

MARICAT 4.3 CLASS RULES

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Maricat 4.3 CLASS RACING RULES POLICY

As stated in the Association Constitution, the basic policy is to maintain the Maricat as a restricted class, thereby ensuring the races are won by a combination of skill and tactics and not necessarily by athletic ability and / or money. The class racing rules are based on the premise that all competitors sail equivalent catamarans and that those competitors provide the skill, tactics and tuning necessary to optimise the performance of the Maricat with safety.

RULES – ORDER OF PREFERENCE

Where any disagreement exists between the racing rules and or the sailing instructions, other than in boat specifications or measurement, the order of precedence shall be local club rules, and then the Maricat Association Racing Rules, and then the AYF rules, then the IYRU rules.

Personal Buoyancy

Every person racing a Maricat 4.3 shall wear a buoyancy vest or life jacket, of a type approved by the Standards Association of Australia for the purpose, secured and correctly fastened to their person.

Maricat 4.3 SPECIFICATIONS

RACING CLASSES

The Maricat 4.3 shall be sailed in the following classes:

▶ Class A	Cat or UNA rigged 4.3m (14') one up.
▶ Class B	Sloop rigged 4.3m (14') two up.
▶ Class C	Supersloop with trapeze, sloop rigged 4.3m (14') one up.

These classes may be given separate starts or sail together on the same or different course lengths as decided by the Race Committee.

SKIPPER & CREW WEIGHTS

The minimum weight of persons sailing a Maricat 4.3 shall be as follows:

▶ Class A	63.5 Kilograms (singularly)
▶ Class B	108 Kilograms (combined)
▶ Class C	71 Kilograms (singularly)

To verify all weights, all skippers and crews shall be weighed in shorts and t-shirt prior to the commencement of the Championship event. Should the skipper/crew be below minimum weight, extra weights shall be carried firmly attached to the boat. These weights (as per IYRU Rules) must not be moved whilst the race is in progress. When the helmsman has to carry additional weight it shall be supplied by the helmsman and fixed to the boat to the satisfaction of the race committee and/or the Class Measurer. If the boat is above minimum weight, the extra boat weight can be used to comply with this requirement.

HELMSMAN

All helmsman racing a Maricat 4.3 catamaran in Regional, State or National Championships shall be a paid-up member of their State Maricat Association.

Helmsman and Crew

The helmsman and crew of a Class A or Class B or Class C Maricat 4.3 must be nominated before a race or series and shall not be changed during the race or series without the written permission of the race committee. If a substitute is permitted, then that substitute must be within a weight of + /- 5 kg of the nominated person, and of similar sailing experience.

HULLS

Shall be of fibreglass reinforced polyester material including fibreglass reinforced polyester with foam sandwich construction and shall be to registered design specifications. No modification to shape is allowed. The "Maricat 4.3" emblem on the side of the hull is an integral part of the boat and is therefore not classified as advertising. The emblem is not obligatory.

SAILS

All sails shall comply with the Maricat Association specifications and drawings. Sails can be supplied by any sail maker. The sails may be recut slightly, if an owner desires to alter the position of the "drive". Fabric shall not be added to the sails except to effect legitimate repairs.

Windows, tell tales, wool tufts, leech ribbons etc, may be added to the sail/s if required.

Only one mainsail and jib shall be used by a competitor in a Championship event or series, unless a sail has been damaged and is no longer useable. Permission to change must be obtained from the Race Committee.

All Maricat 4.3 sails are to have 7 battens and where 8 now exist the bottom batten shall be removed.

The Maricat insignia, sail maker's label and issued sail number remain an integral part of that mainsail only. Jibs shall carry the sail maker's label. The Maricat insignia shall be a red band in the middle of two black bands.

SAIL MEASUREMENTS

Where necessary for the purpose of verification of sail dimensions on the beach, the measurement method can be found on the sail drawings. See [Appendix 2](#) (main sail) and [Appendix 3](#) (jib).

Notes:

- Measurements are taken with the sail laid flat on the ground, not on the mast.
- All sails purchased from 26 January 2009 shall conform to these rules. Older sails recut to accommodate extra mast rake will possibly not conform to the measurements and allowances should be made under these circumstances.

