

*Approved by the Board of Directors of the International Canoe Federation  
Madrid, January 2001.*



# ***INTERNATIONAL CANOE FEDERATION***

## ***CANOE SAILING RULES***



*Valid from 14th January 2001*

NOTE: For the sake of consistency British spelling, punctuation and grammatical conventions have been used throughout.

Any words, such as chairman, which may imply the masculine gender also include the feminine.

**These rules may be photocopied. Great care has been taken in typing and checking the rules and the original text is recorded on computer disk. Please do not re-set in type without consultation.**

**INTERNATIONAL  
CANOE FEDERATION  
CANOE SAILING RULES**

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## **I. GENERAL REGULATIONS FOR INTERNATIONAL COMPETITIONS**

### **1. International Competitions** [GR]

All competitions announced as International shall be run in accordance with the regulations of the International Canoe Federation and the current International Racing Rules of Sailing, where appropriate.

Competitions organised by National Federations or by their affiliated clubs shall be considered as "international" if foreign competitors are invited to attend.

International competitions must be controlled by at least one accredited official, in possession of an International Official card.

### **2. Competitors** [GR]

Only members of a club affiliated to, and individual members of a National Federation which is a member of the I.C.F. have the right to take part in international competitions.

If a competitor is a member of the National Federation of a foreign country in which he is domiciled he may take part in a competition on behalf of that federation, but must, in each case, obtain the authorisation of the National Federation of his country of origin. If a competitor has been domiciled in the same foreign country for two years or more, it is not necessary for him to seek authorisation from the Federation of his country of origin.

This rule does not apply to competitors who leave their country of origin and acquire by marriage the nationality of the country in which they reside; they may compete for the Federation of their new country without a delay of two years.

### **3. Competition Calendar** [GR]

Before 1st August each year all national federations shall send one copy of their proposed programme of international competitions for the coming year to I.C.F. Headquarters, and one copy to the Chairman of the Sailing Committee. In principle the calendar shall be prepared at the time of the World or Continental Championships. The Federations may modify the calendar until 30th September. After this date the calendar shall be considered definitive and may be published.

## II. ORGANIZATION OF INTERNATIONAL COMPETITIONS

### 4. Invitations [GR]

The notice of an international competition shall contain the following information:

- a) That the races will be sailed under the rules of the I.C.F. and current International Racing Rules of Sailing.
- b) The date and place of the competition.
- c) Entrance fee.
- d) The address to which entries must be sent.
- e) The last date for receiving entries, which shall not be earlier than one month before the first day of the competition.

### 5. Entries [GR]

Entries for an international competition shall be made through a National Federation. Entries shall contain the following:

- a) Name of club or federation to which the competitor(s) belong(s).
- b) The events in which the competitor or team intends to participate.
- c) Forename and surname, present and former nationality of competitor.
- d) Sail number of each canoe, and name if any.

An entry may be telegraphed or sent by facsimile transmission if dispatched before midnight on the last day for receiving entries, and must be confirmed immediately by letter.

Late entries shall not be accepted.

Applications for entry must be acknowledged within 48 hours of the closing date.

### 6. Sailing Instructions [TR]

The programme and sailing instructions shall be made available to competitors at least 24 hours before the first race. Sailing instructions shall contain the following:

Unless otherwise specified in the Sailing Instructions, contact by tiller extensions shall not constitute a collision. |

### **III. SPECIAL RULES FOR WORLD AND CONTINENTAL CHAMPIONSHIPS**

#### **7. World and Continental Championships** [GR]

World and Continental Championships may be arranged only with the consent of the I.C.F. Congress and at a place and time decided by the Congress.

Each Championship is to be held at three yearly intervals. World and Continental Championships will be held in Sailing Classes recognized by the I.C.F.

All I.C.F. rules applicable to International Competitions are also applicable to World and Continental Championships.

#### **8. Competition Management** [TR]

##### *Officials*

All races must be organized, supervised and judged by a Competition Committee, which should comprise:

- the Chief Official
- the Competition Organizer
- the Race Officer

and which shall be responsible to the Jury.

