



INTER-COLLEGIATE SAILING ASSOCIATION OF NORTH AMERICA

PROCEDURAL RULES FOR INTERCOLLEGIATE SAILING COMPETITION

Effective Beginning Fall Season 2026

www.collegesailing.org

TABLE OF CONTENTS

FOREWORD	1
WHAT IS THE ICSA?	1
PART I - BASIC RULES	2
1. COMPETITIVE PRINCIPLES	2
2. PURPOSE AND RESPONSIBILITY FOR CONTENTS	2
3. RULES	2
4. CHANGING PROCEDURAL RULES	2
PART II - REQUIREMENTS FOR REGATTAS	3
5. ICSA CHAMPIONSHIPS AND THE KENNEDY CUP	3
6. INTERCONFERENCE REGATTAS	3
7. TWO-CONFERENCE REGATTAS	3
8. CONFERENCE CHAMPIONSHIPS	3
9. OTHER CONFERENCE REGATTAS	3
10. NEW AND PROMOTIONAL REGATTAS	3
PART III - ELIGIBILITY	4
11. ELIGIBILITY FOR COLLEGES	4
12. ELIGIBILITY FOR STUDENT-ATHLETES [SEE ALSO PR APPENDIX A]	4
13. SAFETY	5
14. CREWS AND SUBSTITUTIONS	5
15. REGISTRATION REQUIREMENTS	6
16. CONTESTANT CONDUCT	6
PART IV - MANAGEMENT OF REGATTAS	7
SECTION A - GENERAL REQUIREMENTS	7
17. REGATTA OFFICIALS	7
18. CONDUCT OF REGATTAS - GENERAL	7
19. COACHING	8
20. REGATTA REPORTS	9
SECTION B - FLEET RACE REQUIREMENTS	10
21. CONDUCT OF REGATTAS - FLEET RACING	10
22. SCORING REGATTAS	10
23. BREAKDOWNS	11
SECTION C - TEAM RACE REQUIREMENTS	12
24. TEAM RACING RULES	12
25. SCORING AN EVENT	12
PART V - OTHER SAILING RULES	13
26. SERIOUS COLLISIONS	13
27. PRACTICE PRIOR TO AN ICSA NATIONAL CHAMPIONSHIP	13
28. RESERVED	13

PART VI - PROTESTS, PENALTIES, AND APPEALS	14
29. NOTIFICATION	14
30. PROTEST TIME LIMIT	14
31. ALTERNATE PENALTIES	14
32. IMMEDIATE PENALTIES FOR BREAKING RRS 42	14
33. COLLEGE SCORING AND PARTICIPATION PENALTIES	15
34. INTERESTED PARTIES	15
35. HEARINGS	15
36. WRITTEN PROTEST DECISIONS	15
37. MISCONDUCT	15
38. APPEALS AND REQUESTS TO A NATIONAL AUTHORITY	15
APPENDIX A - COMPETITION AND PRACTICE SEASONS	16
APPENDIX B - MODIFIED SOUND-SIGNAL STARTING SYSTEM	18
APPENDIX C - ICSA DOCUMENTS AND FORMS	19
APPENDIX D - GUIDELINES FOR BREAKDOWNS	20
APPENDIX E - GUIDELINES FOR ON-THE-WATER JUDGING	21
APPENDIX F - EXPEDITED PROTEST PROCEDURE (TEAM RACING)	24
APPENDIX G - GUIDELINES FOR UMPIRE DE-BRIEFINGS	25
APPENDIX H - HARDSHIP WAIVERS	26
APPENDIX J - TEST RULES	27
APPENDIX K - RECRUITING RULES	28
2021-24 COLLEGIATE DINGHY CLASS RULES	29
1. GENERAL	29
2. ADMINISTRATION	29
3. CLASS RULE CHANGES	29
4. BUILDERS	29
5. MEASUREMENT	29
6. MEASUREMENT RULES	29
7. CONDITIONS FOR RACING	30

FOREWORD

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

ICSA RULES COMMITTEE

Dillon Paiva, Chair - MAISA

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WHAT IS THE ICSA?

- The Inter-Collegiate Sailing Association of North America (ICSA) is the governing body for the sport of intercollegiate sailboat racing in North America. The ICSA promotes, legislates, supervises and provides overall guidance to our six Member Conferences and affiliated institutions.
- The ICSA is committed to promoting outstanding sportsmanship and competition at a variety of levels for a broad range of colleges and universities throughout the United States and Canada. Regattas are conducted for all level of sailor, from people new to the sport all the way through those competing for National Championships in seven disciplines. Throughout, the ICSA fosters seamanship, boating safety, and fair sailing practices.
- The ICSA has a strong tradition of student leadership and representation, marking it apart from most, if not all, other college sports. Undergraduates participate fully in the development of policies and administration of the sport and are full members of the ICSA Board of Directors, which also includes graduates with extensive experience as former student-athletes, advisers, administrators, and coaches.
- As with many non-traditional sports, the National Collegiate Athletic Association (NCAA) does not administer college sailing. However, by individual application to the NCAA, member institutions may count sailing for purposes of meeting NCAA requirements for sports sponsorship, and a number of NCAA colleges count their women's sailing teams when determining their compliance with federally mandated Title IX gender equity requirements.
- The ICSA is a member the United States Sailing Association, recognized by the United States Congress and the United States Olympic Committee as the National Governing Body for the Sport of Sailing.

PART I - BASIC RULES

1. COMPETITIVE PRINCIPLES AND SPORTSMANSHIP

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

The ICSA prohibits discrimination in policies and at programs, events, activities, and competitions, including on the basis of age, color, disability, gender, national origin, race, religion, creed or sexual orientation. Additionally, the ICSA seeks to establish and maintain an inclusive culture that promotes equitable participation for sailors and opportunities for coaches and administrators from diverse backgrounds. The ICSA and its Members shall promote an atmosphere of respect for and sensitivity to the dignity of each person.

2. PURPOSE AND RESPONSIBILITY FOR CONTENTS

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

3. RULES

- a) Regattas within the ICSA shall be governed by The Racing Rules of Sailing (RRS) as adopted by World Sailing and the United States Sailing Association (US SAILING), including the prescriptions of US SAILING and any test rules listed in PR Appendix J, except as changed by these Procedural Rules.
- b) Dinghy regattas shall also be governed by the current version of the Collegiate Dinghy Class Rules (CR) which can be found at the end of this document.
- c) For the purposes of RRS 89.2(a), these Procedural Rules and other information provided by the ICSA Interconference or Conference Schedule shall rank as the Notice of Race for all ICSA regattas. Hosts shall provide further details as needed.
- d) For the purpose of RRS 90.2, these Procedural Rules and their Appendices shall rank as addenda to sailing instructions for all ICSA regattas whether or not stated in the Sailing Instructions. Hosts shall provide further details as needed.

4. CHANGING PROCEDURAL RULES

- a) Sailing instructions may change only Procedural Rules 18(d)(ii) and Appendices F and G. Hosts wishing to change other Procedural Rules must get written authorization from the ICSA President.
- b) The Board of Directors of the ICSA may formally change these Procedural Rules by vote at a regularly scheduled meeting.

PART II - REQUIREMENTS FOR REGATTAS

5. ICSA CHAMPIONSHIPS AND THE KENNEDY CUP

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

6. INTERCONFERENCE REGATTAS

ICSA is the organizing authority for all interconference regattas for which colleges from more than one Member Conference are eligible and approves their format and scheduling. Management of these events rests with the host Conference and college. Each college in attendance at Cross Regional interconference regattas shall be limited to one team. Each college in attendance at Regional interconference regattas shall be limited to one team, with the allowance of up to one additional team meeting all regatta and berth allocation requirements.

7. TWO-CONFERENCE REGATTAS

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

8. CONFERENCE CHAMPIONSHIPS

Conferences are required to hold Championships or regattas that are eliminations for ICSA Championships. Each Conference is the organizing authority for its Championship or elimination. Conference Championships shall, when practicable, conform to the Conditions of the appropriate ICSA Championship and are restricted to Cross-regional and Regional Members of the Conference. Fundamental teams may also participate in their Conference's Championships if they have submitted a Declaration of Adherence to their Conference Commissioner (See PR A5).

