

CONDITIONS FOR THE UNITED STATES MULITHULL CHAMPIONSHIP

1.0 CONDITIONS, NOTICE OF RACE, AND SAILING INSTRUCTIONS

1.1 The Organizing Authority, United States Multihull Championship Committee issues these Conditions, the Notice of Race and Sailing Instructions for the National Championship.

1.2 The championship is governed by the US Sailing Championship Conditions - [Championship Conditions | US Sailing](#)

1.3 The championship is governed by US Sailing Regulation 2.02, 4.02, 10, 13 and 14.04.- <https://www.ussailing.org/wp-content/uploads/2018/05/US-Sailing-Regulations-amended-October-21-2019.pdf>

2.0 ELIGIBILITY AND SELECTION OF TEAMS

2.1 Each team shall meet the eligibility requirements of the US Sailing Championship Conditions and the US Sailing Regulations. See 1.2 and 1.3 for links to these documents.

2.2 Foreign national teams who meet the eligibility requirements are welcome to participate; however, they will not be eligible to win the title or trophy.

2.3 The championship is an open event (there is no selection process).

2.4 There shall be no limit on the number of teams allowed to participate, unless restricted within the Notice of Race.

2.5 There is no age restriction, unless provided within the Notice of Race (NOR).

3.0 CREW CHANGES

Crew changes shall meet the requirements of the US Sailing Championship Conditions. See 1.2 for a link to this document.

4.0 COACHING AND/OR SUPPORT BOATS

The US Multihull Championship will meet US Sailing's policy on coach and support boats found at <https://www.ussailing.org/competition/resources/coaching-and-support-boat-policy/> and designate the grade in the respective Notice of Race(NOR).

4.1 This event is Grade 3. Support vessels are allowed for this event subject to restrictions specified in the Sailing Instructions.

5.0 BOAT/EQUIPMENT

5.1 The event shall be sailed with only the selected boat for that given year in the US Multihull Championship start. Other classes are welcome at the event, however, they must be in a DRAFT

separate start.

DRAFT

5.2 The championship will use the current one-design or formula class rules.

5.3 This is a Bring Your Own Boat (BYOB) championship. The boats used in the National Championship may be chartered either from private owners or from manufacturers. It is of the utmost importance that they be treated with care at all times as the future of these events depends on being able to charter boats again. See Section Six with regard to insurance provisions.

5.4 If a boat is disabled and cannot be repaired before the next race, another boat, with the approval of the Organizing Authority, may be substituted and may continue to be used for the remaining races of the event. In such cases, the sails of the disabled boat shall be used if possible.

5.5 The use of electronic devices will follow the class rules. Class rules limiting the use of electronic communications devices may be changed, provided that the requirements of RRS 87 are met.

6.0 LIABILITY AND DAMAGE

6.1 At-fault occurrences to other boats are the responsibility of the helmsman. Contestants are not covered by any Liability Insurance provided by the host club and should provide their own coverage for personal goods and liability protection. US Sailing recommends those teams, or where minors are involved, their parents or guardians consult their own insurance carrier regarding additional personal liability insurance coverage

6.2 US Sailing does not require the use of hold harmless forms. It strongly recommends that organizing authorities seek local legal advice on the question and carry adequate insurance coverage such as that provided by the Regatta Liability Insurance Program endorsed by US Sailing.

6.3 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

7.0 EVENT FORMATS

7.1 The National Championship will be based on one of the following formats to be determined by the United States Multihull Championship Committee

a) Bring-your-own-boat regatta Format- Requests for Redress for equipment failures will be denied in a bring-your- own-boat event.

b) Promotion-Relegation Format

7.2 In the case that the National Championship will be sailed as a promotion-relegation competition, it will proceed as follows. In this scheme, teams at the National Championship will be allowed reasonable time to make allowable adjustments to the boat between rounds.

a) Teams will draw initial division assignments (A1, A2 ...A10; B1, B2 ...B10). In heat 1B, all of the teams drawing "B" boats race together. In heat 1A, all of the teams drawing "A" boats race together. Heats 1B and 1A constitute "Race 1."

b) The top five teams from heats 1B and 1A race together in heat 2A, and the remaining teams race together in heat 2B. Heat 2B is run before heat 2A. c) Heat 2B is scored with each team's score increased by ten (10) points. Heat 2A is scored. This constitutes "Race 2".

c) After heat 2A, the bottom three teams from heat 2A will race in heat 3B, and the top three teams from heat 2B will race in heat 3A.

d) Each subsequent A heat, the process described in 7.2.c and 7.2.d is repeated.

e) At the conclusion of the event, if a matching A division heat is not completed, the B division heat shall be discarded.

f) At the National Championship, weather conditions, the need to protect boats and equipment or the need to expedite completion of the event may require other procedures. Any such special procedures are at the discretion of the Organizing Authority.

8.0 RACE ADMINISTRATION

8.1 GENERAL POLICY

a) The organizing authority shall file an online event report that includes the names and certifications of all judges, umpires and principal race officials within two weeks of the event. The online form is located at - <http://www.ussailing.org/racing/championships/race-management-personnel-submission/>.