

NEISA Proposals for ICSA 2025 Winter Meeting

Item #1: Motion: Allow for Exoneration for fouls at the zone of the Windward Mark to be done after exiting the zone of the offset mark. Wording to be worked on by Rules Committee. To be in effect for Fall 2025.

The inconsistency in the application of the first reasonable opportunity for exoneration of fouls, particularly around the windward mark, has become a notable issue in college sailing. This inconsistency has led to some sailors being disqualified at certain events while others were not, despite similar circumstances. Many sailors are now completing exoneration after rounding the offset mark, with a growing consensus that this timing is more appropriate and practical. This trend suggests that sailors are adapting to the realities of racecourse conditions and are finding that this timing is the most effective way to complete an exoneration. Many regattas outside of college sailing, such as the Olympics and the Melges 15 winter series, have clarified the timing of exoneration by including explicit wording in their Notice of Race (NOR) or Sailing Instructions (SIs), which allows for exoneration after the offset mark.

Item #2: Motion: Limit ICSA Interconference regattas to 14 races per division. To be in effect for Fall 2025.

The number of races at ICSA interconference regattas has not been adequately reviewed as college sailing has evolved. We believe that the correct maximum number of races per division should be 14, as this reflects the current dynamics of the sport. NEISA has already implemented a 14-race limit for all events hosted since Spring 2023, and this has proven to be an effective and manageable format. At ICSA interconference regattas, most fleets are now more balanced, and teams no longer sail every boat in a fleet. Additionally, many regattas feature multiple fleets, which further supports the need for a revised race limit. A 14-race cap would ensure that regattas remain competitive while also being manageable for both sailors and event organizers.

Item #3: Motion: Raise the ICSA Wind Minimum to 4kts in PR 18 (g). To be in effect for Fall 2025.

As college sailing has progressed and competition has intensified, the current wind minimum needs to be adjusted to ensure the quality and fairness of races. We propose increasing the wind minimum to 4 knots. This change would help maintain consistent, steady breeze conditions, allowing for more competitive and fair racing. A 4-knot minimum would also improve the policing of Rule 42, which governs propulsion, as lighter winds can make it harder to fairly enforce this rule. With a slightly stronger breeze, it becomes easier to ensure that all teams are competing under similar conditions, reducing the potential for discrepancies in how rules are applied. By making this change, we would not only enhance the overall quality of racing but also ensure a more consistent and equitable competition environment for all sailors.

Item #4: Motion: Add Jib Pumping language to Umpire Guidelines in PRs. See wording below with wording to be reviewed and updated by ICSA rules committee. To be in effect for Fall 2025.

Reason: The current umpire guidelines lack language regarding jib pumping. The attached language will help umpire education on jib pumping and have consistent rule 42 call across competitions. Over the past year at regattas across conferences, jib pumping has been called inconstantly and further guidance has been sought by coaches and officials.

Addition to the Rule 42 Guidelines for College Sailing:

Jib Pumping while wing on wing:

In collegiate racing, a significant portion of the downwind leg is spent wing on wing with a crew member (usually the skipper), holding the jib outboard on the windward side of the boat to bring it out from behind the mainsail. In this configuration, the jib is not very stable and the crew member's arm is acting as a jib pole and guy to keep the sail from collapsing and in some cases, aiding the steering of the boat. Significant movement may be required by the crew member's arm to keep the jib flying in this unstable configuration and may attract attention from an umpire due to the movement and sound of the jib snapping from collapsed to full.

The following actions should not be considered "jib pumping" and are permitted to keep the sail flying.

- 1) Pulling a collapsing sail to windward to refill the sail or prevent it from collapsing.
- 2) Movement of the hand, arm or shoulders to generally aid the trimming of the jib to keep it flying.
- 3) Raising or lowering the clew of the sail to tension or open the leech of the jib.

The following actions should be considered "pumping" and subject to the limitations set forth in Rule 42 as modified by ICSA PR's.

- 1) 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 or waves.

Before penalizing a sailor for pumping the jib while wing on wing, a judge or umpire should be certain that the actions are prohibited.

Discussion Topic #1: Short discussion on changing ICSA Procedural Rules to adopt Appendix V1. Which states: “The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’”

Discussion Topic #2: Increase the number of teams at the ICSA Women’s