

ICSA Match Race National Championship

for the Cornelius Shields, Sr. Trophy

November 15-16, 2025

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee RC – race committee OA – organizing authority

NA – national authority RRS – racing rules of sailing SI – sailing instructions

NoR – notice of race

1 RULES

1.1 The Event will be governed by:

- a) The ICSA Procedural Rules and ICSA Championship Conditions
- b) The ‘rules’ as defined in the RRS, including RRS Appendix C.
- c) The rules for Handling Boats (SI Addendum C).
- d) The US Sailing prescriptions to the preamble to Part 5, rules 65 and 76.1 will be the only US prescriptions that apply.

1.2 When a boat in a match fails to sail the course in accordance with rule RRS 28.1, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 60.5 and A5.

1.3 A boat may not request redress under RRS 61.4(b)(1). The protest committee may call a hearing to consider redress under that rule if it believes that there is significant reason for doing so. This changes RRS 61.1(a) and 61.4(b)(1).

1.4 When the umpires proceed under RRS C8.7 they will follow the guidance in SI Addendum E.

1.5 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty is cancelled. This changes RRS C7.2(d).

1.6 The following J70 Class Rules are in effect at all times.

C3.3 CREW POSITIONING

- (b) 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 for 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.

- (c) Not more than two crew may have their legs outboard of the sheerline.
- (d) When tacking or gybing, crew shall not hang, push or pull on the shrouds, mast, cockpit safety lines, stanchions, companionway or any other item to promote the maneuver.
- (e) Except for a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck.

C9.4

(b) USE

(1) The **bowsprit** shall be fully retracted at all times except when the gennaker is being set, is set, or is being retrieved, and shall be retracted at the first reasonable opportunity after the retrieval.

(2) An extended **bowsprit** shall not be considered part of the **boat** for the purposes of 1) establishing an overlap, or 2) establishing right of way, unless the gennaker is set.

2 ENTRIES and ELIGIBILITY

2.1 See NOR 5.

2.2 To remain eligible, prior to sailing, the entire crew shall complete registration, pay any entry fee, deposit \$1500 for damage and complete crew weighing between 1500-1700 hours on Friday November 14th or between 0730-0830 on Saturday November 15th.

2.3 In the event that a deduction is made from the deposit, the School will be required to restore the deposit to the original value to maintain eligibility.

2.4 Each School is responsible for the damage or loss to their boat (and or RC boats including the signal boat if involved in the same incident) unless responsibility is otherwise assigned by the umpires or PC.

2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

2.6 When a registered skipper is unable to continue in the event, the OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.

2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 SCHEDULE –

Saturday November 15

Registration and Crew Weighing	0730 – 0830
Competitor's Briefing/Meeting with Umpires	0900
First warning	1000

Sunday, November 14

Competitor's Briefing	0815
First Warning	0930
No flight attention sign shall be made after	1500

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official regatta notice board located at the www.scores.collegesailing.org.
- 4.2 Signals made ashore will be displayed from the flag pole on the south side of the SPSC.
- 4.3 Skippers shall attend the Competitors' Briefings, Saturday, and Sunday, unless otherwise noted and excused by the OA.
- 4.4 Each team shall supply their own VHF radio for broadcasts from the RC. Broadcasts will be made on channel 63. Failure to make or receive these broadcasts will not be grounds for redress. This changes rule 61. The umpires may also provide pairing information to the competitors verbally.

5 AMENDMENTS TO SAILING INSTRUCTIONS

- 5.1 Amendments to the SIs made ashore will be posted at least 45 minutes prior to the first warning and will be signed by the RC, except changes to the competitors' briefing time which will be posted by 1900 on the day before the change occurs.
- 5.2 Amendments made afloat will be communicated to all competitors and coaches. An umpire may communicate these either verbally or in writing.

6 BOATS AND SAILS

- 6.1 The event will be sailed in a fleet of J70's supplied by OA.
- 6.2 The sails to be used will be allocated by the RC.
- 6.3 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:
- | | |
|-----------|------------------------------|
| No signal | Mainsail, Jib, Spinnaker |
| Flag Y | Mainsail, Jib (no spinnaker) |
- 6.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 6.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat may be assigned another boat as directed by the RC.
- 6.6 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

7 IDENTIFICATION and ASSIGNMENT OF BOATS

- 7.1 Boats will be identified by number.

7.2 Boats will be assigned as indicated in SI Appendix A for day 1. On day 2, each team will advance to the next numbered boat or as assigned by the OA as indicated on SI Appendix A. Boats will be assigned for subsequent rounds by the OA.

7.3 Teams shall be assigned a spinnaker at the competitors meeting on November 15, 2025.

Teams shall use this assigned spinnaker for the duration of the event, unless replaced by the OA.

8 CREW MEMBERS, NUMBER and WEIGHT

8.1 The total number of crew, including the skipper, shall be four (4) or five (5). A crew list shall be named at event registration and all registered crew shall sail all races in accordance with NOR.

8.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 825 lbs., determined at the time of registration.

9 EVENT FORMAT AND STARTING SCHEDULES

9.1 The event format and match pairing lists are detailed in SI Appendices A and B.

9.2 The RC in consultation with the Chief Umpire may change the format, terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

9.3 The number of matches to be sailed each day will be determined by the RC.

9.3 Each subsequent flight will be started as soon as practicable after the previous flight.

9.4 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

9.5 In a knock-out series between two skippers:

(a) They shall alternate assigned ends for each match. The assigned ends for each match are shown in the pairing lists in Appendix A.

(b) When the series has been decided, further matches between these two will not be sailed.