#### **9. Duties of the Officials** [TR]

##### a) *The Jury*

Final authority in the World and Continental Championships rests with a Jury composed of 3 or 5 experts on sailing rules, appointed by the Board of the I.C.F., one of whom should belong to the organizing federation. One of these people, either the President of the I.C.F. or another prominent person in the I.C.F., will be appointed Chairman of the Jury.

All the Competition Officials are answerable to this Jury. The Jury rules on all appeals made against decisions taken by the Competition Committee. Before taking a decision, it shall gather information concerning the appeal from the responsible officials. The decision of the Jury is final.

##### b) *The Chief Official*

The Chief Official, who is also the Chairman of the Competition Committee, decides matters arising during the contest which are not dealt with in these rules.

The Chief Official may disqualify any competitor who behaves improperly or who by his conduct or speech shows contempt towards the competition officials, other competitors or spectators.

c) *The Competition Organizer*

The Competition Organizer is responsible for the punctuality and smooth running of the Competition.

He will inform the officials of the starting time, the position of the starting line and other details of each race.

With the aid of the Measurer and a responsible person appointed by the Competition Committee he must ensure that the rules concerning measurement and safety are observed.

d) *The Race Officer*

The Race Officer is responsible for all decisions concerning the management of the course during the competition, and must always bear in mind the safety of the competitors.

In the event of unfavourable weather conditions and in the event of immediate danger, he may stop a race but he must immediately refer the matter to the Chief Official who will convene the Competition Committee at once to consider the case and take any necessary action.

**10. Appeals** [TR]

The fee on appeals to the Jury shall be 25 US dollars or the equivalent in local currency. The fee shall be refunded if the appeal is upheld.

**11. Course** [TR]

The course will normally be laid using three buoys to form an approximate equilateral triangle with one side in the direction of the wind.

The starting line will be between the foremast of the committee boat and the centre of one of the buoys. An inner distance mark may be laid near the committee boat; canoes must not pass between this mark and the committee boat. The first mark of the course will be to windward of the starting line. The second mark will be the buoy that is not the first mark or at the starting line. The third mark will be the buoy that is on the starting line. The course will be: starting line, marks one, two, three, one, three, one, two, three, finish between the centre of mark one and the foremast of the committee boat. If the Committee boat is at the port end of the starting line marks will be left to starboard; if at the starboard end, marks will be left to port. When the committee boat is on station it will fly a blue flag.

The length of the whole course as prescribed above shall be approximately 10 nautical miles. If shortened the course will normally finish at mark one so as to complete approximately 6.5 nautical miles.

Buoys one and two may be placed in position after the start.

The course may be changed from that described above with the prior approval of the I.C.F. Sailing Committee. Course selection on any given day is within the authority of the Race Officer.

## **12. Time Limits** [TR]

The average speed of the leading canoe shall be at least 2.5 knots over the course. Check points and time limits are shown in Appendix 1 of the rules.

If the first round, or a race is not completed by the leading canoe within the time limits indicated the race is void and may resailed at the discretion of the Competition Committee.

All canoes will be timed until one hour after the first canoe finishes. All later canoes will be scored as retired.

Normally, races will not be started in wind speeds exceeding 10m/s, but the decision as to whether conditions are suitable rests with the Competition Committee.

## **13. Scoring System** [TR]

1. Points will be awarded in accordance with the Racing Rules of Sailing Low Point Scoring System, with exceptions as noted below.
2. A competitor who is disqualified shall score points equal to the number starters in that race plus 3.
3. A competitor is an entrant who starts in any race of the championship.
4. If six or seven races are completed the points for one race will be discarded. If fewer than five races are completed the championship is void.
5. If there is a tie on total points, the tie will be broken in favour of the competitor or competitors with the most first places. If any such competitors remain tied, the tie will be broken in favour of the competitor with the most second places, and so on, using, if necessary, all the races which count for the total points of each competitor. If this method fails to resolve the tie, the ties shall stand as the final placings of the championship.

