

INTERSCHOLASTIC SAILING ASSOCIATION



OFFICIAL PROCEDURAL RULES

for Interscholastic Sailing Competition

REVISION STUDY GUIDE

PROCEDURAL RULE REVISION STUDY GUIDE

This document is intended to serve as only a reference for changes made to the Procedural Rules. This version may not incorporate all changes and formatting included in the final published Procedural Rules.

OFFICIAL PROCEDURAL RULES

for

Interscholastic Sailing Competition

Sanctioned and Sponsored by the Interscholastic Sailing
Association

(the national authority for interscholastic sailing) and

Member District Associations

2025-2028

*Serving as Standard Sailing Instructions for all events
organized by the Interscholastic Sailing Association
during the years 2025 – 2028.*

Issued: **January 16, 2025**



FOREWORD

These Procedural Rules (PR) are new ISSA Procedural Rules and reflect current practice by ISSA, and the [2025-2028](#) World Sailing (WS) Racing Rules (RRS) with US SAILING prescriptions.

ISSA anticipates that as these Procedural Rules are used over a period of time, some modifications or changes may become desirable or necessary. With this in mind, suggestions for modifications or changes are welcome and should be sent to rules@hssailing.org.

Changes to these Procedural Rules will be posted on the ISSA website, www.hssailing.org

Approved by the ISSA Board of Directors [January 8th 2025](#)

Interscholastic Sailing Association

2812 Canon Street San Diego, CA 92106

PH: 619-222-0252

Fax: 619-222-0528

PART I

INTRODUCTION

The aim of all competition shall be to declare as winner the team or individual best qualified on the merits of superior sailing skill and sportsmanship. The host schools and officials shall make every effort to ~~ensure assure~~ that each race provides a fair test of sailing and maintains the highest standards of sportsmanship.

The purpose of these Procedural Rules (PR) is ~~to unify the unification of~~ the conditions of interscholastic sailing competitions. They are mandatory for all ~~high school sailing National~~ competition but may be modified, as stated below, by Districts ~~Associations~~ in the interest of providing increased ~~opportunities opportunity~~ for participation.

All competition within the Interscholastic Sailing Association (ISSA) or any of its member Districts ~~Associations~~ shall be governed by World Sailing's Racing Rules of Sailing for ~~2025-2028~~ (RRS), as adopted by the United States Sailing Association (US Sailing) and the prescriptions of US Sailing, except as they are amended herein. These Procedural Rules and their Appendices shall rank as sailing instructions for all regattas.

A copy of these Procedural Rules shall be posted or be readily available at all regattas. Schools will be held responsible for a thorough knowledge of these Rules, and persistently offending schools will be subject to disciplinary action.

All references to rule numbers contained herein refer to rules in this book except where otherwise indicated.

The ISSA shall act as the national authority for interscholastic sailing.

~~For the purposes of RRS 89.2(a), these Procedural Rules and other information provided by the ISSA or District Schedules shall rank as the Notice of Race for all ISSA regattas. Hosts shall provide further details as needed.~~

~~For the purpose of RRS 90.2, these Procedural Rules and their Appendices shall rank as addenda to sailing instructions for all ISSA~~

regattas whether or not stated in the Sailing Instructions. Hosts shall provide further details as needed.

CHANGING THE PROCEDURAL RULES

A District ~~Association or a host school~~ may change these Rules or the alterable World Sailing Rules provided that:

- (a) For ISSA championship events, the President of ISSA or ISSA Representative approves the alteration and advance notice is given to every competing school;
- (b) For District events and intersectionals, the President of ISSA and District Director approves the alteration, and advance written notice is given to every competing school. Any changes must be reported to ISSA.
- (c) In emergencies, regatta officials and team coaches or designated adult representatives agree to the modification(s), if at all possible, before the race begins. These emergency changes should generally be limited to unique and limiting situations ~~to so as to~~ accommodate the successful completion of a regatta.

PART II REQUIREMENTS FOR REGATTAS

ISSA CHAMPIONSHIP REGATTAS

The ISSA is the Organizing Authority and establishes the Conditions for National High School Championships, which are the Cressy Regatta for singlehanded sailing, the Baker Regatta for team racing, and the Mallory Regatta for fleet racing. Schools from every member District are eligible for these events.

INTERSECTIONAL REGATTAS

The host District is the Organizing Authority for all intersectional regattas, events for which schools from more than one ~~Member~~ District are eligible, and is responsible for their scheduling and coordination. The scheduling and conduct of events to be attended by schools from more than one ~~Member~~ District and having one or more divisions described as “scholastic” or “interscholastic” should be cleared and coordinated through the President of ISSA. ISSA encourages the development of new or novel regattas and sailing opportunities for high school sailors. Any event in this category must **be consistent with** ~~be supportive of~~ ISSA and District schedules, procedures, and principles.

DISTRICT CHAMPIONSHIPS

District Championships, or other events that are ~~eliminations-qualifying events~~ for a National Championship, shall conform to the National Championship Regatta Conditions (**Appendix 3**) as adopted by ISSA and are restricted to the ~~Regular~~ members of the District ~~Association~~. Each District is the Organizing Authority for its Championship or ~~elimination~~ **qualifying event**.

COMMERCIAL SPONSORSHIP

Commercial sponsorship of any ISSA event must be approved by the President of ISSA in advance.

TEAM SPONSORSHIP

Members of teams, coaches, and other support personnel shall not display, on their clothing or equipment, advertising from a sponsor or donor to their team during an ISSA local, district, intersectional, or championship regatta [unless approved by the President of ISSA and District Director](#). This rule does not apply during team practice sessions.

PART III

REQUIREMENTS

FOR COMPETITION

1. ELIGIBILITY

1.1 ISSA MEMBER SCHOOLS

(a) In order to be a member of ISSA, the following requirements must be met:

- (i) **Member School:** A Member School must be an educational institution where students attend the majority of their academic classes in person on a physical campus during the traditional school year.
- (ii) All *member schools* must be properly recognized by their ISSA District.
- (iii) *Member schools* shall be properly registered through their District before participating in a regatta. The Organizing Authority may deny entry to a school from an ISSA event if that school is not properly registered.

(b) Remote Schools

- (i) A *Remote School* cannot be a *Member School*.
- (ii) A *Remote School* is defined as an educational institution where students do not attend the majority of their academic classes in person on a physical campus during the traditional school year. This category includes virtual schools, online academies, correspondence programs, alternative learning experiences (ALE), homeschooling networks, atypical schools or learning environments, distance learning, hybrid learning, and any other institution (including programs that are part of an institution that would otherwise meet the definition of a Member School) primarily delivering instruction remotely. Remote schools do not require regular, in-person attendance, relying instead on digital platforms, mailed coursework, or other non-traditional methods for educational

delivery.

1.2 COMPETITORS

- (a) All competitors must be listed on the school's roster in ISSA's registration system, and only eligible competitors may be listed on these rosters.
- (b) All competitors must be full-time students in the 9th grade or higher of the school they represent and must be subject to the academic and disciplinary requirements of that school. A student is considered to be in his or her grade for the school year, including past graduation or advancement to the next level, until the new school year starts.
- (c) A District may allow 8th graders for development purposes. However, an 8th grader is not allowed to compete in national championships, national invitationals, or qualifying events to national championships or invitationals.
- (d) No student-~~athlete~~ shall compete for more than one school in any one ISSA Competition Season by transfer or any other method, except as specified in PR 4.2(d).
- (e) Homeschooled and Remote Students:
 - (i) **Homeschooled Students** are students who do not attend a *member school* or *remote school*.
 - (ii) **Remote Students** are students attending a *remote school*.
 - (iii) *Homeschooled or Remote Students* may apply to the ISSA Eligibility Committee for consideration for being assigned to a *member school* within their school district.
- (f) Students attending a school with no co-curriculars and a formal agreement allowing their students to participate in another school's interscholastic athletic program may apply to the ISSA Eligibility Committee for consideration to be assigned to a school within their school district.
- (g) Students attending a *Member School* may not combine with students from another *Member School*.

1.3 RESPONSIBLE ADULT

To be eligible to participate in a competition, the *Member School* must designate an adult (who may or may not be the team coach but who is not a high school student) who is responsible for and must accompany the students participating in the competition.