10 RACING AREA

10.1 The intended racing area will be in the vicinity of the St Pete Pier.

11 COURSE

11.1 Course to be Sailed

(a) Start-W-Gs/Gp-W-Finish

(b) Mark W shall be rounded to starboard. The gate shall be sailed with Gs to starboard or Gp to port. If one gate mark is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signaling a course change. This changes Rule 33.

11.2 Description of Marks

- (a) The Signal Boat will be a 26 foot trawler displaying an orange start/finish line flag.
- (b) Mark W will be either an orange or green tetrahedron.
- (c) Marks Gs and Gp will be orange inflatable balls.

11.3 Starting/Finishing Line

- (a) The start/finish line will be a line between the course side of an orange tetrahedron at the pin end of the line and a staff displaying an orange flag on the RC boat.

11.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires. when practical.' Match umpires may verbally inform the competitors in their match of an abandonment without a visual or sound signal being made by the RC. This changes Race Signals.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

12 BREAKDOWN and TIME FOR REPAIRS

12.1 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 close to leeward of the RC boat and remain there, unless otherwise directed.

12.2 The time allowed for repairs shall be at the discretion of the RC and Chief Umpire.

12.3 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 12.1.

12.4 Except when RRS 61.4(b)(2) 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.

13 STARTING PROCEDURE

13.1 Match warning signals will be numerical pennants corresponding to the match number to be started.

13.2 Match preparatory signals will identify mark W for each match. Code flag P shall be flown when the windward mark for the match is an orange tetrahedron. A green flag flown with a Charlie flag with repetitive sounds signals shall be flown when the windward mark for the match is a green tetrahedron.

This changes RRS C3.1.

14 CHANGE OF POSITION OF THE WINDWARD MARK

14.1 Change of Course Signals (amends RRS 33 and Race Signals)

- (a) Code Flag C and a colored flag or board displayed from a boat in the vicinity of the gate/leeward mark means: "The windward mark has been changed. Sail to a mark of the same color as the flag or board." The match effected by the change shall be designated by the appropriate numeral pennant.

15 TIME LIMIT

15.1 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

16 COACH BOATS

16.1 The coach boats will be Boston Whaler type boats supplied by the OA.

16.2 Coaching shall be in accordance with ICSA Procedural Rule 19

17 MEDIA, IMAGES and SOUND

17.1 The OA have the right to use any images and sound recorded during the event free of any charge.

18 PRIZES

18.1 Prizes will be awarded to the top 3 skippers and crews.

18.2 The winning team will have their name engraved on the Cornelius Shields Sr. Trophy, which is on display at the ICSA Hall of Fame in the Robert Crown Center at the U.S. Naval Academy.

19 CODE of CONDUCT

19.1 Competitors shall comply with any reasonable request from any race official, including attendance at official functions, cooperation with event sponsors and shall not behave so as to bring the event into disrepute.

19.2 Competitors shall handle the boats and equipment with proper care and seamanship

19.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in a umpire initiated penalty under RRS C5.2 or C5.3:

- (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
- (b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
- (c) Abuse of umpires before or after a decision (See also Call M4).

19.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.

19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

20 Risk Statement

20.1 RRS 3 states: 'The responsibility for a boats 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. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats loss of balance on an unstable platform and fatigue resulting in a increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia and other causes.

SI APPENDIX A

- LIST OF ELIGIBLE TEAMS, DAILY BOAT ASSIGNMENTS (SI 7.2), AND PAIRING TABLES See Attachment – to be provided onsite at registration.

- Harvard University
- Tulane University
- Stanford University
- Georgetown University
- University of Illinois
- College of Charleston
- Roger Williams University
- Brown University
- United States Naval Academy
- Boston College

SI APPENDIX B - EVENT FORMAT

EVENT FORMAT

The regatta format may be changed during the event by the Principal Race Officer with the consultation of the Chief Umpire and the ICOSA Representative to accommodate the weather conditions at the event. The below format is the intended format for the championship. Records will not carry over between rounds.

Stage 1: Round Robin of 10 Teams.

Stage 2: Quarter Finals Top 8 Teams: 1v8, 2v7, 3v6, 4v5. Knockout first to 2 pts.

Stage 3: Semi Finals Top 4 Teams: Highest Seed picks opponents. Knockout first to 3 pts.

Stage 4: Finals: Semi Final's winners race for 1st and 2nd, first to 3 pts. Petit Finals: Semi Final's losers race for 3rd and 4th first to 2 pts.

SI APPENDIX C - HANDLING BOATS

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or 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 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Radio transmission (including mobile telephones), except to report damage or a breakdown or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveler and vang.

2.19 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

2.20 A breach of SI C 2.18 or 2.19 is not open to protest by boats but is subject to action by

Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

2.21 Changing the number of mainsheet purchases.

2.22 The use of kelp cutters.

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) pencils;
- (e) tell-tale material;
- (f) watch, timers and hand held compass;
- (g) shackles and clevis pins;
- (h) Velcro tape; and
- (i) Spare flags;
- (j) PFDs

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

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded.

(a) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2 At the end of each sailing day:

(a) furling/rolling, bagging and placement of the sails as directed;

(b) leaving the boat in the same state of cleanliness as when first boarded that day; and

4.3 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

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

4.6 A breach of items 4.2 and 4.3 will be considered as damage.

SI ADDENDUM D – EQUIPMENT LIST

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

2 SAILS and SAILING EQUIPMENT

2.1 Mainsail & Jib

2.2 Spinnaker

2.3 One continuous spinnaker sheet

2.4 One jib sheet

2.5 Tiller extension

2.6 Competitor flag set

2.7 Fenders

2.8 Dock lines

SI ADDENDUM E

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.

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

Moderate Damage

Affects the value and/or general appearance of the boat. Boat 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 C8.7);

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 after a points penalty has been 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