The discarded race is excluded from this process.

**14. Advertising**

- a) [GR] Canoes, accessories and clothing may carry trademarks, advertising symbols and words.
- b) [GR] The guidelines for any advertising material carried on the canoe, clothing or equipment of canoe sailors shall be as follows:

All advertising material should be placed in such a way that it does not interfere with the competitors identification and does not affect the outcome of the race.

The advertising of tobacco smoking and strong spirit drinks will not be accepted.

- c) [GR] Any canoe, accessory or article of clothing which does not comply with the above mentioned conditions will be ineligible for use during a competition. Teams are responsible for their own equipment.
- d) [TR] The International 10 sq. Metre. Canoe will be categorised as ISAF Rules of Sailing Advertising Code category C for the purposes of competition with the limitations specified in 3 a,b,c above.

**15. Doping [GR] .**

Doping as defined in the Olympic Movement Antidoping Code is strictly forbidden. Doping control shall be conducted in accordance with ICF doping control regulations under the supervision of the ICF Medical Committee.

**16. Awards [GR]**

The championship medals shall be given according to the Olympic protocol. Championship awards shall be given in three values: gilt, silvered and bronze, and shall be presented at the expense of the organizing federation which shall obtain them from the I.C.F.

Medals may be presented only to those who have won them.

At the official award ceremony only the three championship medals may be presented. Other prizes may be presented on another occasion.

In order to preserve the solemnity of the ceremony, competitors receiving medals must wear clothing appropriate to the occasion such as training suits or national uniform.

