



2026 Phil Harman Cup

September 12-13

**New England Intercollegiate Sailing Association
Maine Maritime Academy**

SAILING INSTRUCTIONS

1. RULES

- 1.1 This regatta will be governed by the current Racing Rules of Sailing, the Intercollegiate Sailing Association Official Procedural Rules for Intercollegiate Sailing Competition, and NEISA Regulations. Except as any of these are altered by these Sailing Instructions
- 1.2 Colgate 26 Class rules will not apply.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the regatta whiteboard near the entrance of the bay.

3. BOATS AND CREW

- 3.1 Colgate 26 boats will be provided to all competitors, who shall not modify them or cause them to be modified in any way (including adjustment of turnbuckles) except that wind indicators, including yarn or thread, may be tied or taped anywhere on the boat.
- 3.2 All standing rigging will be preset before the Regatta to make the boats as evenly matched as possible. Standing rigging, with the exception of the backstay, shall not be adjusted or modified without authorization of the Race Committee.
- 3.3 All crew members shall stay on board their vessel at all times. No swimming is permitted for any reason.
- 3.4 All equipment provided with the boat for sailing purposes shall be in the boat while afloat. All equipment not in use shall remain in the original storage location.
- 3.5 Reefing lines shall not be unriggered.
- 3.6 Lifelines, life rails, stanchions, pulpits, and shrouds may NOT be hung off, leaned on, or in any way be used to generate roll or to enhance boat handling.
- 3.7 The penalty for not complying with 3.1 through 3.6 above will be disqualification from all races sailed in which the instruction was broken.
- 3.8 Competitors shall report damage or loss of equipment, however slight, to the race committee immediately after securing the boat. The penalty for breaking this instruction, unless the protest committee is satisfied that the competitor made a determined effort to comply, will be disqualification from the race most recently sailed.
- 3.10 A crew of 4 will be sailed at any one time; unless the PRO has granted permission. Crew shall consist of at least 2 genders, unless all female.

4. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the official regatta notice board.

5. SCHEDULE OF RACES

Saturday 6 September	1200 Report time
	1205 Competitors' meeting
	1230 Launches depart w/ sailors
	1300 – 1500 Spectator boat
	1730 BBQ for competitors at Waterfront

Sunday 7 September	0930 – Report time
	0940 - launches depart
	1200-1400 Spectator Boat
	1430 – no start signal after this time

5.1 No WARNING SIGNAL may be made after 1430 on Sunday.

5.2 Eight (8) races are planned. Two (2) races must be completed to constitute a regatta.

6. RACING AREA

The primary racing area is off Dyce Head, in Penobscot Bay. Alternate race areas are Smith Cove, and the Bagaduce River. If the Race committee decides to relocate the racing area between races, it will notify competitors by hail on VHF.

7. THE COURSE

Courses will be displayed on the noticeboard and announced before races over the radio.

8. CHANGE OF COURSE AFTER THE START

A mark may be moved under RRS 33. The Race Committee will fly code flag 'C' and notify competitors via radio on 71.

9. MARKS

The marks will be inflated balls (yellow or orange).

10. THE START

10.1 Races will be started using RRS 26.

10.2 The starting and finishing line will be the same. See notice board for description of the start/finish

11. TIME LIMITS

ICSA rule 18(d)(ii) shall apply.

12. RECALLS

12.1 ICSA rule 18(b)(ii) shall apply. The Race committee will attempt to notify OCS boats by loud hailer and by radio.

12.2 The "Round The Ends Rule" shall apply after a general recall in accordance with ICSA rule 18(b)(iii).

Code flag "I" may or may not be displayed. This changes RRS 30.1.

12.3 Each boat's recall number will be her mainsail number.

13. THE FINISH

The finish line will be the same line as the starting line.

14. PROTESTS

14.1 Protests shall be written on forms available on the coaches' launch, and delivered to the RC no later than 30 minutes after the last crew is brought ashore by the launch.

14.2 Protests, including the sail number being protested, must be reported to the Race Committee immediately after finishing the race in question.

14.3 The jury will hear protests in the approximate order of receipt, beginning as soon as possible after protests have been received.

15. SCORING

Scoring will be done in accordance with ICSA Procedural Rules 22 and 23. Each boat's total score will be the sum of her scores for all races.

16. RADIO COMMUNICATION

16.1 Between races, the PRO may make informational announcements and designate the course for the next race on VHF Channel 71. The Race Committee reserves the right to announce a channel change to a different frequency.

