



**INTER-COLLEGIATE SAILING ASSOCIATION  
OF NORTH AMERICA**

**PROCEDURAL RULES  
FOR  
INTERCOLLEGIATE SAILING COMPETITION**

**2017 - 2020**

Updated February 15, 2017

[www.collegesailing.org](http://www.collegesailing.org)

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## FOREWORD

The Procedural Rules for Intercollegiate Sailing Competition were originally drafted in 1949 by the Rules Committee of the Intercollegiate Yacht Racing Association of North America (ICYRA, predecessor to the Inter-Collegiate Sailing Association, or ICSA). For the original document the ICYRA National Rules Chairman was Robert S. Foster. This edition of the Procedural Rules represents the fourteenth revision of the Procedural Rules and organizes a portion into class rules.

Member colleges, teams, clubs and individuals are invited to submit suggestions for rule improvements to their Conference Commissioners or the ICSA President for consideration by the Rules Committee for the next full revision of The Procedural Rules.

## 2017-2020 ICSA RULES COMMITTEE

Bryan McDonald, Chair (PCCSC)

Bill Ward - MAISA

SAISA - Ward Cromwell

Geoff Pedrick - MCSA

SEISA - Gerard Coleman

John Mollicone - NEISA

NWICSA - Kyle Eaton

## WHAT IS THE ICSA?

- The Inter-Collegiate Sailing Association of North America (ICSA) is the governing body for the sport of intercollegiate sailboat racing in North America. The ICSA promotes, legislates, supervises and provides overall guidance to our seven Member Conferences and affiliated institutions.
- ICSA is committed to promoting outstanding sportsmanship and competition at a variety of levels for a broad range of colleges and universities throughout the United States and Canada. Regattas are conducted for all level of sailor, from people new to the sport all the way through those competing for National Championships in six disciplines. Throughout, ICSA fosters seamanship, boating safety, and fair sailing practices.
- ICSA has a strong tradition of student leadership and representation, marking it apart from most, if not all, other college sports. Undergraduates participate fully in the development of policies and administration of the sport and are full members of the ICSA Board of Directors, which also includes graduates with extensive experience as former student-athletes, advisers, administrators, and coaches.
- Like many non-traditional sports, the National Collegiate Athletic Association (NCAA) does not administer college sailing. However, by individual application to the NCAA, member institutions may count sailing for purposes of meeting NCAA requirements for sports sponsorship, and a number of NCAA colleges count their women's sailing teams when determining their compliance with federally mandated Title IX gender equity requirements.
- ICSA is a member the United States Sailing Association, recognized by the United States Congress and the United States Olympic Committee as the National Governing Body for the Sport of Sailing.
- ICSA shall promote an atmosphere of respect for and sensitivity to the dignity of every person. It is the policy of the ICSA to refrain from discrimination with respect to its policies, programs, events, activities and competitions, including on the basis of age, color, disability, gender, national origin, race, religion, creed or sexual orientation. Additionally ICSA seeks to establish and maintain an inclusive culture that promotes equitable participation for sailors and opportunities for coaches and administrators from diverse backgrounds.

# **PART I - BASIC RULES**

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## **1. COMPETITIVE PRINCIPLES AND SPORTSMANSHIP**

The aim of all competitions shall be to declare as winner the college or person best qualified on the merits of superior sailing skill and sportsmanship. Individuals employed by or associated with a Member College or Conference to administer, conduct, or coach intercollegiate sailing shall act with honesty and sportsmanship. The host college shall make every effort to ensure that each race of a regatta is a fair test of sailing and that sailors maintain the highest standards of sportsmanship.

## **2. PURPOSE AND RESPONSIBILITY FOR CONTENTS**

The purpose of the ICSA Procedural Rules (PR) is the unification of all conditions for intercollegiate sailing competitions throughout North America. All contestants shall be responsible for full knowledge of the contents of these Procedural Rules.

## **3. RULES**

- a) Regattas within the ICSA shall be governed by The Racing Rules of Sailing (RRS) as adopted by the World Sailing (formerly ISAF) and the United States Sailing Association (US SAILING), including the prescriptions of US SAILING, except as changed by these Procedural Rules.
- b) Dinghy regattas shall also be governed by the current version of the Collegiate Dinghy Class Rules (CR) which can be found at the end of this document.
- c) For the purposes of RRS 89.2(a), these Procedural Rules and other information provided by the ICSA Interconference or Conference Schedule shall rank as the Notice of Race for all ICSA regattas.
- d) For the purpose of RRS 90.2, these Procedural Rules and their Appendices shall rank as sailing instructions for all ICSA regattas. Host colleges may provide further details, but may only change a Procedural Rule in accordance with PR 4.
- e) A copy of the Procedural Rules and Collegiate Dinghy Class Rules shall be readily available at all ICSA regattas.

## **4. CHANGING PROCEDURAL RULES**

Any changes to these Procedural Rules, in sailing instructions, shall be in accordance with RRS 86.1(b) and 90.2(c), and may change only Procedural Rules of Part IV (except PR 21 and PR 18(e)), PR 29, PR 30, PR 32, Appendices B, F, G, or H. Other Procedural Rules shall not be changed in sailing instructions without written permission of the ICSA President. The Procedural Rules may be formally changed by vote of the Board of Directors of the ICSA at a regularly scheduled meeting.

## **PART II - REQUIREMENTS FOR REGATTAS**

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5. **ICSA CHAMPIONSHIPS and the KENNEDY CUP**
  - a) ICSA is the organizing authority for the ICSA Championships, establishes the Conditions for these events, and approves and supervises their management by the host college and venue.
  - b) ICSA is the organizing authority and establishes the Conditions for the Kennedy Cup, but responsibility for the event management rests with the host, the U.S. Naval Academy.
  
6. **INTERCONFERENCE REGATTAS**

ICSA is the organizing authority for all interconference regattas for which colleges from more than one Member Conference are eligible and approves their format and scheduling. Management of these events rests with the host Conference and college. Each school in attendance at interconference regattas shall be limited to one team, with the allowance of one additional all-female team at co-ed interconference regattas.
  
7. **TWO-CONFERENCE REGATTAS**

Regattas for colleges from two contiguous Conferences may be coordinated and scheduled by the two Conferences if the events are not to be included on the Interconference Regatta Schedule. For development purposes, non-contiguous Conferences may coordinate and schedule regattas between the two Conferences with approval from the ICSA Interconference Regatta Coordinator. The host Conference is the organizing authority for such events and the host college is responsible for regatta management.
  
8. **CONFERENCE CHAMPIONSHIPS**

Conferences are required to hold Championships or regattas that are eliminations for ICSA Championships. Each Conference is the organizing authority for its Championship or elimination. Conference Championships shall, when practicable, conform to the Conditions of the appropriate ICSA Championship and are restricted to Regular and Provisional Members of the Conference.
  
9. **OTHER CONFERENCE REGATTAS**

Each Conference is the organizing authority for all other regattas involving colleges solely within the Conference and approves, coordinates and schedules such regattas.
  
10. **NEW AND PROMOTIONAL REGATTAS**

ICSA encourages the development of new or novel regattas and sailing opportunities for college sailors. Any regatta in this category must be supportive of ICSA and Conference schedules, procedures and principles. The scheduling and conduct of such regattas, which are not interconference regattas, but which are to be attended by colleges from more than one Member Conference and which may be either wholly or partially intercollegiate, shall be cleared through the ICSA President and coordinated through the ICSA Interconference Regatta Coordinator.