Dispute re sail Measurement

In the event of a dispute re sail measurement, the sail shall be fully dimensioned by the Class Measurer or, in his/her absence, two current members of the Maricat Association Committee. The comparison of the dimensions taken on sail/s in question will be made with the fully dimensioned drawings held by the management committee of the Association.

BATTENS

Battens may be replaced, reshaped or altered.

SPARS

Mast and boom are as per manufacture's specifications. Tapering or chemical milling is not allowed, nor is alteration of the hound's position.

RIGGING

The style of rigging may not be altered, i.e. the boat must be rigged with two (2) forestays and two (2) shrouds attached to the normal attachment points as per specifications, except that on sloop rigged boats the two forestays may be dispensed with provided that the bridle length and the furler are as per specification. Wire diameter may be increased but not decreased. Adjusters for tensioning rigging may be added. All rigging, ie stays shrouds bridle dolphin striker wire etc, excluding the halyard, jib strop and luff wire, are to be plastic coated or covered. It is recommended that side stay adjustment chainplates are covered with plastic tubing or the like.

TRAPEZE

A trapeze may be fitted to the Supersloop class only.

Trapeze wires may be incorporated into the shackle at the normal hound position or may be attached separately but no lower than 100mm below the existing hound position.

Point and method of attachment of the trapeze and the retracting cord/s to the side of the hulls is optional. It is recommended that the trapeze wire be plastic coated.

MAST ROTATION

The mast rotation stops may be altered to allow greater or lesser mast rotation. Spanners or other methods of controlling the rotation are not permitted.

HIKING STRAPS

Additional hiking straps may be attached to the fabric of the trampoline.

HALYARD

The standard halyard and halyard lock arrangement shall be used. The sail shall not be shackled or tied to the mast head.

RIGHTING LINE

The standard righting line arrangement shall not be removed from the boat. Minor modifications to assist with ease of use are permissible.

RUDDERS

Shall be of fibreglass reinforced polyester material. Rudder blades shall not be modified except for the area above the nominal water line to facilitate adjustment to lee or weather helm. Fairing and/or slight filing is allowable but the overall shape shall not be altered.

RUDDER ASSEMBLY

The basic tiller assembly, ie the arms and bar (excluding the rubber knuckles) and standard rudder boxes must be retained. Modification to the rudder downhaul/uphaul mechanism/system may be made. The tiller extension may be changed but must be a single tiller with one end connected to the tiller crossbar at the standard location.

EXTRA EQUIPMENT

Equipment, such as compass, wind indicators etc, which may assist a skipper are allowed.

INCLEMENT WEATHER

a) Where sailing conditions are extreme and unlikely to improve and/or the wind velocity exceeds 22 knots for a period of ten minutes as measured on the committee vessel before or during a race, that race will be postponed and resailed if possible, when conditions permit, otherwise abandoned.

b) At association championship events the wind velocity shall be a minimum of 3 knots for a race to commence.

EQUIPMENT SPECIFICATIONS

a) Downhaul

- i. Gearing: maximum purchase 8:1
- ii. Rope and pulley system only
- iii. Cleating system optional

b) Boom Vang

- i. Gearing: Maximum purchase 8:1
- ii. Rope and pulley system only

c) Outhaul

- i. Gearing: maximum purchase 8:1
- ii. Rope and pulley system only
- iii. Cleating system optional

d) Mainsheet

- i. Gearing: maximum purchase 8:1
- ii. Rope & pulley system only
- iii. Roller bearing blocks and cleats allowed

e) Traveller Assembly

- i. Gearing: maximum purchase 2:1
- ii. Roller bearing cars permitted
- iii. Cleating system allowed

f) Sheet Ropes

- i. Any sheet rope may be used

g) Block Hanger

- i. Extra block hangers may be added to the boom
- ii. Only one block hanger may be used at a time

h) Mast Rake

- i. Rake angle free
- ii. Adjustment to rake while sailing not permitted

i) Jib Blocks

- i. Maximum purchase 2:1 - blocks free
- ii. Rope and pulley system only
- iii. Cleating system optional

j) Jib Block Attachment

- i. Jib block attachments may be altered provided they are attached to suitable load bearing supports. Where wire strops are used these must be plastic covered to prevent injury on broken strands.

