwales</td>
<td>4&quot; max</td>
<td>4&quot; max</td>
<td>4&quot; max</td>
</tr>
<tr>
<td>Max decking</td>
<td>3/16 endi</td>
<td>2/3 loa</td>
<td>2/3 loa</td>
</tr>
<tr>
<td>Side decks</td>
<td>3&quot; max inboard</td>
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<tr>
<td>Spray rails</td>
<td>not outboard past the gunwales</td>
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<td></td>
</tr>
<tr>
<td>Spray boards</td>
<td>6&quot; forward, 3&quot; aft leeboard</td>
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<td></td>
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<tr>
<td>Bulkheads</td>
<td>permitted under decks</td>
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<td></td>
</tr>
<tr>
<td>Buoyancy</td>
<td>34 kg (75 lbs)</td>
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</tr>
<tr>
<td>Seats</td>
<td>1&quot; outboard of rail max</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Max added floatation</td>
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## SPARS

<table>
<thead>
<tr>
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<th>CRUISING</th>
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<th>ACA Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mast diameter (max)</td>
<td>10 cm</td>
<td>10 cm</td>
<td>8 cm</td>
</tr>
<tr>
<td>Cross section</td>
<td>50%</td>
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</tr>
<tr>
<td>Mast curve</td>
<td>no rest.</td>
<td>1&quot; max.</td>
<td>1&quot; max</td>
</tr>
<tr>
<td>Boom diameter</td>
<td>8 cm</td>
<td>8 cm</td>
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</tr>
<tr>
<td>Curved boom</td>
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<td>no rest.</td>
<td>1&quot; max</td>
</tr>
<tr>
<td>Wishbone boom</td>
<td>permitted</td>
<td>permitted</td>
<td>not permitted</td>
</tr>
<tr>
<td>Gaff diameter</td>
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<td>8 cm</td>
<td>no rest.</td>
</tr>
<tr>
<td>Gaff curve</td>
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<td>1&quot; max</td>
<td>1&quot; max</td>
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## SAILS

<table>
<thead>
<tr>
<th>Feature</th>
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<th>&quot;C&quot;</th>
<th>ACA Class</th>
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</thead>
<tbody>
<tr>
<td>Sail plan</td>
<td>no rest.</td>
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<td>One design</td>
</tr>
<tr>
<td>Hoist/Lower</td>
<td>yes</td>
<td>optional</td>
<td>yes, and stow</td>
</tr>
<tr>
<td>Max height</td>
<td>see rules</td>
<td>490 cm</td>
<td>13' 6&quot;</td>
</tr>
<tr>
<td>Max area</td>
<td>see rules</td>
<td>55 sq ft</td>
<td>One design</td>
</tr>
</tbody>
</table>

## RIGGING

<table>
<thead>
<tr>
<th>Feature</th>
<th>CRUISING</th>
<th>&quot;C&quot;</th>
<th>ACA Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leeboards</td>
<td>one or more permitted</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Centerboard</td>
<td>not permitted, no skegs</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rudder permitted</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Paddle required</td>
<td>two</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Paddle support permitted</td>
<td>no</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Hiking straps permitted</td>
<td>yes, all classes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trapeze permitted</td>
<td>no, all classes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Traveler permitted</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>J-C Straps permitted</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Outhauls permitted</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Jib Sticks permitted</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Vangs permitted</td>
<td>yes, all classes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Downhaul permitted</td>
<td>yes</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Weight (min, w. crew)</td>
<td>109 kg (240.3 lbs)</td>
<td>115 kg (255 lbs)</td>
<td>109 kg (240.3 lbs)</td>
</tr>
<tr>
<td>Crew min</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

1. Most restrictive dimension if canoe used in Cruising, "C", and ACA Classes.
2. When used in Cruising Class ACA Sail must be measured with spars, because of sleeve allowances.
CRUISING CLASS (4 METER)  All rules and specifications are as in the definitions and universal
rules unless otherwise noted.