9. FUNDAMENTAL REGATTAS

Each Conference is the organizing authority for all other regattas involving colleges solely within the Conference and approves, coordinates, and schedules such regattas.

10. NEW AND PROMOTIONAL REGATTAS

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

PART III - ELIGIBILITY

11. ELIGIBILITY FOR COLLEGES

- a) To be eligible for competition, a college shall be a Member, in good standing, of a Conference, have submitted a Declaration of Adherence (see PR A5) and meet any special conditions adopted by the sanctioning or sponsoring Conference, or the ICSA, unless otherwise permitted by the President of ICSA.
 - i) Fundamental members are not required to submit a Declaration of Adherence.
 - ii) The ICSA, or a Conference, may deny the entry of a Member college from an ICSA competition if that college's dues, entry fees, or assessments are not current.
- b) **Eligibility for ICSA Championships** - Only Cross-regional and Regional Member colleges of the Conferences shall be eligible for competition in ICSA Championships. Any Member college that has not competed in at least one regularly scheduled regatta during the previous four seasons shall be reduced to Fundamental Member status within its Conference and shall not be eligible for competition in ICSA Championships.
- c) **Non-Member College Exception** - A Conference may invite a prospective college to compete up to three times per season before applying for membership, but not at interconference regattas, Conference Championships, or other qualifying events. Prospective colleges shall provide the Conference with prior written authorization for their student-athletes to compete. Student-athletes from non-Member colleges shall be subject to these Procedural Rules.

12. ELIGIBILITY FOR STUDENT-ATHLETES [SEE ALSO PR APPENDIX A]

- a) **Academic Status** - To be eligible to represent a college in competition, a student-athlete shall be enrolled in at least a minimum full-time undergraduate program of studies at the college they represent, except as provided in PR 12(b), 12(d), & 14(c).
- b) **Final Term Exception** - An eligible student-athlete in his or her last term prior to graduating, who is enrolled in less than a full-time set of courses but is carrying all the classes necessary for graduation at the end of that term, may compete. This exception shall be allowed only once per student-athlete.
- c) **Seasons of Competition: Five-Year Limit**
 - i) A student-athlete's eligibility begins when that student-athlete has been scored in a race governed by the ICSA and ends no later than the beginning of the equivalent season 5 years later.
 - ii) No student-athlete shall compete for more than four Fall seasons and four Spring seasons (see PR A1).
 - iii) No student-athlete shall compete for more than one college in any single ICSA Competition Year (see PR A1) except as specified in PR 14(c).
 - iv) A student-athlete's eligibility for an ICSA Championship shall be determined by their eligibility for the season in which the Championship is held.
 - v) When a student-athlete has been scored in a single race in any ICSA regatta in a given season (other than Spring and Fall 2020 and Spring 2021, except for ICSA National Championships, due to the COVID-19 pandemic), they have competed in that season.
- d) **Eligibility after Graduation** - No student-athlete shall compete after receiving a bachelor's degree from any college, except that a student-athlete, eligible to compete when the degree was received, shall remain eligible until the end of that season.
- e) A member of the Class of 2022, 2023, or 2024 may compete as a full time graduate student or full time undergraduate student pursuing a second bachelor's degree or post-bachelor's certificate through the 2024-2025 academic year, provided the student remains at the institution which conferred their first bachelor's degree. This does not affect or overrule restrictions in PR 12(c).
- f) **Financial Assistance** - No student-athlete shall receive financial assistance to attend college based upon sailing ability. Furthermore, no coach or representative of an athletic interest related to sailing shall influence, or attempt to influence, financial

aid decisions on behalf of a prospective student-athlete. This shall not prohibit coaches or other representatives from providing and discussing general financial aid information with prospective student-athletes.

- g) **Amateur Status** - A student-athlete shall be a Group 1 competitor as defined by World Sailing Regulation 22.2. Once an individual has accepted and started a position as a compensated coach of an ICSA Member college team, the individual shall not be eligible for any future competition in an ICSA event. Exception: Notwithstanding any other provision of ICSA Procedural Rules and the Racing Rules of Sailing, ICSA Procedural Rule 12(g) shall not apply to an individual who has been officially named as a member of a National Team if the sole reason that individual is classified as a Group 3 is due to their participation on a National Team. For purposes of this exception, a National Team is one selected, organized and sponsored by US Sailing or, for student-athletes representing another nation, the equivalent organization of that nation. (Text of World Sailing Regulations can be found at www.sailing.org)
- h) **Gender Eligibility** – Student-athletes are only eligible to compete in events designated for their gender as defined below:
 - i) Open events: all genders
 - ii) Men's events: Man or non-binary
 - iii) Women's events: Woman or non-binary
- i) **Use of Ineligible Student-Athlete** - A team using an ineligible student-athlete in competition, shall, unless another penalty applies, be disqualified from the affected races without a hearing; no other team's scores shall change. Requests for reinstatement shall be fully documented and sent to the college's Conference Commissioner who shall send the documentation, with a recommendation for action, to the ICSA Eligibility Committee, which shall make the final ruling (Changes RRS 60.5(b) & A6.1 or D3.1).
- j) **Hardship Waivers** - See Appendix H
- k) **Eligibility Questions** - All questions and protests concerning eligibility shall be decided by the ICSA Eligibility Committee, except that any questions or protests relating to World Sailing Regulation 22.2 shall be referred to the World Sailing Classification Authority.

13. SAFETY

- a) **Swimming Requirement** - The faculty advisor, coach, or other college official shall, by the time a student-athlete registers with the ICSA, certify that the student-athlete is able to swim at least 50 yards and tread water for at least five minutes.
- b) **Exception for Physical Disability** - A Conference Commissioner may waive PR 13(a) in case of physical disability, provided the student-athlete wears adequate life-saving equipment at all times.
- c) **Personal Flotation Devices (PFD)** - Each competitor shall wear a UCSG-approved inherently buoyant PFD of Type III, Type V, Level 50 or Level 70 at all times while on the water except briefly while changing or adjusting clothing or personal equipment. PFD's shall be worn outside all clothing except that a thin shirt or team uniform (See PR 13(e)) may be worn over the PFD. (Changes RRS 40 and the preamble to Part 4.)
- d) **Special Clothing** - Host colleges may require special clothing (e.g., dry suits or helmets) for any regatta, provided sufficient advance written notice is given to each competing college.
- e) **Team Uniforms** - Each student-athlete competing in an ICSA regatta shall wear a uniform designating their college. The uniform shall be a lightweight jersey, bib, or pinnie worn over the lifejacket, or like-colored lifejackets. To designate the college, any combination of the college's name, nickname, mascot, or other identifying image shall be present on the back of the uniform and, except for an individual's name or number, shall be the same for all team members competing.
- f) A college whose student-athletes fail to wear PFD's or uniforms for each race shall be subject to the appropriate penalty per PR 33(a) or (b). In conference regattas, as described in PR 9, the Regatta Chair may waive any penalty under this rule.

14. CREWS AND SUBSTITUTIONS

- a) Except for singlehanded dinghies, two student-athletes constitute a dinghy crew. For regattas using boats larger than 19 feet overall length, the Notice of Race shall specify the number of crew.
- b) **Limitations and Exceptions** - A student-athlete, after competing in one regatta, shall not compete in another regatta until the completion of the first. There is no limitation on substitutions within a regatta, except that a student-athlete:
 - i) After competing as a skipper, shall not sail in any other division.
 - ii) After competing as crew, may shift to another division as skipper or crew but thereafter sail only in that division.
 - iii) After competing for one team, shall not sail for another team from their college.
 - iv) A team that breaks a preceding section of PR 14(b) shall be disqualified without a hearing from all affected races by the Regatta Chair, the Conference Commissioner, or the ICSA Interconference Regatta Coordinator (Changes RRS 60.5(b)).
- c) **Emergency Substitutions** - In an emergency (e.g., illness or failure of transportation), a student-athlete of another team may substitute as crew provided that:
 - i) The regatta is not a Conference or National ICSA Championship or a qualifying event for either;
 - ii) The substitute meets the requirements of PR 12 & 13; and,
 - iii) The Regatta Chair approves the substitution.