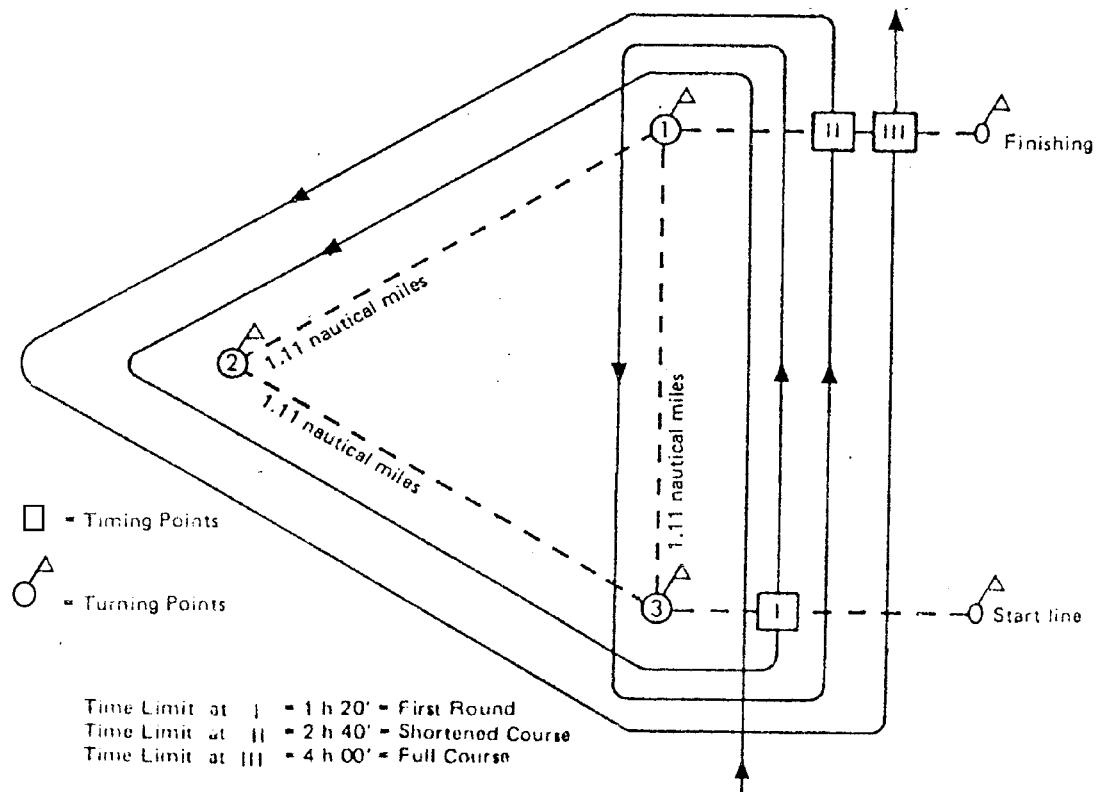
**17. Results and Reports [GR]**

The results of World and Continental Championships, reports of any protests made and other necessary documents shall be sent to the I.C.F. General Secretary from the organizing federation not later than 30 days after the end of the Championship.



## APPENDIX 1

## Course System and Time Limits



**International Canoe Federation****CANOE SAILING RULES**

Valid from 14th January 2001

Appendix 2 [TR]

Class and measurement rules of the

**INTERNATIONAL TEN SQUARE METRE SAILING CANOE****1. General**

Class and measurement rules, lines plans, and measurement forms may be obtained from the I.C.F.

Templates may be obtained through the Chairman of the I.C.F. Sailing Committee.

The class is free from royalties.

**2. Measurement**

Canoes first measured before 14th January 2001 shall conform to the rules in force at the time of their first registration and are eligible to compete in international competition, provided mast, boom, rigging, sails and weight conform to these rules, unless otherwise stated.

*(NB Note especially Rule 5 f and 14 a)*

Repairs shall conform to the rules in force when the canoe was first measured. Major reconstruction shall conform to the rules in force at the time of remeasurement. In both cases mast, boom, rigging, sails and weight must conform to these rules.

**3. One-design**

The object of these rules is to ensure that hull shapes and actual sail areas are as uniform as possible. There are no restrictions on the deck layout or sail plan, other than the rules below.

**4. Principal dimensions**

Length 5180mm      Beam 1010mm      Sail Area 10m<sup>2</sup>

**5. Hull**

- a) The outside shape of the hull is to be to the drawn design see *figure 1*.  
The dimensions of the drawn design are defined by the table of offsets:

**Table of Offsets (Measurement Stations)**

Section	Distance from stern	Distance from centreline	Distance from Baseline	Distance Base-line underside of keel
2	4571mm	WL1 = 40mm WL2 = 120mm WL3 = 188mm WL4 = 231mm Deck = 267.5mm	WL1 = 50mm WL2 = 100mm WL3 = 200mm WL4 = 300mm Deck = 409mm	30mm
4	3961mm	WL1 = 143mm WL2 = 230.5mm WL3 = 320mm WL4 = 376mm Deck = 404mm	WL1 = 50mm WL2 = 100mm WL3 = 200mm WL4 = 300mm Deck = 368mm	-3.5mm
6	3352mm	WL1 = 231mm WL2 = 325.5mm WL3 = 413mm WL4 = 466.5mm Deck = 478mm	WL1 = 50mm WL2 = 100mm WL3 = 200mm WL4 = 300mm Deck = 329mm	-8.5mm
9	2438mm	WL1 = 308.5mm WL2 = 411.5mm WL3 = 483mm Deck = 505mm	WL1 = 50mm WL2 = 100mm WL3 = 200mm Deck = 278mm	4mm
12	1524mm	WL1 = 242mm WL2 = 412mm WL3 = 471mm Deck = 474mm	WL1 = 50mm WL2 = 100mm WL3 = 200mm Deck = 237mm	33mm
15	609mm	WL2 = 268mm WL3 = 328mm Deck = 328mm	WL2 = 100mm WL3 = 200mm Deck = 199mm	73mm

- b) Conformity to the drawn design is checked by templates in the following way: with the canoe inverted, and the water-line approximately horizontal, a fine cord is stretched between uprights at each end. This cord is set 130mm above the intersection of the keel line and the upright at the stern, and 54mm above the keel at a point 4571mm from the upright at the stern.

