

MAISA Match Racing District Championship

September 26-27, 2026

SAILING INSTRUCTIONS

Abbreviations:

CHUMP – Chief Umpire

OA – organizing authority

RRS – racing rules of sailing

RC – race committee

NA – national authority

SI – sailing instructions

1. Rules

- a. The event will be governed by:
 - a. The RRS and Appendix C “Rules for Handling Boats and Equipment”.
 - b. The ICSA Procedural Rules and the MAISA Match Race District Championship Conditions.
 - c. The Rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- b. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- c. The prescriptions to RRS 60, 63.2, and 63.4 are deleted.
- d. The Sailing Instructions will take precedence in the event of a conflict between it and the NOR or between it and the applicable Conditions. This changes RRS 63.7.
- e. If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C 7.4.
- f. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. Entries and Eligibility

- a. Only teams who have qualified through the resume selection process are eligible for the event.
- b. To remain eligible the entire crew shall complete registration, pay any entry fee, and complete crew weigh-in before 1045 on September 26, 2026.
- c. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- d. After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- e. When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- f. When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3. Communications with Competitors

- a. Notices to Competitors will be posted on the official notice board located in the All-American room on the 2nd floor of the Yocum Sailing Center.
- b. Signals made ashore will be displayed from the flagpole on the 2nd floor of the Yocum Sailing Center.
- c. Skippers and crew shall attend the first briefing, which will be at 1045 on September 26, 2026 in the All-American room of the Yocum Sailing Center, unless requested and granted to be excused by the OA.
- d. The first meeting with the umpires will be immediately following the competitors’ briefing.
- e. A Sunday morning meeting will be at 0945 in the All-American room of the Yocum Sailing Center.

4. Amendments to the Sailing Instructions

- a. Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the CHUMP.
- b. Should an amendment be posted, Code Flag “L” over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- c. Amendments made afloat will be signaled by the display of Code Flag “L” with one prolonged sound signal from the RC boat. An umpire may communicate these either verbally.

5. Boats and Sails

- a. The event will be sailed in J/70-type boats.
- b. The sails to be used will be allocated by the OA.
- c. The sail combination to be used will be signalled from the RC boat with or before the attention signal.

The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Main, Jib, Spinnaker
Zulu Flag	Main & Jib only (no Spinnaker)

- d. Other restrictions or instructions may be given to the boats verbally by an umpire. Code flag "L" is not required.
- e. The OA will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. Identification and Assignment of Boats

- a. Boats will be identified by hull number (#1-6).
- b. Boats will be drawn on Saturday at the morning meeting and at the beginning of each stage as decided by the OA.
- c. Boats will be exchanged in accordance with the pairing list and race schedule.

7. Crew Members, Number and Weight

- a. The total number of crew, including the skipper, shall be four or five.
- b. The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 825 lbs., determined at the time of registration.

8. Event Format and Starting Schedules

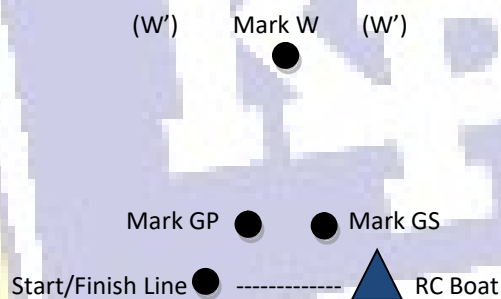
- a. The match pairing lists are detailed in a document which will be available after the boat and spinnaker draw on Saturday morning. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- b. Knock-out Series
 - i. In a knock-out series between two skippers, they shall alternate assigned ends for each match as designated in the pairing list. This changes RRS C4.1.
 - ii. When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
 - iii. Crews will exchange boats after odd matches of each series.
- c. The racing days are scheduled as Saturday, September 26 and Sunday, September 27, 2026.
- d. No match of any flight shall begin after 1600 on September 27 unless amended as stated in the MAISA Match Race District Championship Conditions.
- e. The number of matches to be sailed each day will be determined by the RC.
- f. The Regatta Chairman with the consultation of the chief umpire and the MAISA Representative may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- g. The intended time of the first attention signal on Saturday, September 26 is 1115. On Sunday, September 27 the first attention signal will be at 1000.
- h. Each subsequent flight will be started as soon as practicable, and the attention signal for it may be made before the final match of the flight being sailed has finished.
- i. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- j. When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9. Racing Area

