



INTERSCHOLASTIC SAILING ASSOCIATION



OFFICIAL

PROCEDURAL

RULES

for Interscholastic Sailing Competition

Issued by the Interscholastic Sailing Association

2017-2020

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

2017-2020

*Serving as Standard Sailing Instructions for all events
organized by the Interscholastic Sailing Association
during the years 2017 – 2020.*

Issued: February 1, 2017

FOREWARD

These Procedural Rules (PR) are new ISSA Procedural Rules and reflect current practice by ISSA, and the 2017-2020 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 welcomed and should be sent to the attention of the President of ISSA, for consideration by the Executive Committee.

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

Approved by the Executive Committee
1 February 2017

Interscholastic Sailing Association

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TABLE of CONTENTS

PART I - INTRODUCTION	5
CHANGING THE PROCEDURAL RULES	6
PART II - REQUIREMENTS FOR REGATTAS	7
ISSA CHAMPIONSHIP REGATTAS	7
INTERSECTIONAL REGATTAS	7
DISTRICT CHAMPIONSHIPS	7
PROMOTIONAL REGATTAS	7
COMMERICAL SPONSORSHIP	8
TEAM SPONSORSHIP	8
PART III - REQUIREMENTS FOR COMPETITORS	9
1. ELIGIBILITY	9
1.1 Schools	9
1.2 Competitors	9
1.3 Responsible adult	9
1.4 Eligibility Questions	10
1.5 Amateur Status	10
2. SAFETY AND SPECIAL CLOTHING	10
2.1 Swimming Ability	10
2.2 Personal Floatation Devices	10
2.3 Waiver of swimming requirement	10
2.4 Special Clothing	11
2.5 Team Uniforms	11
3. BOATS	11
4. TEAMS, SUBSTITUTIONS, RECORDS OF PARTICIATION	11
4.1 Teams	11
4.2 Substitutions	12
4.3 Record of Participations	12
5. CONTESTANT CONDUCT AND WEIGHT LIMITATION	13
5.1 Conduct	13
5.2 Registration	14
PART IV - MANAGEMENT OF REGATTAS	15
6. REGATTA OFFICIALS	15
7. CONDUCT OF REGATTAS	16
7.1 Competitors' Meeting	16
7.2 Changes to Sailing Instructions	16
7.3 Rules	16
7.4 Number of Races Sailed	16
7.5 Divisions	17
7.6 Rotation of Boats	17

TABLE of CONTENTS

7.7	Courses	17
7.8	Signals	18
7.9	Marks	18
7.10	Special Equipment	19
8.	COACHING	19
9.	SCORING - FLEET RACING	20
10.	ALTERNATIVE PENALTIES	21
11.	SCORING THE REGATTA	22
12.	TEAM-RACING RULES AND SCORING	22
12.1	Ties	22
12.2	Breakdowns in Team Racing	23
12.3	Changing the Format	23
13.	REGATTA REPORTS	23
	Example Course Card	24
PART V - OTHER SAILING RULES		25
14.	MEANS OF PROPULSION, RRS 42	25
15.	SERIOUS COLLISIONS	25
PART VI - PROTESTS, PENALTIES, AND APPEALS		26
16.	NOTIFICATION	26
17.	PROTEST COMMITTEE PARTICIPATION	27
18.	WRITTEN PROTEST DECISIONS	27
19.	GROSS BREACHING OF THE RULES OR MISCONDUCT	27
20.	APPEALS AND QUESTIONS OF INTERPRETATION	27
APPENDIX 1 - PROTEST FORM		28
APPENDIX 2 - RECORD OF PARTICIPATION FORM		28
APPENDIX 3 - GUIDELINES FOR BREAKDOWNS		29
APPENDIX 4 - GUIDELINES FOR ON-THE-WATER JUDGING		30
APPENDIX 5 - GUIDELINES FOR SAILING INSTRUCTIONS		33
APPENDIX 6 - COURSES FOR TEAM RACING		34
APPENDIX 7 - GUIDE FOR ON THE WATER TEAM RACE UMPIRES		35

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 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 the unification of conditions of interscholastic sailing competitions. They are mandatory for all National Competition but may be modified, as stated below, by District Associations in the interest of providing increased opportunity for participation.