1. HULL

b. Length: Maximum length is 564 cm. (18.51 ft.).

c. Beam: Not less than 5/32 of length nor more than 1/5 of length overall.

d. Cross Section: Hull beam at the 4" waterline shall not be less than 88% of the maximum
beam. Minimum beam of 88% to be measured at the hull's maximum beam.

The minimum depth of hull amidships, measured from the top of gunwales to the deepest
draft of hull, shall be 5½% of the length.

h. Decking: Cruising class (4 meter) decks at either end shall not exceed 3/16 of the length
of the canoe. Side decks and gunwale assembly shall not exceed 7.62 cm. (3 ins.) in
width.

2. SPARS

a. Mast: Maximum mast diameter is 10 cm. (3.94 ins.). Permanently curved masts are
permitted. At no point throughout the length of the mast shall the width be less than 50%
of the fore and aft dimension.

The maximum sail height for the Cruising Class (4 meter) is 412 cm. (13 ft. 6
ins.) for a 487.7 cm. (16 ft.) canoe plus 2.54 cm. (1 inch) in height for each additional
2.54 cm. (1 inch) in length of the canoe.

b. Boom: Maximum boom diameter is 8 cm. (3.15 ins.). Wishbone booms are permitted.
Each side must conform to the specifications for single booms.

c. Gaffs: Gaffs may be curved.

d. Shrouds: Are not permitted.
3. SAILS

Cruising Class sails must be able to be hoisted and lowered while underway.

The allowed sail area varies with the length and width of the canoe.

The basic allowed sail area for a canoe 487.7 cm. (16 ft.) long and 76.2 cm. (30 ins.) wide is 3.716 square meters (40 square ft.). For each 2.54 cm. (1 inch) that the beam is increased, the sail area is increased 0.186 square meters (2 sq. ft.). For each increase in length of 2.54 cm. (1 inch) the sail area is decreased by .031 square meters (1/3 sq. ft.).

No sail area is subtracted for canoes narrower than 67.2 cm. (30 ins.).

No sail area is added for canoes shorter than 487.7 cm. (16 ft.).

5. RUDDER

A rudder is not permitted.

A paddle may be used for steering. No fittings or other appliances are to be added to the hull or paddle to assist its use for steering.

6. PADDLE

When one paddle is being used for steering, a second paddle is mandatory.

7. WEIGHT

NO WEIGHT REQUIREMENT as per September 25, 2009.

11. TRAVELERS Are permitted

12. J-C STRAPS Are permitted

13. OUTHAULS Are permitted

14. JIB STICKS are permitted
CLASS “C” (5 METER) All rules and specifications are as in the definitions and universal rules unless otherwise noted.

1. HULL
   
   b. Length: Maximum length is 564 cm. (18.51 ft.).
   
   c. Beam: Minimum beam 83.8 cm. (33 ins.).
   
   d. Cross Section: Minimum beam at 10.16 cm. (4 ins.) waterline shall be 88% of maximum beam. Minimum beam of 88% to be measured at the hull’s maximum beam. No minimum depth.
   
   h. Decking: Decks are permitted over 2/3 of the length of the canoe. Canoes shall be open from gunwale to gunwale, and vertically to the bottom, for 1/3 of its length.

   A maximum of two cubic feet of floatation is allowed within the designated open section.

2. SPARS
   
   a. Mast: 10 cm. (3.94 ins.) maximum diameter.

   Mast may have a maximum permanent curve of 2.54 cm. (1 inch) head to heel, measured along trailing edge or slot.

   Width of mast minimum 50% of the fore and aft dimension.

   b. Boom: Any shape allowed in the universal rule. 8 cm. (3.15 ins.) maximum diameter.

   Wishbone boom permitted.

   c. Gaff: Gaff must be straight and may have a curve of 2.54 cm. (1 inch) head to heel measured along trailing edge or slot.

3. SAILS

   Maximum height of sail is 490 cm. (16.09 ft.).

