



**2024 MSCA Match Race Championship Qualifier**  
**The Organizing Authority for this Event is the**  
**Midwest Collegiate Sailing Association and Bayview Yacht Club**

100 Clairpointe  
Detroit, MI 48215  
(313) 822-1853

**Race Days – October 5-6, 2024**

**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 in SI Appendix A – Handling the Boats, which also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 The most current versions of the following documents apply:
  - (a) ISCA Procedural Rules: <https://collegesailing.org/documents/2024-Procedural-Rules-2024-07-20.pdf>
  - (b) MCSA Policies: <https://mcsa.collegesailing.org/documents/mcsa-policy>
- 1.3 The US Sailing prescriptions to Rules 63.1 and 63.2 shall not apply.
- 1.4 All student-athletes shall wear inherently buoyant personal flotation devices (USCG Certified Non-Inflatable Type III or Type V) while on the water. PFD’s shall be worn outside all clothing and foul weather gear, except that a thin shirt or team uniform (See PR 13(e)) may be worn over the PFD. (Changes RRS 40 and the preamble to Part 4.) All teams shall wear uniforms as described in PR 13(e).
- 1.5 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, 63.1, 90.3(a), A5, and C10.7.
- 1.6 Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. This changes RRS 62.1 (a).
- 1.7 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix C.
- 1.8 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.9 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- 1.10 A Protest Committee (PC) shall be appointed by the OA.

- 1.11 If there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions will prevail. This changes RRS 63.7.
- 1.12 The OA reserves the right to amend these Sailing Instructions. Any amendments shall be posted on TechScore at <https://scores.collegesailing.org>

## **2 ENTRIES**

- 2.1 All competitors shall fulfill the eligibility and registration requirements listed in the Notice of race.
- 2.2 The registered skipper shall helm the boat at all times while racing, except in an emergency.

## **3 COMMUNICATION WITH COMPETITORS**

- 3.1 Notices to competitors will be posted online on TechScore <https://scores.collegesailing.org>
- 3.2 Signals made ashore will be displayed from the flagstaff on the front lawn at Bayview.
- 3.3 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.
- 3.4 Skippers shall attend the daily briefings each morning in the Mackinac room.
- 3.5 The first meeting with the PRO and Chief Umpire will be at 0900 on Saturday October 5th in the Mackinac room.
- 3.6 Changes to the Sailing Instructions may be announced orally before the first race in which they will take effect.

## **4. AMENDMENTS TO SAILING INSTRUCTIONS**

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

## **5. BOATS AND SAILS**

- 5.1 The event will be sailed in Ultimate 20-type boats provided by the OA. Sails will be provided by the OA and assigned by the RC.
- 5.2 All competitors shall comply with the instructions set forth in Appendix A "Handling of Boats".
- 5.3 The sail combination to be used in a flight will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:
  - No Signal: Main, Jib and Spinnaker
  - Flag Z: Main, Jib, No Spinnaker
- 5.4 The RC may prohibit the use of spinnakers if it observes sustained winds are in excess of acceptable conditions and may prohibit sailing if it observes unsafe sustained wind conditions.
- 5.5 The penalty for infringing instruction 5.3 will be disqualification from all races sailed in contravention of those instructions.
- 5.6 Other restrictions or instructions may be given to the boats orally by an umpire. Flag 3rd Substitute is not required.
- 5.7 The RC will decide which boats are to be used for each round, and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.8 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.

## **6. IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by sail and bow numbers unless otherwise indicated at the first briefing.
- 6.2 Boats will be allocated by the RC for each stage in accordance with an initial draw conducted by the RC.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

## **7. CREW MEMBERS AND CREW WEIGHT**

- 7.1 The total number of crew (including the skipper) shall be 3 or 4.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs (299.4 kg), determined at the time of registration. No further weigh-in shall be required, except upon crew substitution.
- 7.3 All registered crew shall sail all matches unless permission to change is given by the Chief Umpire.

## **8. EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The match pairing lists will be communicated and provided at the first briefing.
- 8.2 The event format will consist of Round Robin Racing in one or more stages.
- 8.3 A Knockout Series including but not limited to Quarter Finals, Semi Finals, Finals/Petite Finals may be conducted at the discretion of the OA.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 The RC may change the format or terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 8.6 The racing days are scheduled as October 5-6, 2024. Boats will be available for practice from 1400 to 1700 on Friday, October 4. Skippers must complete registration before taking a boat out for practice. SI Appendix A – Handling the Boats will apply to practice sailing.
- 8.7 The latest time for an attention signal on the last day of racing will be 1500.
- 8.8 The intended time for the first attention signal for the first flight is 1000 each racing day.
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 When a match cannot start at its intended time, the RC may move the other starts forward to eliminate a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required.
- 8.11 When, in a knockout series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts.

