



**PINE TROPHY**  
*US Coast Guard Academy*  
*September 12-13, 2026*  
**SAILING INSTRUCTIONS**



## **1. RULES**

- 1.1. This regatta shall be governed by the current (2025-2028) Racing Rules of Sailing (RRS), ICSA Procedural Rules, and the Notice of Race, except as modified by these Sailing Instructions.
- 1.2. Any questions regarding these Sailing Instructions should be submitted in writing to the Regatta Chair or posted to the official notice board.

## **2. NOTICES TO COMPETITORS**

- 2.1. Notices will be posted on the official notice board located at the entrance Jacobs Rock.

## **3. CHANGES IN SAILING INSTRUCTIONS**

- 3.1. Any changes in the sailing instructions will be announced orally and posted before the first race in which they are to take effect.

## **4. SCHEDULE OF EVENTS:**

Saturday:

- 1030 Report Time
- 1100 First Possible Warning Signal

Sunday:

- 0930 Report Time
- 1000 First Possible Warning Signal
- 1500 Last Possible Warning Signal

## **5. FORMAT**

- 5.1 Eight teams fleet racing in a single division of J/70's.
- 5.2 Up to fourteen (14) races are scheduled for this two-day event.
- 5.3 CGA 2 is ineligible to qualify for the NEISA Match Race Championship.

## **6. BOATS & EQUIPMENT**

- 6.1. Eight J/70's will be provided for competitors, who shall not modify any boat or cause them to be modified in any way. Competitors may not adjust the rigging of the mainsheet purchase.
- 6.2. Competitors will receive one racing Spinnaker for the Regatta. In the event of a significant tear, non-reparable by tape, the competitor will be given one backup spinnaker for the rest of the event.
- 6.3. The standing rigging, except for the backstay control line, shall not be adjusted (do not adjust backstay Gross-tune)
- 6.4. Competitors shall report any damage or loss of equipment, however slight, to the Regatta Chair immediately after arriving ashore or to the Race Committee on the water.
- 6.5. Competitors will be provided a mainsail, jib, and asymmetrical spinnaker. One replacement spinnaker will be provided per team.
- 6.6. The J/70 Class Association Rules shall not apply. The Care and Handling of Boats shall be governed by SI Appendix A.

## **7. ROTATION**

- 7.1. Rotations will occur every 2 races, either on the water with motorboat assistance, or on the dock if conditions are too difficult to rotate on the water.
- 7.2. Competitors will be rotating with their spinnaker throughout the event.

## **8. THE COURSE**

- 8.1. The courses shall be announced prior to each race.
- 8.2. Rounding marks will be colored buoys.
- 8.3. The intended race duration times shall be approximately 15 to 25 minutes. This changes PR 18 (c ii).

## **9. START/FINISH**

- 9.1. Races will be started in accordance with RRS 26.
- 9.2. The start line will be between a staff displaying a red/orange flag on the Race Committee Start Boat, and a colored buoy.
- 9.3. The finish line will be between a staff displaying a red/orange flag on the Race Committee Finish Boat and a colored buoy.
- 9.4. Races will not be started unless the RC is satisfied that the wind speed in the starting area, and, to the best of its belief, on the rest of the course is in excess of an average of 4 knots.

## **10. PROTESTS**

- 10.1. Protests shall be filed in accordance with the ICSA Procedural Rules with the following change.
- 10.2. Protests shall be filed within 15 minutes of securing boats to the shore after the race or set of races in which the incident occurred. This changes PR 30.
- 10.3. Written protests, including requests for redress and breakdowns, shall be filed with the scorer within 15 minutes of the last competitor's arrival ashore after the race or set of races in which the incident occurred.
- 10.4. Protest forms will be available at the official regatta notice board.
- 10.5. Video, data and/or photographs taken from any source shall not be used as evidence at protest hearings. This changes RRS 63.6.

## **11. PENALTIES FOR BREAKING RULES OF RRS PART 2**

- 11.1. RRS 44.1 is modified as follows: "A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident. Her penalty shall be a One-Turn Penalty, unless she breaks a rule of Part 2 within the zone of any rounding mark or finishing mark, in which case her alternate penalty shall be a Two-Turns Penalty. This changes PR 31 (b).

## **12. COLLISIONS**

- 12.1. Competitors who are considered negligent and fail to avoid contact will be subject to the most severe penalty. A collision may result in disqualification of all parties involved (changes RRS 14).
- 12.2. Please see Appendix C for further information and guidelines for damage.