   Maximum sail area is 5.11 square meters (55 sq. ft.).
5. RUDDER Permitted

7. WEIGHT

   NO WEIGHT REQUIREMENT

11. TRAVELE R S permitted

12. J-C STRAPS permitted

13. OUTHAULS permitted

14. JIB STICKS permitted

15. VANGS permitted
ACA CLASS. All rules and specifications are as in the definitions and universal rules unless otherwise noted.

1. HULL

b. Length: Any length is permitted.

c. Beam: The canoe shall be 71.1 cm. (28 inches) or wider at the 10.16 cm. (4 inch) waterline at some location.

d. Cross Section: No restrictions.

e. Lines: The canoe shall be symmetrical from side to side but not necessarily symmetrical from end to end.

h. Decking: Decks are permitted over 2/3 of the length of the canoe. Canoes shall be open from gunwale to gunwale, and vertically to the bottom, for 1/3 of its length.

k. Buoyancy: Same as all open canoes.

2. SPARS

a. Mast: Mast may have a permanent curve no greater than 1", and a maximum diameter of 8 cm. (3.15 inches)

b. Boom: Permanent curve no greater than 1". No diameter restriction.

c. Gaffs: Permanent curve no greater than 1". No diameter restriction.

3. SAILS

The sail must be an official ACA sail purchased from the National Sailing Committee. No alterations to the sail are permitted, except for the installation of a standard window. The sail may not be sailed loose footed.

The rigging shall be attached so that the gaff, boom, and sail can be lowered and stowed on the canoe while underway.

The sail shall be installed using the openings provided in the sleeves for fittings such that the top of the sail is no higher than 13 feet 6 inches above the inside of the bottom of the hull measured vertically from the head of the sail with the canoe level.
The sail shall be installed so that the foremost part of the sail at the tack is no less than 8 inches in front of the center of the mast, measured horizontally.

The sail shall carry the number assigned to and provided on the sail by the Association. The hull may have a different number assigned to it when measured for all classes.

5. RUDDER Permitted

6. PADDLE

Must be carried. When a paddle is used for steering, a spare paddle must be carried. Paddle may be attached or supported when used for steering.

7. WEIGHT

NO WEIGHT REQUIREMENT.

11. TRAVELERS Not permitted. Adjustable travelers not permitted.

12. J-C STRAPS Not permitted

13. OUTHAULS Adjustable outhauls are not permitted

14. JIB STICKS Not permitted

15. VANG Permitted
SECTION III

AMERICAN CANOE ASSOCIATION REGATTAS

NATIONAL AND DIVISIONAL CHAMPIONSHIP RACES

Pursuant to the A.C.A. Constitution, National and Divisional Championship Races shall be held annually using the following format. These section III rules take precedent over any conflicting ISAF rules.

1. There shall be a minimum of three races scheduled for each of the sanctioned classes of sailing canoes in which there are two or more entries. All completed scheduled races count, unless the sailing instructions specify a throw out race. The intention is that these races will be a fair test of sailing on all points of sail over a range of conditions.

2. Should the weather prevent completion of the race schedule, prizes may be awarded on the basis of points scored in two races, as long as at least two boats start those races. Trophies shall not be awarded if only one race of the series is completed. It shall be the duty of the Race Committee to make every effort to complete two races.

In the event postponement past the scheduled dates becomes necessary, rescheduling of the regatta is to be as soon as practical. Postponements of regattas in part or whole might be acceptable for Divisional Championships because of the lesser hardship of travel. For a National Championship it might be more practical to extend the number of days of a regatta for completion to avoid extensive travel or lack of contestants.

3. The following trophies shall be awarded to the National champion:

- 10m decked sailing class.............. Leo Friede Trophy
- 5m open sailing class.................. Mally Mallison Trophy
- 4m open sailing class.................. Roger Wilkinson Trophy
- ACA open sailing class................ Tom Zuk Trophy

4. The decision to start a race rests with the race committee in consultation with the competitors. Where windspeed consistently exceeds 10 m/s (20-21 mph) it is recommended that no race be started for the open canoe classes.