15. REGISTRATION REQUIREMENTS

- a) All student-athletes shall register with ICSA annually prior to competing.
- b) A team representative shall enter completely on the Record of Participation Form the names and class years of all skippers and crews who competed, as well as the races in which they competed.
 - i) A team failing to properly complete the Record of Participation Form before the expiration of protest time at the end of the regatta shall be rescored according to PR 33(a) for fleet racing and PR 33(b) for team or match racing.
- c) **Failure to Attend** - A college that fails to attend an out-of-conference interconference regatta or National Championship for which it has been scheduled, attends with less than a full team of student-athletes, or departs before the end of the regatta without the consent of the Regatta Chair, shall be penalized under PR 33.c.
 - i) A college that violates PR 15(c) for any Atlantic Coast Series event shall furthermore be banned from the corresponding Atlantic Coast Series the following year.
 - ii) A college shall not be penalized under PR 15(c) if the college's Conference Commissioner and the ICSA Interconference Regatta Coordinator are notified at least 31 days before the regatta.
 - iii) A penalty given under PR 15(c) may be modified or removed for a compelling reason. Requests for modification shall be sent to the college's Conference Commissioner, who shall forward the request, with a recommendation for action, to the ICSA President, who shall make the final ruling.
- d) **Use of an Unregistered Sailor** - A team that competes in a regatta with an unregistered sailor shall be subject to penalty per PR 33(a) for fleet racing and PR 33(b) for team or match racing.

16. CONTESTANT CONDUCT

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

- b) No student-athlete shall use any tobacco, vaporizer, nicotine, CBD, THC, or similar product during the hours of competition in the vicinity of the Regatta Site.

PART IV - MANAGEMENT OF REGATTAS

SECTION A - GENERAL REQUIREMENTS

17. RACE OFFICIALS

- a) The Regatta Chair and Protest Committee shall be approved by the President of ICSA for ICSA Championships, the Conference Commissioner for Conference Championships and interconference regattas, and the host college for other regattas and should not be undergraduates.
- b) The race officials shall include at least:
 - i) A Regatta Chair, who is responsible for all decisions affecting the conduct of the regatta, except as provided in PR 17(b)(ii), below;
 - ii) A Protest Committee, which shall decide all questions arising under the PR and RRS as well as ensure the fairness of the competition;
 - iii) A Scorer, who shall record the race results and prepare a Regatta Report for the Regatta Chair;
 - iv) A Rescue Party, who shall operate a rescue launch.
- c) **ICSA Representative** - At all ICSA regattas, the Regatta Chair shall appoint an ICSA Representative who shall assist in ensuring the quality and fairness of the competition.
 - i) For the purposes of RRS 90.1, the ICSA Representative acts on behalf of the ICSA as the organizing authority.
 - ii) The ICSA Representative may direct the race committee to apply for redress for a boat per rule 61.1(b).
 - iii) The ICSA Representative shall inform the Protest Committee and Regatta Chair of any violations of the ICSA Procedural Rules of which they are aware.
- d) Additional officials may be appointed and may include an honorary Regatta Chair.

18. CONDUCT OF REGATTAS - GENERAL

- a) **Sailing Instructions** - See PR 3(d).
- b) **Race Committee Signals**
 - i) **Starting Systems** - For regattas, RRS Appendix U - Audible-Signal Racing System (US SAILING Prescription) shall be used as changed in PR 18(b)(ii). Sailing Instructions may state that PR Appendix B is in effect, which changes RRS U3. For regattas using boats larger than 19 feet overall length, RRS 26 may be used.
 - ii) **Individual Recall** - Individual recalls shall be signaled by hailing the sail number of each recalled boat and displaying code flag X. The maximum time that the X flag shall be displayed is two minutes. (Changes RRS U4 and RRS 29.1).
 - iii) **General Recall** - The race committee may signal a general recall with multiple sounds and the hail of "general recall" and may display the First Substitute. Following a general recall, the warning for any subsequent start may be initiated at any time (Changes RRS 29.2). After a general recall, RRS 30.1 (I Flag Rule), shall apply to subsequent starts of the corresponding race and no signal need be given. (Changes RRS 30.1)
 - iv) **Special Signals** - The sailing instructions shall designate any special signals and explain their meaning.
- c) **Courses** - All courses, whenever possible, shall be laid out so that the first leg is a beat to windward.
 - i) **Changing the Course After the Start** - Marks may be moved as necessary to maintain a course configuration or change course length, but no mark shall be moved when any boat is on the leg that it terminates. A leg of the course may not be deleted. (Changes RRS 32.2 and 33)
 - ii) **Course Duration** - The recommended race duration times are described below. Races shall be timed from the start of the race until the finish of the first boat in that race.

Dinghy fleet race	20 minutes
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Team race	10 minutes
Match race	20 minutes (15 minutes in earlier rounds)
Fleet Racing in Boats > 19 feet long	40 minutes
Singlehanded	25 minutes
(For a fleet of fewer than 12 boats, a course should be at least 12 minutes in duration. For a fleet of 13 to 17 boats, the course should be one minute in duration per boat in the fleet.)	

d) Time Limits

- i) There is no time limit for dinghy races. While either the Regatta Chair or the Protest Committee may abandon a race, such authority should be exercised with caution, and a sound signal and the hail of "Abandoned" may be used in place of other visual signals. (Changes RRS 32.3)
 - ii) The time limit for races using boats larger than 19 feet overall length shall be 30 minutes for the leading boat to pass the first mark and 90 minutes for the leading boat to finish. All boats not finishing within 30 minutes of the first boat shall be scored DNF (Changes RRS 35).
 - iii) A time limit for the start of the last race on a given day may be set prior to the first race of that day, unless such time is in the official schedule or other written notice.
- e) **Postponing a Regatta** - When a regatta in progress is postponed to a later date, it shall be started anew, except for team races, which shall resume from the point at which racing was halted.
- f) **Race Schedule** - No interconference regatta race shall start after 3 PM local time on Sunday.
- g) **Wind Minimum** - Races should not be started unless the Race Committee is satisfied that the wind speed in the starting area, and, to the best of its belief, on the rest of the course, is in excess of an average of four knots (4.6 mph) for a reasonable period before the start as measured using instrumentation and while not moving over the bottom or anchored. Current should be taken into consideration.

19. COACHING

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

- a) **When and Where Permissible** - A student-athlete may receive coaching, assistance, equipment, or sustenance only while ashore or on the dock, except that, when boats do not dock after each race, the Race Committee may designate an area or provide a boat where coaching may take place, provided that all coaches have equal access to the area or boat. When a coach is also acting as a member of the Race Committee, his/her contact with a student-athlete shall also be limited to a designated area; otherwise that coach shall be allowed to perform duties necessary in running the regatta.
- b) **Before Protesting** - A student-athlete shall not communicate with a coach before reporting an intention to protest to the Race Committee. Breaking this rule may be grounds for closing the protest.
- c) **Outside Help** - Communication between teammates that are racing in different boats or divisions is limited only by the provisions of RRS 41 (Outside Help).
- d) **Penalty for Breaking PR 19** - A boat that breaks PR 19(a) or 19(c) while racing shall be subject to disqualification from that race and while not racing shall be subject to disqualification from her most recently completed race.

20. REGATTA REPORTS

Within three days after a regatta, the Regatta Chair shall submit a report to the host Conference's Commissioner and ICSA Interconference Regatta Coordinator (for events not scheduled under PR 9), who shall distribute it to any other Conference Associations represented in the regatta. The host college shall retain a copy of the regatta report. In

addition, for eliminations held 14 days or less prior to a Championship, or other regatta for which colleges qualify, the final scores shall be transmitted immediately to the Conference Commissioner and ICSA Interconference Regatta Coordinator. The report shall consist of:

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

Failure of a host to submit a regatta report in a timely manner may result in penalties to be determined by the Conference Commissioner of the host college for events scheduled under PR 9 and ICSA president for all other events. Properly completed and submitted results on Techscore satisfy PR 20.