The accompanying adult must accept responsibility to perform and act in accordance with their school's medical and behavioral protocols on behalf of their team. This designated team adult must also confirm compliance of the school's team and all of its competitors at an event with all rules regarding eligibility, safety, behavior, and team decisions on [RRS 3](#) (Decisions to Race) as set forth by ISSA, the District, the Event Host, and the school which it represents.

1.4 ELIGIBILITY QUESTIONS

All questions and protests concerning eligibility shall be referred to the [ISSA Eligibility Committee](#) or their designated representative.

1.5 AMATEUR STATUS

All competitors shall be Group 1 competitors as defined by WS Regulation 22. Any sailor who does not meet these criteria may apply to the [ISSA Eligibility Committee](#) for a waiver.

1.6 ISSA COMPETITION ~~YEAR SEASONS~~

The Fall **Season** is September 1 – January 15, and the Spring **Season** is January 16 – June 15.

1.7 PENALTY FOR USE OF AN INELIGIBLE STUDENT

~~Unless PR 4.2(d) applies,~~The penalty for use of an ineligible student, as determined by the [ISSA Representative or Eligibility Committee President of ISSA](#), shall be disqualification without a hearing from, and re-scoring of, the affected races. Requests for reinstatement shall be fully documented and sent to the [Eligibility Committee President of ISSA](#), who shall send the documentation, with a recommendation for action. (Changes RRS 63.1)

2. SAFETY AND SPECIAL CLOTHING

2.1 SWIMMING ABILITY

All competitors must be able to swim at least 50 yards and tread water for [at least](#) 5 minutes ~~in freshwater~~. It shall be the responsibility of the school to make sure that students meet these requirements before being allowed to participate. The [ISSA Representative Regatta Chairperson](#) may waive the swimming

requirement in cases of physical disability, provided adequate lifesaving equipment is worn at all times.

2.2 PERSONAL FLOTATION DEVICES

Inherently buoyant personal flotation devices meeting U.S. Coast Guard wearable PFD regulations for Personal Flotation Devices (PFDs) designated as USCG “Wearable”, shall be worn, properly secured, by all competitors while on the water, except briefly while changing or adjusting clothing. PFDs shall be worn outside of all clothing and foul weather gear, except for a thin T-shirt or team pinnie, which may be worn over a PFD to prevent snagging of lines or equipment. Inflatable type PFDs are not permitted. (Changes the preamble to RRS Part 4 and RRS 40)

2.3 SPECIAL CLOTHING

Host regatta sites may require special clothing, including wet or dry suits, for any regatta, provided that advance written notice is given to each competing school.

2.4 TEAM UNIFORMS

All students-athletes competing in ISSA regattas district regattas that qualify to a National Championship and competing in ISSA National Championship regattas (Cressy, Baker, Mallory) shall wear a uniform designating their high school. The uniform shall be a pinnie (similar to a thin T-shirt) worn over the lifejacket or a lifejacket with the school’s designation on the back. To designate the high school, any combination of the high school’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 competing team members. The image designating used to designate the high school shall be at least 8” X 8” in size.

2.5 TEAM SCORING PENALTIES

(a) A team school whose student-athlete(s) fail to wear PFDs (PR 2.2), uniforms (PR 2.4), or required special clothing (PR 2.3), for each race may shall be subject to the appropriate penalty per PR 2.5 (b) or (c). In District regattas, the ISSA Representative Regatta Chairperson may waive any penalty under rules PR 2.3 and PR 2.4.

- (b) Fleet Racing Scoring Penalty - A team subject to this penalty shall have 10 points per division added to their final regatta score, without a hearing, ~~by the Regatta Chairperson, the District Director, or the ISSA Regatta Representative~~ (Changes RRS 63.1 & A5).
- (c) Team and Match Racing Scoring Penalty – A team subject to this penalty shall have one WIN subtracted and one LOSS added to the stage that the penalty occurred, without a hearing, ~~by the Regatta Chairperson, the District Director, or the ISSA Regatta Representative~~ (Changes RRS 63.1 & A5).

3. BOATS

- (a) Boats ~~used in ISSA championship, District championship, or elimination regattas~~ shall be as competitively equal as possible. Sails, equipment, standing rigging, and running rigging should be in good working order.
- (b) Boats used for dinghy sailing events shall comply with the Scholastic Dinghy Class Rules (see Appendix 2).
- (c) In dinghy sailing, spinnakers and trapezes shall not normally be used.

4. TEAMS, SUBSTITUTIONS, RECORDS OF PARTICIPATION

4.1 TEAMS

- (a) Mallory: A team attending the Mallory, or its District qualifier, shall consist of at least four sailors, ~~two skippers and two crews~~, but shall not exceed eight sailors, including alternates. A school may enter only one team.
- (b) Baker: A team attending the Baker, or its District qualifier, shall consist of at least six sailors, ~~three skippers and three crews~~, but shall not exceed nine sailors, including alternates. A school may enter only one team.
- (c) Cressy: A team attending the Cressy shall consist of one sailor in the ILCA 6 Female Division, ILCA 6 Male Division, or ILCA 7 Open Division. Schools may not be limited to one Cressy team; however, the team or teams that they send must have qualified through their District for the National Championship.
~~A team attending the Mallory, or its district qualifier, is limited to eight sailors. A team attending the Baker, or its district qualifier, is limited to nine sailors. A school may enter only one team in the Mallory and/or Baker. A team attending the Cressy shall~~

~~consist of one sailor in the Radial or Full Rig Division. Schools may not be limited to one Cressy team; however, the team or teams that they send must have qualified through their District.~~

- (d) Regatta Roster: Teams attending a National Championship, or its District qualifiers, shall declare their team's Regatta Roster, including all sailors and alternates, at the time of the regatta registration deadline.
- (e) Spectators: Students from a school attending a National Championship, or its District qualifier, who are not listed on the Regatta Roster, may attend the event as spectators. However, they are not eligible to compete or serve as alternates.

4.2 SUBSTITUTIONS

In the Cressy or District qualifying events for the Cressy, skipper substitutions are not allowed. In team racing, substitutions are unlimited. In fleet racing, there shall be no limitations on substitutions during a regatta, except when there are two or more divisions, in which case an individual:

- (a) Who has competed as a skipper for one or more races in a particular division shall not thereafter sail in any other division.
- (b) Who has competed as a crew but not as a skipper may shift to another division as a skipper or crew but thereafter sail only in that division.
- (c) The penalty for breaking PR 4.1, PR 4.2(a), or PR 4.2(b) shall be disqualification without a hearing and re-scoring of the affected races. (Changes RRS 63.1)
- (d) Emergency Substitutions - In an emergency (illness, accident, or failure of transportation), an individual from another school may be used as a substitute crew, not skipper, provided the ISSA Representative Regatta Chairperson approves, he or she meets the ISSA eligibility requirements, and the event is not a District or National Championship or ~~an elimination~~ qualifying event leading to either.

4.3 RECORD OF PARTICIPATION

Each team shall enter legibly and completely on the Record of

Participation form the names and class years of all skippers and crews, as well as the races in which they competed. Record of Participation forms shall be submitted online via the Techscore program.

- (a) In dinghy events, teams failing to complete the Record of Participation form before the expiration of the protest time limit at the end of the regatta shall have 20 points added to their team score for each division with incomplete forms by the Regatta Chair or ISSA Representative. (Changes RRS 63.1 and A5) (See also PR 13 ~~and PR Appendix 2 – RECORD OF PARTICIPATION FORM~~).
- (b) In team race events, teams failing to complete the Record of Participation Form before the expiration of the protest time limit at the end of each stage of the regatta shall have two losses added to their team score for that stage and two wins deducted from their team score by the Regatta Chair or ISSA Representative ~~by the regatta chairperson~~. No hearing is required. (Changes RRS 63.1)
- (c) The ISSA Representative may modify the time limit specified in PR 4.3 (a) and PR 4.3 (b) for completing the Record of Participation form.

5. ~~CONTESTANT CONDUCT, DRONE USAGE~~ CONDUCT, DRONES, NIL

5.1 CONDUCT

All competitors are required to adhere to the Code of Conduct as outlined in Appendix 1. In cases of alleged misconduct, Appendix 1, ISSA Code of Conduct, shall apply.