5. Ties will be resolved using ISAF Rules.
6. Open canoe classes will be scored according to the current International Sailing Federation, Racing Rules of Sailing.

7. The skipper of a canoe shall not be changed during a race series and the crew shall be the same in number throughout the series.

8. In a series of races for a given award, the sails of a canoe may be altered or replaced by others for individual races, but all must conform to class specifications. The same canoe shall be used in all races of a series.

9. Entry fees may be required by the Race Committee.
PERPETUAL TROPHY RACES

The following Trophy and other selected races are historically held, though not committed to be, during the annual National Encampment and are under the direction of a Sailing Committee selected and sanctioned for this purpose.

The races are as follows:

A. For 10m Decked Sailing Canoes

1. *THE ACA RECORD RACE FOR THE ADMIRALTY TROPHY

2. A.C.A. CHALLENGE TROPHY
   9.7 km (6.0 miles) 3 races

3. MAB TROPHY - excludes the Challenge Trophy winner.
   9.7 km (6.0 miles) single race

4. DAVID CRANE TROPHY
   9.7 km (6.0 miles) single race

5. PAUL BUTLER TROPHY
   9.7 km (6.0 miles) single race

6. MERMAID TROPHY
   9.7 km (6.0 miles) single race

7. **WHITMAN TROPHY
   Twice around Sugar Island

B. For 5m Open Sailing Canoes

1. * THE ACA RECORD RACE FOR THE ADMIRALTY TROPHY

2. THE DANNY ZWART TROPHY
   3 races; each 7.2 km (4.5 miles) 2.5 hours. First race will be twice around a triangle; second race will be twice windward/leeward; third race will be twice around a triangle.

3. **THE WHITMAN PLAQUE TROPHY
   Twice around Sugar Island

4. THE DANNY ZWART "CLIPPER" TROPHY - excludes the Championship Trophy winners. 7.2 km (4.5 miles) triangle 2.5 hours
C. 4m Open Sailing Canoes

1. **THE ACA RECORD RACE FOR THE ADMIRALTY TROPHY**

2. **THE CRUISING TROPHY**
   
   3 races; each 4.8 km (3 miles) 1.5 hours. First race will be twice around a triangle; second race will be twice windward/leeward; third race will be twice around a triangle.

3. **GARDNER TROPHY** - Excludes the Championship Trophy winning crew and canoe. 4.8 km (3 miles) triangle 1.5 hours.

4. **ALL OUTDOORS TROPHY**
   
   Twice around Sugar Island

D. ACA Class Open Sailing Canoes

1. **THE ACA RECORD RACE FOR THE ADMIRALTY TROPHY**

2. **THE LARRY ZUK TROPHY**

   3 races; each 4.8 km (3 miles) 1.5 hours. First race will be twice around a triangle; second race will be twice windward/leeward; third race will be twice around a triangle.

3. **CONSOLATION RACE** - excludes the Championship Trophy winning crew and canoe. 4.8 km (3 miles) triangle 1.5 hours

4. **AROUND SUGAR ISLAND RACE**
   
   Twice around Sugar Island

*THE ACA RECORD RACE FOR THE ADMIRALTY TROPHY*

This race shall be open to all classes of sailing canoes. All contestants must enter the first race of the series in order to qualify for any prizes, awards for any of the Record races, or for the Admiralty Trophy.

**RECORD COMBINED RACE** is the first race.

4.8 km (3 miles) triangle 1.5 hours

The legs of the course shall be alternately paddled and sailed, with the first leg being paddled. Each class of canoe shall have its full crew, but on the paddling legs only one member of a multiple crew shall paddle throughout any one leg.
RECORD SAILING RACE is the second race.  
7.2 km (4.5 miles) triangle 2.5 hours

The same rig must be carried as in the Record Combined Race. Each class of canoe shall start and sail with its full required crew.

RECORD PADDLING RACE is the third race.  
1 km (.6 miles) straight-away course.