k) Barber Haulers

- i. Barber hauler systems are not allowed

l) Leech Lines

- i. Leech lines may be fitted to Maricat 4.3m racing jibs

m) General

- i. Quick connecting couplings maybe used where ever required
- ii. **Unless specifically mentioned within these rules no other modifications or alterations from standard production and specifications are permitted without the approval of the Maricat Association.** Therefore consult the Class Measurer for a ruling before making any other modifications or alterations. In case of a dispute on a ruling, an application for final ruling must be made to the full Association committee. A minimum of 14 days notice is required for a ruling by the committee.

n) Furler

- i. It is recommended that the furler on the sloop rigged boats be retained but may be dispensed with provided that the tack of the jib is not less than 100mm from the apex of the bridle.

o) Rudder

- i. Rudder downhaul / uphaul system may be modified (See Rule 21)

APPENDIX 1 - CLASS SPECIFICATION

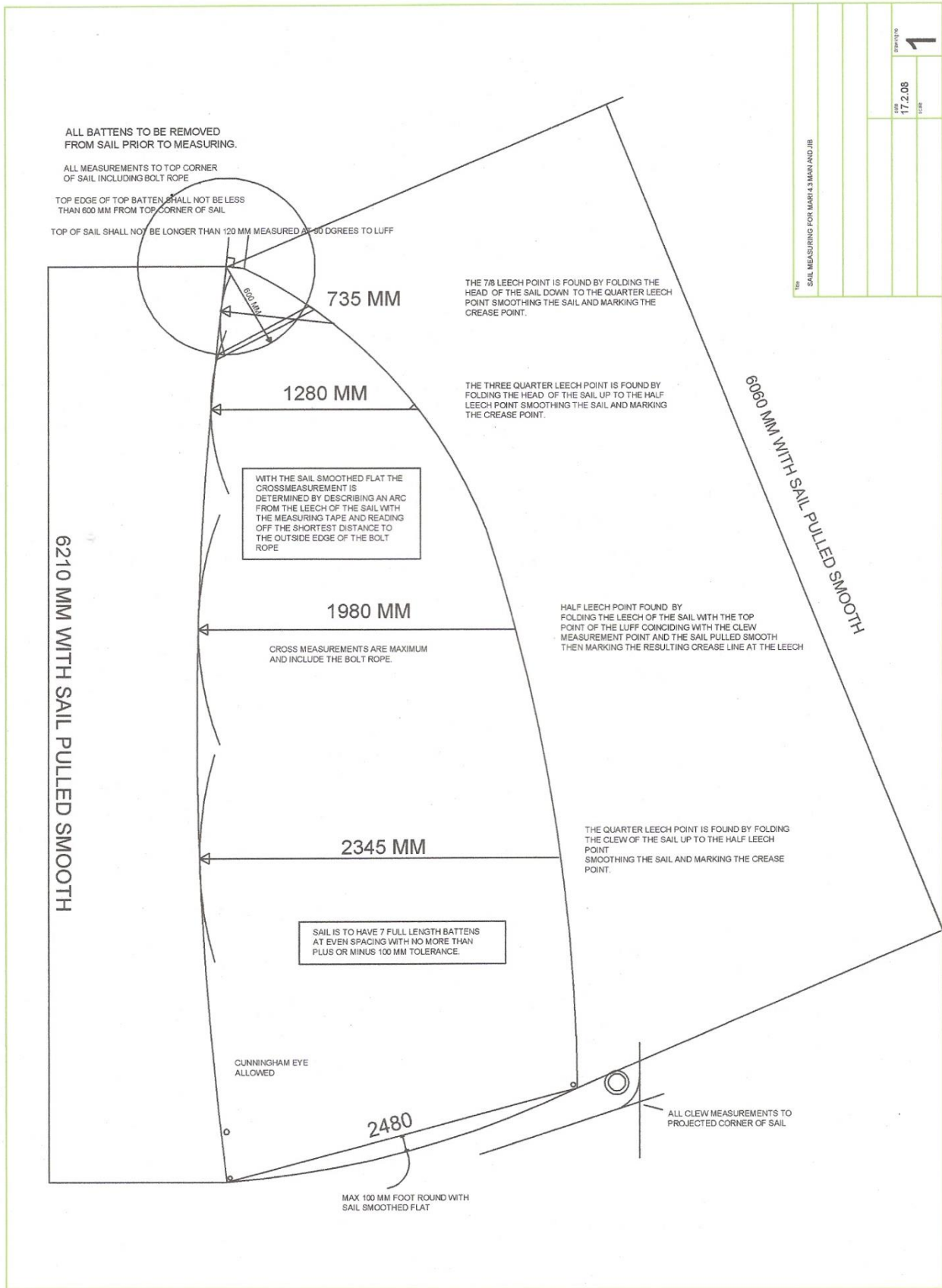
CLASS SPECIFICATION FOR THE MARICAT 4.3 CATAMARAN