~~No competitor shall use, either on or off the water, marijuana or any other controlled substance, as defined in 21 U.S. Code 802, the possession of which is unlawful under U.S. Code 841, or alcoholic beverages (distilled spirits, wine, and beer, each as defined in Chapter 51 of the U.S. Internal Revenue Code and intended for beverage use). An alleged breach of this procedural rule shall not be grounds for a protest. However, when a report is received from any source alleging such a breach a protest committee consisting of the regatta chairperson, a member of the ISSA Board of Directors, and the chairperson of the protest committee, shall follow the process described in RRS 69.1. If a hearing under RRS 69.1 is held, a competitor found to have breached this procedural rule shall be excluded from the remaining races of the series and, where practical, be removed~~

~~from the regatta venues and sent home. Additional penalties consistent with RRS 69.1(c) may be imposed on the competitor or the competitor's team. This regulation is in effect during the entire event from the date and time of arrival through the date and time of departure from the regatta site.~~

5.2 DRONE USAGE

Drones are prohibited at any ISSA or District ~~sanctioned~~ events unless they are authorized by the Organizing Authority (OA). Content captured by OA-authorized drones should only be used for promotional purposes related to the event and High School Sailing. If the content is used for coaching or similar purposes, it must be made available to all competitors simultaneously and only outside of competition hours.

5.3 RIGHTS TO USE NAME, IMAGE, AND LIKENESS

By participating in an ISSA-sanctioned event, competitors (and their parents/guardians, if under 18) agree that photographs, audio, and video recordings of their participation, at the venue or on the water from the time of their arrival at the venue until their final departure, may be used by the Organizing Authority or event sponsors solely for non-commercial purposes, such as promoting the event or the sport of sailing. No compensation will be provided for such use. If you have concerns or wish to opt out, please contact the Organizing Authority.

PART IV MANAGEMENT OF REGATTAS

6. REGATTA OFFICIALS

- (a) For ISSA National Championships, the Regatta Chairperson and Judges/Umpires shall be approved by the ISSA President or their delegate. For all other regattas, the host school or Organizing Authority shall make the appointments. Where available, US SAILING Certified Judges should be used.
- (b) The Race Committee shall consist of a minimum of two adults and shall include the Regatta Chairperson and at least one person, without a conflict of interest (or the conflict of interest is in line with the recommendations of World Sailing Case 137) to act as Chairperson of the Protest Committee. The Race Committee's responsibilities shall be to:
 - (i) Have general supervision over all aspects of the regatta, including the conduct of competitors both on and off the water, and prescribed safety practices.
 - (ii) Conduct the races.
 - (iii) Arrange all protest hearings.
 - (iv) Keep an accurate record of race results and scores.
 - (v) Organize a "rescue party" equipped with at least one powered launch in good running order to assist competitors in capsized boats if necessary, get and move marks, and assist the race committee as requested.
 - (vi) If possible, provide one or more power boats, similar to Boston Whalers, in good running order for use by the regatta judges. If separate boats are **unavailable not available**, provide on-the-water access for the judges in other race committee boats.

7. CONDUCT OF REGATTAS

7.1 ISSA REPRESENTATIVE

An ISSA Representative, knowledgeable of these rules, shall be appointed by the District or ISSA at all regattas to ensure that the event is conducted in compliance with the Procedural Rules and applicable Conditions. The Organizing Authority shall extend to

the ISSA Representative any facility necessary to this end, including the facility for the ISSA Representative to be on the water. The ISSA Representative may assist regatta management personnel. In case of a conflict of interest, the ISSA Representative shall designate an alternative.

The following decisions will be made by the PRO in consultation with ~~the Chief Umpire/Judge and~~ the ISSA Representative:

- (a) The decision to abandon a race.
- (b) The decision whether to sail in wind speeds possibly too high or too low.
- (c) The decision to terminate racing for a day.

7.2 COMPETITORS' MEETING

Sailing Instructions, which shall rank as rules and may alter the RRS or these Procedural Rules, shall be made available to all competitors prior to the Competitors' Meeting.

7.3 CHANGES TO SAILING INSTRUCTIONS

Sailing Instructions may be changed later in accordance with RRS 90.2(c). In addition, at National Championship Regattas, any changes to the Sailing Instructions must be approved by the designated ISSA Representative.

7.4 RULES

All regattas shall be governed by the rules defined in the Racing Rules of Sailing and the Procedural Rules of ISSA.

7.5 NUMBER OF RACES SAILED

- (a) A fleet racing regatta should consist of one or more round-robin(s), wherein each competing school sails each boat once (twice if there is only one fleet of boats), and the number of races for each division equals the number of schools. However, ~~if in the event that~~ a round-robin is not completed, the regatta shall consist of the number of races sailed up until the conclusion of racing. If there are two divisions and, at the conclusion of racing, there are an unequal number of races in each division, the number of races in each division shall be made equal by discarding as

many races as necessary from the end of the series for the division that has completed the most races. When **fewer boats exist** ~~there are fewer boats~~ than competing schools, each school shall be given “bye(s)” to complete the round-robin. Procedural rule 9(d) describes how a “bye” is scored.

- (b) 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.
- (c) A minimum of three races in each division is required for a regatta to be official.

7.6 DIVISIONS

In fleet regattas where four or more schools **compete, there shall be two divisions** ~~are competing, there shall be two divisions;~~ unless otherwise specified in written notice. At Cressy or singlehanded events, there shall be only one division.

7.7 ROTATION OF BOATS

- (a) In fleet regattas, boats should be rotated after every race or every other race. At Cressy events, where fleets of equal boats are provided or sailors bring their own boats, no rotation of boats is necessary.
- (b) In team race regattas consisting of one or more round-robins, fleets of boats should be rotated. If the series is best, two out of three wins, boats should be rotated between teams after every race. If the series is best, three out of five wins, boats should be rotated between teams after every other race.
- (c) The Regatta Chairperson shall try to ensure that the boats used **are equal in performance and comply with the Scholastic Dinghy Class Rules (see Appendix 2).** ~~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.

7.8 COURSES

- (a) **All courses, if possible, should be laid out so that the first leg**

is a beat to windward. A list of courses shall be included in the Sailing Instructions. For fleet racing, the recommended courses are shown in Appendix 9. For regattas in which multiple divisions are sailing simultaneously, trapezoid or triangle courses could be an alternative. For team racing, Appendix 10 describes the Digital-N course, which shall be used at the Baker Trophy and its qualifying events.

- (b) 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: 12-20 minutes

Team Racing Courses: 6-10 minutes

Fleet Racing in Boats > 19 feet long: 20-40 minutes

- (c) Drop marks **should** be used if possible. **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.** No change of course signals are required. (Changes RRS 33)
- (d) Races should not be shortened; they should be abandoned.

7.9 SIGNALS

- (a) RRS US Sailing Prescription **Appendix U - Audible-Signal Racing System** shall be used.
- (b) Individual Recall – When, at a boat’s starting signal, any part of her hull 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 the hull of each such boat has been **entirely completely** on the pre-start side of the starting line or one of its extensions and until all such boats 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 U4)
- (c) General Recalls — 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, rule RRS 30.1(I Flag Rule) shall apply to that race. Flag I need not be displayed. (Changes RRS 30.1)

- (d) Special Signals - The Sailing Instructions shall designate any special signals and explain their meaning.

~~(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 be started at the point at which racing was halted.~~

7.10 MARKS

Course marks and any mark boats to be used shall be described in detail in the Sailing Instructions. Using ~~The use of~~ "lead" boats proceeding from one mark to another ahead of the fleet should be avoided.

7.11 SPECIAL EQUIPMENT

- (a) Unless otherwise specified in the sailing instructions, only signal flags, tape, tell tales, bailers, fastening devices, a knife, pliers, screwdriver, food, timing devices, and drinking water may be carried while racing.
- (b) Electronic devices with GPS or communication functionality are not allowed.