## **9. RACING AREA**

- 9.1 The racing area will be in the Detroit River in front of Bayview Yacht Club.
- 9.2 Race Area Limitations:
  - (a) A number of red or orange buoys may be laid close to the shore in front of Bayview and extending upstream and downstream from Bayview. The area between the straight line connecting these buoys and the shore is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
  - (b) A number of red or orange buoys may be laid off the eastern (upstream) shore of Belle Isle. The area between the straight line connecting these buoys and the Belle Isle shore is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
  - (c) The area north of an imaginary line between the flagpoles on either side of the entrance to the Bayview harbor on the east (upstream) side of the clubhouse is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
  - (d) No part of a boat may cross the imaginary line between any two adjacent buoys referred to in SI 9.2(a) or 9.2(b) at any time or the imaginary line referred to in 9.2(c) while racing. There is no penalty for touching any of the buoys referred to in SI 9.2(a) or 9.2(b).
  - (e) In the absence of the buoys referred to in SI 9.2(a) or 9.2(b), and in areas that are beyond the ends of the imaginary line formed by such buoys, boats shall not sail within 50 feet of any shoreline.
  - (f) A boat may not protest another boat for breaking SI 9.2(d) or 9.2(e), but umpires may take action in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
  - (g) Competitors shall not interfere with commercial shipping transiting the racing area at any time. This includes tour boats such as the Detroit Princess, the Diamond Jack and the Infinity and Ovation as

well as freighters, tugboats, barges, commercial towing, and federal and local law enforcement including the US Coast Guard. Any boat not complying may be subject to protest by the Race Committee and may be reported to the Coast Guard.

## 10. COURSE

### 10.1 Course Configuration (not to scale)

Mark W O

Mark L O

O-----O Start/Finish Line

Start – W – L – W – Finish. (2 Laps)

### 10.2 Course signals and course to be sailed:

- (a) Course signals shall be displayed from the RC boat, at or before the warning signal. W and L Marks shall be rounded to starboard unless the RC proceeds as described in 10.2(b).
- (b) **In the case where the wind and or current induce reaching, the RC may change Mark W to rounding to port by placing a Red tetrahedron with a RED tomato offset mark, and flying a Red preparatory flag. In this circumstance, both Mark W and the red tomato offset shall be rounded to port. Mark L shall always be rounded to Starboard. Failure of the RC to select best course for wind and or current, or failure of a competitor to note the change in the color of the flag or tetrahedron shall not be grounds for redress.**
- (c) Modify RRS 33: A finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.

### 10.3 Description of Marks

- (a) The RC signal boat will be 'Thor'.
- (b) The starting/finishing line mark will be a yellow MarkSetBot or an inflatable yellow cylinder.
- (c) Mark W will be either a White or Green MarkSetBot or inflatable tetrahedron, or a Red inflatable tetrahedron accompanied by a red tomato offset mark. (see SI 12.3).
- (d) Mark L will be an orange MarkSetBot or an orange inflatable tetrahedron.
- (e) MarkSetBots are robotically controlled marks. If robotic marks are used, routine movement of these marks on the course will not be grounds for redress. This includes marks returning to station after having been pushed away by a competitor, and collisions with marks that do not cause damage. This changes RRS 60.1(b) and 62.1(a). RRS 31 still applies.

### 10.4 Starting/Finishing Line

- (a) The starting/finishing Line will be a straight line between the course side of the starting/finishing mark and a pole displaying an orange flag on the RC Signal boat.
- (b) **A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time – this area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).**

### 10.5 Abandonment

- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10.6 The RC may communicate to competitors via the Umpires to announce pairings, signals or other communications. A failure to make these transmissions consistently or a failure of a competitor to hear them is not cause of redress. This changes RRS 62.1(a).

## **11. BREAKDOWN AND TIME FOR REPAIRS**

11.1 Before the attention signal of a flight or within 2 minutes of finishing or within 5 minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal a breakdown or damage to the boat, her sails, or injury to her crew, and request a delay of her next start. She shall sail 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 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal, shall not be grounds for redress. This changes RRS 62.