The canoes may be stripped of all equipment. Each canoe shall be paddled by only one member of the original crew of the Record Combined Race.

** These races have been traditionally run during the National Encampment when it is held at Sugar Island.

ADDITIONAL INSTRUCTIONS FOR PERPETUAL TROPHY RACES

These races shall follow rules 4 through 9 of the National and Divisional Championship Races.

These races may be postponed by the Committee, if weather conditions are unsuitable, but are not to be called earlier than scheduled.

Course length of individual races are recommended and may be altered by the race committee to suit the conditions.

The Regatta committee may have additional races, such as it deems necessary. Perpetual Trophy Races as listed are to be run according to the stipulators in the deed of gift and/or the rulings of the Race Committee.
SECTION IV

AMENDMENTS TO REGULATIONS

1. Request for regulation changes must be submitted to the National Sailing Committee Chair who will submit them to the Committee members for consideration. These changes after due process will be prepared as a proposed amendment and notice will be published to sailors by Division Sailing Chair.

2. The final draft of the proposed amendment shall be made by the National Chair using committee input and copies sent to the ACA President and each member of the National Sailing Committee to be voted on. Votes returned after 30 days shall be invalid. Voting on proposed amendments may be by mail to the Chair of the National Sailing Committee or by voice ballot by committee members at a meeting convened for this purpose.

3. Amendments of regulations shall take effect on January 1st of the year following the year of their acceptance, or during a general rules revision, at the discretion of the National Sailing Committee. Any regulation change that makes equipment obsolete shall have a proviso for allowable life of this equipment considered.
APPENDICES

The appendices are intended to exactly follow the basic rules as an aid to application of the rules. If there is a real or perceived conflict with the basic rules in Sections I through IV, the appendices are to be considered as subservient to the basic rules.
APPENDIX - 1

OFFICIAL AMERICAN CANOE ASSOCIATION

MEASUREMENT CERTIFICATE

OPEN SAILING CANOES

Owner: __________________________  A.C.A No: ________  Signature: ___________________________________

Address: __________________________  City: __________________ State: ________  Zip: ____________

<table>
<thead>
<tr>
<th>Hull</th>
<th>Spars</th>
<th>Hull Builder _____________________</th>
</tr>
</thead>
<tbody>
<tr>
<td>Configuration</td>
<td>Cross sections</td>
<td>Hull Builder _____________________</td>
</tr>
<tr>
<td>Length ________ *</td>
<td>Height of sail</td>
<td>Model ____________________________</td>
</tr>
<tr>
<td>Beam ________ *</td>
<td></td>
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<tr>
<td>Waterline beam ________ *</td>
<td>Leeboards</td>
<td>Ser. No. ________________________</td>
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<tr>
<td>Depth ________ *</td>
<td></td>
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</tr>
<tr>
<td>Cross section ________ *</td>
<td>Rudder</td>
<td>Type Construction_________________</td>
</tr>
<tr>
<td>Lines**</td>
<td>Paddle</td>
<td>Color__________________________</td>
</tr>
<tr>
<td>Keel</td>
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<tr>
<td>Decking</td>
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</tr>
<tr>
<td>Cruising class</td>
<td>***Weight</td>
<td>Weight, less crew ___________*</td>
</tr>
<tr>
<td>Other open classes</td>
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</tr>
<tr>
<td>Maximum floatation,</td>
<td>Rule II B. 1. h</td>
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</tr>
<tr>
<td>* Enter Measurement</td>
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</tr>
<tr>
<td>Spray Boards</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fenders *</td>
<td>** Checked Using Jig, Page 31</td>
<td></td>
</tr>
<tr>
<td>Bulkheads</td>
<td>*** This shall include sail, crew, approved PFD and all.</td>
<td></td>
</tr>
<tr>
<td>Buoyancy</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seat</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Painter</td>
<td>In 4m class only enter sail area permitted for this canoe as computed using the hull measurements.</td>
<td></td>
</tr>
<tr>
<td>Rigging</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

