ICSA Match Race National Championship
for the Cornelius Shields, Sr. Trophy
November 14-15, 2026

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organizing authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NoR – notice of race

1 RULES

1.1 The Event will be governed by:
- a) The ICSC Procedural Rules, General Championship Conditions, and Match Race Championship Conditions
- b) The 'rules' as defined in the RRS, including RRS Appendix C.
- c) The rules for Handling Boats (SI Addendum C) which also apply to any practice sailing. Class rules will not apply.
- d) US Sailing Prescriptions to rules 63.1 and the Preamble to Part 5, Section B will not apply.

1.2 When a boat in a match fails to sail the course, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 60.5(b), 90.3(a), A5, and C10.7.

1.3 When the umpires proceed under RRS C8.7 they will follow the guidance in SI Addendum E.

1.4 All competitors in this regatta shall wear a PFD, while on the water, other than for brief periods while adding or removing clothing. This changes RRS 40, the US Sailing Prescriptions to RRS 40 and the preamble to RRS Part 4.

1.5 Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission that compromises the fairness of the match, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. This changes RRS 61.

1.6 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in Race Signals AP.

2 ENTRIES and ELIGIBILITY

2.1 Only teams who have qualified through ICSA championship conditions are eligible for the event. The teams are listed in SI Appendix A.

2.2 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.

2.3 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. This will not be grounds for protest or redress by any boat. This changes RRS 61.

2.4 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

2.5 When a registered skipper is unable to continue in the event, the OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.

2.6 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. SCHEDULE

Date	Time	Event	Location
Friday, Nov. 13	1500-1700	Check in/Weigh In	Harbor Lounge/Flag Deck
Saturday, Nov. 14	0800-0900	Check in/Weigh In	Harbor Lounge/Flag Deck
	0900	Competitors' Briefing	Flag Deck
	1100	First Warning	In between Balboa & Newport Piers
	ASAP	Umpire Debrief	Flag Deck
Sunday, Nov. 15	0900	Competitors' Briefing	Flag Deck
	1100	First Warning	In between Balboa & Newport Pier
	1500	no flight shall begin after	
	ASAP	Awards	Flag Deck

Unless excused by the OA, attendance at Competitors Meetings, Umpire Debriefs, and prize giving is mandatory.

4 COMMUNICATIONS WITH COMPETITORS

4.1 Notices to competitors will be posted on the official regatta notice board located on a whiteboard in the model room

4.2 Signals made ashore will be announced verbally to all competitors and coaches

4.3 Skippers shall attend the Competitors' Briefings, which will be held Saturday, and Sunday, unless otherwise noted and excused by the OA.

4.4 Skippers shall attend the Umpires' Debriefings, which will be held Saturday immediately after racing unless otherwise noted on the notice board.

5 AMENDMENTS TO SAILING INSTRUCTIONS

5.1 Amendments to the SIs made ashore will be posted by at least 0900 and will be signed by the RC, except changes to the competitors' briefing time which will be posted by 1900 on the day before the change occurs.

5.2 Amendments made afloat will be communicated to all competitors and coaches. An umpire may communicate these either verbally or in writing.

6 BOATS AND SAILS

6.1 The event will be sailed in Governors Cup 22 boats supplied by Balboa Yacht Club and the Newport/Balboa Sailing & Seamanship Association.

6.2 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 61.

6.3 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

Signal	Sail Combination to be used
No signal	Mainsail, Jib, Spinnaker
Flag G	Mainsail, Jib (no spinnaker)

6.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

6.5 The RC 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 may be assigned another boat as directed by the RC.

6.6 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.

7 IDENTIFICATION and ASSIGNMENT OF BOATS

7.1 Boats will be identified by mainsail numbers.

7.2 Boats will be drawn by teams at the competitor's meeting at the first day of racing. In subsequent days, each team will advance to the next numbered boat or as assigned by the OA.