All competition within the Interscholastic Sailing Association (ISSA) or any of its member District Associations shall be governed by World Sailing's Racing Rules of Sailing for 2017-2020 (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.

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 approves the alteration and advance notice is given to every competing school;
- (b) for district events, and intersectionals, the District Director approves the alteration, and advance written notice is given to every competing school; or
- (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 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.

DISTRICT CHAMPIONSHIPS

District Championships, or other events that are eliminations for a National Championship, shall conform to the Conditions of that Championship 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.

PROMOTIONAL REGATTAS

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 school sailors. Any event in this category must be supportive of ISSA and District schedules, procedures, and principles.

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. This rule does not apply during team practice sessions.

PART III

REQUIREMENTS FOR COMPETITORS

1. ELIGIBILITY

1.1 SCHOOLS

All schools must be members in good standing of ISSA and their District Association, which must be recognized by the ISSA.

1.2 COMPETITORS

All competitors must be full time students, in the 9th grade or higher, of the school they represent, and 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. Home schooled students and virtual school students may participate upon approval of their District Director by declaring the students association with a team within the student's school district. Home schooled students and virtual school students shall, if possible, be associated with a team from the school in their district that they would normally attend. Teams (students) may not combine with teams (students) from another school to form a team.

1.3 RESPONSIBLE ADULT

For a school to be eligible to compete, the school must designate an adult (who may or may not be the team coach, but who is not a team member or high school student) who is responsible for and must accompany the school's team at each 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, team decision on RRS 4 (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 President or his 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 President of ISSA for a waiver.

2. SAFETY AND SPECIAL CLOTHING

2.1 SWIMMING ABILITY

All competitors must be able to swim at least 50 yards and tread water for 5 minutes in fresh water. It shall be the responsibility of the school to make sure that students meet these requirements before being allowed to participate.

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 lifejacket 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 WAIVER OF SWIMMING REQUIREMENT

The Regatta Chairperson may waive the swimming

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

2.4 SPECIAL CLOTHING

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

2.5 TEAM UNIFORMS

All student-athletes competing in 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 used to designate the high school shall be at least 8" X 8" in size.

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) Spinnakers and trapezes shall not normally be used.

4. TEAMS, SUBSTITUTIONS, RECORDS OF PARTICIPATION

4.1 TEAMS

A team attending the Mallory is limited to eight sailors. A team attending the Baker 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.

4.2 SUBSTITUTIONS

In Cressy events, no substitution of skippers is permitted. 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 race 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 skipper or crew but thereafter sail only in that division.
- (c) The penalty for breaking PR 4.1 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 Regatta Chairperson approves, he or she meets the ISSA eligibility requirements, and the event is not a District or National Championship or an elimination leading to either.
- (e) Penalty for Use of Ineligible Student- Unless PR 4.2(d) applies, the penalty for use of an ineligible student, as determined by the 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 President of ISSA, who shall send the documentation, with a recommendation for action, to the Protest Committee, which shall make the final ruling (Changes RRS 63.1).

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 by the close of protest filing deadline on the last day of each event.

- (a) In dinghy events, teams failing to complete the Record of Participation Form before the expiration of Protest Time at the end of the regatta shall have 20 points per division added to their total team score by the Regatta Chairperson. (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 end of protest time at the end of the regatta, shall have two losses added to their team score, and two wins deducted from their team score by the regatta chairperson. No hearing is required. (Changes RRS 63.1)(See also PR 13 and PR Appendix 2)

5. CONTESTANT CONDUCT, REGISTRATION

5.1 CONDUCT

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 REGISTRATION

Schools shall be properly registered with ISSA through their district and dues shall be paid to ISSA prior to participating in ISSA Championship regattas (Cressy, Baker, Mallory). The ISSA may deny entry of a school from an ISSA event if that school's dues are not current with ISSA.

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) (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 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 not available, provide on the water access for the judges in other race committee boats.

7. CONDUCT OF REGATTAS

7.1 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 Competitor's Meeting.

