



CORINTHIAN YACHT CLUB



## 2026 U.S. Match Racing Championship Qualifier

for the Prince of Wales Bowl

U.S. Sailing – Organizing Authority

**Corinthian Yacht Club – Host Club**

1 Nahant Street

Marblehead, MA 01907

Practice Day – June 26, 2026

**Race Days – June 27-28, 2026**

# SAILING INSTRUCTIONS ('SIs')

## 1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum C.
- 1.3 Further to NoR 1, the RRS is changed as follows:
  - (a) When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.
  - (b) RRS 32 is deleted and replaced with: "After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."
  - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

## 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted before 0945 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of **Code Flag Lima** with three sound signals from the Race Committee Vessel ("RCV"). An umpire may communicate these Race Committee changes either verbally or in writing.

## 3 COMMUNICATION WITH COMPETITORS

Further to NoR 3, when on the water, the race committee intends to monitor and may communicate with competitors a VHF radio channel. The channel utilized will be announced each day at the morning competitors meeting. Competitors are responsible for bringing their own VHF radios.

## 4 BOATS AND SAILS

- 4.1 Boats will be identified by names.

- 4.2 The sail combination to be used will be signaled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination</u>
None	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

## 5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The match pairing lists are detailed in **SI Addendum A**.
- 5.2 The next Flight number will be displayed on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

## 6 COURSES

- 6.1 Configuration (not to scale)

Windward Mark – ‘W’ o

Leeward Marks - ‘L’ o o

o-----o Start/Finish Line

- 6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal.

Mark W shall be rounded to starboard. Marks L will be a gate which boats are to pass through by sailing between both marks. In the event that there is only one Mark L in the water, it shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W – Finish

## 7 MARKS/STARTING AND FINISHING LINE

- 7.1 Mark W will be a white tomato.
- 7.2 Marks L will be orange tomatoes.
- 7.3 The Starting/Finishing mark will be a yellow tomato.
- 7.4 The new or replacement marks, as provided in SI 8 will be red, green or white tomatoes.
- 7.5 When looking up the course, the starting and finishing line will be between a staff displaying an orange flag on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end.

## 8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark or a new mark of another color.

- 8.2 RRS 33 and Race Signals are changed as follows:
- (a) Flag C and a colored flag or board means: “The windward mark has been moved. Sail to a mark the same color as the flag or board.”
  - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
  - (c) One mark of the finishing line may be moved without any signal to square the line to the wind direction prior to boats being on that leg.
  - (d) When a change of course is made for the **first leg**, the preparatory signal will be the color of the mark which will be the windward mark for the race in which it is signaled. The preparatory signal will be followed by a series of repetitive sound signals.
  - (e) When a change of course is signaled **after the first leg** it will be displayed from a boat in the vicinity of marks L.
- 8.3 A leeward mark or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.

## 9 OPEN

## 10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 Before the **attention signal** of a flight or within **two minutes** of finishing or within **five minutes** of changing into a new boat, whichever is later, a boat may display a **Lima Flag** to signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed. Lima flags will be provided by the host club at the competitors meeting.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 61.4 (b) (2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

## 11 TIME LIMIT

A boat that does not *finish* within 5 minutes after her opponent has sailed the course has retired from that race.

## 12 RISK STATEMENT

Refer to NoR 13.

## 13 [NP] SUPPORT PERSONS

This event is designated as a US Sailing Grade 3 Event for coaching purposes. See the US Sailing's Coaching and Support Boat Policy at <https://www.ussailing.org/competition/resources/coaching-and-support-boatpolicy/>. There will be no private/team coaching nor US Sailing-supplied coaches during the regatta.

## 14 USE OF PERSONAL FLOTATION

**US Sailing Regulation 10.04 A. 1.** applies: “For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing”. This modifies RRS 40 and the preamble to Part 4. Pursuant to **US Sailing Regulation 10.04 D** “. . . the protest committee [is permitted] to impose a discretionary penalty that is less than disqualification for an inadvertent and momentary breach.”

## **ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS**

### **Skippers List**

- Josh Dochoda
- George Higham
- Parker Moore
- James Pinder
- Alden Reid
- Wade Waddell
- Hunter Weiss

**Pairing lists will be distributed at the competitors meeting.**

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## SI ADDENDUM B – HANDLING of BOATS

### 1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3<sup>rd</sup> substitute or Code Flag Lima is not required.

### 2 [NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Modifying or sailing the boat in a manner that it is reasonable to predict that damage, or significant further damage, would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Changing the purchases on any running rigging.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using the spinnaker pole to wing out the foresail.
- 2.13 Radio transmission and using a mobile telephone while racing, except to report damage, or to communicate with the RC, or in an emergency.
- 2.14 Open
- 2.15 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.16 When hiking, crew shall maintain the base of their spine on the horizontal surface of the deck and no part of their torsos shall be outboard of a line extending upward from the lifeline perpendicular to the horizon. The intent of this prohibition is to not allow team members to sail legs out.
- 2.17 Fixing a spinnaker sheet catcher at the bow that extends the length of the boat more than 100 mm or requires any repair after removal. Note: a spinnaker sheet catcher that satisfies this rule is allowed.
- 2.18 Attaching lines to the fabric of spinnakers.
- 2.19 Perforating sails, even to attach tell tales.
- 2.20 Attaching the spinnaker pole to the standing rigging.
- 2.26 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.

### 3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
  - (a) Clothing and personal items suitable for the conditions and time on the boat.
  - (b) Food and drink suitable for the conditions and time on the boat.
  - (c) Basic hand tools

- (d) Adhesive tape
- (e) Line (elastic or otherwise of 4 mm diameter or less)
- (f) Marking pens
- (g) Telltale material
- (h) Hand held compasses, watches, timers and small personal video devises such as GoPro
- (i) Shackles, halyard clips, and clevis pins
- (j) Velcro tape
- (k) bosun's chair
- (l) spare flags
- (m) Items to make a spinnaker sheet catcher at the bow.
- (n) Items with the approval of the OA, Race Committee or Umpires.

**4 MANDATORY ITEMS and ACTIONS** – the following are permitted:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
  - (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day (c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

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## SI ADDENDUM C – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
<b>Level A</b> Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
<b>Level B</b> Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
<b>Level C</b> Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.