## **13. SAFETY**

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

## **14. COACHING**

- 14.1. PR 19 will apply.
- 14.2. Coaching shall be from an organizing authority provided coach boat(s), or from Jacobs Rock.

## **APPENDIX A – Care & Handling of Boats:**

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

### **1. CREW & CREW POSITIONING:**

- (a) The number of crew (including the skipper) shall be four.
- (b) Except for momentary sail handling or repair needs, crew shall remain aft of forward most stanchions while ondeck.
- (c) Crew shall not stand or lean out over the cockpit safety lines or stern rails to promote roll tacking, roll jibing, or to increase hiking leverage.
- (d) While seated on deck, crew shall have the base of their spine on the deck and inboard of the cockpit safety lines at all times.
- (e) Not more than two crews may have their legs outboard of the sheerline.
- (f) When tacking or jibing, crews shall not hang push or pull on the shrouds, mast, cockpit safety lines, stanchions, or any other item to promote the maneuver.
- (g) Except for a medical emergency or momentary sail handling and/or repair needs, crew heads and shoulders shall remain above deck

### **2. BOWSPRITS:**

- (a) The bowsprit shall be fully retracted at all times except when the spinnaker is being set, is set, and shall be retracted at the first reasonable opportunity after the retrieval.
- (b) An extended bowsprit shall not be considered part of the boat for the purposes of establishing an overlap or establishing right of way, unless the spinnaker is set.

### **4. PROHIBITED ITEMS and ACTIONS:** The following are prohibited.

- 4.1 Any additions, omissions or alterations to the equipment supplied.
- 4.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 4.3 The replacement of any equipment without the sanction of the RC.
- 4.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 4.5 Moving equipment from its normal stowage position except when being used.
- 4.6 Taking a boat from its berth or mooring without permission from the OA.
- 4.7 Hauling out a boat or cleaning surfaces below the waterline.
- 4.8 Attaching lines to the fabric of spinnakers.
- 4.9 Perforating sails, even to attach tell tales.
- 4.10 Adjusting or altering the tension of standing rigging, excluding the green backstay control line.
- 4.11 Using a winch to adjust the mainsheet, backstay or vang.
- 4.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 4.13 The use of electronic instruments except hand held compasses, watches, and small personal video recording devices.
- 4.15 Marking directly on the hull or deck.
- 4.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or jibing, or to aid the projection of a crew member outboard is prohibited.
- 4.17 Discharge of trash into any waterway.
- 4.18 Hiking off halyards, control lines, or non-working sheets.
- 4.19 Use of duct tape or any tape that leaves a residue.
- 4.20 Interfering with commercial or military traffic.
- 4.22 Changing the number of purchases on the mainsheet.

### **5. PERMITTED ITEMS and ACTIONS:** The following are permitted.

- 5.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 6 mm diameter or less)

- (d) tell tale material
- (e) watch, timers and hand held compass
- (f) shackles and pins
- (l) water bottles
- (m) PFD

5.2 Using the items in 5.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) make minor repairs and permitted adjustments

**6. MANDATORY ITEMS and ACTIONS:** The following are mandatory.

6.1 Boat check out and check in procedures must be followed.

6.2 Reporting all damage to the OA. Reports shall include any matters which could cause damage or disadvantage to the boat in future races.

6.3 At the end of each sailing day: (a) rolling, bagging and placement of the sails as directed (b) leaving the boat in the same state as when first boarded that day (c) releasing backstay tension

6.4 Removing all trash and removing all tape and marks.

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

6.7 A breach of items 6.2 through 6.7 will be considered as an incident causing damage and an appropriate penalty shall be imposed.

**7. EQUIPMENT LIST:** The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported to the OA.

Mainsail and set of battens

Furling Jib

Asymmetrical Spinnaker

Asymmetrical spinnaker sheet

Two sail ties

Tiller extension

Hatch Boards

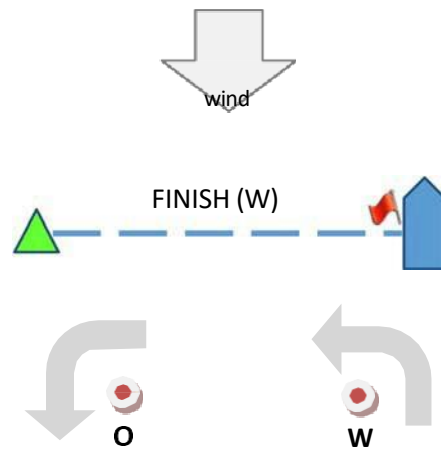
Mainsail and Jib Canvas Covers

Two dock fenders

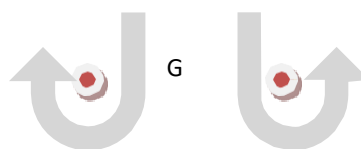
**8. WEATHER:**

8.1 Racing shall be postponed or cancelled when the wind strength exceeds 20 knots as measured sustained for five minutes aboard the RC boat.