SECTION B - FLEET RACE REQUIREMENTS

21. CONDUCT OF REGATTAS - FLEET RACING

a) Regatta Structure

- i) A regatta shall comprise teams from at least two colleges.
- ii) A regatta shall comprise two or more divisions, each consisting of one boat per team, except that regattas of two or three teams shall sail as a Combined Division.
- iii) **Combined Division** - When designated in the Notice of Race, a regatta of any size may race all divisions together in a single fleet. Each boat shall be scored in her finishing place regardless of division.

b) Number of races

- i) Regattas run under PR 5-7 shall schedule 14 races per division, no more than 10 of which shall be on a single day.
- ii) Regattas run under PR 8-9 shall schedule one or more round robins (where a round robin is the number of races per division equal to the number of teams competing)
 - a) However, 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 robin of races.
- iii) Regattas run under PR 10 have no specific race number targets.
- iv) Each division must complete at least three races or the regatta shall be discarded.

c) Rotating boats

- i) Unless teams remain in the same boat for the duration of the regatta, they shall change boats after every two races. **Hosts may amend the rotation frequency (e.g., every race, every three races or by round robin) if noted in the Sailing Instructions and approved in writing by the Conference Commissioner prior to the event.**
- ii) The rotation schedule must be made available to all teams before they depart shore for their first race.
- iii) The Regatta Chair shall try to ensure that the boats used are comparable in performance. Boats clearly superior or inferior to the fleet shall be excluded from the rotation.
- iv) In the event of damage, a substitute boat may be inserted in the rotation but shall keep the sails of the original boat if possible.
- v) When there are fewer boats than competing teams, each team shall be scheduled to rotate through the BYE slot(s) equally. A boat on a BYE shall receive for that race their average score in the division.

- d) **Taking a Penalty Around Windward Marks** - In RRS 44.2 insert after the first sentence: "However, if there is an offset mark set near the windward mark, a boat may take a penalty for an incident in the zone around the windward mark or on the leg between the windward mark and the offset mark as soon as possible after leaving the zone around the offset mark."

22. SCORING REGATTAS

- a) **Scoring System** - The Low Point Scoring System in RRS Appendix A shall be used, except as changed below.
 - i) **BYE** - A boat not sailing a race at the direction of the Race Committee (BYE) shall be scored using the procedure in PR 23(c)(i).
 - ii) **BKD & RDG** - A boat awarded breakdown points (BKD) or given redress (RDG) shall be scored in accordance with PR 23. (Changes RRS 61.4 & A9)
- b) **Series Score** - Each team's division series score shall be the total of its race scores for that division. (Changes RRS A2).

- c) **Regatta Score** - Teams shall be ranked, after adding all division series scores, in order of lowest total score first and highest total score last. Final regatta scores shall be based only on the scores of the races in which each division has completed an equal number, unless PR 22(c)(i) applies.
 - i) **Multi-Day Events** - If races are not sailed and scored on the final day in which racing was scheduled of a multi-day event, final regatta scores shall include all races scored in each division, except that no division shall count more than two races more than any other division.
- d) **Breaking Ties** (Changes RRS A8)
 - i) In case of a tie between two or more teams, in a division or regatta, they shall be ranked in order of the number of times each team scored better than another of the tied teams (considering breakdown points and BYEs awarded).
 - ii) If a tie remains between two or more teams, each team's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favor of the team with the best score(s).
 - iii) If a tie still remains between two or more teams, they shall be ranked in order of their scores in the last race where all of the tied colleges received a score.

23. BREAKDOWNS

- a) When a boat suffers a breakdown, the boat's crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. Race officials may require a damaged boat to retire.
- b) When a boat's score is made significantly worse by equipment failure clearly not the fault of the boat's crew or by swamping, capsizing, disablement or damage caused by an infringing boat, that boat may be awarded compensation.
- c) **Compensation for Breakdowns** - When the Protest Committee is satisfied that compensation is warranted (See PR Appendix D); it shall use one of the following methods:
 - i) Unless PR 23(c)(ii) or (iii), below, apply, points shall be awarded as the team's average score for all other races in that division. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding .5 up. Such compensation may result in two boats having the same score.
 - ii) If the breakdown occurred at or near the finishing line and the boat's position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the BKD boat, such boats shall be scored as having finished behind the RDG boat.
 - iii) When method PR 23(c)(i), above, clearly does not yield a fair scoring of a student-athlete's performance in that race and PR 23(c)(ii), above, does not apply, the Protest Committee may award compensation that is more equitable for that student-athlete.
- d) **Limit on Compensation for Breakdowns** - The award of breakdowns to a team shall be limited to two per division when six or more races are sailed, one per division when fewer than six races are sailed. If a boat breaks down in a race and cannot be repaired or replaced in time for the subsequent race(s), the college(s) assigned to that boat shall be awarded BYE(s) for the race(s).

SECTION C - TEAM RACE REQUIREMENTS

24. TEAM RACING RULES

- a) The change to rule 20 defined in D1.1(d) applies.
- b) D1.2(a)(2), D2.1(b), D2.1(c), and D5.2 are changed by replacing “a red flag” with “a raised open hand.”
- c) D5.3 and D5.4 are changed by replacing “race committee” with “protest committee”.
- d) D5.4 is changed by replacing the first use of “crew” with “crew or their team”.
- e) D5.5 is replaced by PR Appendix D.
- f) When the sailing instructions so state, PR Appendix F shall be in effect.

25. SCORING AN EVENT

- a) A regatta shall be published in the official schedule and shall consist of teams from at least two colleges sailing a minimum of 80% of one round-robin **of all teams in attendance** or 6 total races, whichever is greater. Results carry forward through all stages.
- b) When conditions make the announced format unmanageable, the PRO in consultation with the Interconference Representative or Conference Commissioner may alter the format to ensure an equitable determination of the winner. However, the first round shall not be terminated early if at least 80% of its races have been scored unless it is the termination of the regatta. (Changes D4.2(b))
- c) If a round-robin other than the first is terminated when fewer than 100% of its scheduled races have been completed, its results shall not be included except as provided in PR 25(d). (Changes D4.3(b))
- d) **Re-sailing and Sail-off Races**
 - i) Re-sailing or *sail-off* races may occur after prescribed sailing hours if necessary and conditions permit.
 - ii) Races from an incomplete round-robin shall be used as re-sail or *sail-off* races.
 - iii) No race result shall count for more than one purpose.
- e) **Breaking Ties** (Changes D4.4):
 - i) Ties shall be broken in the order shown in the table below.
 - ii) When a tie is partially broken, the remaining tie shall be broken per PR 25(e) (i), excluding a *sail-off* **if a sail-off has already occurred among the tied teams in the current round**.
 - iii) After the final tiebreak below, if a tie remains involving a *qualifying place*, the tie shall be broken with a future *sail-off* scheduled by the Regatta Chair to be either at the same site or at an equitable neutral site.

Conditions of tie	First tiebreak	Second tiebreak	Third tiebreak
Teams did not all meet, <i>trophy</i> or <i>qualifying place</i>	<i>Sail-off</i>	Fewest points against common opponents	Future <i>sail-off</i> . See 25(e)(iii)
Teams met at least once, <i>trophy</i> or <i>qualifying place</i>	<i>Head-to-head races</i>	<i>Sail-off</i>	<i>Head-to-head points</i> , then <i>tie stands</i>
Neither a <i>trophy place</i> nor a <i>qualifying place</i>	<i>Head-to-head races</i>	<i>Head-to-head points</i>	<i>Tie stands</i>

Definitions:

- *Qualifying place* – The finishing position affects direct qualification for a future regatta or round.
- *Trophy place* – First, second, or third
- *Sail-off* – A single round-robin among tied teams. *Sail-off* wins and losses shall not affect a team’s overall record.
- *Head-to-head races* – Most races won in all races between the tied teams
- *Head-to-head points* – Fewest points scored in all races between the tied teams
- *Tie stands* – Teams remain tied for the highest position among them

PART V - OTHER SAILING RULES

26. SERIOUS COLLISIONS

A collision causing damage requiring more than normal maintenance is regarded as a serious incident. When such damage occurs, the Protest Committee shall protest the boats involved to determine the facts and consider whether those boats exercised reasonable care in handling their boats. If the Protest Committee finds that either or both boat(s) did not, one or both may be disqualified, regardless of any alternative penalty(ies) accepted under RRS 44.1. In the event of structural hull damage or other extreme cases, the protest committee may also recommend to the host that the sailor or sailors involved in the incident be excluded from competing in the remainder of the regatta. (Changes RRS 60.5(c).)

