



2026 Admiral's Cup

United States Merchant Marine Academy

25-26 April, 2026

SAILING INSTRUCTIONS

1. Rules

The regatta will be governed by the Racing Rules of Sailing (RRS) 2025-2028, the prescriptions of US SAILING, the current Procedural Rules for Intercollegiate Sailing Competition (PR) (except as any of these are modified by these Sailing Instructions), and these Sailing Instructions.

2. Notices to Competitors

Notices to Competitors will be posted electronically on the Techscore Notice Board

3. Changes to the Sailing Instructions

Any change to the Sailing Instructions will be announced orally and posted on the Regatta Notice Board before the first race they are to take effect.

4. Boats and Equipment

- 4.1. Boats will be provided for all competitors, who shall not modify any boat or cause them to be modified in any way.
- 4.2. The standing rigging shall not be adjusted.
- 4.3. **Sail bags must be tied to the dock cradles.** In addition, please see Appendix A for the mandatory four-step derigging instructions.
- 4.4. 420E and FJ mainsheets may be rigged with a 3:1 or 4:1 purchase.
- 4.5. The penalty for infringing the above instructions (4.1-4.4) shall be disqualification from all races sailed in contravention of these sailing instructions (or in the case of SI 4.3., the race or races of the final set of the day) without a hearing.
- 4.6. Competitors shall report any damage or loss of equipment, however slight, to the Race Committee Finish Boat on the water. The penalty for infringing this instruction, unless the Jury is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 4.7. Breakdowns will be decided using PR 23. Breakdown points will not be awarded for the failure of knots, the loss of pins, rings or telltales, except that the Jury may grant redress for the failure of the main halyard masthead knot.

5. Format

- 5.1 The regatta format will be a two division fleet race
- 5.2 The Race Committee aims to complete a maximum of 14 races for each division.

6. Rotation of Boats

- 6.1. Boats will be assigned and rotated as per the rotation sheet on Techscore.
- 6.2. Each division will start in either 420Es or FJs. Divisional boat assignments shall be communicated to competing teams no later than the start of the Coaches' Meeting. Divisions will switch fleets on the second day of racing.

7. Schedule of Events

Saturday, 25 April	0900	Report Time
	0915	Coaches' Meeting
	1000	First Warning
Sunday, 26 April	0900	Report Time
	1000	First Warning
	1500	No Starting Signal After

8. Racing Area

The racing area will be Western Long Island Sound, East of the Throgs Neck Bridge, including Little Neck and Eastchester Bays.

9. Courses and Marks

- 9.1. The intended courses will be posted on the official notice board. The course to be sailed will be announced orally prior to each race.
- 9.2. Rounding Marks will be orange inflatables.
- 9.3. Start/Finish marks will be yellow inflatables except for the pin on a windward finish line, which will be a spherical orange buoy.

10. Changes of course after the start

Any Mark of the course may be moved in accordance with PR 18 (c)(i).

11. Starting and Finishing

- 11.1. Races will be started in accordance with PR 18(b).
- 11.2. The "I" Flag may be displayed prior to the Warning Signal of any race, meaning the 1-minute rule is in effect.
- 11.3. The starting line will be between a Green flag on the race committee boat and a yellow inflatable buoy.
- 11.4. The finish line will be between a Blue flag on the race committee boat and a yellow inflatable buoy.
- 11.5. If a boat is delaying the finish of a race, or the rotation, the Race Committee may end the race and score the boat in its current position.
- 11.6. Starts will not be delayed due to capsized boats.

12. Recalls

- 12.1. Individual Recalls will be signaled in accordance with PR 18(b)(ii) with Code Flag "X" displayed for a maximum of two minutes. The Race Committee will attempt to hail the boat(s) sail number(s). Failure to hear a hail is insufficient cause for granting redress.
- 12.2. Multiple horns/whistles and the hail of the words "General Recall" will signal a General Recall. The "first substitute" flag may be displayed to help with general recalls.

13. Protests and Requests for Redress

- 13.1. Protests shall be filed in accordance with the ICSA Procedural Rules.
- 13.2. Protests, including requests for redress and breakdowns, shall be filed with the Regatta Chair or his designee(s) within 30 minutes of the last competitor's arrival ashore after the final race or set of races for the day.
- 13.3. Hearing request forms shall be available on the bar on the 2nd floor of Yocum Sailing Center

14. Coaching

In accordance with PR 19.

15. ICSA Rep

The ICSA Rep for the regatta will be Ben Chafee from the University of Vermont

16. Safety

- 16.1. All coaches, competitors, and alternates must wear USCG approved PFD's when afloat.
- 16.2. A boat requesting assistance from support boats should signal by waving hands overhead.
- 16.3. A capsized boat may be righted and sailed by its crew unless, in the sole judgment of the Race Committee, safety or the progress of the regatta would be affected, in which case the crew shall accept assistance and the boat will be scored "DNF".
- 16.4. A boat that retires is asked to notify the Race Committee either before leaving the course area or immediately upon arriving ashore.

Regatta Contacts

Regatta Chair

Henry Millette

Head Intercollegiate Dinghy Coach

U.S. Merchant Marine Academy

MilletteH@usmma.edu

914-552-7405

ICSA Rep

Ben Chafee

Head Coach & Program Director

University of Vermont Sailing Team

401-524-3191

APPENDIX A

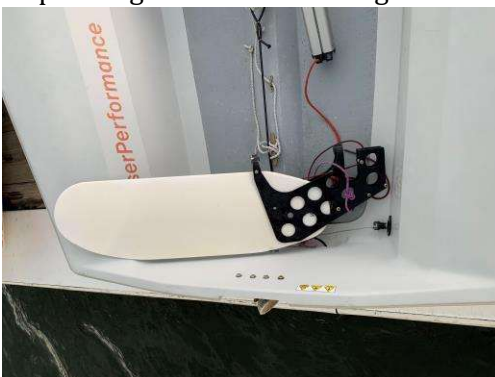
Please help us take good care of our equipment, so sailors will continue to have great equipment to sail when they visit USMMA Kings Point.

Remove sails, place the jib on top of the mainsail and roll them together with the jib sheets inside the roll. Once sails are removed and rolled, competitors please do the following:

- 1) Attach the jib halyard to the loop in the bowline and rake the mast forward (just as you would when you raise your jib in heavy air). Shrouds should be snug to tight.
- 2) Remove tennis ball(s) and loop the elastic of the tennis ball(s) over the rudder pintle(s) so the balls do not dangle in the water.



- 3) Lay rudder parallel to the stern inside the back of the boat, with rudder head on the bottom of the boat and rudder blade pointing towards the sailing center.



- 4) Tie the boat down. For 420s, slide cradle strap through the jib lead and secure through jib cleat (just as you would with the jib sheet while sailing upwind). For FJs, slide the cradle strap through the eye below the chainplate, tighten, and secure with a double hitch.



Thank you!