7.12 COMBINED DIVISION REGATTAS

A regatta of any size may be designated as a combined division ~~regatta~~ if specified in the Notice of Race. Combined division events shall be run in accordance with all ISSA Procedural Rules, including 7.7 Rotation of Boats, except that:

- (a) Each team shall be represented by one boat in each division.
- (b) All divisions shall start and finish together, and each boat shall be scored in ~~its her~~ finishing place regardless of division.

7.13 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.

8. COACHING

The following are the limitations on the actions of a Support Person (as defined by the RRS), team member, or Race Committee member acting as a coach:

- (a) When and Where Permissible - A competitor may receive coaching, assistance, equipment, or sustenance only while onshore or on the dock. When boats do not return to the dock after each race, the Race Committee may designate an area where all of the above may occur ~~take place~~, provided at least one coach from each team has equal access to the area, which may be a boat or float. **If teams are expected to provide their own coach boats, the host shall arrange for teams without coach boats to ride with another coach or be given access to a coach boat.** Except at National Championships, when a coach is also acting as a member of the race committee, contact with a competitor shall also be limited to a designated area; otherwise, that coach shall be allowed to perform the duties necessary to run the regatta.
- (b) Before Protesting - A competitor shall not communicate with anyone other than teammates or other competitors before reporting to the Race Committee an intention to file a protest. Breaking this rule may be grounds for closing the protest hearing. (Changes RRS 60.2).
- (c) RRS 41 Outside Help - Communication between teammates while racing in different boats or divisions is limited only by the provisions of RRS 41, Outside Help, and, for team racing, RRS D1.1(g).
- (d) Penalty for breaking PR 8 – Breaking PR 8(a) or 8(c) during a race shall subject a boat to disqualification from that race, and when not racing, shall subject a boat to disqualification from the race just completed in that division.

9. SCORING - FLEET RACING

- (a) Basic Scoring - The Low Point Scoring System, RRS Appendix A shall be used. No scores will be excluded (i.e., there are no 'throwouts'). However, RRS A2 is changed by PR 9(a) and 9(b), A8 by PR 11, and A9 by 9(e) and Appendix 5.
- (b) Races shall be numbered sequentially in order by division. Each boat's series score shall be the total of her race scores

for that division. The boat with the lowest series score wins and the others shall be ranked accordingly. (Replaces RRS A2).

- (c) A boat not sailing a race at the direction of the Race Committee (BYE), a boat awarded breakdown points (BKD), and a boat given redress (RDG) shall be scored by the procedure in PRs 9(d) & 9(e) below, unless, in the latter case, the Protest Committee directs otherwise. (Changes RRS 64.1(c))
- (d) When a round robin, as described in PR 7.5(a), is completed, the BYE shall be excluded. ~~If in the event that~~ the round-robin is not completed, a BYE shall be scored using the procedure in PR9(e)(iii)(1).
- (e) Breakdowns in Fleet Racing
 - (i) 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.
 - (ii) When a boat's finishing position is ~~materially prejudiced~~ **made significantly worse** either by equipment failure clearly not the fault of the boat's crew or by swamping, capsizing, disablement, or damage caused by an infringing boat as determined by the protest hearing, that boat may be awarded redress. (Changes RRS 61.4(b) and A9)
 - (iii) Redress for Breakdowns - When the Protest Committee is satisfied that redress is warranted, it shall use one of the following methods (Changes RRS 64.1(c) and A9):
 - 1) Unless PR 9(e)(iii)(2) or (3), below, apply, points shall be awarded as the ~~competitor's team's~~ average score for all other races of that division. However, the boat shall receive its actual finishing place if that place ~~is was~~ better than the average score. Decimals are rounded to the nearest integer, rounding .5 up to the integer above. Such redress may result in two boats having the same score.
 - 2) 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 RDG boat, such boats shall be scored as having finished behind the RDG boat.

- 3) When method PR 9(e)(iii)(1), above, clearly does not yield a fair scoring of a team's performance in that race, and PR 9(e)(iii)(2), above, does not apply, the Protest Committee may award redress that is more equitable for that team.
- (iv) Limit on Redress for Breakdowns - The award of breakdown points (BKD) to a ~~team school~~ shall be limited to two per division when six or more races are sailed ~~and~~ one per division when less 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 ~~team(s) school(s)~~ assigned to that boat shall be awarded BYE(s) for the race(s).
 - (f) ~~Schools-Teams~~ shall be ranked in the order of the lowest total score first and the highest last, subject to PRs 11(b) & 11(c) below.
 - (g) Final Results - Final regatta results shall be based only on the scores of races of which each division has completed an equal number.
 - (h) 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). If that fails to break the tie, it shall be the ~~school-team~~ with more firsts, then seconds, then thirds, etc. If a tie still remains between two or more ~~teams schools~~, they shall be ranked in order of their scores in the last race, where all of the tied ~~teams schools~~ received a score.

10. ~~ALTERNATIVE~~ PENALTIES AT THE TIME OF AN INCIDENT

RRS 44.1 and 44.2 shall be used.

11. TEAM-RACING RULES AND SCORING

RRS Appendix D shall be used for team-racing regattas, except as modified in this PR section 12.

11.1 TIES (REPLACES RRS D4.4)

The following methods shall be used for breaking ties, in order:

- (a) If the tied teams raced more than once, the highest number of wins in all races between the tied teams from all completed stages of the regatta.
- (b) When conditions and time permit, as determined by the regatta chairperson, the chief umpire, and the ISSA Representative, ties shall be broken by a sail-off between tied teams. In non-qualifying events, the sail-off may be eliminated.
- (c) If a sail-off cannot be completed, the highest number of race wins in all races between the tied teams from all completed stages of the regatta.
- (d) Then, the lowest total points scored in all races from the regatta between the tied teams.
- (e) If two teams remain tied, the winner of the last race between them.
- (f) Then, the lowest average points scored in all races from the regatta against common opponents.
- (g) Finally, via [a coin flip](#).

11.2 BREAKDOWNS IN TEAM RACING

Breakdowns in Team Racing shall be scored in accordance with RRS Appendix D5.

11.3 CHANGING THE FORMAT

When conditions make the announced format unmanageable, the PRO, the Regatta Chair, [ISSA Representative](#), and [Chief Umpire Protest Committee](#) may alter the format to ensure an equitable determination of the winner.

12. REGATTA REPORTS

Regatta reports are required for all regattas. Within three days after a regatta, the Regatta Chairperson shall complete the regatta report within Techscore to include a synopsis of the racing conditions (wind, water, etc.).

- ~~(a) — The regatta name and date;~~
- ~~(b) — A tally sheet showing the total scores for each school, the winning competitors and crews, and the skippers and crews of at least the first three schools in each division;~~
- ~~(c) — A report showing the points scored by each school in each race;~~
- ~~(d) — Record of Participation Forms as required by PRs 4.3(a) & 4.3(b) on Techscore. If a Record of Participation Form other than that in Appendix 2 is used it must, at a minimum, furnish all of the information required by Appendix 2, including the Statement of Compliance;~~
- ~~(e) — A synopsis of the racing conditions (wind, water, etc).~~

PART V OTHER SAILING RULES

13. MEANS OF PROPULSION, RRS 42

- (a) During and immediately after tacking or gybing, a boat's crew may move their bodies to roll the boat, provided the boat's mast does not move aggressively away from the vertical more than once. (Changes RRS 42.3(b))
- (b) Only repeated breaches of RRS 42 may be considered a breach of RRS 2, Fair Sailing, or cause for a hearing under RRS 69.
- (c) When RRS Appendix P applies, and is so stated in the [Notice of Race](#) or Sailing Instructions as required, Appendix P shall apply with the following changes:
 - (i) Delete the word "first" in P2.1.
 - (ii) Delete P2.2 and P2.3.
 - (iii) P3 is replaced with: "If a boat has been protested under P1 and the Race Committee signals a postponement, general recall or abandonment, the penalty is canceled."
 - (iv) P4 is replaced with: "A boat shall not be given redress for an action by a member of the Protest Committee or its designated observer under Rule P1."
 - (v) Delete P5

14. SERIOUS COLLISIONS

~~A collision causing damage requiring more than normal maintenance is regarded as serious damage and considered a serious incident. When such damage occurs, the Protest Committee may hold a hearing under RRS's 60.2, 60.3 & 63 to determine the facts and consider whether those involved exercised reasonable care in handling their boats. When the Protest Committee finds that either or both boat(s) did not, one or both shall be disqualified, regardless of any alternative penalty(s) accepted under RRS 44.1. In extreme cases, either or both boat(s) may be excluded from the rest of the regatta. (Changes RRS 64.2 (a))~~

A collision causing damage requiring more than normal routine

maintenance is regarded as “serious damage.” When a boat causes “serious damage” she shall retire from the race (rule 44.1(b)). A boat can be protested for breaking rule 14 (Avoiding Contact) by another boat, the race committee or the protest committee (rule 60.1). The protest committee can protest a boat even when it learns of an incident involving injury or serious damage from a request for redress, an invalid protest, or a report from a person with a conflict of interest (rule 60.4(b)). During the hearing of a rule 14 protest, the protest committee will determine the facts and consider whether those involved exercised reasonable care in handling their boats. When the protest committee finds that either or both boat(s) did not, one or both shall be disqualified from that race, regardless of any alternative penalty(s) accepted under RRS 44.1. In extreme cases, either or both boat(s) may be excluded from the rest of the regatta (this changes RRS 60.5 (c)).