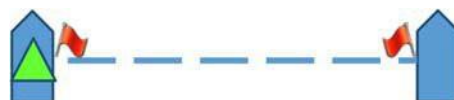
## APPENDIX B – Courses



- W3      START – W – O – G – FINISH (W)
- W4      START – W – O – G – W – O – FINISH
- W5      START – W – O – G – W – O – G – FINISH (W)
- W6      START – W – O – G – W – O – G – W – O -- FINISH



RC boat or Start/Finish mark



## **Appendix C (Appendix XX in ICSA Procedural Rules) – Guidelines for Damage**

This is intended to guide competitors, race committee, and judges in the application of PR 26 (Serious Collisions/Serious Damage), but not to limit the authority of judges in resolving individual cases equitably.

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to understand their individual limits in boat handling under the prevailing conditions and use reasonable care in preventing collisions in the specific racing conditions.

Tests for consideration of penalties under Rule 26. In a collision:

1. The contact was minor.
2. The contact was unavoidable.
3. The collision occurred during racing.
4. The behavior of all participants was in keeping with reasonable care and good seamanship.
5. All boats involved continued racing.
6. Even if the collision occurred while not racing, reasonable care taken by the competitors to prevent serious damage.

In the above cases, the judges SHOULD NOT consider the contact or damage to fall under PR 26 and shall not hold a hearing or consider penalties if no protest is filed by a competitor. Competitors are still expected to protest as required by the RRS.

Serious Damage under Rule 26 and RRS 44, 60.1 Serious Damage is a major material failure that will affect the boat's further use in racing until repairs can be conducted.

Major Material Failures that take the boat out of rotation should be considered Serious Damage. Examples of Serious Damage Major Material failures include:

1. Loss of watertight integrity of the hull with a direct path of water into the watertight compartments.
2. Standing rigging damage that precludes the boat from sailing, such as chainplate damage that questions the ability of the stays to secure a mast for sailing.
3. Rudder damage that precludes a rudder from being used to steer the boat without repairs. This can include sheared pintles, fiberglass damage that does not allow the mounting of a rudder, a rudder damaged to the point it cannot continue in use. When assessing rudder damage to older (black color, cast fitting) rudderheads, understand that these were prone to stress fractures and may not be damaged solely as a result of the incident.
4. Damage to the Centerboard that precludes further use short of replacement.
5. Hull or deck integrity breached in a location and in such a manner that expedient repairs such as sealant tape or other temporary fixes are not sufficient to keep the boat in use for that day.
6. Mast bent to preclude further use as a direct result of the collision.
7. Major tears in sails that cannot be patched with sail repair tape or similar fixes.

Examples of damage that SHOULD NOT be considered as Serious Damage under PR 26 or the RRS:

1. Bent tiller extensions
2. Bent tillers, especially the newer round tillers currently supplied.

3. Scrapes, scratches, or chips in the gelcoat that are not through the layers of fiberglass into the watertight compartment of the hull and, while they should be repaired, do not affect the continued use of the boat for racing that day when covered with sealant tape or other such temporary repairs.
4. Scrapes, scratches, or chips to the rudder or centerboard.
5. Holes in sails that can be repaired by application of sail repair tape to continue racing.
6. Hardware damage that can be solved by replacement with a suitable substitute. This includes replacement blocks, fittings, etc.

Any damage that is a result of unsportsmanlike conduct, to include while not racing should be considered as a possible Rule 2 violation and handled accordingly.

Any collision that is suspected of being intentional to gain an advantage should be handled as a possible Rule 2 violation and/or a Rule 44.1(b) Penalty.

In all cases, every attempt should be made to have an independent assessment of the level of damage that does not include persons associated with the teams competing to limit potential conflicts of interest.

**The costs to repair damage shall be part of a remuneration process, to include possible insurance claims or direct charges to the teams involved, and not part of the serious damage consideration under the racing rules. The lack of a serious damage assessment does not relieve the parties found at fault of possible costs to compensate for the damage caused while participating in ICSA competition.**