8 CREW MEMBERS, NUMBER and WEIGHT

8.1 The total number of crew, including the skipper, shall be three (3) or four (4). A crew list shall be named at event registration and all registered crew shall sail all races in accordance with NOR 10.

8.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 660 lbs., determined at the time of registration.

9 EVENT FORMAT AND STARTING SCHEDULES

9.1 The event format and match pairing lists will be distributed at the Competitors Meeting each morning. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.

9.2 The racing days are scheduled as November 14-15, 2026

9.3 The intended time of the first attention signal each day is 1100 hours.

9.4 The latest time for an attention signal on the last day of racing will be 1500 hours.

9.5 The RC in consultation with the Chief Umpire and ICSA Representative may change the format, 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.

9.6 The number of matches to be sailed each day will be determined by the RC.

9.7 Each subsequent flight will be started as soon as practicable after the previous flight.

9.8 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.

9.9 In a knock-out series between two skippers:

(a) They shall alternate assigned ends for each match. The assigned ends for each match are shown in the pairing lists in Appendix A.

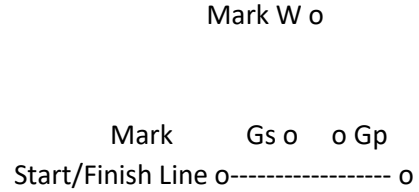
(b) When the series has been decided, further matches between these two will not be sailed.

10 RACING AREA

10.1 The intended racing area will be in the Pacific Ocean off Newport Beach. The RC will be available to tow competitors to the racing area. Failure to join or remain on the tow is the responsibility of each skipper. The RC may change the intended racing area.

11 COURSE

11.1 Course Configuration (not to scale):



11.2 Course to be Sailed

(a) Start-W-Gs/Gp-W-Finish

(b) Mark W shall be rounded to starboard. The gate shall be sailed with Gs to starboard - Gp to port. If one gate mark is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signaling a course change. This changes Rule 33.

11.3 Description of Marks

(a) The RC boat will be Defiant, a 36 foot Flowers power boat, displaying an orange start/finish line flag.

(b) Mark W will be a red inflatable or marksetbot.

(c) Marks Gs and Gp will be orange inflatable marks or orange marksetbots.

(d) The starting/finishing line mark will be an orange flag on a staff or a yellow marksetbot.

11.4 Starting/Finishing Line

(a) The start/finish line will be a line between the course side of a staff displaying an orange flag at the pin end of the line and a staff displaying an orange flag on the RC boat.

11.5 Abandonment and Shortening

(a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.' Match umpires may verbally inform the competitors in their match of an abandonment without a visual or sound signal being made by the RC. This changes Race Signals.

(b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

12 BREAKDOWN and TIME FOR REPAIRS

12.1 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 code display 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.

12.2 The time allowed for repairs shall be at the discretion of the RC and Chief Umpire.

12.3 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 12.1.

12.4 Except when RRS 61.4(b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

13 STARTING PROCEDURE

13.1 Match warning signals will be numerical pennants corresponding to the match number to be started.

13.2 The next flight number will be displayed on the RC boat.

14 CHANGE OF POSITION OF THE WINDWARD MARK

14.1 Changes to the course will be made by setting a replacement Mark W which will be a yellow ***MarkSetBot or*** inflatable mark. A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position.

14.2 Subsequent changes will revert to the original red mark.

14.3 Change of Course Signals (amends RRS 33 and Race Signals)

(a) Code Flag C and a colored flag or board mean: "The windward mark has been moved. Sail to the mark of the same color as the flag or board."

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

14.4 Signaling vessel

(a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the Preparatory Signal for each match affected followed by a series of repetitive sound signals.

(b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of the gate/leeward mark with numeral pennants for the matches affected.

15 TIME LIMIT

15.1 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.

16 COACH BOATS

16.1 One coach boat will be provided for all competitors' coaches. Individual coach boats will not be permitted unless approved by the OA.

