



2026 SAISA Match Racing Conference Championship

September 26-27, 2026

NOTICE OF RACE

(version 09/16/2026)

1. RULES

- 1.1. The event will be governed by the rules as defined in *The Racing Rules of Sailing* RRS, including Appendix C, the ICSA Procedural Rules, the ICSA General Championship Conditions, the ICSA Match Race Championship Conditions, this Notice of Race, and the Sailing Instructions.
- 1.2. Sailing Instructions, boat assignments and rotations will be available on the event website:
[<inset link and QR code>](#)
- 1.3. The Organizing Authority (OA) will be the Intercollegiate Sailing Association (ICSA) and the College of Charleston Sailing Association (CofC).

2. VENUE

The intended racing area will be in the vicinity of the USS Yorktown or Crab Bank in Charleston Harbor. An alternate racing area may be chosen at the discretion of the PRO and the ICSA Representative.

3. PROVISIONAL PROGRAM

Saturday – September 26

0900 Competitors' briefing

1000 First attention signal

Sunday – September 27

0900 Competitors' briefing

1000 First attention signal

1600 No flight will begin after this time

4. SKIPPER'S ELIGIBILITY

- 4.1. All SAISA Regular and Provisional member schools are eligible to attend the event.
- 4.2. The registered skipper shall helm the boat at all times, except in an emergency.
- 4.3. All competitors shall meet the eligibility requirements of the ICSA Procedural Rules.

5. ENTRIES

- 5.1. The skipper will be considered entered at the completion of registration and the payment of all fees and deposits. All payments may be made by check, cash or credit card on-site.
- 5.3. The damage deposit is the limit of liability of each skipper for each incident. In the event a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 5.4. Each skipper is responsible for damage or loss to their boats unless responsibility is otherwise assigned by the umpires or OA.

6. DAMAGE DEPOSIT

- 6.1. An initial damage deposit of \$500 shall be paid at on-site registration, unless extended by the OA, by a separate check made payable to CofC. The amount of the initial damage deposit is the maximum payable by a skipper for each damage-causing incident the skipper is deemed, by the OA, responsible for. The damage deposit shall be replenished to \$500 following an assessment of damages by the OA and prior to any further racing.
- 6.2. When damage occurs, the cost of repairs will be paid from the deposit of the skipper responsible for the damage. If fault cannot be determined from an incident where damage occurs, all boats involved shall be found at fault and repair expenses shall be divided equally among the boats involved. This will not be grounds for protest or redress by any boat. This is added to RRS 61.
- 6.3. Any remaining deposit after the event will be refunded within 30 days of the completion of the championship. An accounting of expended funds may be rendered to any skipper not receiving their full deposit back.

7. BOATS & SAILS

- 7.1. The event will be sailed in J/22's provided by CofC with sails.
- 7.2. If spinnakers are not to be used, RC will make an announcement prior to the attention signal.
- 7.3. Boats will be assigned by daily random draw for all races that day. Condition or assignment of boats or sails shall not be grounds for redress. This is added to RRS 61.4(b).

8. CREW (INCLUDING SKIPPER)

- 8.1. The total number of crew shall be three or four and shall include members of at least two different gender identifying individuals unless all members are female identifying. All registered crew shall sail all races.
- 8.2. When a registered skipper is unable to continue in an event the OA may authorize an original crew member to substitute.
- 8.3. When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment provided the individual meets all ICSCA eligibility requirements to represent the school.
- 8.4. The maximum total crew weight, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs. No additional weigh-in will be required unless there is a substitution.

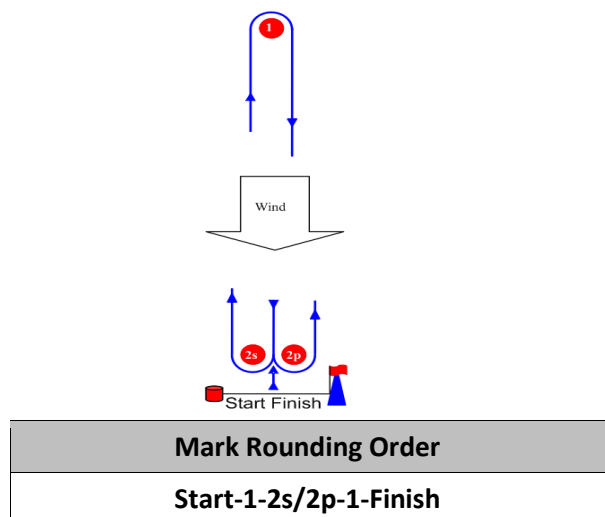
9. EVENT FORMAT

- 9.1. The Regatta Chairman with the consultation of the Chief Umpire, PRO and the ICSCA Representative may change the format, terminate or eliminate any round when conditions are not expected to permit the completion of the intended format. The intended format for the championship is set forth below.
- 9.2. The intended format will consist of the following stages: (the SIs may change this format)
 - Stage 1 – Round Robin of all teams
 - Stage 2 – Semi Finals: top four Teams from Stage 1 will compete in a first to 2 pts knockout series with the pairings of 1v4 and 2v3
 - Stage 3 – Finals: Semi Finals winners race for 1st and 2nd, first to 3 pts. Petit Finals: Semi Finals losers race for 3rd and 4th, first to 2 pts
- 9.4. The number of matches to be sailed each day will be determined by the RC.

- 9.5. If the minimum number of races (as prescribed by the ICSA Procedural Rules) to declare a champion has not been completed by the cutoff time racing shall continue until sunset. If the minimum number of races still has not been met there shall be no Conference Champion. In the event there is no conference champion, the team that will represent SAISA at the ICSA Match Race Nationals will be determined by resume. Each competing team will be invited to submit a resume for review. Team resumes shall be reviewed by a committee consisting of the Conference Commissioner and two other individuals with preference giving to knowledgeable match racers.

10. COURSE

- 10.1. The course will be a four-leg windward/leeward course with a single weather mark, a leeward gate consisting of two marks and finishing downwind.



- 10.2. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signals to maintain course geometry. This changes RRS 33.

11. PRIZES

The winning team be deemed the 2026 SAISA Match Racing Conference Champions and will advance to compete in the 2026 ICSA College Match Racing National Championship for the Cornelius Shields, Sr. Trophy.

12. COACHING & COACH BOATS

- 12.1. Coach boats may be provided but individual coach boats will not be permitted.
12.2. Coaching shall be in accordance with ICSA Procedural Rule 19.

13. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

14. FURTHER INFORMATION

Any questions may be directed to Conner Blouin (blouinjc@cofc.edu).