THIS HULL IS CERTIFIED TO BE USED IN THESE CLASSES:
A.C.A. Hull Number: __________________________

3m ________
4m ________
5m ________
7m ________
ACA ________

CERTIFIED BY OFFICIAL A.C.A. MEASURER:

Name: __________________________  A.C.A No: ________  Signature: ___________________________________

Address: ___________________________________________  City: ____________  State: ________  Zip: ____________

Place where measured: ___________________________  Date: ____________

* Enter Measurement
** Checked Using Jig, Page 31
*** This shall include sail, crew, approved PFD and all.
HULL MEASURING INSTRUCTIONS
OPEN CANOES

Hull length:

L = Hull length

A

25% L

10% L

0% L

25% L

40% L

40% L

Height

Width

Base Lines

10.16 cm (4 inches)

7.6 cm (3 inches)
Appendix - 2 (text)

For checking fore and aft symmetry, set up hull level on level floor or platform, check heights and widths from base lines at station A with corresponding values at station F, B with E, etc. Check sufficient values to determine symmetry at the following; keel line, 4 inch and 7 inch waterlines (from keelline), sheerline, bow and stern ends. Measure beam values from base lines, keel line, or total beam along crossboard. The height difference tolerance at corresponding stations is one inch maximum (2.54 cm.). The total beam difference at corresponding stations is one inch maximum (2.54 cm) and the half beam tolerance is one-half inch (1.77 cm.).

Tolerances are allowed for warping or damage to canoe hulls. Intentional design and construction of an asymmetrical canoe or distortion of a hull by use of thwarts, bulkheads, or other means to take advantage of the allowable tolerances shall be sufficient reasons for disqualification.

Tools

Level platform or floor 48 in. x boat length
2 Carpenter’s squares - 24in. x 16in.
1 True and straight board (about 1 x 4)
Carpenter’s level
C clamps
Ruler and tape-measure
1 or 2 Adjustable 12in. carpenter’s squares
INTRODUCTION

These instructions help standardize sail measurement. Sail measurement rules and areas are shown in the open canoe universal rule and the separate class specifications.

TOOLS

a. 7m (22 feet) steel tape-measure. A metric tape-measure or engineer’s tape marked in tenths and hundredths of a foot will simplify measurement and reduce calculation errors.

b. 8 or 10 awls, nails, screw drivers or rods

c. 60 ft. strong string (fishing line etc.)

d. Three spring scales up to 10 kg. (22 lbs.) spring scale, preferably calibrated and marked for the specified 10 and 2 kg. Tensions

e. Pencil and paper, calculator

f. A plywood platform or wooden floor on which nails can be driven is the best surface.

Firm level ground with short grass or small leaves can be used.

PREPARE THE SAIL

All battens must be in place. Full batten sails must have battens slightly withdrawn sufficient to allow the luff roach to curl up and the bolt rope to assume a straight line. Adjustable leech, foot, or other lines must be released if, in the opinion of the measurer, they reduce the sail area significantly.
TENSION SAIL

Lay sail on flat surface and stake peak firmly. For sleeve sail or one with no grommet or line at a corner, use a small c-clamp and small wooden blocks to grip the sail. Place one scale at the tack and tension luff to a stake. Place a short line and/or stake at tack in line with the foot that will secure the tack and prevent movement when the foot is tensioned with a scale at the clew. Also tension leech with another scale at the clew. Small turnbuckles can be used to aid adjustment of scale tension. All scale lines should be directly in line with the main triangle sides. Lay out main and other triangles with fine lines and stakes, with careful attention to positioning by the rules. Check all corners for string position and scale tension. Be careful not to disturb sail and lines while measuring. To measure the altitude of a triangle, hold zero end of tape at an apex and swing the tape in an arc at the base to obtain shortest measurement when tape is square to triangle base line.