16.2 The committee boat may announce OCS boats (starting correctly remains the responsibility of the skipper and failure to transmit or hear OCS announcements will not be grounds for protests or redress.)

16.3 While racing, a boat shall only use the VHF Channel 71 to inform the race committee of their retirement from a race or request for assistance.

16.4 After finishing a boat may use the radio to inform (and request acknowledgement) both the protested boat and the race committee of intent to protest.

16.5 Except for the above, boats shall neither make radio transmissions while racing nor receive radio communications. This restriction ALSO applies to cell phones. Any suspected violation can be protested using the standard procedure. If a team is determined to have violated this restriction they will be disqualified from all races in which they broke the rule.

18. BREAKDOWN

18.1 If a boat requests breakdown points in a race, she shall notify the Race Committee upon finishing. ICSA procedural Rules 20 applies.

18.2 Breakdown requests must be filed in the same manner as protests using the protest form provided. Guidelines for breakdowns can be found in ICSA Procedural Rules Appendix 7.

19. REQUEST FOR REPAIRS OR REPLACEMENT OF EQUIPMENT

19.1 Boats may request replacement of lost gear or repair to the boats by requesting assistance by hail or on Channel 71.

19.2 At the discretion of Maine Maritime Academy officials, a boat may be advised to continue to race if it is determined that the loss or breakage of equipment does not materially affect the boat's safety or performance.

19.3 Only approved MMA students or staff, while wearing appropriate climbing gear and safety equipment, may climb masts and only with the permission of the race committee.

20. EXPEDITING RACING

To expedite matters, the Race committee may award a boat her position and score in a race if it is determined that the boat's position in that race is secure. In this event, the boat will be informed of her position and will be asked to proceed without delay, including accepting a tow from a MMA power vessel, toward the starting line so that the next race may be started within a reasonable time.

21. AVOIDING COLLISIONS

THERE SHALL NOT BE ANY COLLISIONS. Penalties shall comply with RRs except as follows:

21.1 For hull (including pulpits, stanchions, and life rails) to hull (including pulpits, stanchions, and life rails) contact, the violating boat shall retire immediately. If no boat protests or retires, all boats involved in such contact shall be scored DSQ.

21.2 ICSA PR 27 is replaced with: "Hull to hull contact is a serious incident. When such contact occurs, the Jury shall hold a hearing under RRS 60.2, 60.3 & 63 to determine the facts and consider whether those involved exercised reasonable care in handling their boats. When the Jury finds that either or both boat(s) did not, one or both shall be excluded from the rest of the regatta (Changes RRS 14)."

21.3 Any collision may result in disqualification of both boats (bow-to-beam collisions will always result in disqualification of both boats) unless the jury finds, as fact, that a boat made every reasonable attempt to avoid damage. If the jury or MMA officials deem that a boat was negligent in an incident involving a collision, the boat will be disqualified from the regatta.

22. SAFETY

22.1 Each competitor is solely responsible for his or her personal safety. However, in circumstances it is considered hazardous, the Race Committee may require a competitor to accept assistance

22.2 If there is an injury to any crewmember, assistance may be obtained immediately by hailing the Race Committee on VHF 71 or by lowering the mainsail. Boats may continue racing in accordance with RRS 41 when appropriate.

22.3 A boat that retires from a race shall notify the Race Committee boat promptly.

23. BOAT ASSIGNMENTS AND ROTATION

Boat assignments will be on Tech score and the regatta notice board. Crews will do a "direct swap" rotation alongside the coaches' launch.

24. SAIL LIMITATIONS

Should conditions require, the Race committee may prohibit the use of spinnakers or require reefing of the mainsail. This shall be announced over VHF radio.

25. COACHING

Coaches may only provide coaching between sets. Coaches may communicate with competitors via phone in between sets. There shall be no coaching when **any** boat is racing. All coaches shall have an equal amount of time to coach their team. (first place boat does not "earn" extra coaching time)

Rotations shall not be delayed at all due to coaching during the swap. Coaches will receive one warning for delaying rotations. Any further offenses will result in Disqualification from the following race with no hearing.

26. USE OF COMPUTERS/DEVICES/PHONES

The use by competitors of any GPS enabled device is *strictly prohibited* during the regatta. Phones may be used to communicate with coaches between sets. If a competitor is suspected of using an illegal electronic device they may be protested by the RC or another competitor following normal procedure. The penalty if the protest is upheld shall be disqualification from all races in which the device was determined to be used.