27. PRACTICE PRIOR TO AN ICSA NATIONAL CHAMPIONSHIP

Once the selected colleges for an ICSA National Championship are announced, members of the colleges that have qualified for that Championship shall sail neither at the site or in the boats to be used in the Championship until the first day of competition for that Championship.

- a) The "site" includes the Exclusion Zone as specified by the ICSA Competition Committee.
- b) A college may sail at the site or in the boats if competing in a previously-scheduled ICSA regatta or with written consent from the ICSA President.
- c) PR 27 shall not restrict a college from sailing in its home waters or boats.
- d) A college that breaks PR 27 shall be given a penalty as determined by the ICSA President using PR 33(c) as guidance.

28. RESERVED

PART VI - PROTESTS, PENALTIES, AND APPEALS

29. NOTIFICATION

- a) The “red flag” requirement of RRS 60.2(a)(1) is deleted and, when the identity of the protested boat could be uncertain, the boat’s sail number shall be included in the hail. Failure of a hailed boat to hear the hail shall not, by itself, be grounds for closing the protest. (Changes RRS 60.2(a)(1))
- 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 (Changes RRS 60.2(a)(1)).
- c) **Committee Protests** - A member of a committee intending to protest a boat, following an incident that is observed in the racing area, shall, at the first reasonable opportunity, inform the boat by making a sound signal, hailing “protest” and her sail number. The signaled boat is then allowed to take an appropriate penalty, as available under RRS 44 (Changes RRS 60.2(a)(2)).

30. PROTEST TIME LIMIT

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

31. ALTERNATE PENALTIES

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

32. IMMEDIATE PENALTIES FOR BREAKING RRS 42

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

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

33. TEAM SCORING AND PARTICIPATION PENALTIES

- a) **Fleet Racing Scoring Penalty** - A team subject to this penalty shall have 20 POINTS PER DIVISION added to their final regatta score, without a hearing, by the Regatta Chair, the Conference Commissioner, or the ICSA Interconference Regatta Coordinator (Changes RRS 60.5(b) & A5).
- b) **Team and Match Racing Scoring Penalty** - A team subject to this penalty shall have TWO WINS subtracted and TWO LOSSES added to their final regatta score, without a hearing, by the Regatta Chair, the Conference Commissioner, or the ICSA Interconference Regatta Coordinator (Changes RRS 60.5(b), D4.3 & C10.5).
- c) **Participation Penalties** - At the discretion of the ICSA President, a college penalized under this rule shall receive one or more of the following penalties:
 - i) have the number of competition weekends reduced by two (2), per violation, during the next full ICSA Competition Year after receiving the penalty (See PR A2), or
 - ii) restrict the college from participating in specific events, including Championship events, as determined by the ICSA President, or
 - iii) subject the college to a combination of the penalties above, or another appropriate penalty as determined by the ICSA President.

34. CONFLICTS OF INTEREST

Under RRS 63.3(c)(2), a *support person's conflict of interest* is not significant, except when the college the *support person* represents is a *party* to the hearing.

35. HEARINGS

The Protest Committee shall take such evidence as it considers necessary to determine the facts of an incident and base its decision on them (Changes RRS 63.4).

36. WRITTEN PROTEST DECISIONS

A request for a written protest decision by a party to the hearing shall be made before the Protest Committee departs the regatta (Changes RRS 63.6(b)).

37. MISCONDUCT

For the purpose of RRS 69, the term 'competitor' shall be interpreted to include any sailor or team member from a college. Any penalty imposed under this rule, including a warning or directed apology, shall be reported to the offending college's Conference Commissioner and the President of ICSA.

38. APPEALS AND REQUESTS TO A NATIONAL AUTHORITY

- a) RRS 70, appeals; confirmation or correction of decisions; rule interpretations; requests to a national authority and RRS Appendix R Procedures for Appeals and Requests, shall apply.
- b) There will be no fee for appeals to the ICSA Appeals Committee.
- c) In accordance with RRS 70.3(b), the right of appeal is denied at all ladder events as identified by the ICSA Interconference or Conference Regatta Schedules.

39. PROTEST VALIDITY

RRS 60.4(a)(2) is changed to read: A protest is invalid "if it is from a boat that alleges a breach of a rule of Part 2 or Rule 31 and she neither saw nor was involved in the incident, or"

APPENDIX A - COMPETITION AND PRACTICE SEASONS

A1 DEFINITIONS

- a) **ICSA COMPETITION YEAR** — The ICSA Competition Year shall be from the first Saturday in September until the completion of the ICSA Spring Championships.
 - i) The Fall Season is August 16 - January 15.
 - ii) The Spring Season is January 16 - June 30.
- b) **WEEK** — Any seven consecutive days to be determined at the college's discretion. Once a college determines the seven-day period that shall constitute its week, it shall not change that designation for the remainder of the season.
- c) **COMPETITION WEEKEND** — A college accrues a competition weekend when a student-athlete from that college does any of the following during the ICSA Competition Year:
 - i) Competes while representing the college in an official ICSA regatta that meets the requirements in the ICSA Procedural Rules.
 - ii) Competes in a Non-College Regatta and receives support from the college for that event.
 - i. Non-College Regattas are regattas not classified by age group or level of educational institution represented, and the selection of participants is not limited except by number, by geographical area or on the basis of some objective standard of performance.
 - ii. Support includes, but is not limited to, financial expenses (i.e. transportation, meals, housing, or entry fees), use of institutional equipment (not including apparel), and coaching during the event.
 - iii) Practice or scrimmage with student-athletes from another college during either Saturday or Sunday.
- d) **ATHLETICALLY RELATED ACTIVITIES (ARA)** — Any meeting, activity, or instruction involving sports-related information and having an athletics purpose, held for one or more student-athletes at the direction of, or supervised by, any member of a college's coaching or administrative staff, a team member, or student representative.
 - i) ARA include, but are not limited to:
 - i. On the water activity using equipment for sailing;
 - ii. Chalk talk;
 - iii. Lecture or discussion of strategy;
 - iv. Discussion or review of films or video related to college sailing, practice or regattas;
 - v. Participation in camps/clinics/workshops;
 - vi. Required weight-training, individual workouts and conditioning activities
 - ii) ARA do not include administrative activities such as academic or compliance meetings

A2 COMPETITION WEEKEND LIMITS AND EXCEPTIONS

- a) **LIMITS** — A college is limited to a maximum of 18 competition weekends per year with no more than 12 in a single season.
 - i) A team that accrues more than the maximum number of competition weekends, during either a season or Competition Year, shall be penalized under PR 33(c).
- b) **MULTIPLE COMPETITIONS** — Only one competition weekend shall be accrued during a single week, even if a college attends multiple ICSA Regattas. However, additional competition weekends shall be accrued if a college attends a non-college event occurring only during Monday-Friday.
- c) **EXCEPTIONS** — A college may compete in the following events during the ICSA Competition Year without accruing a competition weekend:
 - i) Rescheduled Conference Championship, when a qualifying event for an ICSA National Championship
 - ii) ICSA National Championship Regattas

- iii) Rose Bowl regatta
- iv) LaserPerformance Collegiate Cup
- v) Dave Perry Match Race Clinic
- vi) ICSA offshore regattas
- vii) Non-College events sailed in boats larger than 25 feet in length
- viii) One of each per year of a:
 - i. College Alumni Regatta
 - ii. High School Alumni Regatta
- v) Student / Parent Regatta
- vi) Goodwill Regatta
- vii) BUSA Tour
- viii) World University Games
- ix) Other events as determined by the ICSA Executive Committee