Measurement stations are marked at the following distances from the stern: (Sections as drawing. Table of off-sets shown in brackets)

1 (15) 609mm	2 (12) 1524mm	3 (9) 2438mm
4 (6) 3352mm	5 (4) 3961mm	6 (2) 4571mm

The beam, excluding rubbing band, at each station is to be as follows, with a tolerance of  $\pm 10\text{mm}$ :

1 656mm	2 948mm	3 1010mm
4 956mm	5 808mm	6 535mm

The distance from the keel to the fine cord at each station is to be as follows, with a tolerance of  $\pm 10\text{mm}$ :

<b>0</b>	130mm (fixed point at stern)				
<b>1</b>	97mm	<b>2</b>	57mm	<b>3</b>	28mm
<b>4</b>	16mm	<b>5</b>	21mm	<b>6</b>	54mm (fixed)

The templates are then set up at each station, perpendicular to the keel line and vertical. They are supported near the actual keel so that the reference point is coincident with the actual keel line. The gap between the hull and each template shall be between 0 and 20mm. The distance from the deck line to the fine cord is to be  $200\text{mm} \pm 10\text{mm}$  at the stern and  $470\text{mm} \pm 10\text{mm}$  at the stem.

Multichine hulls that conform to the tolerances allowed at the measuring stations are permitted

- c) The overall length shall be  $5180 \pm 20$ mm. This measurement shall include any protective strip, and shall exclude rudder and rudder fittings.
- d) Rubbing bands not exceeding 25mm by 25mm are allowed at the gunwales; these may be an integral part of the hull and deck mouldings.
- e) The projection on to a horizontal plane of the line of greatest beam shall be a fair convex curve, and at bow and stern shall lie inside lines which are at  $45^\circ$  to the centre-line and which pass through the centre line not more than 25mm beyond the extremities.

- f) The hull and all equipment required for racing, except for sails, battens, clothing, food and drink, shall be weighed together and dry and shall have a total mass of not less than 83.5kg. The mass of correctors shall not exceed 10kg. Correctors shall be fastened permanently either to the seat carriage or to the deck adjacent to the seat carriage and shall be clearly visible. If fastened to the underside of the deck a readily removable hatch cover must be provided to ensure visibility. The hull shall not be ballasted.

Any canoe previously measured to the 63kg stripped hull mass rule and declared legal, but which cannot achieve the all-up minimum mass of 83.5kg, may be given a dispensation by the ICF Sailing Committee to increase the total mass of correctors fitted up to a maximum of 12.5kg. (*See Rules 2 and 14 a.*)

- g) There are no restrictions on the material or method of construction of the hull.

## 6. Deck

There are no restrictions on the design or material of the deck other than the rules above.

## 7. Buoyancy

Reliable buoyancy to give at least 75kg wt of positive buoyancy with hull flooded shall be provided. If the buoyancy is in the form of tanks or flexible bags there shall be at least two. A sectioned hull is not acceptable. If the buoyancy is not removable the builder must certify that such buoyancy satisfies this rule.

## 8. Sliding seat

- a) The sliding seat shall not extend further than 2040mm from the centre line of the hull. This measurement is taken horizontally.
- b) The width of the sliding seat shall not exceed 500mm.

- c) The mass of the sliding seat shall not be greater than 12kg or less than 9kg, including all moving parts excluding the seat carriage.
- d) The sliding seat carriage shall not extend beyond the sheerlines.
- e) There are no restrictions on the design or material of the sliding seat other than the rules above.

## **9. Centre-board**

- a) The centre-board shall not project more than 1000mm from the underside of the hull when fully lowered.
- b) The centre-board shall be attached so that it cannot normally fall out of its housing and when free of the hull shall float horizontally on the water.
- c) The centre-board shall be capable of being raised while sailing so as not to project below the underside of the hull.
- d) There are no restrictions on the design or material of the centre-board other than the rules above.

## **10. Rudder**

There are no restrictions on the design or material of the steering device.