CERTIFICATION

Measurer should mark the final calculated sail area, measurer's name and the date in the tack area with waterproof ink (not ball point). Measurer should also fill out and sign the official certification form. A sail is not legal until it has the proper number and class insignia affixed. Winning sails may be remeasured in accordance with Section I, Part 6, 77a.
TYPICAL SETUP WITH SAIL READY TO BE MEASURED

CORRECT LINE LAYOUT

MEASURING POINT

SAIL

PLATFORM

HEAD

TAUT LINE

LUFF

LEECH

TACK

FOOT

SPRING SCALE

SPRING SCALES

INCORRECT
Marconi and Full Satten

1. Stake out sail to proper tensions.
2. Stake out lines as per sketch.
3. Multiply 1 x 2 and divide by two and deduct area of triangle xx to get area "A".
4. Multiply 3 x 4 and divide by two to get area "B".
5. Multiply 5 x 6 x $\frac{1}{2}$ to get lower leech area.
6. Multiply 7 x 8 x $\frac{1}{2}$ to get upper leech area.
7. Total all areas (less triangle xx).
8. Check luff and foot for excess roach area as per class allowance. Excess area is added to the total area.

NOTE: When checking leech area successive triangulation is to be done until remaining roaches are less than 15.24 cm (6 inches). If the edge of the sail is straight it shall be divided into convenient triangles.
1. Stake out sail to proper tensions.

2. Stake out lines as per sketch.

3. Multiply 1 X 2 and divide by two to get Area "A".

4. Multiply 4 X 3 (leech roach) X 2/3 to get Area "B".

5. Add areas "A" and "B" and subtract triangle xx to get sail area.

6. Check luff and foot for excess roach area as per class allowance. Any excess area is added to the total area.

7. For a uniformly tapered mast, measure the athwartship mast diameters at the sail peak and sail tack. Divide the sum of those measurements by four (4) and multiply that figure by the length of the luff and deduct this area from the total sail area. For a non-uniform mast taper the average of more measurements can be calculated per rule.

Note: When checking leech area successive triangulation is to be done until remaining roaches are less than 15.24 (6 inches). If the sail leech is a series of straight lines, it shall be divided into convenient triangles.
OFFICIAL AMERICAN CANOE ASSOCIATION

CERTIFICATION OF SAILS FOR ALL CLASSES OF SAILING CANOES

Owner: ______________________ ACA No: __________ Signature: ________________________

Address: ______________________________ City: ______________ State: _______ Zip: _______

Sailmaker: __________________________________________________Number on Sail: ________

Sail Type: _______________________ Sail Material: _____________________ Sail Class: _______

Sketch sail plan

Jib _________ Area.              Main _________ Area.              ACA Hull No: ___________

This sketch shows measurements taken and certified by the Official ACA Measurer.

Name: ______________________ ACA No: _________ Signature: __________________________

Address: ____________________________ City: _____________ State: ________ Zip: _________

Place where measured: ____________________________ Date: _________
Appendix - 4

INACTIVE SAILING CANOE CLASSES

The following ACA canoe classes are inactive. Their basic rules are given below. The 7 meter (B Class) is governed by the open canoe rules (with the exception of length). The 16/30 is governed by the National Decked Canoe rules.

The ACA Sailing Committee encourages individuals who wish to build canoes to these rules. If sufficient numbers of canoes are built to one of these rules the ACA Sailing Committee will consider re-instituting canoe racing for that class.