- a. The racing area shall be the area of Little Neck Bay and Long Island Sound adjacent to the US Merchant Marine Academy.
- b. Course Limits
 - i. A number of red or orange buoys may be laid close to the pier in front of USMMA and extending to the north and south of the pier. The area between the straight line connecting these buoys and the pier is designated as an "obstruction" and the limit of safe passage for purposes of RRS Part 2.
 - ii. No part of a boat may cross the imaginary line between any two adjacent buoys referred to in SI 9.a(ii) at any time or the imaginary line referred to in 9.a (iii) while racing. There is no penalty for touching any of the buoys referred to in SI 9.a(ii).
 - iii. In the absence of the buoys referred to in SI 9.2(a), and in areas that are beyond the ends of the imaginary line formed by such buoys, boats shall not sail within 100 feet of any shoreline or pier.
 - iv. A boat may not protest another boat for breaking SI 9.a or 9.b, but umpires may take action in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

10. Course

- a. Course Configuration



- b. Course signals will be displayed from the RC boat at or before the warning signal. Marks W, or W', whichever is signaled as the windward mark, shall be rounded to starboard. In the event there is only one mark in the area of GP/GS, it shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start – Windward–GP/GS – Windward – Finish
"S"	Start – Windward – Finish

- c. Mark Description

- i. The starting/finishing line mark will be a YELLOW ball.
- ii. The three windward marks will be an ORANGE ball, a GREEN ball and a WHITE ball.
- iii. Marks GP and GS will be ORANGE balls.

- d. Start/Finishing Line

- i. The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a pole displaying a pink flag on the RC boat.

- e. Abandonment and Shortening

- i. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11. Breakdown and Time for Repairs

- a. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display code flag "L" to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.
- b. The time allowed for repairs shall be at the discretion of the RC.
- c. 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(a).
- d. 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.

12. Starting Procedure

- a. Match warning signals will be numeral pennants.
- b. The attention signal (Code Flag "F") will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- c. The preparatory signal will be one of the following flags; the flag displayed will identify the weather mark for the match. This changes C3.1.

Flag	Mark description
White flag	White sphere
Orange flag	Orange sphere
Green flag	Green Sphere

13. Change in Position of the Weather Mark (amends RRS 33 & Race Signals)

- a. Change of Course Signals (amends RRS 33 and Race Signals)
 - i. Flag C and a colored flag means: 'The windward mark has been changed. Sail to a mark the same color as the flag.'

14. Time Limit

- a. 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 Boat

- a. There may be one coach boat provided to be shared by all teams and it shall be anchored.

16. Media, Images and Sound

- a. The OA shall have the right to use any images and sound recorded during the event free of any charge.

17. Code of Conduct

- a. All competitors must participate in all competitors' briefings, umpire debriefings and prize giving unless they receive prior permission from the OA. Teams will not be dismissed from the regatta until the last boat they sailed has been inspected for damage and conformation with Appendix C, "Rules for Handling Boats".

18. Safety

- a. A boat requesting assistance from support boats should signal by waving hands overhead.
- b. A boat that retires is asked to notify the Race Committee either before leaving the course area or immediately upon arriving ashore.

Appendix A – Rules For Handling Boats and Equipment List

1. GENERAL

- 1.1.1. Violation of any part of Appendix C of these Sailing Instructions will be referred to the Protest Committee, which shall determine the appropriate penalty to apply, including disqualification from the event.
- 1.1.2. Any competitor who arrives in a boat that has a violation of Appendix C shall report it to an umpire, or the Race Committee immediately.