## **11. Mast, boom, rigging**

- a) The width or depth of any mast shall not exceed 100mm. Any measurement over 50mm in the fore and aft section of a rotating mast shall be measured as sail area. This measurement of area shall be taken between the upper measurement band and the actual or projected line of the foredeck. This rule shall not be applied retrospectively.
- b) The width and depth of the boom shall not exceed 100mm. The width and depth of the boom of a boomed foresail shall not exceed 30mm. For wishbone booms used for mainsail and/or foresail each side of a wishbone shall be measured separately and shall comply with the same limits.
- c) The greatest projected area of spars other than the mast, boom, jib stick and the boom of a boomed foresail shall be included in the sail area.
- d) A jib stick may be used to boom out the foresail. When in use it shall be fixed to the mast and attached to the clew.

- e) The mast shall carry a permanent band of contrasting colour approximately 10mm wide such that the lower edge is 6360mm above the underside of the hull with mast perpendicular to the hull measurement baseline as defined in Rule 5.b). No sail shall be set above the lower edge of this band.
- f) The height of the foretriangle above the underside of the hull shall not be greater than 4730mm. The point of measurement shall be taken as where the projection of the line of the forestay meets the forward surface of the mast. No foresail shall be set above the point of measurement.
- g) Outriggers that extend beyond the sheer line are prohibited.
- h) There are no restrictions on the design, material, or position of the mast and spars other than the rules above.

## 12. Sails

- a) The total sail area shall not exceed 10 square metres. Fairings attached to the sail shall be measured as part of the sail. Fairings attached to the mast shall be measured as part of the mast. The area of the mainsail shall not exceed 8.5 square metres. It is intended that the actual projected area of the sails shall be measured using successive triangulation and the following procedure: The sail shall have a tension of 10kg wt on wired and roped edges and 5kg wt on other edges simultaneously. Measurements are taken to the outside edges of sails and to the inner edges of ropes or wires. Zip fasteners 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. Each sail, if not itself of suitable material, must be provided with an area at least 60mm by 60mm which will accept a permanent mark or stamp by the measurer. It must be possible for the helmsman readily to remove the mainsail from the mast while the canoe is floating free.
- b) **Mainsail** The battens are to be in place, but 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: the perpendicular of each triangle shall be positioned at the maximum width of the segment, except that they shall be positioned so that the perpendicular of the lower leech triangle shall not be greater than 150mm. If the lower part of the leech is straight 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 150mm; the area of the remaining segment is taken as 2/3rds chord times width. If the edge of the sail is straight it shall be divided into convenient triangles. The areas of the roaches on the luff and the foot are measured using a similar method. For sleeve luff sails, the leading 50mm is considered mast area when the sail is laid flat for measurement. The measuring points

at the corners of sails shall be the intersection of the continued smooth curves of the edges of the sail. To allow for fullness in the luff and foot of the mainsail 0.6 square metre is deducted from the calculated area.

- c) **Foresail** The area is measured by successive triangulation using a method similar to that used for the mainsail. Negative areas on the foot and leech shall be subtracted from the total area. Positive areas on the foot shall be included. Positive and negative areas on the luff shall be ignored.
- d) All linear dimensions shall be taken to the nearest mm. The total area of each sail shall, after addition of its components be rounded off to two decimal places (0.01 square metre)
- e) Sails must be able to pass through a hoop of internal diameter 300mm.
- f) The mainsail shall carry the letters **IC** in red, the national letter or letters and the registered number allocated by the National Federation. The national letter or letters and sail numbers shall be clearly visible, legible and of a single colour that strongly contrasts with the sail and in roman style (upright), without serifs, with arabic numerals and with lines that are continuous and of uniform thickness. National letters shall be placed in front of or above the sail numbers. When the national letters end in "I" and are placed in front of the numbers, they shall be separated from them by a horizontal line approximately 50mm long. The letters **IC**, national letter(s) and 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; shall be clearly visible; and shall be placed at different heights on the two sides of the sail, those on the starboard side being uppermost. Numbers and letters shall be of the following minimum dimensions:
  - Height: 300mm.
  - Thickness: 40mm.
  - Width: 200mm. (excluding number one or letter L)
  - Space between adjoining letters and numbers: 60mm.
- g) There are no restrictions on the design, material or position of sails, battens, ropes or wires, other than the rules above.