7.2 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.

7.3 Rules

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

7.4 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, 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 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.

7.5 Divisions

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

7.6 Rotation of boats

- (a) In fleet regattas, boats should be rotated after every race or after 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. 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.

7.7 Courses

- (a) All courses, if possible, shall be laid out so that the first leg is a beat to windward. For fleet racing, the preferred course is a windward-leeward W4 with a windward offset, leeward gate positioned to weather of the start-finish line, and a downwind finish. W3 and W5 courses with a windward finish are proper alternatives to manage course length and facilitate rotations and/or access to coaching. For singlehanded

regattas, or regattas in which there are multiple divisions sailing at the same time, trapezoid or triangle courses could be an acceptable alternative. For team racing, Appendix 6 describes the Digital-N course which is the course that is to be used at the Baker Trophy.

- (b) Courses should be laid out in areas free of obstructions such as shoals, moored boats, etc., and should provide a race of 15 to 20 minutes duration for fleet racing. Team races should be approximately 10 minute duration.
- (c) Drop marks shall be used if possible. To maintain a course configuration, or change course length, marks may be moved as necessary, 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.

7.8 Signals

- (a) RRS US Sailing Prescription Appendix S - Sound-Signal Starting System shall be used.
- (b) General Recalls - After a General Recall, the “Round-the-Ends Rule” provisions of RRS 30.1 shall apply. Flag I need not be displayed. (This changes RRS 30.1.)
- (c) Special Signals - The Sailing Instructions shall designate any special signals and explain their meaning.
- (d) 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.

7.9 Marks

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

7.10 Special Equipment

Unless otherwise specified in the Sailing Instructions, only signal flags, tape, tell tales, bailers, fastening devices, knife, pliers, screwdriver, food and drinking water may be carried while racing. The standing rigging of boats shall not be altered without approval of the Race Committee. The host regatta site may specify the purchase ratio of running rigging.

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 on shore 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 take place, provided at least one coach from each team has equal access to the area, which may be a boat or float. 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 duties necessary in running 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 61).
- (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 A10 by 9(e) and Appendix 3.
- (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 64.2).
- (d) When a round robin as described in PR 7.4(a) is completed, the BYE shall be excluded. 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 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 62.1 and A10)
 - (iii) Redress for Breakdowns - When the Protest Committee is satisfied that redress is warranted, it shall use one of the following methods

(Changes RRS 64.2 and A10):

- 1) Unless PR 9(e)(iii)(2) or (3), below, apply, points shall be awarded as the competitor's average score for all other races of 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 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 competitor'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 competitor.
- (iv) Limit on Redress for Breakdowns - The award of breakdown points (BKD) to a school shall be limited to two per division when six or more races are sailed, 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 school(s) assigned to that boat shall be awarded BYE(s) for the race(s).

10. ALTERNATIVE PENALTIES

RRS 44.1 and 44.2, shall be used.

11. SCORING THE REGATTA

- (a) Schools shall be ranked in the order of the lowest total score first and the highest last, subject to PRs 11(b) & 11(c) below.
- (b) Final Results - Final regatta results shall be based only on the scores of races of which each division has completed an equal number.
- (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) If that fails to break the tie, it shall be the school with more firsts, then seconds, then thirds, etc. If a tie still remains between two or more schools, they shall be ranked in order of their scores in the last race where all of the tied schools received a score.

12. TEAM-RACING RULES AND SCORING

RRS Appendix D shall be used for team-racing regattas, except as modified in this PR section 12. RRS D2.6 Limited Umpiring, shall apply. RRS D2.2, "single flag procedure", shall apply for National Championship Regattas, and any qualifying regattas to the National Championship Regatta.

12.1 Ties

Ties in a completed round-robin series shall be broken shall be broken using only the results in the series, in order,

- (a) If the tied teams raced more than once, the highest number of wins in the races between the tied teams.
- (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.

- (d) Then, the lowest total points scored in all races 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 against common opponents.
- (g) Finally via a game of chance.

12.2 Breakdowns in Team Racing

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

12.3 Changing the Format

When conditions make the announced format unmanageable, the Regatta Chairperson and Protest Committee may alter the format to ensure an equitable determination of the winner.