2. PROHIBITED ITEMS and ACTIONS

- 2.1. Except in an emergency or in order to prevent damage or injury, or when directed or authorized by an umpire, the following are **prohibited**:
 - 2.1.1. **Hiking with pelvis and/or legs outside of the vertical plane of the toe-rail and/or lifelines.**
 - 2.1.2. Any additions, omissions or alterations to the equipment supplied, including the addition of lines, blocks, or other hardware to the boats.
 - 2.1.3. The use of any equipment for a purpose other than that intended or specifically permitted.
 - 2.1.4. The replacement of any equipment without the sanction of the RC.
 - 2.1.5. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
 - 2.1.6. Moving equipment from its normal stowage position except when being used.
 - 2.1.7. Boarding a boat without prior permission.
 - 2.1.8. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.
 - 2.1.9. Hauling out a boat or cleaning surfaces below the waterline.
 - 2.1.10. Attaching lines to the fabric of spinnakers.
 - 2.1.11. Perforating sails, even to attach tell tales.
 - 2.1.12. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
 - 2.1.13. Adjusting or altering the tension of standing rigging, excluding the backstay.
 - 2.1.14. Omitting any headsail car or turning block.
 - 2.1.15. The use of electronic instruments other than a watch.
 - 2.1.16. Using the any spar or pole to wing out the foresail.
 - 2.1.17. Marking directly on the hull, deck, spars or rigging with permanent ink.
 - 2.1.18. After the starting signal and while sailing close hauled for more than a few seconds, controlling the main boom position other than by using the mainsheet as it exits the block on the cockpit floor, the traveler, or the boom vang.
 - 2.1.19. Using the shrouds (including any inner shrouds) above the turnbuckle to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
 - 2.1.20. Placing one or more crew members below deck during racing, except to temporarily retrieve or stow equipment or facilitate repairs.
 - 2.1.21. Tying any knot in a control line before the line exits the last block or fitting in the purchase (usually for the purpose of shortening the “throw” of the purchase).
 - 2.1.22. 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.
- 2.2. A breach of SI Appendix C 2.1.1, 2.1.18, 2.1.19 or 2.1.20 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C5.2 or C5.3. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS AND ACTIONS

3.1. The following are permitted:

3.1.1. Taking on board the following equipment:

3.1.2. basic hand tools

3.1.3. adhesive tape

3.1.4. line (elastic or otherwise of 4 mm diameter or less)

3.1.5. marking pens

3.1.6. telltale material

3.1.7. watch or timer

3.1.8. shackles and clevis pins

3.1.9. Velcro tape

3.1.10. bosun's chair

3.1.11. spare flags

3.2. Using the items in 3.1 to:

3.2.1. prevent fouling of lines, sails and sheets

3.2.2. attach telltales

3.2.3. prevent sails being damaged or falling overboard

3.2.4. mark control settings

3.2.5. make minor repairs and permitted adjustments

3.2.6. make signals as per RRS C6

3.3. (spare)

3.4. Changing the number of mainsheet purchases between 5:1 and 4:1. These are the only configurations permitted.

4. MANDATORY ITEMS and ACTIONS

The following are mandatory:

4.1. The completion of a written damage report before leaving a boat and submitting it to the RC if damage has been sustained. "Damage" shall include boats, spars, standing and running rigging, sails and any equipment provided with the boat.

4.2. At the end of each sailing day:

4.2.1. Rolling, bagging and placement of the sails as directed

4.2.2. Leaving the boat in the same state of cleanliness as when first boarded that day, including removing all trash, **tape and marks**. Teams will not be dismissed until the last boat they sailed has been confirmed to be in compliance with the rules of this section (4) by a member of the OA.

Appendix B – Damage Policy

Match Racing Penalties for Damage resulting from Contact between Boats

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 reason to do so, it may apply a different penalty.

Damage will be divided into 3 levels

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 Appendix C8.6);

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.