PART VI PROTESTS, PENALTIES, AND APPEALS

15. NOTIFICATION

- (a) A boat intending to protest shall comply with RRS 60.2 when notifying the other boat. When the identity of the protested boat ~~is could be~~ uncertain, the boat's sail number shall be included. Failure of a hailed boat to hear the hail shall not, by itself, be grounds for closing the protest.
- (b) A protesting boat shall, at the first reasonable opportunity after finishing, notify the Race Committee of her intent to protest. Failure to do so may be grounds for closing the protest hearing under RRS 63.4(a).
- (c) The Race Committee and/or Judge(s) may file a protest against a boat when it sees an apparent ~~infringement~~ **breach** of any rule, but it cannot disqualify a boat without a hearing ([see rule 60.5](#)).
- (d) It is recommended that the protestor submit the protest on the Protest Form, found on the ISSA website ~~in the Organizer Info section~~, at or before the time specified by the Race Committee. The US SAILING ~~protest-hearing request~~ form is also acceptable and can be found on the US Sailing website.
- (e) **Protest Time Limit:** Unless otherwise stated in the regatta documents, the protest time limit for filing a protest or request for redress shall be thirty minutes after the Race Committee boat docks after the last race of the day. The Race Committee docking time shall be posted on the official notice board. The ~~Race-Protest~~ Committee may waive the requirement for written protests and may hear protests on the water ([Changes RRS 60.3\(a\)](#)).
- (f) ~~Proper~~ **Recommended** protest hearing procedure is outlined in detail in RRS Appendix M. It is strongly recommended that Race Committees or Protest Committees refer to this section for guidance.

16. PROTEST COMMITTEE PARTICIPATION

A coach or a person in a similar capacity may serve as part of the Protest Committee, subject to challenge in accordance with RRS [63.3](#).

17. WRITTEN PROTEST DECISIONS

A request for a written protest decision by a party to the hearing shall be made at the end of the hearing (Changes RRS 63.6(b)).

~~**18. MISCONDUCT**~~

~~Appendix 1, ISSA Code of Conduct, Allegations of Gross Misconduct, shall apply.~~

**19. APPEALS AND REQUESTS FOR CONFIRMATION OR CORRECTION
OR RULES INTERPRETATION**

- (a) In accordance with the US SAILING prescription to RRS 70.3(b), approval has been given to deny the right of appeal for all ISSA regattas other than National Championships, provided it is indicated in both the notice of race and the sailing instructions and posted on the official notice board.
- (b) RRS 70, Appeals and Requests to a National Authority, shall apply. Appeals and requests shall conform to the US Sailing prescription to Appendix R. ~~Confirmation or Correction of Decision; Rule Interpretation and Appendix R Procedures for Appeals and Requests shall apply.~~

APPENDIX 1 - ISSA CODE OF CONDUCT

Participating in ISSA and its numerous sailing programs is a privilege that comes with certain responsibilities. To maintain the highest standards of the Corinthian spirit, safe and fair sailing, and to foster the core character-building principles of trustworthiness, respect, responsibility, fairness, caring, good citizenship, and self-reliance, the following rules, guidelines, and principles are necessary and will be emphasized at all ISSA and District sanctioned regattas.

The following will apply to all competitors and event officials participating in and attending ISSA events, as well as support persons, coaches, parents, and spectators who are ultimately responsible for their children and serve as role models to foster these ideals.

1.Safety:

- 1.1.All competitors must meet the safety requirements outlined in the ISSA Procedural Rules.

2.Behavior:

- 2.1.Sportsmanlike conduct is expected at all times, on and off the water.
- 2.2.All competitors and event officials participating in and attending ISSA events, as well as support persons, coaches, parents, and spectators shall:
 - 2.2.1. respect and show courtesy by demonstrating positive support for all sailors, coaches, officials, event volunteers, hosts, and spectators at every regatta, practice, or other team event;

- 2.2.2. not engage in any kind of unsportsmanlike conduct with any sailors, coaches, officials, volunteers, or club members;
 - 2.2.3. respect the authority of race officials and coaches during regattas. Questions, comments, or concerns about the regatta shall be funneled through the ISSA Representative;
 - 2.2.4. play by the rules and resolve conflicts without resorting to hostility or violence;
 - 2.2.5. not ridicule or yell at sailors or race officials;
 - 2.2.6. not use foul language, disruptive behavior, or disrespectful comments or gestures.
- 2.3. All sailors, coaches, officials, club volunteers, club members, and spectators will be treated with respect regardless of race, creed, color, sex, sexual orientation, gender identity, or ability.
- 2.4. As role models, parents and spectators will refrain from the use of marijuana, tobacco and alcohol at all events except in designated areas if allowed by hosts and event rules.
- 2.5. Competitors and coaches shall NOT use, either on or off the water, marijuana or any other controlled substance, as defined in 21 U.S. Code 802, the possession of which is unlawful under U.S. Code 841, or alcoholic beverages (distilled spirits, wine, and beer, each as defined in Chapter 51 of the U.S. Internal Revenue Code and intended for beverage use).

3. Venues and Equipment:

- 3.1. Sailors will return boats and equipment to the proper storage area as soon as possible upon completion of the day's activities. All personal gear and items will be adequately secured, and the docks and ramps will be kept clean, neat, and free of obstructions.

- 3.2.Sailors will not tamper with, use, or borrow equipment or other items that do not belong to them without prior permission. Unauthorized use of another's property constitutes theft.
- 3.3.All participants shall follow the rules of the host venue.

4.Reporting:

- 4.1.Any competitor, coach, responsible adult, race committee member, District representative, member of the board of ISSA, judge, or umpire may report an alleged breach of this Code of Conduct during an event.
- 4.2.All reports must be made in writing, identifying the person or persons alleged to have breached these rules and the basic facts of the alleged breach. Reports shall be submitted as soon as possible after the incident(s).
- 4.3.The report shall be submitted to the ISSA Representative or their designee.

5.Disciplinary Action:

- 5.1.Coaches, advisors, and program directors may act independently with their sailors.
- 5.2.When a report is received from any source alleging such a breach, a Conduct Committee consisting of the regatta chair, ISSA Representative (when possible a member of the ISSA Board of Directors), and the Chair of the protest committee, shall follow the process described in RRS 69.2.
- 5.3. Decisions of the Conduct Committee may be appealed in accordance with ISSA PR 19.

APPENDIX 2 - SCHOLASTIC DINGHY

CLASS RULES

1. GENERAL

- 1.1. The objective of the Scholastic Dinghy Class Rules (CR) is to provide competitive racing for interscholastic competition.
- 1.2. The Scholastic Dinghy is a one-design class dinghy for the purposes of interscholastic 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 Scholastic 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 Scholastic Dinghy Class Rules are subject to the approval of the Scholastic Dinghy Class.
- 3.2. These class rules may be changed [per the requirements of “Changing the Procedural Rules” in Part 1.](#) ~~in the sailing instructions only with the prior approval of the President of the Scholastic Dinghy Class.~~

4. BUILDERS

- 4.1. A Scholastic 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.
- 6.4.2. Batten tension may not be adjusted after the regatta begins without approval of the Race Committee or ISSA Representative, except to address an equipment failure.