### 13. Crew and Equipment

- a) The crew shall be one person only.
- b) An anchor need not be carried.
- c) Personal buoyancy must be worn or carried ready for immediate use.



- d) No electronic equipment which receives a transmission from a source external to the canoe or which processes two or more data is permitted.

#### 14. Administration

- a) **Measurement authority** Each National Federation in the I.C.F. has the authority to measure canoes. Each National Federation may appoint National Measurers, and shall keep records of canoes measured under its authority. It is the responsibility of National Federations that canoes registered with them conform to the class rules when entered for international regattas. In cases of difficult or disputed measurement, the measurer shall use a method that he considers appropriate, and shall send details of this method and measurements to the National Federation. The measurer shall report to the National Federation anything which he considers departs from the spirit of these rules. The ICF Sailing Committee has authority to make regulations for the further interpretation of these rules.
- b) **Measurement** After measurement, the measurer will send detailed measurements to his National Federation where they are kept for record. The National Federation issues a Certificate of Measurement to the owner. The certificate must specify the position and amount of corrector weight(s) and the type of buoyancy provided. The National Federation may refuse to issue a Certificate, even if the specific requirements of the rules are met, if a canoe departs from the spirit of these rules. If a registered canoe is extensively repaired, modified, or re-constructed it must be remeasured. Changes of ownership should be notified to the National Federation.
- c) **Expenses** Measurement fees shall be at the discretion of each National Authority. Costs of measurement at International Regattas will be paid by the organising National Federation.
- d) **Basis of measurement** All measurements will be taken in metric units. The templates used for checking hull shape must be certified as correct by the I.C.F. It is the responsibility of measurers that measurements are taken as accurately as possible.

#### 15. Interpretation

In the case of dispute the English text shall prevail.

## Appendix 3 [TR]

Additional Measurement Rules for the  
**ASYMMETRIC SPINNAKER EQUIPPED INTERNATIONAL TEN SQUARE METRE CANOE****General:**

Canoes shall conform to the class rules as set in Appendix 2 unless otherwise noted below.

Canoes sailing without spinnakers are permitted to enter any regattas for canoes as defined in Appendix 2. Starting and finishing are as defined in the Racing Rules of Sailing.

**Mast, boom and rigging.**

- a) Spinnakers are exempted from Appendix 2 Para 11 f.
- b) Bowsprits/poles shall not extend more than 1800mm from the stem when fully extended, and shall be able to be retracted to no more than 500mm from the stem when sailing without the spinnaker set.

**Hull.**

The stripped hull mass shall not be less than 63kg and the mass of correctors shall not exceed 10kg. Stripped hull means without centre-board, rudder and frame, tiller, standing rigging, boom, seat and other loose equipment but may include hatch covers, cleats, fairleads and small permanent fittings and shall include seat carriage and buoyancy. Correctors shall be fastened permanently either to the seat carriage or to the deck adjacent to the seat carriage and shall be clearly visible. If fastened to the underside of the deck a readily removable hatch cover must be provided to ensure visibility. The hull shall not be ballasted. The hull shall be weighed dry.

**Sails**

- a) Spinnakers are exempted from the total sail area measurement in Appendix 2 Para 12 a.
- b) The tack of the spinnaker shall not extend more than 1800mm from the stem.
- c) The spinnaker shall not be set above the lower edge of the upper contrasting band.
- d) The spinnaker shall be sheeted to a point no further aft than 2680mm from the stern as measured on the centreline.
- e) The mainsail should bear the letters **A** in red at the clew to the dimensions specified for **IC** (Appendix 2 12 f).

*Ref: ICRULE001.wpd*