- Length 4.27m
- Beam (maximum) 2.35m
- Mast Height (include base and head) 6.785m
- Boom Length (include goose neck) 2.65m
- Minimum weight 95kg – fully rigged to sail cat rigged (including vang, downhaul, stays, rudders, porthole covers, main sail with battens, mainsheet system, tramp, mast boom and fittings). The vang may be omitted, however the boat must comply with minimum weight specification.
- Sail Fabric Dacron
- Sail Fabric Weight (min) 193gsm
- Mainsail Area As per Association drawings
- Jib As per Association drawings
- Bridle wire length 1010mm measured between the shackle to thimble contact surfaces at either end of the wire.
- Furler Ronstan RF76 or equivalent

These measurements, except for the weight, could vary +/- 1%. Any changes to the Maricat 4.3 which will not alter the above specifications will be to reduce the manufacturing costs, and/or replace sections no longer procurable, and will not alter their performance of the boat.

There will not be any changes to:

- a. Hull shape
- b. Sail shape and area
- c. mast length and section
- d. boom length and section
- e. style of rigging
- f. rudder blade shape and size
- g. halyard and lock arrangement
- h. sail fabric and weight



MAXIMUM MEASUREMENTS

LUFF 4100 MM

LEECH 4000 MM

FOOT 1820 MM