## PART III - ELIGIBILITY

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### 11. ELIGIBILITY FOR COLLEGES

- a) To be eligible for competition, a college shall be a Member, in good standing, of a Conference and meet any special conditions adopted by the sanctioning or sponsoring Conference, or the ICSA, unless otherwise permitted by the President of ICSA.
- b) **Eligibility for ICSA Championships** - Only Regular and Provisional Member colleges of the Conferences shall be eligible for competition in ICSA Championships. Any Member college that has not competed in at least one regularly scheduled regatta during the previous four seasons shall be reduced to Associate Member status within its Conference and shall not be eligible for competition in ICSA Championships.
- c) The ICSA, or a Conference, may deny the entry of a Member college from an ICSA event if that college's dues, entry fees, or assessments are not current.
- d) **Non-Member College Exception** - A Conference may invite a prospective college to compete up to three times per season before applying for membership, but not at interconference regattas, Conference Championships, or other qualifying events. Prospective colleges shall provide the Conference with prior written authorization for their student-athletes to compete. Student athletes from non-Member colleges shall be subject to these Procedural Rules.

### 12. ELIGIBILITY FOR STUDENT-ATHLETES [See also PR Appendix A]

- a) **Academic Status** - To be eligible to represent a college in competition, a student-athlete shall be enrolled in at least a minimum full-time undergraduate program of studies at the college they represent, except as provided in PR 12(b), 12(d), & 14(c).
- b) **Final Term Exception** - An eligible student-athlete in his or her last term prior to graduating, who is enrolled in less than a full-time set of courses but is carrying all the classes necessary for graduation at the end of that term, may compete. This exception shall be allowed only once per sailor.
- c) **Seasons of Competition: Five-Year Limit**
  - i) A student-athlete's eligibility begins when that student-athlete has been scored in a race governed by the ICSA.
  - ii) No student-athlete shall compete for more than four Fall seasons and four Spring seasons (see PR A2), to be completed within five calendar years.
  - iii) No student-athlete shall compete for more than one college in any one ICSA Competition Year (see PR A2) by transfer or any other method, except as specified in PR 14(c). The student-athlete's original five year period shall not be extended because of competition for another college.
  - iv) A student-athlete's eligibility for an ICSA Championship shall be determined by their eligibility for the season in which the Championship is held, subject to PR 12(d) below.
  - v) When a student-athlete has been scored in a single race in any ICSA regatta in a given season, they have competed in that season.
- d) **Eligibility after Graduation** - No student-athlete shall represent a college after receiving a bachelor's degree from any college, except that a student-athlete, eligible to compete when the degree was received, shall remain eligible until the end of that season.
- e) **Registration Requirements** - Student-athletes, in order to be eligible to compete, shall be registered in accordance with PR 15.
- f) **Financial Assistance** - No student-athlete shall receive financial assistance to attend college based upon sailing ability. Furthermore, no coach or representative of an athletic interest related to sailing shall influence, or attempt to influence, financial aid decisions on behalf of a prospective student-athlete. This shall not prohibit coaches or other representatives from providing and discussing general financial aid information with prospective student-athletes.
- g) **Amateur Status** - A student-athlete shall be a Group 1 competitor as defined by ISAF Regulation 22.2. Once an individual has accepted and started a position as a

compensated coach of an ICSA Member college team, the individual shall not be eligible for any future competition in an ICSA event. Exception: Notwithstanding any other provision of ICSA Procedural Rules and the Racing Rules of Sailing, ICSA Procedural Rule 12(g) shall not apply to an individual who has been officially named as a member of a National Team; if the sole reason that individual is classified as a Group 3 is due to their participation on a National Team. For purposes of this blanket waiver, National Team is one selected, organized and sponsored by US Sailing or for student-athletes representing another nation, the equivalent organization of that nation. (Text of ISAF Regulations can be found at [www.sailing.org](http://www.sailing.org))

- h) **Use of Ineligible Student-Athlete** - A team using an ineligible student athlete, as defined above, in competition, shall, unless another penalty applies, be disqualified from the affected races, without a hearing; no other team's scores shall change. Requests for reinstatement shall be fully documented and sent to the college's Conference Commissioner, who shall send the documentation, with a recommendation for action, to the ICSA Eligibility Committee, which shall make the final ruling (Changes RRS 63.1 & A4.1 or D3.1) (See also PR 23 & PR 24 or PR 25).
- i) **Eligibility Questions** - All questions and protests concerning eligibility shall be decided by the ICSA Eligibility Committee, except that any questions or protests relating to ISAF Regulation 22.2 shall be referred to the ISAF Classification Authority. (Text of ISAF Regulations can be found at [www.sailing.org](http://www.sailing.org))

### 13. SAFETY

- a) **Swimming Requirement** - The faculty advisor, coach, or other college official shall certify, by the time a student-athlete registers with the ICSA, that the student-athlete is able to swim at least 50 yards and tread water for five minutes while wearing boots, shoes or sneakers.
- b) **Exception for Physical Disability** - A Conference Commissioner may waive PR 13(a) in case of physical disability, provided adequate life-saving equipment is worn at all times.
- c) **Personal Flotation Devices (PFD)** - Inherently buoyant personal flotation devices (USCG Certified Non-Inflatable Type III or Type V) shall be worn by all student-athletes while on the water. PFD's shall be worn outside all clothing and foul weather gear, except that a thin shirt or team uniform (See PR 13(e)) may be worn over the PFD. PFD's are not required when ashore or on objects attached to shore. PR 13(c) shall be enforced at all times, in all ICSA regattas. (PR 13(c) changes RRS 40 and the Part 4 preamble.)
- d) **Special Clothing** - Host colleges may require special clothing (wet or dry suits) for any regatta, provided sufficient advance written notice is given to each competing college.
- e) **Team Uniforms** - All student-athletes competing in ICSA regattas shall wear a uniform designating their college. The uniform shall be a lightweight jersey, bib, or pinnie worn over the lifejacket, or like-colored lifejackets. To designate the college, any combination of the college's name, nickname, mascot, or other identifying image shall be present on the back of the uniform and, except for an individual's name or number, shall be the same for all team members competing. ICSA recommends that the image used to designate the college be at least 8" X 8" in size.
- f) A college whose student-athletes fail to wear PFD's or uniforms for each race shall be subject to the appropriate penalty per PR 33(a) or (b). In conference regattas, as described in PR 9, the Regatta Chairman may waive any penalty under this rule.

### 14. CREWS AND SUBSTITUTIONS

- a) Except for singlehanded dinghies, two student-athletes constitute a dinghy crew. For regattas using boats larger than 19 feet overall length, the Schedule Bulletin or other written notice shall specify the number of crewmembers.
- b) **Limitations and Exceptions** - There is no limitation on substitutions within a regatta, except that a student-athlete:
  - i) After competing as a skipper, shall not sail in any other division.



- ii) After competing as crew, may shift to another division as skipper or crew but thereafter sail only in that division.
  - iii) After competing for one team, shall not sail for another team from their college.
  - iv) May only compete in one regatta per day. PR 14(b)(i) and PR 14(b)(ii) do not carry over from one regatta to another.
  - v) A team that breaks a preceding section of PR 14(b) shall be disqualified without a hearing from all affected races by the Regatta Chairman, the Conference Commissioner or the ICSA Interconference Regatta Coordinator (Changes RRS 63.1).
- c) **Emergency Substitutions** - In an emergency (e.g., illness or failure of transportation), a student-athlete of another team may substitute as crew provided that:
- i) The regatta is not a Conference or National ICSA Championship or an elimination leading to either;
  - ii) The substitute meets the requirements of PR 12 & 13; and,
  - iii) The Regatta Chairman approves the substitution.