6.5. RIGGING

- 6.5.1. Standing rigging of the boats shall not be altered without ~~written~~ permission from the ~~ISSA President Race~~ Committee or ISSA Representative.
- 6.5.2. ~~Regatta~~ The Organizing Authority may specify the rigging and purchase ratio of any running rigging.
- 6.5.3. No lines shall be used to modify or tune the shape of the mast, except those specifically intended for that purpose.

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, a knife, pliers, screwdriver, food, timing devices (electronic devices with GPS or communication functionality are not allowed), and drinking water may be carried while racing.~~

~~7.2.2.— Electronic devices with GPS or communication functionality are not allowed.~~

~~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 ISSA PR 2.4) may be worn over the PFD. PFDs are not required when ashore or on objects attached to shore.~~

~~7.3.2.— All competitors are required to meet the safety requirements set forth in the ISSA Procedural Rules.~~

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 (Replaces RRS 42.3(b)).

APPENDIX 3 - NATIONAL CHAMPIONSHIP REGATTA CONDITIONS

1. SCHEDULING

- 1.1. The responsibility for each Championship is assigned to a ~~Member-District Association~~ on a rotating basis by the Board of Directors. The assigned ~~Member-District~~ must present tentative proposals at the ISSA Annual Meeting two (2) years before the Cressy and one-and-a-half years (1.5) before the Mallory and Baker regattas. Firm plans are due one (1) year before the Cressy and a-half-a year before the Mallory and Baker and Mallory events. ~~All three National Championships shall not exceed two days in length.~~ The Cressy and Mallory Regattas shall not exceed two days in length. The Baker Regatta shall not exceed three days in length. The Thursday (Baker) or Friday (Mallory and Cressy) prior to the event may be used for registration and practice. No race shall be started after 1600 on the last day.
- 1.2. Cressy: This event shall normally be scheduled by the ISSA Board of Directors for a weekend in the Fall. ~~that is either a weekend prior to or after the Intercollegiate Sailing Association Singlehanded National Championships.~~
- 1.3. Mallory & Baker: These events shall normally be scheduled by the ISSA Board of Directors for a weekend in the Spring between May first and June fifteenth. They shall be scheduled at least two weeks apart.

2. ELIGIBILITY & ENTRANTS:

- 2.1. DISTRICT: Each District ~~Association~~ shall be awarded a number of berths in each National ~~Interscholastic~~ Championship by the Board of Directors. The number of entrants awarded to each District shall be based on the number of eligible schools

reported and paid by each member-District to the President of ISSA by June 1st of the previous year.

2.2.The number of berths shall be calculated using the following formula:

2.2.1.Cressy: The number of allotted berths for each District equals the number of eligible schools in the District, times twelve, divided by the total number of ISSA eligible schools.

2.2.2.Mallory: The number of allotted berths for each District equals the number of eligible schools in the District, times twenty, divided by the total number of ISSA eligible schools.

2.2.3.Baker: The number of allotted berths for each District equals the number of eligible schools in the district, times twelve, divided by the total number of ISSA eligible schools.

2.3.All districts get at least one berth.

2.4.If the integers of the numbers do not add up to the total available berths, the allotted berths not assigned shall be assigned in descending order starting with the highest decimal portion of the allotted berths numbers, disregarding berth allotments with zero as an integer.

2.5.When two or more Districts are tied with respect to the number of eligible schools, any tie for berths shall be broken in favor of the District or Districts with the better record of competitive strength, and fulfillment of ISSA commitments and obligations during that year. Better record will be determined by averaging the scores for all the District teams that competed in that specific regatta for the past five years. If a tie still remains, the district that placed higher in that regatta the previous year will be awarded the berth. ~~(added 2022-4-7)~~

2.6. Qualifying regattas for National Championships shall be scheduled prior to the corresponding National Championship.

3. PARTICIPANTS:

3.1. SCHOOLS: Contesting Schools for each regatta shall meet the eligibility requirements of ISSA Procedural Rule 1 and shall be selected through qualifying regattas scheduled by their District ~~Associations~~. The substitution by a District ~~Association~~ of a team not participating in a District qualifying regatta must be approved by the ISSA President.

~~3.1.1. Cressy: Each team shall consist of one person. If a District is awarded more than one berth, schools may not be limited to one team. However, the team or teams that they send must have qualified through their District.~~

~~3.1.2. Mallory: Each team shall consist of at least four sailors, two skippers and two crews, but shall not exceed eight sailors. A school may enter only one team.~~

~~3.1.3. Baker: Each team shall sail three boats in each race. Each team shall consist of at least six sailors, three skippers and three crews, but shall not exceed nine sailors. A school may enter only one team.~~

3.2. INDIVIDUAL: Each individual participant must meet the eligibility requirements of ISSA Procedural Rule 1 for the *Season* in which the Championship is held.

4. RULES

4.1. All Championships shall be conducted using the current Racing Rules of Sailing as modified by the ISSA Procedural Rules, these General Conditions, the Notice of Race, and the Sailing Instructions for the regatta. The Notice of Race and the Sailing Instructions for all ISSA Championships shall be approved in

advance by the Racing Operations Committee and the President of ISSA.

5. PRACTICE

~~5.1. Once a team has qualified for a National Championship, members of that team shall not sail at the site to be used for the event, unless that site is their School's home waters or there is a previously scheduled ISSA regatta. Violation of this condition may be cause for disqualification of the team from the event.~~

5.2. Once a school has qualified for a National Championship, school leaders, chaperones, coaches, parents, advisors and other support personnel shall not go afloat in the sailing area starting one day prior to the regatta report time until the end of the regatta unless explicitly permitted by the ISSA Representative. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing support personnel.

5.3. Once a school has qualified for a National Championship, members of that team shall not go on the water within the sailing area, unless that sailing area is their school's home water or there is a previously scheduled ISSA regatta. The penalty for failing to comply with this requirement may be cause for disqualification of the team from the event.

5.4. Unless specifically listed in the Notice of Race, the sailing area is defined as the waters immediately adjacent to the host venue including in a five-mile radius around the host venue.

6. BOATS:

6.1. Cressy: The event shall be sailed in one person dinghies of not less than eleven feet, nor more than fifteen feet in length.

6.2. Mallory & Baker: The event shall be sailed in two person dinghies of not less than eleven feet, nor more than fifteen feet in length. The boats may be either sloop or cat-rigged.

7. RACE MANAGEMENT:

7.1. ISSA REPRESENTATIVE

7.2. ~~The President~~ ISSA shall appoint an ISSA Representative per PR 7.1 for each Championship. ~~who shall ensure that the event is conducted in compliance with the Procedural Rules and applicable Conditions. The host school shall extend to the Representative any facility necessary to this end, including the facility for the Representative to be on the water. The Representative may assist regatta management personnel.~~

7.3. JUDGES/UMPIRES

7.4. The Judges and/or Umpires for each Championship shall be composed of qualified individuals representing as wide a geographical distribution as possible. They shall be selected by the host District and regatta chair, and approved by the ISSA Racing Operations and the ISSA President. If possible, at least one Judge/Umpire is to be on the water during each race of all Championships.

8. ENTRY FEES

8.1. The Entry Fees shall be determined by the regatta host, paid directly to the host.

8.2. Such entry fees must be specified in the hosting proposal approved by the Board of Directors for the event(s).

8.3. Whether or not an entry fee is specified for a National Championship, reasonable charges may be made to participants for items used or consumed which are not related to the boats and equipment used in the event, such as food, lodging, and transportation.

9. VACATED BERTH

9.1. FILLING A VACATED BERTH

9.2. If a team vacates a National Championship berth and the qualifying District is unable to fill it, that berth shall then be

awarded first to the Championship host District. Secondly, ISSA will reallocate vacant District quotas. Any berth not filled seven (7) days prior to the Championship shall remain vacant.