11.5 Competitors shall report all damage or loss of equipment, however slight, to the Race Committee Boat on the water.

## **12. STARTING PROCEDURE**

12.1 The flight number will be displayed on a placard on the RC boat.

12.3 **The preparatory signal will either be (1) flag P, (2) flag C with a green flag and multiple sound signals, or (3) flag C with a red flag and multiple sound signals. If flag P is displayed, Mark W will be white. If flag C is displayed with a green flag and multiple sound signals, Mark W will be a green. If flag C is displayed with a red flag and multiple sound signals, Mark W will be red with a red offset mark. This changes RRS C3.1.**

## **13. MOVING AND CHANGING MARKS**

13.1 Changes to the course will be made by signaling a change of course to a new Mark W.

13.2 Change of Course Signals (this changes RRS 33 and Race Signals)

(a) Flag C and a colored flag means: "The windward mark has been changed. Sail to a mark the same color as the flag."

(b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.3 Signaling vessel:

When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of Mark L, which will not be the RC signal boat that is the end of the starting/finishing line.

## **14. TIME LIMIT**

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.

## **15. COACH BOATS**

On the water coaching at this event will not be permitted.

## **16. SAFETY**

A boat requiring assistance from rescue boats should so signify by waving arms overhead. A boat that retires from a race shall notify the RC or an Umpire as soon as possible, either before leaving the course area or immediately upon arriving ashore.

## **17. MEDIA, IMAGES AND SOUND**

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

**18. PRIZES**

- 18.1 The winner's name will be engraved on the perpetual MCSA Match Race trophy, and recognition will be awarded for 1st, 2nd, and 3rd places in the regatta.
- 18.2 The top placing skipper will be invited to the ICSA Match Race National Championship, held November 15-17, 2024, at Seawanhaka Corinthian Yacht Club. In the event that the top placing skipper cannot attend the National Championship, the next highest finisher overall will be offered that opportunity.

**19. CODE OF CONDUCT**

- 19.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions and co-operation 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 and in accordance with SI Appendix A.
- 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 an 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 MR 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.
- 19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

**20. DISCLAIMER**

All those taking part in this event do so at their own risk. The OA and Bayview Yacht Club, their sponsors, agents, employees, representatives, directors, governors, members, RC, PC, umpires and other officials accept no responsibility for any loss, damage, injury, or inconvenience incurred, howsoever caused.

**21. CONTACTS**

Contacts for this event are listed in the Notice of Race.

## **SI APPENDIX A: HANDLING THE BOATS**

### **1. GENERAL**

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

### **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 approval 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 paid the required damage deposit or having permission from the RC or, on race days, while flag H is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Sitting on, or hiking over side rails beyond perpendicular to the horizon.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating a sail, even to attach telltales.
- 2.12 Radio transmissions and smartphone use, except to report damage or in response to a request from the RC, Chief Umpire, Bosun, or OA.
- 2.13 Adjusting or altering the tension of the standing rigging.
- 2.14 Adjusting lifeline tension
- 2.15 Omitting any headsail car or turning block.
- 2.16 The use of electronic instruments other than compass and watches.
- 2.17 Marking directly on the hull or bulkheads with any kind of writing instrument.
- 2.18 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 is prohibited.
- 2.19 **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.**
- 2.20 **A breach of SI Appendix A 2.9, 2.18 or 2.19, 2.22 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 Use of duct tape or any tape that leaves a residue
- 2.22 Taping the spin halyard carabiner open

### **3. PERMITTED ITEMS AND ACTIONS**

Competitors are permitted to take a bag on board containing:

- basic hand tools
- adhesive tape (but not duct tape or black tape)
- line (elastic or otherwise of 4 mm diameter or less)
- marking pens
- telltale material
- watch, timers and hand-held compass
- shackles and clevis pins
- Velcro tape

### **4. MANDATORY ITEMS AND ACTIONS**

- 4.1 At the end of each sailing day:

- (a) folding, rolling, bagging and placement of the sails as directed
- (b) leaving the boat in the same condition of cleanliness as when first boarded that day
- 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.
- 4.4 Compliance with any regulations, including speed restrictions and navigational marks, while leaving and returning to the berth or mooring.
- 4.5 Infringement of SI Appendix A 2.17, 4.1 and 4.2 will be considered damage. Each such infringement will result in a \$150 deduction from the infringing skipper's damage deposit.
- 4.6 Mandatory use of PFDs – All competitors shall wear, while on the water, other than for brief periods while adding or removing clothing, a U.S. Coast Guard (or member national authority) approved PFD.



**SI ADDENDUM B – DAMAGE PENALTIES**

Appendix C6.6 and C8.6 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
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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.

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.