FOOT ROUND 100 MM

HEAD WIDTH AT 90 DEG TO TOP POINT OF SAIL ON LUFF 40 MM

MAX WIDTH OF SAIL FROM 1/2 LEECH POINT TO LUFF IS 875 MM

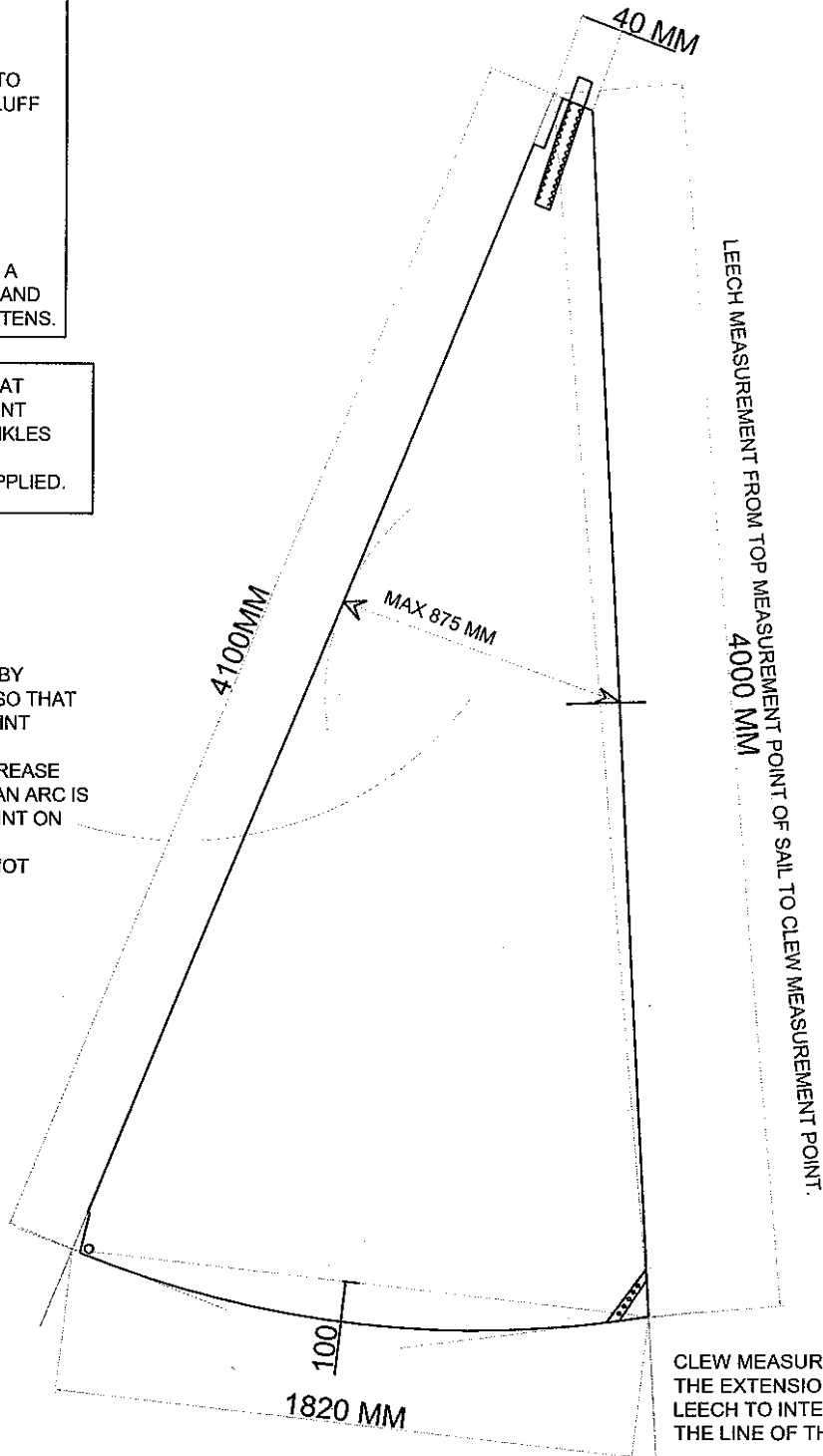
THE SAIL LEECH WILL BE A SINGLE HOLLOW CURVE AND WILL NOT HAVE ANY BATTENS.

SAIL TO BE LAID OUT ON FLAT FLOOR AND ONLY SUFFICIENT TENSION TO REMOVE WRINKLES ALONG THE LINE OF THE MEASUREMENT IS TO BE APPLIED.

TOP MEASUREMENT POINT OF SAIL AT INTERSECTION OF LINES EXTENDING THE LUFF PAST ANY CUT-AWAYS AND THE SQUARED OFF HEAD OF SAIL.

EYES OR WEBBING LOOP NOT INCLUDED.

HALF LEECH POINT IS FOUND BY FOLDING SAIL ALONG LEECH SO THAT THE HEAD MEASUREMENT POINT COINCIDES WITH THE CLEW MEASUREMENT POINT. THE CREASE THAT IS FORMED IS MARKED AN ARC IS STRUCK TO THE NEAREST POINT ON THE LUFF. THIS DISTANCE SHALL NOT EXCEED 875 MM



THE TACK MEASUREMENT POINT IS FOUND BY EXTENDING THE LINE OF THE LUFF PAST ANY CUT AWAYS TO THE INTERSECTION POINT FORMED WITH A LINE FOLLOWING THE FORWARD PART OF THE FOOT.

MAXIMUM FOOT ROUND TO BE MEASURED WITH SAIL SMOOTHED FLAT BETWEEN THE TACK AND CLEW.

CLEW MEASUREMENT POINT IS THE EXTENSION OF LINE DOWN LEECH TO INTERSECTION WITH THE LINE OF THE FOOT.

Title MARI 4.3 JIB MEASUREMENTS.	Date 10.3.08	Drawing no. 1
Client MARI 4.3 OWNERS ASSOCIATION	Scale	