13. REGATTA REPORTS

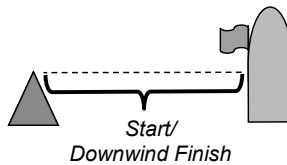
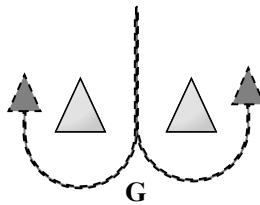
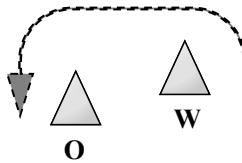
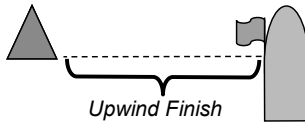
Regatta reports are required for all regattas. Within three days after a regatta, the Regatta Chairperson shall complete the regatta report within TechScore to include the following information:

- (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).

Example Course Card

Marks of the course shall be left to port

Course	Marks
W3	Start – W – O – G – Upwind Finish
W4	Start – W – O – G – W – O – Downwind Finish
W5	Start – W – O – G – W – O – G – Upwind Finish



PART V

OTHER

SAILING RULES

14. MEANS OF PROPULSION, RRS 42

- (a) RRS 42 Propulsion, shall be in effect.

- (a) 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 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 cancelled.”
 - (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

15. 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 64.1 (b))

PART VI

PROTESTS, PENALTIES, AND APPEALS

16. NOTIFICATION

- (a) A boat intending to protest shall comply with RRS 61.1(a) when notifying the other boat. When the identity of the protested boat 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 both the Race Committee and the protested boat of her intent to protest. Failure to do so may be grounds for closing the protest hearing under RRS 63.5.
- (b) The Race Committee and/or Judge(s) may file a protest against a boat when it sees an apparent infringement of any rule, but it cannot disqualify a boat without a hearing.
- (c) It is recommended that the protestor submit the protest on the Protest Form, found on the ISSA web site in the Organizer Info section, at or before the time specified by the Race Committee. The US SAILING protest form is also acceptable and can be found on the US Sailing web site. 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 last boat reaches the shore after the last race of the day. The Race Committee may waive the requirement for written protests and may hear protests on the water.
- (d) Proper 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.

17. 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 63.4.

18. 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 65.2).

19. GROSS BREACHING OF THE RULES OR MISCONDUCT

RRS 69, Allegations of Gross Misconduct, shall apply.

20. APPEALS AND QUESTIONS OF INTERPRETATION

(a) RRS 70, Appeals; Confirmation or Correction of Decision; Rule Interpretation and Appendix F Appeals Procedures, shall apply.

(b) In accordance with the US SAILING prescription to RRS 70.5, approval has been given to deny the right of appeal for district qualifier regattas to the ISSA Mallory (Doublehanded coed), Baker (team race) and Cressy (singlehanded) National Championship regattas. All other ISSA and district run regattas require further approval to deny the right of appeal, in accordance with the prescription to RRS 70.5, if it is essential to determine promptly the result of a race that will qualify a team to compete in a later stage of an event or a subsequent event.

APPENDIX 1 INTERSCHOLASTIC SAILING ASSOCIATION PROTEST FORM

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

Or use this direct link:

http://www.hssailing.org/documents/16_ISSA_Protest_Form.pdf

Protest Forms are also available on the US Sailing website:

<http://www.ussailing.org/wp-content/uploads/DARoot/Race%20Admin/Race%20Officers/Documents/USS%20Protest%20form%202017-2020.pdf>

APPENDIX 2 RECORD OF PARTICIPATION FORM

Record of Participation shall be completed on the TechScore page for your event. TS.hssailing.org

For backup purposes only, paper forms are available on the ISSA website: www.hssailing.org under “Regattas” >Organizer Info>Record or Participation

Or use this direct link:

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

APPENDIX 3

GUIDELINES FOR BREAKDOWNS

This is intended to guide competitors, race committees, and judges in the application of PRs 9(e), 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 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 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 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.