A3 DAILY / WEEKLY HOUR LIMITATIONS

- a) During the ICSA Competition Year time period, a student-athlete's participation in ARA shall not exceed four (4) hours per day and 20 hours per week. Travel to and from an ARA does not count toward a student-athlete's hour limitation.
- b) Each day of activity, during a Competition Weekend or an activity listed in A2C, shall equal no more than three (3) hours toward the weekly hour limitations.
- c) Daily and weekly hour limitations do not apply to countable ARA occurring during an official academic vacation period, as listed in the college's official calendar, and during the academic year between terms when classes are not in session. If such vacation periods occur during any part of a week in which classes are in session, the institution is subject to the daily and weekly hour limitations during the portion of the week when classes are in session and must provide student-athletes with the mandatory day off defined in A4

A4 MANDATORY DAY OFF

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

- a) A travel day related to a competition weekend may be considered a day off provided no ARA, as defined in PR A1(d), except for PR A1(d)(i)(ii) and PR A1(d)(i)(iii), occur during that day.
- b) When a regatta is canceled prior to the start of competition or canceled prior to the qualifying as an official regatta, in accordance with PR 22(a), a college may utilize that day as its mandatory day off, provided the college does not engage in any further ARA during that day.
- c) A college is not required to provide student-athletes with a mandatory day off during preseason practice that occurs prior to the first day of classes, or the first scheduled contest, whichever is earlier.
- d) It is permissible to utilize a vacation day to satisfy the mandatory day off requirement.

A5 DECLARATION OF ADHERENCE

Each Cross-Regional and Regional Member college that participates in ICSA competition shall submit to their Conference Commissioner, prior to their first competition each year, a Declaration of Adherence (See PR Appendix C) certifying compliance with ICSA Procedural Rules and By-Laws.

- a) This Declaration shall be signed by a college Chancellor, President, or their designee.
- b) A college that fails to submit this Declaration shall not be eligible to compete in ICSA competition until it is received.

APPENDIX B - MODIFIED SOUND-SIGNAL STARTING SYSTEM

When the sailing instructions state that PR Appendix B applies, 2025-2028 US Sailing Prescriptions, Appendix U3 is changed to:

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

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

APPENDIX C - ICSA DOCUMENTS AND FORMS

ICSA Documents and Forms can be downloaded from <https://collegesailing.org/resources>

Available forms include:

- a) ICSA Procedural Rules and Collegiate Dinghy Class Rules (this document)
- b) ICSA By-Laws
- c) ICSA Eligibility Guide
- d) ICSA Declaration of Adherence
- e) ICSA Regatta Administration Forms
- f) ICSA Record of Participation Form

APPENDIX D - GUIDELINES FOR BREAKDOWNS

This is intended to guide competitors, race committees, and judges in the application of PR 23(Breakdowns), but not to limit the authority of judges in resolving individual cases equitably.

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

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

Tests for qualifying a breakdown for compensation should include:

- a) Did a piece of equipment break?
- b) If so, did a significant loss of finishing position result?
- c) Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
- d) Was the equipment used in a reasonable or proper manner?

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

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

- a) Loss of a batten during a heavy-air race, if the competitor did not rig the sail;
- b) Water in air-tight compartment(s) in excess of one gallon, when the competitor was not given time to drain the compartment(s);
- c) 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:

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

APPENDIX E - GUIDELINES FOR ON-THE-WATER JUDGING AND RULE 42 ENFORCEMENT AT ICSA EVENTS

Background

College events are often monitored by a panel of judges, some of whom may be unfamiliar with the changes to rule 42 and the practices of college sailing. Given this, it is important that ICSA works to ensure consistent enforcement of rule 42 by the judges on the water. This document outlines some guidelines for enforcing rule 42 in a collegiate event. While judges should follow these guidelines, they are not rules (see: definition of rule) and cannot be grounds for redress.

Required pre-event study

Review the following documents:

- WORLD SAILING Rule 42 Interpretations (as modified by the Collegiate Dinghy Class Rules)
- ICSA Procedural Rules

(This document does not supersede the documents above. It is designed to offer specific guidelines for common situations in the context of college sailing.)

On the Water Judge Basics

BOATS

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

USEFUL PERSONAL EQUIPMENT

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

TAPE RECORDING SUGGESTIONS:

In making the recording: identify the boat doubly, by sail number and another item; cite the location; describe what the Protest Committee is seeing as it occurs; and describe the actions of other nearby boats (it helps, greatly, to demonstrate that a breaching boat stands out like a sore thumb).

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

Enforcement of Kinetics (Rule 42)

General Principal

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.

Technical versus Tactical Infringements

There are two kinds of violations of rule 42. “**Tactical**” breaches “are of short duration and committed in order to achieve an immediate advantage. They typically occur at the start, while crossing a right of way boat, near the zone from a mark, or at the finish.” When either judge is confident that s/he observed a tactical breach, s/he should penalize the boat involved.

Technical infringements are part of a competitor’s style of sailing, and can occur anywhere on the course. The most common place for technical breaches is on the downwind legs (rocking, pumping, too many gybes, *etc.*) but they can occur upwind (pumping, tacking improperly or too often, *etc.*) When both judges are confident that a boat has committed a technical breach, they should penalize the boat involved. If the judges are not certain that the activity they observed amounts to a technical breach, they may consider issuing a warning (see below).

Warnings

Warnings should only be issued for potential technical breaches and never for tactical breaches. The decision about whether to penalize, warn, or take no action should be based only on the actions of the boat at the time of the potential breach. A warning is appropriate when a competitor may have committed a technical breach, but the umpires are not confident enough to penalize. Whether a competitor has been penalized or warned previously must not be a factor in deciding whether to warn again or penalize. However, it may be appropriate to watch a boat that has been warned more carefully than others.

When issuing a warning, do not blow a whistle. Instead, get close to the boat in question and yell as loudly as possible. The warning should take the form of “WARNING: Boat 1, Rocking.” Repeat the warning. It is important that as many boats in the fleet as possible hear the warning. Never warn a boat privately.

College Sailing Situations

The issues below are both common and controversial in college sailing. At each event these situations should be called as follows:

<i>Issue</i>	<i>Description</i>	<i>Ruling</i>
<i>The College Roll</i>	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, <u>and</u> the roll propelled the boat, penalize the boat. If the roll is repeated, penalize for rocking.

<i>Issue</i>	<i>Description</i>	<i>Ruling</i>
<i>Tactical Roll</i>	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 .
<i>Technical Rocking</i>	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 (unwing)</i>	A boat sailing wing-on-wing heels to leeward and then flattens while transitioning to a reach.	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. If both judges are certain that the boat did not turn and that the roll propelled the boat, penalize her. If a boat unwings and rolls repeatedly in one area of the leg within a short period of time and for no apparent tactical reason, penalize for rocking.
<i>Roll Tack</i>	A boat's mast leaves vertical more than once during a tack	If both judges agree that the mast "aggressively" leaves vertical more than once during a tack, penalize . If the mast slightly and slowly moves past vertical after a tack, and then slowly returns, no penalty .
<i>Too many gybes/tacks</i>	A boat tacks or gybes often in light air.	Compare the actions of the boat in question to others around her. If the judges observe 3 or more tacks or gybes in one area of a leg for which there appears to be no tactical justification, penalize . 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.

