



## MAISA Men's Singlehanded's – Carl Van Duyne Trophy

United States Merchant Marine Academy

30 September – 1 October 2023

### SAILING INSTRUCTIONS

**1. Rules**

The regatta will be governed by the Racing Rules of Sailing (RRS) 2021-2024, 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 Tech Score 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 penalty for infringing the above instructions shall be disqualification from all races sailed in contravention of these sailing instructions.
- 4.3. 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.
- 4.4. Breakdowns will be decided using PR 20. 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 single round robin.
- 5.2. The Race Committee aims to complete a maximum of 18 races.

**6. Rotation of Boats**

- 6.1. The rotation of boats will be in accordance with the provided rotation sheet available on Techscore.
- 6.2. Rotation shall be completed after every (2) races, on shore.
- 6.3. Competitors will have 5 minutes after final boat is ashore to leave dock.

**7. Schedule of Events**

Saturday, 23 April	0900	Report Time
	0915	Coaches Meeting
	1000	First Warning
Sunday, 24 April	0900	Report Time
	1000	First Warning
	1600	No Starting Signal After

**8. Racing Area**

8.1. 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 courses will be posted on the official notice board. The course will be announced orally prior to each race as well as posted on a white board on the Race Committee boat.

9.2. Rounding Marks will be orange/red balls.

9.3. Start/Finish marks will be yellow balls.

**10. Changes of course after the start**

10.1. 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) and PR Appendix C.

11.2. The "I" Flag may be displayed at any time, meaning the 1-minute rule is in effect.

11.3. The starting and finishing line will be between a red flag on the race committee start or finish boats and a yellow mark.

11.4. 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.

11.5. 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) except the maximum time Code Flag "X" will be displayed is 60 seconds. 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. The "I" flag may be used at any time. The "I" flag will be displayed during an "I" flag start.

12.3. 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**

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 within 30 minutes of the last competitor's arrival ashore after the race or set of races in which the incident occurred.

**14. Coaching**

14.1. In accordance with PR 19.

**15. MAISA Rep**

15.1. The MAISA Rep for the regatta will be announced at the Coaches Meeting.

**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.

**17. Minimum wind strength**

17.1. Races should not be started unless the Race Committee is satisfied that the wind strength in the starting area, and to the best of its belief on the rest of the course, is in excess of an average of three knots (3.45 mph) for a reasonable period before the start as measured using instrumentation and while not moving over the bottom or anchored.

- 17.2. If the wind speed is less than three knots (3.45 mph) in the starting area at any time during the last minute prior to the start signal, the start should be abandoned.

## APPENDIX A

As stated in SI 4.3., the four step derigging instructions described below must be followed or competitors will risk disqualification from the race(s) of the final set of the day without a hearing.

Once sails are removed and rolled, competitors must do the following in order:

- 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). Sidestays should be completely 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.