## 15. REGISTRATION REQUIREMENTS

- a) All student-athletes shall register annually with ICSA prior to competing.
- b) A college team representative shall enter completely on the Record of Participation Form the names and class years of all skippers and crews who competed, as well as the races in which they competed.
  - i) A team failing to properly complete the Record of Participation Form before the expiration of protest time at the end of the regatta, shall be rescored according to PR 33(a) for fleet racing and PR 33(b) for team or match racing. (See also PR 23, PR 24 and PR Appendix D - ICSA FORMS).
- c) **Failure to Attend** - A college that fails to attend an out-of-conference interconference regatta or National Championship for which it has been scheduled, attends with less than a full team of student-athletes, or departs before the conclusion of the regatta without the consent of the regatta chairman, shall not be permitted to schedule, or compete in, any out-of-conference interconference regattas during the next spring season.
  - i) A college shall not be penalized under PR 15(c) if the college's Conference Commissioner and the ICSA Interconference Regatta Coordinator are notified prior to the withdrawal deadline for the regatta.
  - ii) A penalty given under PR 15(c) may be modified or removed for a compelling reason. Requests for penalty modification shall be fully documented and sent to the college's Conference Commissioner, who shall forward the request, with a recommendation for action, to the ICSA President, who shall make the final ruling.
- e) **Use of an Unregistered Sailor** - A team that competes in a regatta with an unregistered sailor (PR 15(a)) shall be subject to penalty per PR 33(a) for fleet racing and PR 33(b) for team or match racing.

## 16. CONTESTANT CONDUCT

- a) No contestant shall use, either on or off the water, during the hours of competition or at an ICSA National or Conference sanctioned function, any controlled substance including, but not limited to, marijuana and alcoholic beverages unless prescribed by a licensed physician. Violations of PR 16(a) shall be reported to the student-athlete's Conference Commissioner and to the ICSA President for appropriate action.
- b) No contestant shall use any tobacco product during the hours of competition in the vicinity of the Regatta Site.

## PART IV - MANAGEMENT OF REGATTAS

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### SECTION A - GENERAL REQUIREMENTS

#### 17. REGATTA OFFICIALS

- a) The Regatta Chairman and Protest Committee shall be approved by the President of ICSA for ICSA Championships, the Conference Commissioner for Conference Championships and interconference regattas, and the host college for other regattas and should not be undergraduates.
- b) The Race Committee shall include:
  - i) A Regatta Chairman, who is responsible for all decisions affecting the conduct of the regatta, except as provided in PR 17(b)(ii), below;
  - ii) A Protest Committee, which shall decide all questions arising under the PR and RRS as well as ensure the fairness of the competition;
  - iii) A Scorer, who shall record the race results and prepare a Regatta Report for the Regatta Chairman;
  - iv) A Rescue Party, who shall operate a rescue launch.
- c) **Interconference Regatta Representative** - At interconference regattas, the Regatta Chairman shall appoint an Interconference Regatta Representative who shall assist in ensuring the quality and fairness of the competition.
  - i. For the purposes of RRS 90.1, the Interconference Regatta Representative acts on behalf of the ICSA as the organizing authority.
  - ii. The Interconference Regatta Representative may direct the race committee to apply for redress for a boat per rule 60.2(b).
- d) Additional officials may be appointed and may include an honorary Regatta Chairman.

#### 18. CONDUCT OF REGATTAS - GENERAL

- a) **Sailing Instructions** - See PR 3(d).
- b) **Race Committee Signals**
  - i) **Starting Systems** - For regattas, RRS Appendix S - Sound-Signal Starting System (US SAILING Prescription) shall be used as changed in PR 18(b)(ii). Sailing Instructions may state that PR Appendix C is in effect, which changes RRS S3. For regattas using boats larger than 19 feet overall length, RRS 26 may be used.
  - ii) **Individual Recall** - When, at a boat's starting signal, any part of her hull, crew or equipment is on the course side of the starting line or she must comply with RRS 30.1, the race committee shall promptly display flag X (or a designated flag or device). The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with RRS 30.1 if it applies, but not later than two minutes after the starting signal, whichever is earlier. The Race Committee may also attempt to notify individual boats by hailing their sail or bow numbers (Changes RRS 29.1 and S6).
  - iii) **General Recall** - The race committee may signal a general recall with multiple sounds and the hail of "general recall" and need not display the First Substitute. Following a general recall, the warning for any subsequent start may be initiated at any time. (Changes RRS 29.2) After a general recall, RRS 30.1 (I Flag Rule), shall apply to subsequent starts of the corresponding race and no signal need be given. (Changes RRS 30.1)
  - iv) **Special Signals** - The sailing instructions shall designate any special signals and explain their meaning.
- c) **Courses** - All courses, whenever possible, shall be laid out so that the first leg is a beat to windward.
  - i) **Changing the Course After the Start** - Marks may be moved as necessary to maintain a course configuration or change course length, but no mark shall be

moved when any boat is on the leg that it terminates. A leg of the course may not be deleted. (Changes RRS 32.2 and 33)

- ii) **Course Duration** - The recommended race duration times are described below. Races shall be timed from the start of the race until the finish of the first boat in that race.

**Dinghy Courses** **20 minutes**

(For fleets of fewer than 18 boats, shorter courses may be used. For a fleet of fewer than 12 boats, a course should be at least 12 minutes in duration. For a fleet of 13 to 17 boats, the course should be one minute in duration per boat in the fleet.)

**Team racing Courses** **10 minutes**

**Match racing Courses** **20 minutes, 15 minutes in earlier rounds**

**Fleet Racing in Boats > 19 feet long** **40 minutes**

d) **Time Limits**

- i) There is no time limit for dinghy races. While either the Regatta Chairman or the Protest Committee may abandon a race, such authority should be exercised with caution, and a sound signal and the hail of “Abandoned” may be used in place of other visual signals. (Changes RRS 32.1)
  - ii) The time limit for races using boats larger than 19 feet overall length shall be 90 minutes for the leading boat to finish and 30 minutes for the leading boat to pass the first mark. All boats not finishing within 30 minutes of the first boat shall be scored DNF (Changes RRS 35).
  - iii) A time limit for the start of the last race on a given day may be set prior to the first race of that day, unless such time is in the Schedule Bulletin or other written notice.
- e) **Postponing a Regatta** - When a regatta in progress is postponed to a later date, it shall be started anew, except for team races, which shall resume from the point at which racing was halted.
- f) **Race Schedule**
- i) At fleet racing interconference regattas, no division shall sail more than 10 races per day.
  - ii) No interconference regatta race shall start after 3 PM on Sunday.
  - iii) Any changes to PR 18(f)(i) or (ii) shall be submitted to the Interconference Regatta Coordinator and ICSA President for prior approval.
- g) **Wind Minimum** - Races should not be started unless the Race Committee is satisfied that the wind speed in the starting area, and, to the best of its belief, on the rest of the course, is in excess of an average of three knots (3.45 mph) for a reasonable period before the start as measured using instrumentation and while not moving over the bottom or anchored. Current should be taken into consideration.

19. **COACHING**

The following limitations are placed on the actions of coaches, including Race Committee or college team members acting as coaches:

- a) **When and Where Permissible** - A student-athlete may receive coaching, assistance, equipment, or sustenance only while ashore or on the dock, except that, when boats do not dock after each race, the Race Committee may designate an area or provide a boat where coaching may take place, provided that all coaches have equal access to the area or boat. When a coach is also acting as a member of the Race Committee, his/her contact with a student-athlete shall also be limited to a designated area; otherwise that coach shall be allowed to perform duties necessary in running the regatta.
- b) **Before Protesting** - A student-athlete shall not communicate with a coach before reporting an intention to protest to the Race Committee. Breaking this rule may be grounds for closing the protest.
- c) **Outside Help** - Communication between teammates that are racing in different boats or divisions is limited only by the provisions of RRS 41 (Outside Help).