<i>Issue</i>	<i>Description</i>	<i>Ruling</i>
<i>Sculling</i>	A boat sculls the rudder <u>either</u> forcefully or in a way that propels the boat, or both.	If the boat is clearly below close hauled, penalize. 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 close hauled course, penalize. If the competitor backs the sail and sculls to offset it, penalize. If the sculling slows the boat, no penalty.
<i>Pumping</i>	A boat pumps her sail.	In collegiate dinghies, competitors often ‘ventilate’ (slightly ease and then trim) their sails periodically while sailing upwind. This is not a breach of rule 42. If both judges are certain that a competitor is pumping the sail in violation of rule 42, penalize. If it is not clear whether a boat is pumping illegally, consider warning the boat
<i>Ooching</i>	Sudden forward body movement stopping abruptly	Except on a beat to windward, when planing or surfing is possible, unlimited ooching is permitted to initiate planing or surfing. On a downwind leg, if both judges are certain that: -neither planing nor surfing is possible, - and -a sailor ooches more than twice in one area of the leg, - and -the ooching effectively propels the boat, then penalize. On an upwind leg where waves are present, do not penalize for ooching unless both judges are certain that the competitor is ooching rather than torquing the boat <u>and</u> that the ooching effectively propels the boat.
<i>Jib Pumping</i>	While wing on wing, the skipper pumps the jib	The following is considered pumping: While the jib is clearly full or flying; repeated hand, arm or shoulder movement that pulls and releases the sail not in response to wind shifts, waves or changes in heading. The following is NOT pumping: - Pulling a collapsing sail to windward to refill, or prevent collapsing - Movement of hand, arm or shoulder to trim the sail up, down, in or out

OBSERVATION LOCATIONS, POSITIONING AND OTHER RESPONSIBILITIES

Before and During the Start

Judges should position themselves 3-5 competitor boat lengths below the line and watch the entire fleet. Pay particular attention to boats starting near the pin for potential contact with the mark. If absolutely sure a boat has touched a starting mark, and no penalty turn is taken or protest hailed by another competitor, a protest should be initiated using PR 29(c).

All Legs

Judges should observe the fleet, spreading out as much as possible to observe as much of the fleet as possible.

All Marks

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

Windward Mark

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

Offset Mark

Judges should position themselves 3-5 competitor boat lengths to windward of the offset leg, to be able to observe overlaps that are broken or established. Note outside boats that are forced to leave the zone, while giving room, which open themselves up to boats further behind.

Leeward Marks

Judges should position themselves 3-5 competitor boat lengths to leeward of the gate. Note the same observations as the offset mark. Note outside boats trying to deny room to inside boats and if they go past head to wind to "close the door".

Final Beat

During beats to the finishing line, follow the same procedure as on the first beat. From above the line and near its favored end, judges can best see incidents that occur as boats tack to cross it.

Racing Conditions

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

Collisions

Judges should note serious collisions and check boats for damage after the race. If a collision results in damage or injury, judges should initiate a protest under Rule 60.1 for a possible Rule 14 violation.

Completed Penalty Turns

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

APPENDIX F - EXPEDITED PROTEST PROCEDURE (TEAM RACING)

PR Appendix F represents the ICSA recommended protest procedure for team race regattas (see RRS D1.2). It is addressed primarily to Umpires but may also be helpful to others connected with protest, redress, and breakdown hearings and in some circumstances changing these procedures may be advisable.

Protests involving rules of RRS Part 2 (except RRS 14), RRS 31, 42 or 44 shall be held in accordance with RRS Appendix D, using the following procedure, and may be held onboard an umpire boat:

- a) The hearing will begin as soon as all parties are assembled.
- b) If no one raises an objection, the protest will be determined to be valid.
- c) Each party will be given about 1 minute to state their case.
- d) The umpires may question the parties and/or call witnesses.
- e) Each party will be given about 1 minute to question the other party.
- f) The parties are excused. The umpires will determine the facts and make their decision.
- g) The umpires inform the parties of the decision orally.

The umpire boat shall be equipped with the current RRS for use by the Protest Committee and parties to the protest. A competitor may not reopen expedited protest hearings after a decision has been made. (Changes RRS 63.7)

Expedited hearings may be used to consider requests for redress involving breakdowns. Competitors are urged to use this procedure in lieu of written requests. The requesting competitor must notify the Race Committee of the intention to use this procedure immediately after finishing or as soon as reasonably possible if unable to finish.

APPENDIX G - GUIDELINES FOR UMPIRE DE-BRIEFINGS

Why hold a debrief?

A short meeting of umpires and competitors at the end of the day's racing provides the greatest learning opportunity for everyone involved. This should be offered at all events. At this meeting, competitors can engage in open conversation with the umpires who can explain their perspective on certain calls.

Recommended materials

1. Whiteboard
2. Magnetic boats
3. Rulebook
4. Callbook
5. Race pairing schedule and umpire rotation (to figure out who was on each race)

Attendees: All umpires and competitors, if possible.

1. Umpires need to be present to explain their rationale when a competitor has a question.
2. Competitors will benefit from all discussion, even if they don't have their own question or don't feel comfortable asking one in a group.

Responsibilities of the umpire in charge

1. At the beginning, call the group to order and explain the debrief process (below).
 1. Mention that you are not there to re-litigate any calls, but to ensure everyone has an equal understanding of what happened and why a call was made.
2. Make sure each discussion stays on-topic. Any branching conversations or related situations not from that day's racing should be postponed until the end, if time permits.
3. If a situation has no clear resolution from the rulebook or callbook, don't let the conversation circle. Stop the conversation and ask the group if they have a preferred resolution *for that event only*. If there is no clear preference, the Chief Umpire should decide.
4. If competitors or umpires begin to act aggressively while debating a situation, stop the conversation and move onto the next question.

Debriefing process

1. The umpire in charge asks if any competitors have questions from racing that day.
2. A competitor with a question comes up to the whiteboard and explains a particular situation from their perspective.
3. Their opponent does the same from their perspective.
4. The umpire who made the call explains what they saw; the relevant facts, rule(s), and call(s); and the outcome. To keep things focused, only one of the race umpires should provide the explanation.
 1. If the umpire and the sailors provide different facts, it is good to explain what the call would have been based on each set of facts provided. This helps clarify interpretations of rules vs. facts.
 2. If the umpire realizes, either before or during the conversation, that they made a mistake, they should acknowledge this immediately and publicly.
5. Repeat with the next question from the group.

References

- [WS Match Racing Umpires Manual](#) 3.6, page 21 (2025-10)
- [WS Team Racing Umpires Manual](#) 15.4, page 66 (2025-05)

APPENDIX H - HARDSHIP WAIVERS

1. **Definition:** A Hardship Waiver is an extension of up to two seasons beyond the Five-Year Limit defined in PR 12(c).
2. **Qualification** - A Student-Athlete ("SA") may apply for a Hardship Waiver:
 - a) if injury or illness causes the SA to withdraw from school or become a part-time student for one or two seasons to recuperate, thereby preventing the SA from competing.
 - b) if injury or illness causes an eligible SA to withdraw from school after competing in no more than the first 34% of competition weekends for which the SA's team was originally scheduled in that season.
 - c) when extenuating circumstances which are beyond the control of an eligible SA - including but not limited to: caring for an immediate family member; layoff or death of a financially supporting family member - cause the SA to withdraw from school.
 - d) regardless of the number of seasons or partial seasons in which injury, illness, or extenuating circumstances are involved. Each case will be considered on its own merits, without reference to previous cases.
3. **Limitations**
 - a) Re-injury after 34% of the competition weekends shall not be grounds for a Hardship Waiver.
 - b) No SA shall be awarded more than one Waiver.
 - c) Waivers shall not permit a SA to violate PR 12(d).
4. **Submission of Application** – Applications must be submitted to the Chair of the Eligibility Committee during the season immediately preceding that in which the Hardship Waiver will be used.
5. **Contents** - Applications must include:
 - a) a description of the injury, illness, or extenuating circumstance that qualifies the SA for the Waiver.
 - b) each Season & Year when the SA competed in an ICSA event and the Season & Year when the SA is expected to acquire the credits for a bachelor's degree.
 - c) If the SA is applying for a partial season waiver: the dates of any ICSA event(s) in which the SA competed and the number of Weekends scheduled by the SA's team.
 - d) If the SA suffered an injury or illness: a detailed statement from a physician(s) indicating the nature and time of the injury or illness making it necessary for the SA to withdraw from competition, as well as when clearance was approved for the SA to resume competition. If ADA or other legal rights are involved they need to be included in the application.
 - e) If the SA is claiming extenuating circumstances: full documentation of the circumstances using physician's statements, Decree of Bankruptcy, Proof of Termination or other independent records including when the SA will earn a bachelor's degree.
6. **Decisions** – The Eligibility Committee shall select one of the following after reviewing applications:
 - a) Indicate that the application needs to have additional or more detailed documentation
 - b) Decide that the Application is not approved
 - c) Approve a one season extension to immediately follow the 5th year Season
 - d) Approve a contiguous two season extension to immediately follow the 5th year Season
7. **Appeals** – Should the SA feel that new information is available which was not considered by the Eligibility Committee, they may submit this information within 14 calendar days from receipt of the original decision.

