



SAILING INSTRUCTIONS

COACH JOHN QUINN MEMORIAL REGATTA

**Co-hosted by the Monmouth University Sailing Team
and the Shrewsbury Sailing & Yacht Club, Oceanport, NJ
September 19th, 2026**

This regatta is named in honor of former Monmouth University Sailing Team Coach and SSYC Past Commodore John Quinn, who passed away in December 2017 from pancreatic cancer.

1 RULES:

1.1 The regatta will be governed by the Racing Rules of Sailing 2021-2024, the prescriptions of US SAILING, the ICSA Procedural Rules (PR), and these Sailing Instructions.

2 NOTICES TO COMPETITORS:

2.1 Official notices including changes to sailing instructions will be posted on the official notice board located in the SSYC main clubhouse.

3 SCHEDULE:

3.1 Saturday, 9/19/2026

0800 – 0900 - Check in / Rigging / Launching of boats

0900 - Competitors' meeting

0945 - First warning signal

1500 - No race will start after this time

3.2 No racing will commence

3.3 There will be two (2) divisions, A & B. The same number of races in each division will be scored. In the event that either division sails more races than the other, the last race(s) sailed will be dropped.

3.4 The race committee will attempt to run the number of races needed to achieve a full boat rotation, however a full rotation is not required to complete the regatta.

3.5 The final set of races at the end of each day for each division may consist of one, two or three races, as determined by the Regatta Chair.

4 COURSES AND MARKS:

4.1 Windward-leeward courses will be used. There will be an offset mark to port of the windward mark and a leeward gate to windward of the starting line. Generally, Course W4 with downwind finish will be used, however Course W3 or W5 with upwind finish may be used depending on wind direction and wind strength; the course for each race will be announced by the race committee via loudhailer prior to each race.

4.2 All marks will be red, yellow, orange or white inflatable. Marks will be described at the competitors' meeting.

4.3 Per ICSA PR 18 (c), after the starting signal, the race committee may change the position of any mark to maintain course configuration, provided that no boat is on that leg of the course. No signals are required.

5 SHORTENING AND ABANDONING RACES:

5.1 Per ICSA PR 18 (c), races may be abandoned at the Race Committee's discretion in the event of dying breeze or an excessive wind shift. No signals are required. Races may not be shortened.

6 START, FINISH, AND RECALLS:

6.1 Races will start in accordance with ICSA PR 18(b). A three-minute starting sequence will be used, most likely with an automated horn system.

6.2 The start line will be between an orange flag on the race committee boat and an orange inflatable buoy.

6.3 The finish line will be between an orange flag on the finish boat (which may or may not be the race committee boat) and an orange inflatable buoy.

6.4 Individual recalls will be made in accordance with ICSA PR 18(b). If any boat is over early at the starting signal, Code Flag X will be displayed until the earlier to occur of (a) all boats have started properly or (b) 2 minutes after the starting signal. The race committee will attempt to hail any offending boats, however the onus is on the sailors to start properly.

6.5 General recalls will be signaled by a series of short whistles or horn signals; First Substitute need not be displayed per ICSA PR 18(b). After any general recall, the 1-minute rule shall be in effect for the subsequent start(s) of that race; the round the ends provision of RRS 30.1 shall apply except Flag I need not be displayed in accordance with ICSA PR 18(b).

7 BREAKDOWNS:

7.1 Breakdown requests shall be filed in the same manner as protests. Breakdowns shall be scored in accordance with ICSA PR 20. Compensation shall be consistent with ICSA PR 20(c).

8 ALTERNATIVE PENALTIES:

8.1 RRS 44.1 and 44.2 shall be used.

9 PROTESTS:

9.1 Protests procedure will be in accordance with ICSA PR.

9.2 Competitors shall not communicate with a coach before reporting to the race committee their intent to protest.

10 SCORING:

10.1 Scoring will be done using the Low Point Scoring System. No throw-outs.

11 COACHING:

11.1 Coaches, team leaders, chaperones, advisors, parents, or other support personnel shall not go afloat in the sailing area on the published dates of the regatta. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing personnel.

11.2 Competitors may receive coaching, including instruction, assistance, equipment or sustenance, only while on shore or at the SSYC dock.

12 SAFETY:

12.1 Wetsuits and dry suits are highly recommended and strongly encouraged and will be required if both air and water temperatures are 50 degrees Fahrenheit or less.

12.2 Competitors shall wear USCG approved Type III lifejackets. Inflatable type lifejackets are not permitted. Competitors are required to wear school pinnies. Any sailor who fails to comply with these rules will be penalized by the Regatta Chairman, without a hearing, by disqualification from the race(s) sailed.

12.3 A boat that retires from a race shall notify the race committee either before leaving the course, or if that is impossible, immediately after arriving ashore.

12.4 Racing may be postponed or cancelled for the day if (a) the sustained winds exceed 20 knots OR gusts exceed 25 knots, or (b) if the Regatta Chair determines that conditions warrant postponement or cancellation.

12.5 A boat requesting assistance from a support boat should signal bay waving hands overhead. A capsized boat may be re-righted and sailed by its crew unless, in the sole judgment of the Race Committee, safety may be in question or the progress of the regatta would be affected, in which case the sailors **will** accept assistance, and the boat will be scored DNF for that race. Starts may not be delayed to accommodate capsized boats.

13 REGATTA PARTICIPATION FORMS:

13.1 Each coach or team must complete a Record of Participation form for the team on Techscore.

14 WAIVER OF LIABILITY

14.1 Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.