<table>
<thead>
<tr>
<th>Class</th>
<th>7 Meter (open canoe)</th>
<th>16/30 (decked canoe)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximum length</td>
<td>625 cm. (20.52 ft.)</td>
<td>487 cm. (16 ft.)</td>
</tr>
<tr>
<td>Minimum beam</td>
<td>15% of total length</td>
<td>76 cm. (30&quot;)</td>
</tr>
<tr>
<td>Rigged weight including crew</td>
<td>170 kg. (374.8 lbs.)</td>
<td>L<em>B</em> 11.72 kg.</td>
</tr>
<tr>
<td>Sail area</td>
<td>7 Square Meters</td>
<td>92 Square Feet</td>
</tr>
<tr>
<td>Rudder permitted</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Minimum number of crew</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Paddle required</td>
<td>yes</td>
<td>no</td>
</tr>
<tr>
<td>Maximum sail height</td>
<td>550 cm. (18.06 ft.)</td>
<td>636 cm. from hull underside</td>
</tr>
<tr>
<td>Sliding seat permitted</td>
<td>no</td>
<td>yes, length unlimited</td>
</tr>
<tr>
<td>Leeboards only</td>
<td>yes</td>
<td>no, daggerboards allowed</td>
</tr>
<tr>
<td>Decking</td>
<td>2/3 rule</td>
<td>no restrictions</td>
</tr>
</tbody>
</table>

Other inactive open sailing canoe classes: Class “D” (3 meter), originally designed for young sailors, is described in the 1978 rules. The 7 Meter Class, also described in the 1978 rules, was intended to replace the old original Class “B”. The old Classes “A” and “B” are described in the 1964 rules.
AMATEUR RULES

Section 1 Definition of an Amateur: An Amateur is a sportsman who observes strictly the rules of the International Canoe Federation (ICF) and who, having a basic occupation designed to ensure his present and future livelihood, devotes himself to sport as an avocation for his own pleasure and for his own moral and physical well-being without deriving therefrom, directly or indirectly, any material gain himself. A competitor may not:

a. Be or have been a professional athlete in any sport or contracted to be so before the official closing of the competition.
b. Have allowed his person, name, picture or sport performance to be used for advertising, except when the ACA or the National Sailing Committee enters into a contract for sponsorship or equipment. All payments must be made to the ACA or the National Sailing Committee and not to the individual.

Section 2 The following specific rules define more closely the provisions given above.

a. A professional athlete may be invited to participate in amateur competition without jeopardizing the amateur status of other canoeists.
b. A professional athlete may not be awarded a Divisional or National amateur title.
c. Anyone who is declared a professional canoeist may not become an amateur again. Anyone who is declared a professional in any branch of canoeing (canoe racing, sailing, slalom, whitewater open canoe, marathon, or canoe poling) automatically becomes a professional in all branches.
d. An amateur canoeist may not compete in canoeing activities as a representative of a corporation or business in which he is employed, unless he has a minimum of two years of service, and the canoeing (or closely allied activity) is purely amateur in nature.
e. No canoeist shall lose amateur status by reason of the fact that his livelihood in total or in part is derived from the designing or construction of canoes, or any parts of canoes, or accessories of canoes, or sails, or from advertising or other profession connected with canoes, provided there is no capitalization of his fame. He may also write or publish articles on canoeing or engage in other artistic endeavors relating to the sport for money provided there is no capitalization of his fame.
f. An amateur canoeist may not bet or risk money on canoeing events.
g. An amateur canoeist may not enter or compete under any name that is not his own.

Section 3 A competitor may:

a. Be a physical education or sports teacher who gives elementary instruction.
b. Accept prizes won for competition within the ACA, not exceeding $50.
AMERICAN CANOE ASSN — pp 1-3  title page, preface, contents

SECTION I pp  4-8

78 COMPLIANCE pp 9 & 10  rest of section 1, section II

B. OPEN SAILING— pp11-15  open class universal rules

OPEN SAILING C— p 16  open sailing canoe specifications

CRUISING CLASS pp 17-20  cruising class and “C” class rules

ACA Class pp 21-22  ACA Class rules

SECTION III pp 23-27  section III including the perpetual races

SECTION IV pp 28&29  amendments, appendices

Appendix – 1 p 30  the measurement certificate

p31  appendix 2 drawing, can’t do (use copy that has new writing on it)

Appendix – 2 pp32-34  text of appendix 2, appendix 3

pp 35-37  sail drawings, can’t do

Marconi and Full Batten p 36  text only

Certification of sails p 38  certification of sails

Appendix – 4 pp 39-41 appendices 4 & 5