APPENDIX J - TEST RULES

The following two test rules are active beginning on January 10th 2026 and will expire on January 10th 2027. J1 shall be in effect for any ICSA regatta that is using RRS Appendix D2 (umpired races). J2 shall be in effect for all regattas governed by these procedural rules. However, a host may turn one or both of these rules off by inserting the following language into section 1 of their Sailing Instructions: "ICSA PRs J1 and J2 shall not be in effect for this event."

- J1** RRS Appendix D3.3 is changed as follows:
D3.3 When a protest committee decides that a boat that is party to a protest hearing has broken a rule and was not exonerated:
- a) If the boat has broken
 - i) Rule 1 or 2,
 - ii) Rule 14 when she has caused serious damage or injury, or
 - iii) A rule when not racing,half or more race wins may be deducted from her team, or no penalty may be imposed. Race wins deducted shall not be awarded to any other team.

J2 Guidance for Consideration of Damage Under College Sailing Rules

This is intended to guide competitors, race committee, and judges in the application of PR 26 and PR J1, but not to limit the authority of judges in resolving individual cases equitably. Judges should also use this guide when deciding whether or not to initiate a protest under RRS 60.1 as described in PR Appendix E under "Collisions."

Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to understand their individual limits in boat handling under the prevailing conditions and use reasonable care in preventing collisions in the specific racing conditions.

Only Major Material Failures that take a boat out of rotation should be considered Serious Damage. Examples of Major Material failures include:

1. Loss of watertight integrity of the hull with a direct path of water into the watertight compartments.
2. Standing rigging damage that precludes the boat from sailing, such as chainplate damage that questions the ability of the stays to secure a mast for sailing.
3. Rudder damage that precludes a rudder from being used to steer the boat without repairs. This can include sheared pintles, fiberglass damage that does not allow the mounting of a rudder, a rudder damaged to the point it cannot continue in use. When assessing rudder damage to older (black color, cast fitting) rudderheads, understand that these were prone to stress fractures and may not be damaged solely as a result of the incident.
4. Damage to the Centerboard that precludes further use short of replacement.
5. Hull or deck integrity breached in a location and in such a manner that expedient repairs such as sealant tape or other temporary fixes are not sufficient to keep the boat in use for that day.
6. Mast bent to preclude further use as a direct result of the collision.
7. Major tears in sails that cannot be patched with sail repair tape or similar fixes.

Examples of damage that SHOULD NOT be considered as Serious Damage under PR 26, College Sailing Test Rule J1, or the RRS:

1. Bent or broken tiller extensions.
2. Bent or broken tillers.
3. Scrapes, scratches, or chips in the gelcoat that are not through the layers of fiberglass into the watertight compartment of the hull and, while they should be repaired, do not affect the continued use of the boat for racing that day when covered with sealant tape or other such temporary repairs.

4. Scrapes, scratches, or chips to the rudder or centerboard.
5. Holes in sails that can be repaired by application of sail repair tape to continue racing.
6. Hardware damage that can be solved by replacement with a suitable substitute. This includes replacement blocks, fittings, etc.

Any damage that is a result of unsportsmanlike conduct, to include while not racing should be considered as a possible Rule 2 violation and handled accordingly.

Any collision that is suspected of being intentional to gain an advantage should be handled as a possible Rule 2 violation and/or a Rule 44.1(b) Penalty.

In all cases, every attempt should be made to have an independent assessment of the level of damage that does not include persons associated with the teams competing to limit potential conflicts of interest.

APPENDIX K - RECRUITING RULES

1. DEFINITIONS

- a) **Contact:** Communication with a *PSA* initiated by a *representative*
- b) **Hosting:** Travel by the *PSA* to the institution with the purpose of meeting with a *representative* or team member
- c) **Prospective Student-Athlete (PSA):** Any student enrolled in classes in the student's 9th grade year or higher. Students not yet enrolled in 9th grade classes are not eligible for contact of any kind.
- d) **Recruiting/Recruitment:** Discussion with a *PSA* by a *representative* regarding attendance at the institution with the intent for that individual to compete for that institution
- e) **Representative:** A coach, athletics staff member, or other representative of the institution's athletic interests
- f) **Unavoidable Incidental Contact:** *Contact* that is not prearranged and is not made for the purpose of *recruitment* of the *PSA* and involves only normal civility

2. RECRUITING CONTACT

- a) A *representative* shall not initiate *recruiting contact* with a *PSA* or their family members before June 15 prior to the individual's Junior (11th grade) year.
- b) *Recruiting contact* at events that a *PSA* is attending may only occur after competition has concluded for the day and the *PSA* is released by their coach or advisor.
- c) In the case of *Unavoidable Incidental Contact*, the *representative* may only provide general information about the institution or team as long as it is not specifically tailored to the *PSA* or their family.
- d) A *representative* may only provide a *PSA* materials that are widely available to the student body, or general correspondence which is limited to a single 8.5x11 inch sheet of paper. General correspondence can include facts about an institution or team, questionnaire or business cards. General correspondence cannot be tailored to an individual *PSA* or their family.

3. HOSTING CONDUCT

- a) An institution may not *host* a *PSA* for a visit before July 1 prior to the individual's Junior (11th grade) year. A school may *host* a *PSA* for no longer than 48 hours.
- b) During the visit, the *PSA* may attend workouts and practice however they are not permitted to participate in any *Athletically-Related Activities* as defined in PR A1(d).

4. CONSEQUENCES

Failure to comply with these recruiting rules may result in the loss of eligibility for the student-athlete and a championship ban for the institution(s) implicated. Each reported case will be subject to an investigation by the Eligibility Committee.

COLLEGIATE DINGHY CLASS RULES

1. GENERAL

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

2. ADMINISTRATION

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

3. CLASS RULE CHANGES

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

4. BUILDERS

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

5. MEASUREMENT

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

6. MEASUREMENT RULES

- 6.1. HULL
 - 6.1.1. Length overall of the hull shall not be greater than 19 feet (5791 mm).
 - 6.1.2. Other hull dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.
- 6.2. SPARS
 - 6.2.1. Spar dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.
- 6.3. CENTERBOARD AND RUDDER
 - 6.3.1. Centerboard (or Daggerboard) and Rudder dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.
- 6.4. SAILS
 - 6.4.1. Sail dimensions are not controlled except that all boats must receive approval prior to competition under CR 5.
- 6.5. RIGGING
 - 6.5.1. Standing rigging of the boats shall not be altered without written permission from the ICSA President.

- 6.5.2. Regatta organization may specify the rigging and purchase ratio of any running rigging.

7. CONDITIONS FOR RACING

7.1. CREW

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

7.2. PERSONAL EQUIPMENT

7.2.1. MANDATORY

- Reserved

7.2.2. OPTIONAL

- Electronic Devices: Competitors in the racing area may only use electronic devices for timing purposes except in case of emergency. Real-time GPS feedback is prohibited.
- Knife
- Nutrition & drinking water
- Pliers
- Screwdriver
- Signal flags
- Tape: Competitors may use any tape provided it does not leave a residue on the boat when removed.
- Tell tales
- Whistle

7.3. MEANS OF PROPULSION, RRS 42.

- 7.3.1. During and immediately after tacking or gybing, a boat's crew may move their bodies to roll the boat, provided that the boat's mast does not move aggressively away from the vertical more than once (Changes RRS 42.3(b) and 42.1).

- 7.3.2. RRS 42.2(c) is changed to read: "Except on a beat to windward, when surfing (rapidly accelerating down the **front** side of a wave) or planing is possible, ooching (sudden forward body movement, stopped abruptly) is permitted in order to initiate surfing or planing." (Changes RRS 42.1).
-