- d) **Penalty for Breaking PR 19** - Breaking PR 19(a) or 19(c) during a race shall subject a boat to disqualification from that race and when not racing shall subject a boat to disqualification from her most recently completed race.

## 20. BREAKDOWNS

- a) When a boat suffers a breakdown, the boat's crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. Race officials may require a damaged boat to retire.
- b) When a boat's finishing position is materially prejudiced by equipment failure clearly not the fault of the boat's crew or by swamping, capsizing, disablement or damage caused by an infringing boat, that boat may be awarded compensation.
- c) **Compensation for Breakdowns** - When the Protest Committee is satisfied that compensation is warranted (See PR Appendix E); it shall use one of the following methods:
  - i) Unless PR 20(c)(ii) or (iii), below, apply, points shall be awarded as the team's average score for all other races in that division. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding .5 up. Such compensation may result in two boats having the same score.
  - ii) If the breakdown occurred at or near the finishing line and the boat's position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the BKD boat, such boats shall be scored as having finished behind the RDG boat.
  - iii) When method PR 20(c)(i), above, clearly does not yield a fair scoring of a student-athlete's performance in that race and PR 20(c)(ii), above, does not apply, the Protest Committee may award compensation that is more equitable for that student-athlete.
- d) **Limit on Compensation for Breakdowns** - The award of breakdowns to a team shall be limited to two per division when six or more races are sailed, one per division when fewer than six races are sailed. If a boat breaks down in a race and cannot be repaired or replaced in time for the subsequent race(s), the college(s) assigned to that boat shall be awarded BYE(s) for the race(s).

## 21. REGATTA REPORTS

Within three days after a regatta, the Regatta Chairman shall submit a report to the host Conference's Commissioner and ICSA Interconference Regatta Coordinator (for events not scheduled under PR 9), who shall distribute it to any other Conference Associations represented in the regatta. The host college shall retain a copy of the regatta report. In addition, for eliminations held 14 days or less prior to a Championship, or other regatta for which colleges qualify, the final scores shall be transmitted immediately to the Conference Commissioner and ICSA Interconference Regatta Coordinator. The report shall consist of:

1. The regatta name and date;
2. A tally sheet showing the total scores for each team, the winning skippers and crews, and the skippers and crews of at least the first three teams in each division;
3. A report showing the points scored by each team in each race;
4. A signed Record of Participation Form as required by PR 15(b);
5. A synopsis of the racing conditions (wind, water, etc).

Failure of a host to submit a regatta report in a timely manner may result in penalties to be determined by the Conference Commissioner of the host college for events scheduled under PR 9 and ICSA president for all other events. Properly completed and submitted results on Techscore satisfy PR 21.

## SECTION B - FLEET RACE REQUIREMENTS

### 22. CONDUCT OF REGATTAS - FLEET RACING

- a. **Divisions** - In regattas of four or more teams, there shall be two or more divisions unless otherwise specified in the Schedule Bulletin or other written notice. Otherwise, the competing teams shall sail and be scored as a Combined Division.
- b. **Rotation of Boats**
  - i) The standard format for fleet racing regattas shall be one or more round robins (where a round robin is a number of races, for each division, equal to the number of teams), using a change-of-boat system, such that each team shall sail each boat once if the round robin is completed (except for events held in multiple fleets of boats or other special events, which shall designate the format in writing). In any boat rotation format, no team shall sail the same boat for more than two consecutive races. When there are fewer boats than competing teams, each team shall be given "BYE(s)" to complete the round robin.
  - ii) Unless there is a reasonable chance that two or more round robins can be completed and the intention to do so is announced before the regatta begins, a regatta shall be limited to one round robin of races.
  - iii) The Regatta Chairman shall try to ensure that the boats used are equal in performance. Boats clearly superior or inferior should be excluded. A substitute boat may be inserted in the rotation because of damage, but the sails of the original boat shall be used, if possible.
- c. **Combined Divisions** - A regatta of any size may be designated as combined division if specified in the Schedule Bulletin or other written notice. Combined Division events shall be run in accordance with all ICSA Procedural rules, including PR 22(b), except that:
  - i) Each team shall be represented by one boat in each division.
  - ii) All divisions shall start and finish together and each boat shall be scored in her finishing place regardless of division

### 23. SCORING RACES

- a. **Basic Scoring** - The Low Point Scoring System, RRS Appendix A excluding A2, A8, A9 & A10, as changed by PR 23(b), 23(c) & 24, below, shall be used.
- b. **Series Score** - Races shall be numbered sequentially in order by division. Each team's series score shall be the total of its race scores for that division. The team with the lowest series score wins and the others shall be ranked accordingly (Changes RRS A2).
- c. **BYE** - A boat not sailing a race at the direction of the Race Committee (BYE) shall be scored using the procedure in PR 20(c)(i).
- d. **BKD & RDG** - A boat awarded breakdown points (BKD) and a boat given redress (RDG) shall be scored by the procedure in PR 20, unless, in the latter case, the Protest Committee directs otherwise (Changes RRS 64.2).

24. **SCORING REGATTAS**

- a) **Official Regatta** - An official regatta shall be published in the Conference's Regatta Schedule and shall consist of at least two colleges sailing a minimum of three races in each division.
- b) **Regatta Score** - Teams shall be ranked, after adding all division series scores, in order of lowest total score first and highest total score last. Final regatta scores shall be based only on the scores of the races in which each division has completed an equal number, unless PR 24(b)(i) applies.
  - i) **Multi-Day Events** - If races are not sailed and scored on the final day in which racing was scheduled of a multi-day event, final regatta scores shall include all races scored in each division, except that no division shall count more than two races more than any other division.
- c) **Breaking Ties**
  - i) In case of a tie between two or more teams, in a division or regatta, they shall be ranked in order of the number of times each team scored better than another of the tied teams (considering breakdown points and BYEs awarded).
  - ii) If a tie remains between two or more teams, each team's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the team with the best score(s).
  - iii) If a tie still remains between two or more colleges, they shall be ranked in order of their scores in the last race where all of the tied colleges received a score.

## SECTION C - TEAM RACE REQUIREMENTS

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### 25. TEAM-RACING RULES AND SCORING

RRS Appendix D shall be used for team-racing regattas. D1.2(c), D2.2(a), and D5.2 are changed by replacing the phrase “a red flag” with “a raised open hand.” D4.4 and D4.5 is changed by PR 25(b) & (c), below:

- a) **Alternative Umpiring** - when the sailing instructions state that RRS D2.6 (Limited Umpiring) is to be used, RRS D2.2(a) and RRS D2.5(a) are changed by replacing the phrase “*display a red flag*” with “*display a raised open hand.*” RRS D2.5(c) is changed by replacing the phrase “*displaying a yellow flag*” with “*displaying a raised open hand.*”
- b) **Breaking Ties** - The following methods shall be used for breaking ties:
  - 1) A sail-off, if conditions permit and after prescribed sailing hours if necessary, of no more than a single race between each tied team (based on their overall win-loss records). Races sailed from an incomplete round robin or series, where the tied teams met, shall be used as sail-off races. Sail-off wins and losses shall not affect a team’s overall record;
  - 2) The number of races won when the tied teams met;
  - 3) Total points scored when the tied teams met;
  - 4) A future sail-off, to be scheduled by the Regatta Chairman either at the same site or at a neutral, equitable, site.
- c) The methods in PR 25(b), above, shall be applied in the order specified below when:
  - i) A tie involves a qualifying place for a future regatta or round, and the tied teams met once - 1, 2, 3, 4; and they met more than once - 2, 1, 3, 4;
  - ii) A tie involves a trophy place (1st, 2nd, or 3rd), but not a qualifying place, and the tied teams met once - 1, 2, 3, tie stands; and they met more than once - 2, 1, 3, tie stands;
  - iii) A tie involves neither a qualifying nor a trophy place - 2, 3, tie stands - unless the race committee, in its discretion, elects to use PR 25(c)(ii), above.
  - iv) When none of the methods in PR 25(c)(i), above, are able to break a tie, the place shall be decided by the toss of a coin.
- d) **Breakdowns in Team Racing** - Breakdowns in Team Racing shall be scored in accordance with PR 20 & RRS D5.
- e) **Changing the Format** - When conditions make the announced format unmanageable, the Conference Commissioner (if present) or the Regatta Chairman and Protest Committee may alter the format to ensure an equitable determination of the winner.
- f) **Expedited Hearing Procedure** - When the sailing instructions so state, PR Appendix G shall be in effect.

## **PART V - OTHER SAILING RULES**

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### **26. SERIOUS COLLISIONS**

A collision causing damage requiring more than normal maintenance is regarded as a serious incident. When such damage occurs, the Protest Committee 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. If the Protest Committee finds that either or both boat(s) did not, one or both may be disqualified, regardless of any alternative penalty(ies) accepted under RRS 44.1. In extreme cases, either or both boat(s) may be excluded from the rest of the regatta (Changes RRS 64.1).

### **27. PRACTICE PRIOR TO AN ICSA NATIONAL CHAMPIONSHIP**

Once a college has qualified for an ICSA National Championship, members of that college shall not sail at, or in the vicinity of, the Championship site, nor shall they sail the actual boats to be used in the Championship, without the expressed consent of the ICSA President, except when it is their college's home waters, and/or boats, or they are competing in a previously scheduled ICSA Regatta at the same site.

- a) A college that breaks PR 27 shall be given a penalty as determined by the ICSA President using PR 33(c) as guidance.

### **28. RESERVED**



## PART VI - PROTESTS, PENALTIES, AND APPEALS

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### 29. NOTIFICATION

- a) The “red flag” requirement of RRS 61.1(a) is deleted and, when the identity of the protested boat could be uncertain, the boat’s sail number shall be included in the hail. Also, failure of a hailed boat to hear the hail shall not, by itself, be grounds for closing the protest. (Changes RRS 61.1(a))
- b) A protesting boat shall, at the first reasonable opportunity after finishing, notify both the Race Committee and the protested boat of intent to protest. Failure to do so may be grounds for closing the protest (Changes RRS 63.5).
- c) **Race Committee Protests** - A member of the race committee or protest committee intending to protest a boat, following an incident that is observed in the racing area, may, at the first reasonable opportunity, inform the boat by making a sound signal, hailing "protest" and her sail number. The signaled boat is then allowed to take an alternate penalty, as available under RRS 44 (Changes RRS 61.1(b)).

### 30. PROTEST TIME LIMIT

Unless otherwise stated in the sailing instructions, a protest by a boat, or by the Race Committee or Protest Committee about an incident observed in the racing area, shall be delivered to the race office no later than 30 minutes after the last boat reaches the shore after the last race of the day.

### 31. ALTERNATE PENALTIES

- a) In extreme wind conditions, the Race Committee may substitute the scoring penalty of RRS 44.3, as modified by PR 31(b), for breaking a RRS rule of Part 2 - When Boats Meet and RRS 31 - Touching a Mark.
- b) For regattas using boats larger than 19 feet overall length, the scoring penalty of RRS 44.3 shall apply with the changes below.
- c) The penalty shall be the whole number (rounding .5 upward) nearest to 20% of the number of teams entered, or a minimum of two positions, whichever is higher (Changes RRS 44.3(c)).
- d) When yellow flags are not provided, a hail of “yellow flag” shall suffice as acceptance of the penalty (Changes RRS 44.3(a) and (b)).
- e) A team that has accepted a scoring penalty while racing shall inform the Race Committee of her penalty at the first reasonable opportunity after finishing (Changes RRS 44.3(b)).
- f) When a boat, after accepting an alternate penalty under PR 31(b), protests the other boat, it shall be only on the allegation that the other boat also broke a rule in the same incident (Changes RRS 60.1).

### 32. IMMEDIATE PENALTIES FOR BREAKING RRS 42

When the sailing instructions state this rule is in effect, RRS Appendix P shall be in effect with the changes below.

- a) Delete the word “first” in the title and body of P2.1.
- b) Delete P2.2 and P2.3.
- c) P3 is changed to read: “If a boat has been penalized under Rule P1 and the Race Committee signals a postponement, general recall or abandonment, the penalty is cancelled.”

**33. TEAM SCORING AND PARTICIPATION PENALTIES**

- a) **Fleet Racing Scoring Penalty** - A team subject to this penalty shall have 20 POINTS PER DIVISION added to their final regatta score, without a hearing, by the Regatta Chairman, the Conference Commissioner or the ICSA Interconference Regatta Coordinator (Changes RRS 63.1 & A5).
- b) **Team and Match Racing Scoring Penalty** - A team subject to this penalty shall have TWO WINS subtracted and TWO LOSSES added to their final regatta score, without a hearing, by the Regatta Chairman, the Conference Commissioner or the ICSA Interconference Regatta Coordinator (Changes RRS 63.1, D4.1 & C10.1).
- c) **Participation Penalties** - At the discretion of the ICSA President, a college penalized under this rule shall receive one or more of the following penalties:
  - i) have the number of competition weekends reduced by two (2), per violation, during the next full ICSA Competition Year after receiving the penalty (See PR A2), or
  - ii) restrict the college from participating in specific events, including Championship events, as determined by the ICSA President, or
  - iii) subject the college to a combination of the penalties above, or another appropriate penalty as determined by the ICSA President.

**34. CONFLICTS OF INTEREST**

Under RRS 63.4, a *support person's conflict of interest* is not significant, except when the college the *support person* represents is a *party* to the hearing.

**35. HEARINGS**

The Protest Committee shall take such evidence as it considers necessary to determine the facts of an incident and base its decision on them (Changes RRS 63.6).

**36. WRITTEN PROTEST DECISIONS**

A request for a written protest decision by a party to the hearing shall be made before the Protest Committee departs the regatta (Changes RRS 65.2).

**37. GROSS BREACH OF THE RULES OR MISCONDUCT**

For the purpose of RRS 69.1, the term 'competitor' shall be interpreted to include student-athlete, college team member, or coach. And the term 'a boat' shall be interpreted to include a college. Any penalty imposed under this rule shall be reported to the Conference Commissioner and the President of ICSA.

**38. APPEALS AND REQUESTS TO A NATIONAL AUTHORITY**

- a) RRS 70, appeals; confirmation or correction of decisions; rule interpretations requests to a national authority and RRS Appendix R Procedures for Appeals and Requests, shall apply.
- b) There will be no fee for appeals to the ICSA Appeals Committee.
- c) In accordance with RRS 70.5(a), the right of appeal is denied at all ladder events as identified by the ICSA Interconference Regatta or Conference Schedule.