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 sail was not rigged by the competitor;

- 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 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) “Ring dings” or fast pins that disengage because they were not taped.

APPENDIX 4

GUIDELINES FOR ON-THE-WATER 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 60.2 & 60.3 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 clearly touched and no penalty taken nor any competitor protest (see RRS 31).

KINETICS

The Jury should decide whether or not to issue warnings before taking action under RRS 60.2 & 60.3. 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 61.1(b), 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 to carry are paper, 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. Pencil 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," and 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 in to 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 gybe mark in time to reach it before the first boats likely to be overlapped.

Stop two 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 gybe. On the second reach (and on runs), follow the same procedure. Since some protests arise from multiple overlapped boats having contact before they gybe, which often cannot be seen from the Jury boat, it is well to jot down sail numbers, inside to outside, when three or more boats approach the gybe or leeward marks overlapped.

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

APPENDIX 5

GUIDELINES FOR 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 side.
- (d) Description of the starting line, the starting system and any special signals to be used.
- (e)* The procedure for individual and general recalls.
- (f) Description of the finish line.
- (g) Time limit, if any, for finishing.
- (h)* The scoring system, including the method for breaking ties.
- (i) Alternative penalties, if any, for rule infringement.

- (j)* Protest procedure.
- (k)* Breakdown procedure.
- (l) Boat rotation procedure.
- (m) Any other information that competitors need to know.

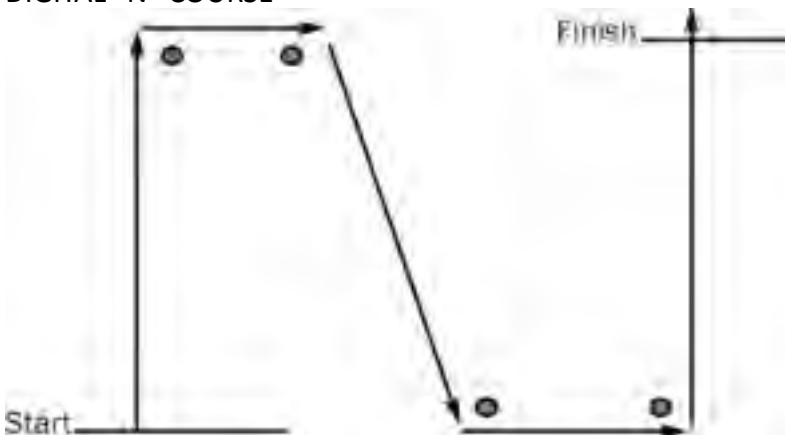
* Include these items only if the procedures in the RRS or the Procedural Rules are being changed

APPENDIX 6 COURSES FOR TEAM RACING

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

The list of courses for the National Championship, District Championships and Intersectional Regattas must be included in the Notice of Race for the regatta.

DIGITAL "N" COURSE



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. The Sailing Instructions shall state whether the umpiring procedures in RRS D2.5 apply. If not so stated, RRS D2.2, the “single flag procedure” applies

What should you do when RRS D2.2 applies?

Hail “PROTEST” and display a protest flag in accordance with RRS D2.2 (a).

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, move onto the next stage.

When there are umpires following your race:

The umpire will make a decision [RRS D2.4] by displaying; a GREEN 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 flag –‘Report the incident to the Protest Committee’.

If there is a:

GREEN flag there is no penalty and the incident is closed.

RED flag, the penalized boat(s) must then complete a Two-Turns Penalty.

BLACK flag, or no response from an umpire, the protesting boat may initiate a protest after the race. She must comply with PR 16 (b) and notify the Race Committee and the protested boat of her intent to protest. When RRS D2.6 applies, and no decision is signaled, a YELLOW flag may be displayed with a long sound signal indicating that the protesting yacht is entitled to a hearing.

Also, to file a protest after a race where no umpire saw the incident (or flies a

yellow flag), the protest flag **MUST** be flown until finishing and notifying the Race Committee and the protested boat.

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 will increase the chances of them making 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.



TOWARD A CENTURY OF SAILING



INTERSCHOLASTIC SAILING ASSOCIATION