



2025 New England Match
Race Championship
Larry White Trophy
September 20-21, 2025



New England Intercollegiate
Sailing Association (OA)
United States Coast Guard
Academy (Host)

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	RRS – racing rules of sailing
SI – sailing instructions	

1 RULES

- 1.1 The Event will be governed by
- (a) the 'rules' as defined in the RRS, including Appendix C.
 - (b) the rules for Handling Boats (SI Addendum A) which also applies to any practice sailing. Class rules will not apply.
 - (c) Procedural Rules for Intercollegiate Sailing Competition (Effective beginning Fall Season 2025).
- 1.2 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both boats of the match have sailed the same course in which case the boats will be scored as they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35 and 90.3(a).
- 1.3 When the umpires proceed under RRS C8.7 they will follow the guidance in SI Addendum C.
- 1.4 By competing in the event, competitors accept they may be charged up to \$750 per incident in the event of damage.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board on tech score.
- 2.2 Each boat shall bring on board a working VHF radio. The race committee will communicate with teams via VHF radio for courtesy broadcasts on Channel 72.

3 AMENDMENTS TO SAILING INSTRUCTIONS

- 3.1 Amendments to the SI made ashore will be announced orally and posted before the first race they are to take effect.
- 3.2 Amendments made afloat will be communicated verbally by an umpire.

4 SCHEDULE

Saturday September 20, 2025
First Warning 1010

Sunday September 21, 2025
First Warning 1000
No Start After 1630

5 BOATS and SAILS

5.1 Boats

- (a) the event will be sailed in J/70 type boats.
- (b) the sails to be used will be allocated by the RC.



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- 5.2 The sail combination to be used will be main, jib and spinnaker.
5.3 When code flag W is flown from the signal boat, spinnakers shall not be used.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail number.
6.2 Boats will be allocated by the OA.
6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 3 or 4 with at least one team member being female.
7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 660lbs.
7.3 All registered crew shall sail all matches unless permission for change is given by the Chief Umpire or OA.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format shall be as described in Amendment D. The OA may shorten or eliminate stages and/or rounds based on weather conditions.
8.2 The match pairings will be posted and given to each competitor.

9 RACING AREA

The racing area will be in the Thames River off of the Jacob's Rock sailing center.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W o

Mark G o o

Start/Finish Line o----- o

- (b) **Signals and Course to be Sailed**

Course signals will be displayed at or before the warning signal.
Marks W shall be rounded to starboard. Marks G will be a gate which boats are to pass through by sailing between both marks. In the event that there is only one Mark G in the water, it shall be rounded to starboard.



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Signal

No Signal

S

Course

Start - W - G - W - Finish

Start - W - Finish

(c) **Description of Marks**

The starting/finishing mark will be a yellow buoy.

Mark W will be white, green or red.

Marks G will be orange.

- (d) The windward mark to which a match will sail to will be indicated by the preparatory signal for the match. When code flag P is used, the match shall sail to the white mark. When a red flag is used, the match shall sail to the red mark. When a green flag is used, the match shall sail to the green mark.

10.2 Change of Course

When the RC displays code flag C, along with the numeral pennant corresponding to the match to which the change will apply and either a WHITE, GREEN or RED flag from a motor boat near the leeward gate along with several short whistles as boats are rounding, boats in that match shall sail to the respective colored windward change mark.

10.3 Starting/Finishing

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and an orange flag on the RC boat.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display code flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 61.4 (b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

12 STARTING PROCEDURE

Races will be started in accordance with RRS C3.1.

13 COACHING

- 13.1 Coaching will be permitted on the water from anchored RIBs provided by the Coast Guard Academy.
- 13.2 Coaches may be required to umpire.
- 13.3 Competitors may communicate with their coaches via mobile phones between races. The



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permitted window of use is after a team finishes a race and up to the warning signal of the teams next race.

14 CONTACTS

David Thompson – Regatta Chair - U.S. Coast Guard Academy – david.r.thompson@uscga.edu

Joe Fava – PRO – joseph.c.fava@gmail.com



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SI ADDENDUM A – HANDLING of BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 61.