## APPENDIX A - COMPETITION AND PRACTICE SEASONS

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### A1 DEFINITIONS

#### a) COMPETITION WEEKEND UNIT

A competition weekend is considered to have occurred when a student-athlete, eligible under PR 12, from a college does any of the following:

- i) Competes while representing the college in an official ICSA regatta that meets the requirements in the ICSA Procedural Rules.
- ii) Competes in a Non-College Regatta and receives support from the college for that event.
  1. Non-College Regattas are regattas not classified by age group or level of educational institution represented, and the selection of participants is not limited except by number, by geographical area or on the basis of some objective standard of performance.
  2. Support includes, but is not limited to, financial expenses (i.e. transportation, meals, housing, or entry fees), use of institutional equipment (not including apparel), and coaching during the event.
- iii) Practice or scrimmage with student-athletes from another college during either Saturday or Sunday.

#### b) COMPETITION WEEKEND EXCEPTIONS

Events that occur during the ICSA Competition Year time period and are not considered a competition weekend include:

- i) ICSA National Championship Regattas
- ii) Sugar Bowl and Rose Bowl regattas
- iii) ICSA offshore regattas
- iv) Non-College events sailed in boats larger than 25 feet in length
- v) One of each per year of a:
  1. College Alumni Regatta
  2. High School Alumni Regatta
- v) Student / Parent Regatta
- vi) Goodwill Regatta
- vii) BUSA Tour
- viii) World University Games
- ix) Other events as determined by the ICSA Executive Committee

#### c) ATHLETICALLY RELATED ACTIVITIES (ARA)

- i) Practice, which is defined as any meeting, activity, or instruction involving sports-related information and having an athletics purpose, held for one or more student-athletes at the direction of, or supervised by, any member of a college's coaching or administrative staff, a team member, or student representative.
- ii) Administrative activities (e.g., academic meetings, compliance meetings) shall not be considered as countable athletically related activities.
- iii) Required weight-training, individual workouts and conditioning activities held at the discretion of or supervised by a coach, a college staff member, a team member, or student representative.

ARA include, but are not limited to:

1. On the water activity using equipment for sailing;
2. Chalk talk;
3. Lecture or discussion of strategy;
4. Discussion or review of films or video related to college sailing, practice or regattas;
5. Participation in camps/clinics/workshops;
6. Any of the above with a team from another college.

d) **WEEK**

A week is defined as any seven consecutive days to be determined at the college's discretion. Once a college determines the seven-day period that shall constitute its week, it shall not change that designation for the remainder of the season.

**A2 ICSA COMPETITION YEAR**

The ICSA Competition Year shall be from the first Saturday in September until the completion of the ICSA Spring Championships. The Fall Season is August 16 - January 15 and the Spring Season is January 16 - June 30.

a) **COMPETITION LIMITS**

During the ICSA Competition Year, a college is limited to a maximum of 18 competition weekends as defined by Procedural Rule A1(a), with a seasonal maximum of 12 competition weekends during either of the Fall season or Spring season.

b) **MULTIPLE COMPETITIONS**

Only one competition weekend shall be incurred during a single week, even if a college attends multiple ICSA Regattas. However, additional competition weekends shall be incurred if a college attends a non-college event occurring only during Monday-Friday.

c) **PENALTIES**

A team that competes in more than the maximum number of competition weekends, during either a season or Competition Year, shall be penalized under PR 33(c).

**A3 DAILY / WEEKLY HOUR LIMITATIONS**

a) During the ICSA Competition Year time period, a student-athlete's participation in ARA shall not exceed four (4) hours per day and 20 hours per week. Travel to and from an ARA does not count toward a student-athlete's hour limitation.

b) Each day of activity, during a Competition Weekend or an activity listed in A1b, shall equal no more than three (3) hours toward the weekly hour limitations.

c) Daily and weekly hour limitations do not apply to countable ARA occurring during an official academic vacation period, as listed in the college's official calendar, and during the academic year between terms when classes are not in session. If such vacation periods occur during any part of a week in which classes are in session, the institution is subject to the daily and weekly hour limitations during the portion of the week when classes are in session and must provide student-athletes with the mandatory day off defined in A4

**A4 MANDATORY DAY OFF**

During the ICSA Competition Year time period, all ARA shall be prohibited for one day each week, except during participation in the Spring ICSA Championship Regattas and;

a) A travel day related to a competition weekend may be considered a day off provided no ARA, as defined in PR A1(c)(iii) and ARA #1, #4, #5 and #6, occur during that day.

b) When a regatta is canceled prior to the start of competition or canceled prior to the qualifying as an official regatta, in accordance with the ICSA Procedural Rule 24(a), a college may utilize that day as its mandatory day off, provided the college does not engage in any further ARA during that day.

c) A college is not required to provide student-athletes with a mandatory day off during preseason practice that occurs prior to the first day of classes, or the first scheduled contest, whichever is earlier.

- d) It is permissible to utilize a vacation day to satisfy the mandatory day off requirement.

**A5 PRACTICES AND COMPETITIONS DECLARATION**

Each college that qualifies to compete in an ICSA National Championship shall submit a Practice and Competition Declaration (See PR Appendix D) certifying compliance with ICSA Competition and Practice Limits.

- a) The competition declaration shall be signed by a college official, other than a coach, who is directly responsible for the college's sailing team (i.e. athletic director, club sports director, etc.).
- b) A qualified college that fails to submit the Practice and Competition Declaration prior to an ICSA National Championship shall not be eligible to compete in the Championship.

## **APPENDIX B - RULES FOR WINDSURFING REGATTAS**

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**B1 RULES**

RRS Appendix B shall apply to all ICSA Windsurfing Regattas.

**B2 ROTATION**

When all the boards used in a regatta meet one-design specifications, the rotation of boards is not required.

**B3 HARNESES**

Harnesses may be used, but they shall be supplied by and rotate with student-athletes.

**B4 RACING FORMAT**

Regattas may include slalom and long-distance racing, provided:

- a) The use of these formats is announced in the Schedule Bulletin, including their weighting in the scoring; and
- b) Long-distance racing is limited to one race with a time limit of two hours, during which time all student-athletes shall remain within sight of the Race Committee.

## APPENDIX C - MODIFIED SOUND-SIGNAL STARTING SYSTEM

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When the sailing instructions state that PR Appendix C applies, RRS S3 is changed to:

*The starting sequence shall consist of the following signals made at the indicated times and the class and prep flags, if used, shall be designated prior to their use. (class and preparatory flag signals are optional, but recommended when practicable):*

<b>SIGNAL</b>	<b>SOUND</b>	<b>TIME BEFORE START</b>	<b>VISUAL (OPTIONAL)</b>
Warning	3 sounds	3 minutes	Class flag
Preparatory	2 sounds	2 minutes	Preparatory flag
	1 sound	1 minute	Preparatory flag removed
Start	1 sound	0	Class flag removed

## APPENDIX D - ICSA DOCUMENTS AND FORMS

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ICSA Documents and Forms can be downloaded from:

[www.collegesailing.org](http://www.collegesailing.org)

Available forms include:

- ICSA Procedural Rules and Collegiate Dinghy Class Rules

- ICSA By-Laws

- ICSA Eligibility Guide

- ICSA Practice and Competition Declaration

- ICSA Regatta Administration Forms

- ICSA Record of Participation Form



## APPENDIX E - GUIDELINES FOR BREAKDOWNS

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This is intended to guide competitors, race committees, and judges in the application of PR 20 & PR 25(d) (Breakdowns), but not to limit the authority of judges in resolving individual cases equitably.

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect relief when simple and preventable failures occur.

At a competitors' meeting, the Race Committee should point out the particular items on the boat(s) being used that need to be checked before each race. Judges should take into account a situation in which a competitor legitimately did not have time to make the necessary inspections.