16.2 Coaching shall be in accordance with ICSA Procedural Rule 19

17 MEDIA, IMAGES and SOUND

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

18 PRIZES

18.1 The winning team will have their name engraved on the Cornelius Shields Sr. Trophy, which is on display at the ICSA Hall of Fame in the Robert Crown Center at the U.S. Naval Academy.

18.2 Additional prizes may be given

19 CODE OF CONDUCT

19.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperation 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 Addendum C and D.

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 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, the withdrawal of any prize money or the withholding of deposits.

19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

20 DISCLAIMER

20.1 All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

21 FURTHER INFORMATION

Balboa Yacht Club Sailing Director Becky Lenhart sailing@balboayachtclub.com
(949)673-3515 x133

SI APPENDIX A

TEAMS

Brown University – James Pine ‘30

College of Charleston – Theo Westerlind ‘28

Dartmouth College – Ryan Satterberg ‘27

Georgetown University – Peter Herlihy ‘29

Stanford University – Dylan Sih ‘28

Tulane University – Kelly Holthus ‘27

University of Illinois – Christian Prendergast ‘28

University of South Florida – Efe Gudar ‘28

US Naval Academy – Owen MacWilliams ‘28

Yale University – Morgan Pinckney ‘27

SI APPENDIX B - EVENT FORMAT

EVENT FORMAT

a. The regatta format may be changed during the event by the Principal Race Officer with the consultation of the Chief Umpire and the ICSA Representative to accommodate the weather conditions at the event. The below format is the intended format for the championship. Records will not carry over between rounds.

b. Stage 1 Round Robin

i. All teams shall compete in a single round robin.

c. Stage 3 Quarter Finals

i. The Quarterfinals will consist of the top six teams from the Stage 1. The highest seeds will be paired against the lowest seeds, i.e. 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5.

ii. The Quarterfinals will be a knock-out series. The winner of each pair will be the first team to score two (2) points.

iii. Concurrent with the Quarterfinals, the bottom two teams in the Repechage Round will race each other in a knock-out series to determine 9th and 10th place overall. The winner will be the first team to score two points.

d. Stage 4 Semifinals

i. The Semifinals will consist of the winner of the 1 vs. 8 Quarterfinal paired against the winner of the 4 vs. 5 Quarterfinal, and the winner of the 2 vs. 7 Quarterfinal paired against the winner of the 3 vs. 6 Quarterfinal.

ii. The Semifinals will be a knock-out series. The winner of each pair will be the first team to score three (3) points.

iii. Concurrent with the Semifinals, places 5th through 8th will be determined by a series of first to one-point pairings. The loser of the 1 vs. 8 Quarterfinal will be paired against the loser of the 4 vs. 5 Quarterfinal, and the loser of the 2 vs. 7 Quarterfinal will be paired against the loser of the 3 vs. 6 Quarterfinal, both in first to one-point matches. The winners of these two pairings will then be paired in a first to one-point match to determine 5th and 6th places. And the losers will be paired in a first to one-point match to determine 7th and 8th places.