2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Main Halyard may not be rigged 2:1. Only 1:1 rigging of main halyard is allowed.
- 2.7 Boarding a boat without prior permission.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Taking a boat from its berth or mooring without having permission from the RC.
- 2.11 Adjusting lifeline tension.
- 2.12 Radio transmission, except to report a breakdown or damage or in response to a request from the RC.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, includes Backstay gross tune, excluding the backstay fine tune.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Skippers shall not deliberately raise tiller above horizontal to attempt to increase steering.
- 2.20 The use of electronic instruments. Watches may be used for timing only, no gps functions.
- 2.21 When tacking, gybing, or facilitating rolling, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, halyards, vang, cunningham, tack line, poll out line, or furler line to promote the maneuver.
- 2.22 Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll gybing or to increase hiking leverage, or for any other reason, other than temporary needs to make repairs or correct problems. When hiking, crew shall maintain the base of their spine on the horizontal surface of the deck and no part of their torsos shall be outboard of a line extending upward from the lifeline perpendicular to the horizon or downward from the lifeline to the stanchion bases
- 2.23 Not more than two crew may have their legs outboard of the sheerline.



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- 2.24 Except for medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.
- 2.25 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) hand held compasses, watches, timers and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
 - (g) personal safety
- 3.3 SPARE
- 3.4 Changing the number of mainsheet purchase to either 3:1, 4:1 or 5:1.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 At the end of each sailing day:
 - (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
- 4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.



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- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

SI ADDENDUM B – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail
Headsail
Spinnaker
One spinnaker sheet
One tack sheet
One headsail sheet
Tiller extension
Two Jib cars
Mainsail Cover
Spinnaker Bag
Two hatch covers
One Y Flag
One L Flag
One yellow backstay flag
One blue backstay flag

MOORING LINES and FENDERS

Three mooring lines
Two fenders



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SI ADDENDUM C – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.7 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.



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SI ADDENDUM D – FORMAT

Stage 1

All teams shall compete in a single round robin.

Stage 2

The Quarter Finals will consist of the top 8 teams from stage 1. The highest seeds will be paired against the lowest seeds (1v8, 2v7, 3v6, 4v5).

The Quarter Final will be a knockout series. The winner of each pair will be the first team to score at least 2 points. Teams not advancing to Stage 3 will be ranked 5-8 based on seeds from Stage 1.

Stage 3

The winner of each Quarter Final series will advance to the Semi Finals, with the highest remaining seed picking their opponent and the 2 other teams paired together. The Semi Final will be a knockout series. The winner of each pair will be the first team to score at least 2 points.

Stage 4

The winner of each Semi Final pair will advance to the Finals. The Finals will be a knockout series; the winner will be the first team to score at least 2 points. The winner of the Finals will be the NEISA Match Race Champion. The loser of the Finals will place second.

The losers of each Semi Final pair will compete in the Petit Finals. The Petit Finals will be a knockout series; the winner will be the first team to score at least 2 points. The winner of the Petit Final will place third; the loser of the Petit Final will place fourth.

Changes in Format

When conditions make the announced format unmanageable, the following shall apply as determined by PRO, Regatta Chair, and Chief Umpire. The NEISA Competition Committee says any changes to the prescribed format shall be focused on sailing Stages 2-4 to determine the winner and finishing order. The NEISA Competition Committee has outlined two options to change the format.

Option 1

In order to sail Stages 2, 3, and 4, Stage 1 may be terminated at the completion of Flight 7 with teams ranked 1-8 in Stage 1 moving to Stage 2.

Option 2

If Stage 1 cannot complete Flights 1-7 and have time to complete Stages 2, 3, 4. Stage 2 will commence using the regatta seedings in SI Addendum E.



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SI ADDENDUM E – Regatta seedings

Brown University	1
Harvard University	2
Yale University	3
Roger Willaims	4
Boston College	5
Coast Guard	6
Bowdoin College	7
Vermont	8