~~9.3.DISTRICT PENALTY FOR FAILURE TO COMPETE~~

~~9.4.If a District vacates a berth to any National Championship less than seven (7) days prior to that Championship, that District's allocation for the following year's corresponding Championship shall be reduced by one (1) berth. This penalty shall be applied even if it eliminates the District's only berth.~~

10.TROPHIES

10.1.The perpetual trophy(s) for each Championship will be on permanent display at the ISSA Hall of Fame and shall not be transported to the regatta site(s). Keeper trophies provided by ISSA shall be awarded to the top three teams at the Mallory and the Baker and to the top three sailors in each fleet at the Cressy

10.2.Cressy: The winner's name and school shall be engraved on the Cressy Trophy.

10.3.Mallory: The winning school shall be engraved on the Mallory Trophy.

10.4.Baker: The winning school shall be engraved on the Baker Trophy.

APPENDIX 4 - ISSA FORMS & TEMPLATES

Refer to the ISSA website: www.hssailing.org under “Regattas”
>Organizer Info

NOR and SI Templates:

<https://hssailing.org/regattas/regatta-organizer-resources>

ISSA Protest Forms:

https://hssailing.org/documents/16_ISSA_Protest_Form.pdf

Record of Participation shall be completed on the Techscore page for your event. ts.hssailing.org

APPENDIX 5 - GUIDELINES FOR BREAKDOWNS

This is intended to guide competitors, race committees, and judges in the application of PR 9(e), Breakdowns [in Fleet Racing and PR 12.2](#), 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, they should not expect relief when simple and preventable failures occur.

At the 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 [consider take into account](#) a situation in which a competitor legitimately did not have time to make the necessary inspections.

The tests for breakdown compensation 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 [realistic and](#) reasonable inspection and/or adjustment before the race?
- 4) Was the equipment used in an improper 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.

[The Protest Committee should consider if the breakdown occurred in the competitors own boat or team's boat.](#)

Examples of equipment failure for which compensation should be considered, even though the equipment may still be serviceable 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 airtight 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 **may** 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 **or rudder downhaul line** that disengage or slip;
- 4) "Ring dings" or fast pins that disengage because they were not taped.
- 5) Failure of a tiller universal.
- 6) Failure or loosening of a hiking strap.
- 7) Failure of a jib sheet knot.
- 8) Missing or lost bailer.

APPENDIX 6 - GUIDELINES FOR ON-THE-WATER FLEET RACING JUDGING

RESPONSIBILITIES AND PROTESTING

The following is intended to promote uniform practices among judges, resulting in a fairer competition for all competitors. Generally, 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.

The sport of sailboat racing 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 authority to bring protests under [RRS 60.1](#) to:

- 1) Clear-cut breaches of RRS 42, Propulsion;
- 2) Obvious, audible collisions and no penalty taken nor any competitor protest (see RRS 44);
- 3) Collisions for which the alternative penalties of RRS 44 are insufficient (see RRS 44.1(b));
- 4) Marks [were](#) clearly touched, and no penalty [was](#) taken, nor [did](#) any competitor protest (see RRS 31).

KINETICS

The Jury should decide whether or not to issue warnings before taking action under [RRS 60.1](#). When wind and water conditions are such that RRS 42 may become a factor, that decision should be announced at the competitors' meeting. If it is to warn first, make clear that it does not mean that every competitor is entitled to a warning. The fleet, as a whole, should be given no more than one or two warnings. Also, a flagrant breach shall not be entitled to any warning.

When warnings are given, they should be made as loudly and clearly as possible so other boats should hear. If the boats do not return to shore or the dock after the race, ask (again loudly) the boat warned to acknowledge the warning. If the rotation is made at the dock, post the warning on the notice board.

Before protest action is brought, in compliance with RRS [60.2\(a\)\(2\)](#), two judges, or one judge and a knowledgeable companion, should agree that the rule was clearly, not marginally, broken. At the start, at marks, or at the finish, one judge may protest, though agreement by two should be a goal. The boat's actions should be documented, which is best done with a tape recording that details the action as it happens. (See below).

EQUIPMENT AND OBSERVATION

When there is a choice, the best boats for judges are small and agile, such as hard-bottomed inflatables 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.

The most useful equipment for judges is paper, a pencil, and a tape recorder. A count-up/down watch, a wind vane (a piece of yarn or audio tape on a stick works fine), an anemometer, a compass, and binoculars may also be useful. Pencils and paper are best used for recording general information such as wind and water conditions, namely wave height and the distance between crests, and for incidental notes. Reserve the tape recorder for making observations of actions by boats so they can be played back during hearings.

In making the recording: identify the race number, leg, and time; identify the boat doubly, by sail number and another item; cite the location; describe what the judge 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). As an example: "We are watching sail number 13, skipper with red cap, halfway 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."

A boat that is surfing surges forward, stern higher than the bow, while being carried on the face of a wave. To do that, the wave's face has to be almost as long as the boat. If the observers don'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. Boats that do not plane, lack

“planing conditions”; they must stop pumping and await a stronger puff.

OBSERVATION LOCATIONS

Before the start, the Jury should position their boat behind the line and behind the main concentration of boats. That is the best place to see sculling and beam-to-beam contacts. It is not the Jury’s job to sight the line for the race committee. After the start, follow the fleet part way up the beat. Then, go to the windward mark, swinging wide to the less congested side and accelerating to a plane.

Take position above the mark on the extension of the lay line, where port tackers can best be seen coming into a tack and starboard tackers are heading toward the Jury boat. When all the potential action has passed, move on to the middle of the fleet outside the rhumb line so the Jury can observe boats both ahead and behind to watch for pumping or rocking. Move toward the leeward mark/gates in time to reach it before the first boats are likely to be overlapped.

Stop 2-3 hull lengths before the mark, at which point the timeliness of overlaps can be decided, and the observers can easily see any contacts as boats round. Since some protests arise from multiple overlapped boats having contact before they gybe, which often cannot be seen from the Jury boat, it is best to jot down sail numbers, inside to outside, when three or more boats approach the leeward mark/gate overlapped.

APPENDIX 7 - GUIDELINES FOR ON-THE-WATER TEAM RACE UMPIRING

Team racing is a self-policing sport, and the Team Race Appendix D was written by team racers to further that concept. Sportsmanship and the Rules expect competitors who break a rule to take a penalty themselves without being told to do so. However, it sometimes happens that two parties have a different view as to what exactly happened. The purpose of using on-the-water umpires for team racing is to resolve these issues without spending endless hours in a protest room at the end of the day.

Umpires on the water act as a “portable protest committee.” They serve in a PASSIVE role, as they would be sitting ashore waiting for protests to come to them. Except in certain specific situations, umpires do not initiate penalties. If you concentrate on the procedures for a normal protest, the whole process should fall into place much more easily.

What should you do when RRS D2.2 applies?

- Hail “PROTEST” and display a protest flag.
- ~~Try to resolve the issue between you and the other boat.~~ At this time, one or the other may accept a One Turn Penalty.
- If you cannot resolve the matter within a reasonable time, the umpires will get involved.

When there are umpires following your race:

The umpire will make a decision (RRS D2.4) by displaying;

- a GREEN or GREEN AND WHITE flag ‘No penalty imposed, incident closed,’
- a RED flag ‘One or more boats are penalized,’ and the umpire will hail or signal each boat to be penalized or
- a BLACK or BLACK AND WHITE flag ‘Report the incident to the Protest Committee.’

If there is a:

- GREEN or GREEN AND WHITE flag, there is no penalty, and the incident is closed.

- RED flag, the penalized boat(s) must then complete a Two Turns Penalty.
- BLACK or BLACK AND WHITE flag, sail on. There will be a hearing with the umpires after the race.

OTHER CONSIDERATIONS

The umpires are closely following the match. They will try to position themselves so they will be able to see situations as they develop and will be able to render a correct decision in the event of a protest. That said, when protesting, the more information you can give the umpires at the time of the incident, **the more likely they will make** the correct decision. For example, a hail of “The windward boat hit me” or “#5 hit the mark”.

If you protest another boat as a result of prompting from a teammate, the chances are that it will be ruled invalid because of the time delay.

Remember, if you take a penalty at the time of an incident, take a one-turn penalty. If you take a penalty after having been signaled by an umpire, take a two-turns penalty. If you are disqualified in a protest hearing, you will receive 6 penalty points.