Tests for qualifying a breakdown for compensation should include:

1. Did a piece of equipment break?
2. If so, did a significant loss of finishing position result?
3. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
4. Was the equipment used in a reasonable or proper manner?

Compensation should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred should be considered in determining whether it caused a significant loss of finishing position.

Examples of equipment failure for which compensation **SHOULD BE** considered, even though the equipment may still be serviceable, and even if the competitor made a visual inspection before the race:

1. Loss of a batten during a heavy-air race, if the competitor did not rig the sail;
2. Water in air-tight compartment(s) in excess of one gallon, when the competitor was not given time to drain the compartment(s);
3. Damage to a centerboard gasket that significantly increases drag and/or permits excessive amounts of water to enter the boat.

Examples of equipment failure for which compensation **SHOULD NOT BE** awarded, when the equipment remains serviceable:

1. Failure of a halyard knot or the opening of a halyard shackle, if rigged by the competitor;
2. Pintles and gudgeons that become disengaged;
3. Outhauls or boom vang that disengage or slip;
4. Cotter pins, cotter rings ('ring dings') or fast pins that disengage because they were not taped prior to use.

# APPENDIX F - GUIDELINES FOR ON-THE-WATER JUDGING

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## RESPONSIBILITIES AND PROTESTING

The following is intended to promote uniform practices among judges resulting in a fairer competition for all competitors. In general, judges have three responsibilities at regattas:

1. To hear and decide protests;
2. To monitor the racing;
3. To advise the Race Committee as necessary and appropriate.

Sailboat racing, at its best, is self-policing. As monitors, the very presence of judges on the course should reduce disputes and improve compliance with the rules. Therefore, judges should limit their actions to violations under PR 29(c) or 30 to bring protests under RRS 60.2 & 60.3 to:

1. Clear-cut breaches of RRS 42, Propulsion;
2. Obvious, audible collisions where no alternate penalty was accepted, or properly filed competitor protest (see RRS 14);
3. Collisions for which an alternate penalty may have caused injury or serious damage (see RRS 44.1(b));
4. Marks clearly touched and no alternate penalty was accepted or properly filed competitor protest (see RRS 31).

If you are planning to file a Rule 60.2 (protests initiated by the RC) or 60.3 (protests initiated by the PC) protest, then you are strongly urged to use PR 29(c) and hail the protested boat at the time of the incident whenever possible.

## KINETICS

A Protest Committee may decide to issue warnings for kinetics violations, but flagrant violations may be protested without a prior warning. If a warning is given, it should be made as loudly and clearly as possible, so other boats can hear and be made aware of the warning.

A boat that is surfing surges forward, stern higher than the bow, while being carried on the face of a wave. If the Protest Committee doesn't see a surge, with stern up and bow down, the boat is not surfing. A boat that is planing accelerates rapidly and dramatically. Crew weight is critical to planing, so some may plane while others do not.

## EQUIPMENT AND OBSERVATION

When there is a choice, the best boats for judges are small and agile, such as hard-bottomed inflatable boats or boats similar in design to Boston Whalers. They also make little wake at planing speed. Wake is of great concern to sailors, even when it is doing no harm.

### USEFUL PERSONAL EQUIPMENT

Paper	Pens/Pencils	Tape Recorder	Stopwatch
Binoculars	Compass	Anemometer	VHF Radio
Wind Direction Indicator (a piece of yarn or audio tape on a stick works fine)			

Pencil and paper are best used for documenting general information such as wind and water conditions, and for incidental notes. A tape recorder can be best used for making observations of actions by boats and can be played back during protest hearings. If there is more than one judge boat on the water, VHF radios are very useful. Before a protest action is brought, a judge should be absolutely certain that the rule was clearly broken. The boat's actions should be documented, which is best done with a tape recording (or notes) that details the action as it happened (See below). In an ideal situation, two judges should be together in a boat and if both judges see an incident, there should be agreement before a penalty is given or a protest is filed or hailed (see PR 28(c)). If only one judge has seen the incident, he or she should be absolutely certain that a rule was broken before initiating action. If there is doubt that a rule has been broken, it should be assumed it has not (per the last point of certainty guidelines in other areas of our sport).

### Tape Recording Suggestions:

In making the recording: identify the boat doubly, by sail number and another item; cite the location; describe what the Protest Committee is seeing as it occurs; and describe the

actions of other nearby boats (it helps, greatly, to demonstrate that a breaching boat stands out like a sore thumb).

**Example:**

"We are watching sail number 13, skipper with red cap, half-way up the first windward leg; pumping by hiking; out in, out in, out in, out in; top of mast in an arc of two feet or more; out in, out in; has stopped; started again; out in, out in, out in; four boats in the vicinity, all with masts very steady; out in, out in, out in," etc.

## **OBSERVATION LOCATIONS AND POSITIONING**

### **Before and During the Start**

Judges should position themselves 3-5 competitor boat lengths below the line and watch the entire fleet for sculling (note that RRS 42.3(d & e) are exceptions to 42.1) and multiple rocks during acceleration, violations should be protested using PR 29(c) or PR 30. When located near the pin, watch for contact with the mark. If absolutely sure a boat has touched a starting mark, and no penalty turn is taken or protest hailed by another competitor, a protest should be initiated using PR 29(c).

### **All Legs**

Judges should observe the fleet, looking for pumping, rocking and unnecessary or illegal roll tacking or roll gybing. If a boat is observed violating RRS 42 judges are encouraged initiate actions using PR 29(c) or PR 30.

### **At Marks**

When located near a mark, watch for contact with the mark. If absolutely sure a boat has touched a mark, and no penalty turn is taken or protest hailed by another competitor, a protest should be initiated using PR 29(c).

### **Windward Mark**

Judges should position themselves 3-5 competitor boat lengths along the extension of the starboard tack layline. Look for boats sculling around the mark, and boats that tack inside the zone and cause potential protests.

### **Reach or Offset Mark**

Judges should position themselves 3-5 competitor boat lengths above to windward of the rhumb line (tangent to the zone and perpendicular to the rhumb line). Observe overlaps that are broken or established as boats enter the zone, noting contentious situations. Note outside boats that are forced to leave the zone, while giving room, which open themselves up to boats further behind.

### **Leeward Mark**

Judges should position themselves 3-5 competitor boat lengths below to leeward of the rhumb line (tangent of the zone and perpendicular to the rhumb line) and note the same observations as the reach / offset mark. Note outside boats trying to deny room to inside boats and if they go past head to wind to "close the door".

### **Final Beat**

During beats to the finishing line, follow the same procedure as on the first beat. From above the line and near its favored end, judges can best see incidents that occur as boats tack to cross it - and will be in good position to hail congratulations to the winner.

**Collisions**

Judges should note serious collisions and check boats for damage after the race. If planning to file a 60.3 protest, judges are strongly urged to comply with PR 29(c) whenever possible. If a collision results in damage or injury, judges should initiate a protest under Rule 60.3 for a possible Rule 14 violation.

**Racing Conditions**

Judges should maintain communication with the Race Committee and give input on the fairness of weather and racing conditions whenever appropriate.

**Completed Penalty Turns**

Judges should record any alternate penalties protest witnessed on the racecourse and are encouraged to protest using PR 29(c) if they observe a competitor who fails to properly complete a one turn or two-turns penalty.

## **APPENDIX G - EXPEDITED PROTEST PROCEDURE (TEAM RACING)**

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PR Appendix G represents the ICSA recommended protest procedure for alternative umpiring using RRS D2.6 (Limited Umpiring). It is addressed primarily to Umpires but may also be helpful to others connected with protest, redress and breakdown hearings and in some circumstances changing these procedures may be advisable.