e. Stage 5 Finals and Petit Finals

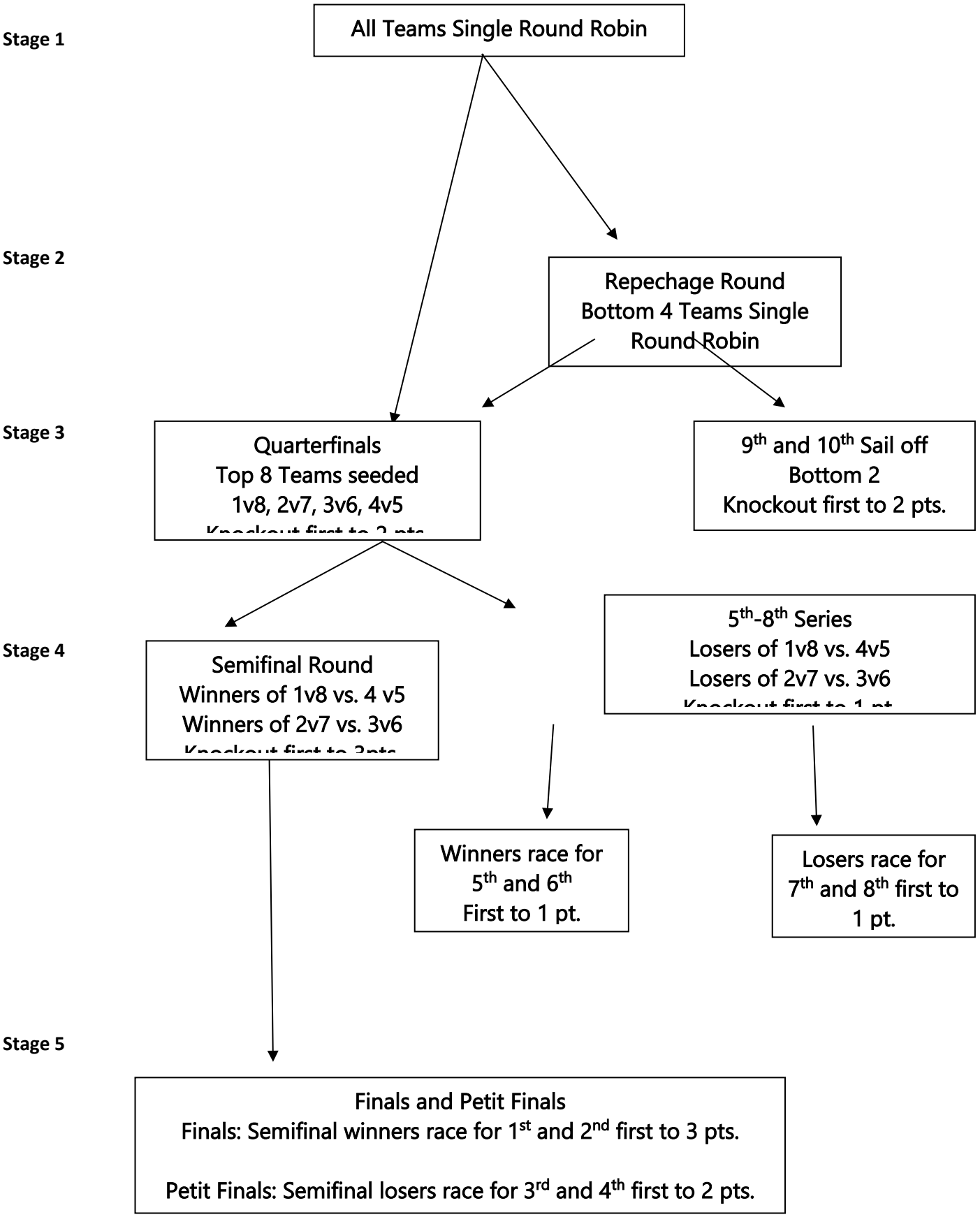
i. The Finals will consist of the winners of each Semifinal match paired against each other.

ii. The Finals will be a knock-out series. The winner will be the first team to score three (3) points. The winner will be the ICSA Match Racing National Champion. The loser of the finals will place 2nd.

iii. The Petit Finals will consist of the losers of each Semifinal match paired against each other.

iv. The Petit Finals will be a knock-out series. The winner will be the first team to score two (2) points. The winner of the Petit Final will place 3rd. The loser of the Petit Finals will place 4th.

Format Flow Chart



SI APPENDIX C
RULES FOR HANDLING THE BOATS
Governors Cup 22

1. GENERAL

1.1 *While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 61.*

1.2 [UMP] A breach of an SI in this addendum marked [UMP] is subject to action by Umpires in accordance with RRS C8.2.