APPENDIX 8 - GUIDELINES FOR ON-THE-WATER RULE 42 ENFORCEMENT

High school sailing events are often monitored by a panel of judges or umpires, some of whom may be unfamiliar with the practices and rules of high school sailing. Given this, it is important that we work to ensure consistent enforcement of rule 42 by the judges or umpires on the water. This document outlines some guidelines for enforcing rule 42 in an ISSA event. While judges/umpires should follow these guidelines, they are not rules (see: definition of rule) and cannot be grounds for redress.

General Principle: When enforcing rule 42 on the water, judges should only penalize a boat when they are sure they have observed the breach of rule 42 and they are able to explain it to the competitor after the race. However, once judges are sure that they have observed a breach, they are obligated to impose a penalty to ensure the fairness of the race for competitors who are following the rules.

Sailing Situations: the issues below are both common and controversial in high school sailing. At ISSA events, we will call these situations as follows:

<u>Issue</u>	<u>Description</u>	<u>Ruling</u>
Starting Acceleration	Just before or at the start , a boat heels to leeward and then flattens.	If the roll facilitates steering, and the boat turns up during the roll, no penalty . It does not matter how aggressively the crew and skipper roll the boat so long as it helps to facilitate steering. If both judges are certain that a boat did not turn during the roll, and the roll propelled the boat, penalize the boat. If the roll is repeated, penalize for rocking.
Tactical Roll	Other than at the start , a boat's crew or skipper causes the boat to heel to leeward or windward and then flatten in such a way as to propel the boat.	If the roll facilitates steering, no penalty . If the roll occurs in a tactical situation, propels the boat, and clearly does not facilitate steering, penalize .
Technical Rocking	Other than at the start , a boat is rocking (rolling repeatedly), induced by body movement, repeated adjustment of the sails or centerboard, or steering.	If a boat is rocking more than the boats around her, and both judges agree that the rocking is: (i) facilitated by actions of the sailor, and (ii) not related to the steering through waves then penalize . If a boat is rocking more than the boats around her, but it is uncertain if the conditions above are met, consider warning the boat. If a boat is rolling repeatedly in a way not related to wave conditions, penalize for rocking even if each roll facilitates steering.

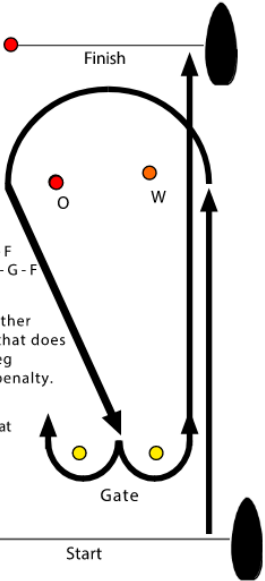
<i>Transition to a Reach (<u>unwing</u>)</i>	A boat sailing wing-on-wing heels to leeward and then flattens while transitioning to a reach.	<p>If the roll facilitates steering, and the boat turns up during the roll, no penalty. It does not matter how aggressively the crew and skipper roll the boat so long as it facilitates steering.</p> <p>If both judges are certain that the boat did not turn and that the roll propelled the boat, penalize her.</p> <p>If a boat <u>unwings</u>, and rolls repeatedly in one area of the leg within a short period of time and for no apparent tactical reason, penalize for rocking.</p>
<i>Roll Tack</i>	A boat's mast leaves vertical more than once during a tack.	<p>If both judges agree that the mast "aggressively" leaves vertical more than once during a tack, penalize.</p> <p>If the mast slightly and slowly moves past vertical after a tack, and then slowly returns, no penalty.</p>
<i>Too many gybes/tacks</i>	A boat tacks or gybes often in light air.	<p>Compare the actions of the boat in question to others around her. If the judges observe 3 or more tacks or <u>gybes</u> in one area of a leg for which there appears to be no tactical justification, penalize.</p> <p>If the judges consistently observe a boat tacking or gybing more than the boats around her, but do not observe 3 tacks as described above, consider warning the boat.</p>
<i>Sculling</i>	A boat sculls the rudder <u>either</u> forcefully or in a way that propels the boat, or both.	<p>If the boat is clearly below close hauled, penalize.</p> <p>If the boat is above close hauled and sculls to turn toward either close hauled course, no penalty. However, if after committing to sculling towards one close hauled course the boat then sculls in the direction of the other <u>close hauled</u> course, penalize.</p> <p>If the competitor backs the sail and sculls to offset it, penalize.</p> <p>If the sculling slows the boat, no penalty.</p>
<i>Pumping</i>	A boat pumps her sail.	<p>In scholastic dinghies, competitors often <u>'ventilate'</u> (slightly ease and then trim) their sails periodically while sailing upwind. This is not a breach of rule 42.</p> <p>If both judges are certain that a competitor is pumping the sail in violation of rule 42, penalize.</p> <p>If it is not clear whether a boat is pumping illegally, consider warning the boat.</p>

APPENDIX 9 - COURSES FOR FLEET RACING

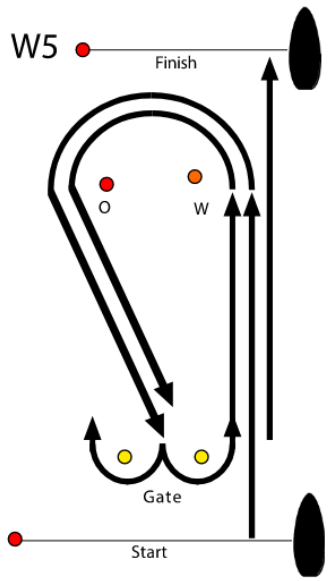
For fleet racing, the courses below are recommended.



W3



W5



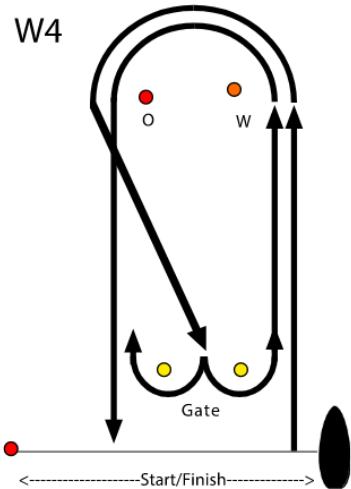
Courses :

- W3: S - W - O - G - F
- W4: S - W - O - G - W - O - F
- W5: S - W - O - G - W - O - G - F
- WL: S - W - L - F

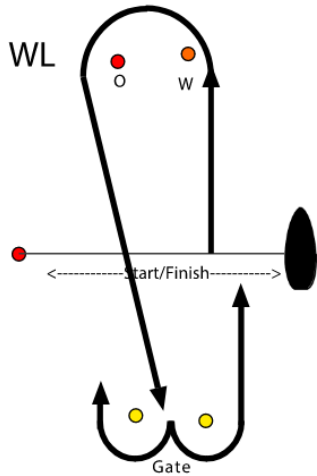
A boat may leave on either side, or touch, a mark that does not begin or end the leg she is sailing without penalty.

Actual buoy colors and shapes may vary from what is shown.

W4



WL



APPENDIX 5—SAILING INSTRUCTIONS

When a need arises to write Sailing Instructions, the Sailing Instructions shall contain the following information:

- (a) Rules that govern the conduct of regattas:
- (b) The schedule and number of races and the order and times of warning signals:
- (c) The courses to be sailed, description of the marks, the order which they are to be rounded or passed, and on which
- (d) side:
- (e) Description of the starting line, the starting system and any special signals to be used.
- (f) *The procedure for individual and general recalls:
- (g) Description of the finish line:
- (h) Time limit, if any, for finishing:
- (i) *The scoring system, including the method for breaking ties:
- (j) Alternative penalties, if any, for rule infringement:
- (k) *Protest procedure:
- (l) *Breakdown procedure:
- (m) Boat rotation procedure:
- (n) Any other information that competitors need to know:

*Include these items only if the procedures in the RRS or the Procedural Rules are being changed

APPENDIX 10 - COURSES FOR TEAM RACING

RACING

Courses for team racing should stress team racing tactics and strategy. For the Baker Trophy and its qualifying events, the 'Digital N' (see diagram below) with the first weather mark and first off-set mark rounded to starboard shall be used.