1. Protests involving RRS rules of Part 2 (except RRS 14), RRS 31, 42 or 44 shall be held in accordance with RRS D2.4, using the following procedure, and may be held onboard an umpire boat:
  - a. The hearing will begin as soon as all parties are assembled.
  - b. If no one raises an objection the protest will be determined to be valid.
  - c. Each party will be given about 1 minute to state their case.
  - d. The umpires may question the parties and/or call witnesses.
  - e. Each party will be given about 1 minute to question the other party.
  - f. The parties are excused. The umpires will determine the facts and make their decision.
  - g. The umpires inform the parties of the decision orally.
2. The umpire boat shall be equipped with the current RRS for use by the Protest Committee and parties to the protest. A competitor may not reopen expedited protest hearings after a decision has been made. (Changes RRS 66)
3. Expedited hearings may be used to consider requests for redress involving breakdowns. Competitors are urged to use this procedure in lieu of written requests. The requesting competitor must notify the Race Committee of the intention to use this procedure immediately after finishing or as soon as reasonably possible if unable to finish.

## APPENDIX H - GUIDELINES FOR UMPIRE DE-BRIEFINGS

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Debriefings provide the greatest learning opportunity for umpires and competitors. A short meeting of umpires and competitors at the end of each day's racing should happen at all events. At this meeting, any of the day's problems can be discussed, and umpires who had any interesting or difficult calls can explain the circumstances.

4. Umpires should try and explain any unusual calls made to all competitors and umpires. These explanations, to competitors and umpires, will lead to consistency on the water and learning by all.
5. The debriefing should be a group discussion, using boat models preferably on a magnetic whiteboard, and will benefit everyone involved.
6. Most skippers and crews appreciate the opportunity to be present at these meetings. Their attendance should be encouraged, as should discussion on calls and differences in opinion.
7. Whenever two people, umpires or competitors, think that different things happened, they are unlikely to change their mind. We all see things differently and it is important to bear this in mind. It is important, however, to distinguish between differences of opinion relating to what happened (facts) and interpretations of the rules. When there is a difference in opinion as to what happened, it is important to leave everybody clear: both opinions should be presented:
  - a. if 'this' happens - 'this' is the call...
  - b. if 'the other' happens - 'this' is the call...
8. Umpires should be comfortable to admit any errors quickly and graciously. This will increase respect amongst competitors.
9. Discussions about how the rules and the ISAF Call Book for Team Racing might be improved do not belong in a debriefing. They can, however, be very valuable, and the Chief Umpire may suggest having a chat about it afterwards.
10. When situations occur that are not included in the Call Book, it is important to decide how to call them the next time. Find out what the rule actually says. If the rule is clear, do what the rule says - even if you don't like it.
11. If the rule is not clear, find out what the general feeling is about which way to go, and go with the majority. When there is a divided opinion, the Chief Umpire must decide. It is almost always better to 'sleep-on' any such decisions before announcing it. Group discussions can become focused on one aspect only and miss an equally significant counter argument. It is important to make it absolutely clear that whatever is being decided is for that regatta only.
12. Any new calls should also be recorded on the US SAILING Umpires Team Race Report Form from the event and sent to US SAILING.
13. There have been occasions when competitors have behaved aggressively at debriefings. One way of avoiding that, when a competitor seems to be upset when he arrives at a debriefing, is to state that everybody is there to learn, not to argue. Invite each competitor to give his opinion about what happened, using the model boats. Permit the opponent to agree or disagree. In this way, the competitors might solve the problem themselves.
14. In the unlikely event that a competitor starts to be abusive, he should be reminded the purpose for the de-briefing. It would be advisable to have a word with the competitor afterwards and point out that abusive behavior could lead to a hearing under Rule 69.

# 2017 COLLEGIATE DINGHY CLASS RULES

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## 1. GENERAL

- 1.1. The objective of the Collegiate Dinghy Class Rules (CR) is to provide competitive racing for intercollegiate competition.
- 1.2. The Collegiate Dinghy is a one-design class dinghy for the purposes of intercollegiate sailing competition.
- 1.3. The “regatta organization”, as used in these rules, can be the organizing authority, regatta host or race committee.
- 1.4. Except where these rules specifically prohibit variations, boats may be altered at the discretion of the regatta organization.
- 1.5. The Collegiate Dinghy shall be raced only with hull, equipment, fittings, spars, standard rigging, sails and running rigging as approved by the regatta organization.

## 2. ADMINISTRATION

- 2.1. The official language of the class is English. In the event of a dispute over interpretation the English text shall prevail.
- 2.2. The word “shall” is mandatory and the word “may” is permissive.

## 3. CLASS RULE CHANGES

- 3.1. Amendments to these Collegiate Dinghy Class Rules are subject to the approval of the Collegiate Dinghy Class.
- 3.2. These class rules may be changed in the sailing instructions only with the prior approval of the President of the Collegiate Dinghy Class.

## 4. BUILDERS

- 4.1. A Collegiate Class Dinghy may be built by any professional or amateur builder.

## 5. MEASUREMENT

- 5.1. All boats racing in a regatta shall be approved for competition prior to the first race of the regatta, by the regatta organization.
- 5.2. The regatta organization shall attempt to ensure that boats to be sailed together in a regatta are equal in performance.
- 5.3. Measurement approval may be in writing or given verbally at a scheduled competitor’s meeting.
- 5.4. In the event a substitute boat is used, after the regatta has begun, it shall be approved by the regatta organization prior to use.

## 6. MEASUREMENT RULES

### 6.1. HULL

- 6.1.1. Length overall of the hull shall not be greater than 19 feet (5791 mm).
- 6.1.2. Other hull dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.

### 6.2. SPARS

- 6.2.1. Spar dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.

### 6.3. CENTERBOARD AND RUDDER

- 6.3.1. Centerboard (or Daggerboard) and Rudder dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.

### 6.4. SAILS

- 6.4.1. Sail dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.

### 6.5. RIGGING

- 6.5.1. Standing rigging of the boats shall not be altered without written permission from the ICSA President.
- 6.5.2. Regatta organization may specify the rigging and purchase ratio of any running rigging.

## 7. CONDITIONS FOR RACING

### 7.1. CREW

7.1.1. The boat's crew shall normally consist of one or two persons. The regatta organization may designate a different number of crew prior to competition.

### 7.2. PERSONAL EQUIPMENT

7.2.1. Unless otherwise specified in the sailing instructions, only signal flags, tape, tell tales, bailers, fastening devices, knife, pliers, screwdriver, nutrition, and drinking water may be carried while racing.

### 7.3. SAFETY

7.3.1. **Personal Flotation Devices (PFD)** - Inherently buoyant personal flotation devices (USCG Certified Non-Inflatable Type III or Type V) shall be worn by all student-athletes while on the water. PFDs shall be worn outside all clothing and foul weather gear, except that a thin shirt or team uniform (See ICSA PR 13(e)) may be worn over the PFD. PFDs are not required when ashore or on objects attached to shore. (ICSA PR 13(c) changes RRS 40 and the Part 4 preamble.)

### 7.4. MEANS OF PROPULSION, RRS 42.

7.4.1. During and immediately after tacking or gybing, a boat's crew may move their bodies to roll the boat, provided that the boat's mast does not move aggressively away from the vertical more than once (Changes RRS 42.3(b)).

7.4.2. RRS 42.2(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the **front** side of a wave) or planing is possible, ooching (sudden forward body movement, stopped abruptly) is permitted in order to initiate surfing or planing."