



*2025 USA IOM National Championship
Organized by Corpus Christi Yacht Club
January 16-19, 2025
Corpus Christi, Texas*

Sailing Instructions Posted January 15, 2025

1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and Appendix E.
- 1.2. No US Sailing Prescriptions apply except the prescription to the Preamble of Part 5 and prescriptions to RRS 63.1(b), 65.1, 70.3(b), 76.1 and Appendix R. The full text of these prescriptions can be found in Attachment A.
- 1.3. Add RRS E7(c) - If any competitor is determined to be in violation of RRS 2 - FAIR SAILING, the Principal Race Officer (PRO) may, at his discretion, without a hearing, disqualify the competitor from one or more races with DNE penalties, changing RRS 60.5(b) and A5.
- 1.4. Boats entering the Launch Area without race committee authorization will be penalized without a hearing, changing RRS 60.5(b).
- 1.5. Boats shall sail only when scheduled to race. When this instruction is broken, the boat shall be penalized without a hearing, changing RRS 60.5(b).
- 1.6. Penalties for breaches of Sailing Instructions (SI) 1.4 and 1.5 shall be one or more One-Turn Penalties taken after her starting signal and before she crosses the starting line. This changes RRS E7(b).
- 1.7. If there is a conflict between the NOR and the SI, the SI shall govern. This changes RRS 63.5(c)(2).

2. COMMUNICATION WITH COMPETITORS

- 2.1. The official notice board will be online at [Ranked Events | USA IOM National Class Association](#).
- 2.2. All communication with competitors at the event may be oral, changing RRS E1.3(d).
- 2.3. If the Notice of Race or SI need to be changed, there will be an oral announcement, and the changes will then be posted onto the official notice board.

3. RACING AREA

- 3.1. Races will be held in the Corpus Christi Yacht Club (CCYC) marina. Please see the aerial map in the No.

4. COURSES AND MARKS

- 4.1. Courses will be windward-leeward, with a windward offset and leeward gates and will be displayed on a white-board prior to the warning signal for the race or heat.
- 4.2. The starting line marks will be orange buoys.
- 4.3. The windward mark will be a red buoy.
- 4.4. The windward offset mark will be a yellow buoy.
- 4.5. The leeward gates will be green buoys.

5. THE START

- 5.1. Races will be started in accordance with RRS E3.4(a).
- 5.2. If any part of a boat's hull is on the course side of a starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure

of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 61.4(b).

- 5.3. A boat that does not start within five (5) minutes after her starting sequence will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and A5.2.

6. TIME LIMITS

- 6.1. The Race Time Limit is 30 minutes. If no boat has started, sailed the course and finished within the Race Time limit, the race shall be abandoned.
- 6.2. The Finish Time Limit or Time Out Limit (time after the first boat finishes) is five (5) minutes.
 - 6.2.1. If more than four boats are still racing when the Time Out Limit expires, the Time Out Limit shall be extended until only four boats remain.
 - 6.2.2. If four or fewer boats are still racing when the Time Out Limit expires, they shall be scored according to their position in the race when the Time Out Limit expired.

7. HEARING REQUESTS

- 7.1. Protests and requests for redress need not be in writing, changing RRS 61.2(a). They shall be made orally to a member of the race committee within five (5) minutes of when the last boat finishes the race/heat in which the incident occurred.
- 7.2. Protests and requests for redress will be heard immediately following the heat in which the incident occurred OR after the last race of the day using the guidance in Attachment B for expedited hearings.

8. RISK STATEMENT

- 8.1. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

Attachment A – US Sailing Prescriptions that Apply

Add to the preamble to Part 5: *US Sailing prescribes that no fees shall be charged for protests or requests for redress.*

Add to rule 65.1: *US Sailing prescribes that (a) (b) (c) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for monetary damages. A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for monetary damages. Such a claim is subject to the jurisdiction of the courts. A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for monetary damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of ‘assumption of risk’ for monetary damages resulting from contact with other boats.*

Add to rule 70.3(b): *US Sailing prescribes that its approval is required. Go to www.ussailing.org/rules and click the ‘No Appeal’ link for more information or to obtain approval.*

Add to rule 76.1: *US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age. However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of, a country listed on the US Sailing website under ‘Exclusion’ at www.ussailing.org/rules.*

Add to rule 88.2: *US Sailing prescribes that the notice of race or sailing instructions may change or delete any prescriptions except: this prescription, Appendix R, the prescription to the preamble to Part 5, and the prescriptions to rules 65.1, 70.3(b) and 76.1.*

Appendix R – *See rules 70, 71 and 72. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. This appendix shall not be changed by the notice of race or sailing instructions. The US Sailing Appeals Committee acts as the national authority under rules 70, 71 and 72. Appeals, requests by protest and association appeals committees for confirmation or correction of their decisions, and requests for interpretations of the rules shall be made in compliance with this appendix. Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website. Go to www.ussailing.org/appeals and click the ‘Appeals FAQ’ link.*

Attachment B – Guidance for Expedited Hearings

- Each party will have approximately one (1) minute to state their case.
- The judge may question the parties and call witnesses. The parties may not call witnesses but may have the witness available for the judge. This changes RRS 63.4(b).
- The parties will be excused while the judge determines the facts and bases the decisions on those facts.
- The judge will call back the parties and give them the judge's decision.
- The judge will inform the race committee of all decisions and will determine the penalty for a disqualified boat, which may be either a penalty as calculated as per RRS 44.3(c) or as stated in RRS A5.2 or E7.