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.
2.3. The replacement of any equipment without the sanction of the Race Committee.
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 "AP" is displayed ashore.
2.8 Hauling out a boat or laying a boat on its side using any means including the rigging.
2.9 No attaching anything to the spinnaker except the sheet, guy and halyard.
2.10 Perforating sails, even to attach tell tales.
2.11 The use of Duct Tape or black tape anywhere on the boat.
2.12 The mainsail shall not be hoisted above the bottom of white band at the top of the mast.
2.13 Mainsail batten adjustments are allowed to be made by the competitor.
2.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the Race Committee while *Racing*.
2.15 The access hatch shall remain in the locked, not vent, position while away from the dock except when actively retrieving or storing personal gear or stores. The hatch shall remain locked while racing. The mid cockpit inspection port shall remain closed while away from the dock.
2.16 Climbing or hanging from the standing rigging; altering the rigging at any time, including attaching lines to aid spinnaker control; or adjusting or altering the tension of any standing rigging.
2.17 Using a winch or other purchase means not provided or authorized to adjust the mainsheet or boom vang (kicker).
2.18 Omitting any headsail car or turning block before sheeting onto a cam cleat.
2.19 The use of electronic instruments other than compass and watches.
2.20 Marking directly on the hull or deck.
2.21 [UMP] After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the traveler, the mainsheet as it exits the block on the cockpit floor, and the vang.
2.22 The boats may not be side-tied to any other boat for docking purposes.
2.23 [UMP] The use of the shrouds above the turnbuckles to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
2.24 [UMP] Hiking off lines other than working sheets. Halyards and control lines are not working sheets.
2.25 Boats sailed to or from the race course – meaning to the regatta race area and returning to the yacht club at the end of racing for each day - are not allowed to sail with the spinnaker.
2.26 Using spinnakers when the RC displays signal flag “G” during the start sequence is prohibited. The RC shall monitor the wind speed prior to each start and the PRO shall use their discretion to determine for each race whether spinnakers are appropriate and if the wind is too strong for racing.

3. PERMITTED ITEMS and ACTIONS

The following are permitted:

3.1. Taking on board the following equipment:
- (a) basic hand tools
- (b) vinyl tape
- (c) line (elastic or otherwise) of 4 mm diameter or less
- (d) marking pens
- (e) tell tale material
- (f) watch, timers, and hand held compass
- (g) shackles and clevis pins
- (h) spare flags
- (i) Velcro tape

3.2. Using the contents of the bag/bucket to:
- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs
- (f) make signals per RRS Appendix C6

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Decreasing the number of mainsheet purchases.

3.5 It will be permissible to clean the bottom of the boats daily, with a provided sponge only. No wet sanding will be allowed. No underwater breathing apparatus may be used.

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, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2. 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 state of cleanliness as when first boarded that day.
- (c) insuring that all gear and rigging are on their boat for the next days sailing.

4.3. 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.

4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

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

4.6. A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

5. TOWING of the BOATS

*The following are mandatory:**

5.1 When towing the boats the following must be strictly adhered to:
- (a) The supplied dyneema towing strop is attached to the mid-foredeck pad eye and shall remain with the spliced loop lead through the stem fitting pad eye.
- (b) The supplied 40 foot painter shall be tied to the towing strop's spliced loop just forward of the stem fitting pad eye. **PAINTERS ARE NOT TO BE TIED TO THE MAST AT ANY TIME!**
- (c) If the boats tie off to a "drag line", each boat must use a different loop

(d) If multiple boats must attach to each other, only two (2) boats may be tied to each other; the first boat from the foredeck fitting to the tow boat, the second boat may be towed from either one of the fittings for the aft spinnaker blocks

***AT NO TIME WILL MORE THAN ONE BOAT BE TIED TO ANOTHER FOR TOWING UNLESS INSTRUCTED BY THE OA**

SI APPENDIX D

EQUIPMENT LIST

1 Equipment Provided by the Organizing Authority

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 on the daily damage report.

