



1. RULES

The regatta will be governed by the Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of US SAILING, the ICSA Procedural Rules and by these Sailing Instructions (SI).

2. NOTICES TO COMPETITORS

2.1. Notices will be posted on the official notice board on the Tech Score.

3. CHANGES IN SAILING INSTRUCTIONS

3.1. Any changes in the sailing instructions will be announced orally and posted as soon as practicable.

4. SCHEDULE OF EVENTS

Saturday, [date]

1200 Competitors meeting

1730 No Starting Signal After

Sunday, [date]

1000 First Warning

1400 No starting signal after

5. FORMAT

5.1. Coed Regatta will sail in FJ's Sat and Women's in 420's

6. BOATS & EQUIPMENT

6.1. Collegiate Dinghy FJ's and 420's will be provided for competitors, who shall not modify any boat or cause them to be modified in any way. Competitors have the option of rigging the mainsheet purchase either 3:1 or 4:1.

6.2. The standing rigging shall not be adjusted.

6.3. Competitors shall report any damage or loss of equipment, however slight, to a member of the Race Committee on the water or immediately after arriving ashore.

7. ROTATION

7.1. Boats will be assigned. There will be no rotation.

8. THE COURSE

8.1. The courses will be announced orally and taken from the course diagrams on the official regatta notice board.

8.2. Rounding marks will be Orange marks.



9. START/FINISH

9.1. Races will be started in accordance with PCR 18(b)(i).

9.2. The start line will be between an orange staff on the Race Committee Start Boat a nearby mark or pin boat that will display a flag.

10. PROTESTS

10.1. We will use ICSA APPENDIX X TEST PROCEDURES FOR ON THE WATER JUDGING/UMPIRING IN FLEET RACING

RESPONSIBILITIES AND PROTESTING

The following is intended to test the viability of using judges/umpires(officials) in Fleet Racing, resulting in more streamlined and fair competition for all competitors. In general officials have the following responsibilities at regattas:

- i) To hear and decide protests, breakdown requests and 14 hearings.
- ii) To advise the Race Committee as necessary and appropriate.
- iii) For umpired fleet races to make appropriate calls for protests and make sure the proper boat takes a penalty.

Sailboat racing, at its best, is a self-policing sport. As monitors, the very presence of judges on the water should reduce disputes and improve compliance with the rules. Therefore, judges should help in enforcement of the Rules. Judges/umpires should make the appropriate calls when they see the infraction of:

- i) Clear-cut breaches of RRS 42, propulsion (as modified by these PR).
- ii) Obvious, audible collisions where no alternative penalty was accepted (see RRS 14).
- iii) Collisions for which injury, damage or advantage gained occurred (see RRS.)).
- iv) Enforcement of RRS 31, where a competitor clearly touched a mark and does not take a penalty.
- v) Enforcement of Part 2 of the Racing Rules of Sailing (RRS) when they witness the infraction.

Every attempt should be made by the on the water judges/umpires to determine if a Rule was broken, which boat(s) broke the Rule, and the appropriate penalty.

Signaling of penalties shall be as follows:

- 1) A Part 2 Rule violation shall be a Red Flag with a whistle to signal a two-turn penalty.
- 2) A Part 2 protest with no penalty shall be Green Flag with a whistle to signal the competitors to sail on.
- 3) A Rule 42 (as modified by the PR) violation shall be a Yellow Flag with a whistle to signal a two-turn penalty.
- 4) A serious collision with serious damage and/or a serious injury shall receive a Black Flag with a whistle to signal that there will be a hearing ashore.



- 5) Note: If a judge/umpire believes that a competitor gained a significant advantage through breaking a Part 2 Rule, Rule 31, or Rule 42, then the signal shall be a Red Flag with a whistle and a verbal hail of the number of penalty turns to be taken. This can be more than the normal two turns.

For the purpose of testing what level of umpiring to use in ICSCA Fleet Racing, the following levels of umpiring will be specified for designated test regattas:

Level 1: Team Race Model

1. The on the water umpire will wait for a boat to signal a protest by raising a hand and clearly declaring “protest” against the boat they are protesting. The boat being protested then has two options:
 - a. Take a single alternate penalty turn by completing a tack and a gybe in the same direction.
 - b. The protested boat may wait for the umpire call and if the call is a penalty, then the boat must complete two penalty turns with two tacks and two gybes in the same direction.
2. A Rule 31 penalty (mark touch) will be signaled by a red flag and a clear declaration of one turn by the umpire.
3. If the umpire suspects a serious collision resulting in serious damage or injury, then a black flag will be displayed and a hearing after racing will be held.
4. Breakdown hearings will be held by a designated umpire group after the race in which they occur. They will be limited to the evidence present on the water.
5. Appeals or redress for on the water calls shall not be granted.
6. No hearings for protests will be held ashore, however under rare exceptions there may be a redress request hearing for circumstances such as damage as a result of a collision that was penalized on the water.
7. If the umpires determine that an advantage may have been gained by the rule violation, they may increase the number of penalty turns to a number they deem sufficient to remove the advantage gained by the violation.

Level 2: Limited Ashore Hearings Allowed

1. The same procedures as the Level 1 will be followed but protest or redress hearing requests will be allowed if no umpire was present in a near enough vicinity to allow a call. These hearings will require (as part of validity) a determination if there was no umpire able to make the call such as when an umpire is assisting a boat or sailor in distress or is not on the course.
2. The hearing request must be filed within the first designated protest time following the incident. The protest time periods will be designated by the OA representative.

Level 3: Refereed Fleet Racing

1. The umpires on the water are not required to wait for a protest declaration but can signal a Part 2 Rule, Rule 31, or Rule 42 penalty when they witness the incident. In this case, the penalty will be



an alternate penalty of one, two, or more penalty turns (tacks and gybes in the same direction). The umpires will signal the penalty and the number of turns with a red flag and a verbal indication of the number of turns.

2. If the umpires determine that an advantage may have been gained by the rule violation, they may increase the number of penalty turns to a number they deem sufficient to remove the advantage gained by the violation.
3. Appeals or redress for on the water calls shall not be granted.

The Level that will be used for the regatta will be designated in the Sailing Instructions or Notice of Race prior to the start of the regatta. A competitors briefing will be held to describe the level that is being used and how the penalties will be signaled.

11. SAFETY

- 11.1. Competitors who require assistance from rescue boats should signify so by waving arms overhead. A competitor who retires from a race shall notify the Race Committee as soon as possible.

12. COACHING

- 12.1. PCR 19 will apply. Coaches may be afloat on OA supplied boats.

13. MAISA REPRESENTATIVE

- 13.1 Will be announced at Competitors meeting