1.1 SAILS and SAILING EQUIPMENT

Mainsail and set of battens
Headsail
Spinnaker
One spinnaker pole
Spinnaker sheets
Headsail sheets
Tiller extension
Jib cars
1 Pair of tweakers

1.2 MOORING LINES and FENDERS

One mooring line
One fender

SI APPENDIX E

PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

RRS Appendix C6.6 and C8.7 permit 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.

Level	Impact and Repair Effort
A Minor Damage	Meets any one or more of the following: 1. May minimally affect the value, general appearance or normal operation of the boat(s). 2. Boat(s) may race without repair although some minor work may be required after the event. 3. Repairs should not normally require more than 2 hours of work.
B Medium Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level A damage. 2. The damage may need some (possibly temporary) work before racing again. 3. Requires more than 2 hours of work but should not normally require more than 5 hours of work. 4. Requires replacement parts or equipment not exceeding $500 US.
C Major Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level B damage. 2. Structural integrity may be impaired. 3. The boat(s) will need some (possibly temporary) repair work before racing again. 4. Final repairs will require more than 5 hours of work. 5. Requires replacement parts or equipment exceeding $500 US.

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, may change the points penalty given on the water only as the result of a hearing held under Appendix C 6.6 and C8.7.

When both boats break RRS 14, they should both receive a points penalty.

Point Penalties - to be applied without a hearing (RRS C8.7)

Level	Round Robin	Knock Out
A	**None**	**None**
B	**Three quarters of a point**	**Three quarters of a point**
C	**One Point**	**One Point**

Deductions from Damage Deposits

The assessment of damage level is for the purpose of points penalties only and is not linked to any deductions from the competitor's damage deposit.

Notes to Umpires:-

Explanation of the Damage Procedure

There are a number of things we are trying to achieve with points penalties for damage:

- Minimize damage to keep costs down and to avoid delays while boats are repaired.
- Ensure that penalties fit the breach.
- Ensure there is no advantage to well financed teams
- Avoid delays with hearings. This becomes increasingly important at the later stages when there is a greater number of spectators and sponsors.
- Provide consistent penalties for damage.

Application

- As soon as possible after contact the umpires will inform the race committee by radio giving details of the contact.
- The race committee will log the report and contact the person responsible for the boats.
- The responsible person will inspect the boats as soon as possible after finishing and make a report to the umpires. Based on the information available at that time the umpires will decide whether the damage should be classified as level A, B or C.
- When level A is assessed there will be no further action by the umpires.
- When level B or C is assessed a penalty in accordance with the table above will be imposed on any boat judged to have broken RRS 14. The umpires will inform the boat(s).
- When level C is assessed the umpires may also initiate a hearing.

Hearings when point penalties are imposed under this procedure

In order to minimize the number of hearings, all point penalty deductions will be imposed by the umpires without a hearing. Should a competitor request a hearing he should be advised that the protest committee may impose a greater penalty.

Penalties in a Round Robin Series

All penalties are deducted from the skipper's total round robin score. This means that a skipper is penalized for causing level B or C damage even when he loses the relevant match. Half point penalties often only have the effect of breaking scores that would otherwise be tied.

Penalties in a Knock Out Series

In a knock-out series half point penalties are not ideal. Having one half point penalty has a similar effect as two half point penalties because the boat only has to win one race to make up for the half point or two half point penalties. Therefore a three quarter point penalty is given for level B damage. A full point penalty is given for level C damage.

All penalties are deducted from the total score for the stage in which the damage happened. If the penalties create the need for additional races and there is time available, such races will be sailed. However, if the additional races will put the program at risk, the stage may be terminated and any ties resolved using the tie break system provided in RRS Appendix C. See rules C10.5 and C11 .2.