

2026 MSCA Match Race Championship Qualifier
The Organizing Authority for this Event is the Midwest Collegiate Sailing Association
The event host is Bayview Yacht Club
100 Clairpointe
Detroit, MI 48215
Race Days – October 3-4, 2026

Sailing Instructions

(Be sure to read the Notice of Race for additional rules and information!)

Abbreviations:

PC – Protest Committee
OA - Organizing Authority
RRS - Racing Rules of Sailing

RC - Race Committee
SI - Sailing Instructions
NOR - Notice of Race

The following notations in a rule of these SIs mean:

[NP] - a boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1 and 61.1.

[UMP] - Add new rule RRS C8.3(d) as follows: "breaks a rule in SI marked [UMP]." This changes RRS C6.2 and C8.2.

[DMG] - When marked, breaking this rule will be considered as damage and the cost of rectification will be deducted from the damage deposit. When the umpires proceed under RRS C8.7 they will be guided by SI Addendum D.

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 follow the guidance in SI Addendum B.
- 1.3 The RRS is changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 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.
- 1.4 When a boat in a match fails to sail the course in accordance with RRS 28, she will be scored zero points (without a hearing) unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1, A5 and C10.7.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The criteria for invitation is set forth in the NOR.
- 2.2 Each skipper is responsible for the damage or loss to their boat unless the responsibility is otherwise assigned by the umpires or PC.
- 2.3 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.4 When a registered skipper is unable to continue in the event, the OA may authorize an

original crew member to substitute.

- 2.5 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located on the race website at <https://byc.com/regatta/8e1Gb6vBk1>. It is the responsibility of each competitor to check the Official Notice Board for any amendments or notices.
- 3.2 Signals made ashore will be displayed from a flag staff on the front lawn at Bayview Yacht Club.
- 3.3 Skippers shall attend the first briefing, which will be at 0900 at Bayview Yacht Club, on the first day of racing, unless excused by the OA.
- 3.4 The first meeting with the umpires will be after the first briefing at Bayview Yacht Club.

4 AMENDMENTS TO THE NOR AND SAILING INSTRUCTIONS

- 4.1 Amendments to the NOR and/or SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 4.2 Amendments made afloat will be signaled by the display of flag Lima with multiple sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in the following boats: Ultimate 20 boats.
- 5.2 All competitors are required to comply with SI Addendum A – Handling of Boats.
- 5.3 The sail combination to be used in a flight will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:
- | <u>Signal</u> | <u>Sail Combination to be used</u> |
|---------------|------------------------------------|
| No signal | Main, Jib, and Spinnaker |
| Flag Z | Spinnaker shall not be used |
- 5.4 The RC may prohibit the use of spinnakers if it observes sustained winds are in excess of acceptable conditions and may prohibit sailing if it observes unsafe sustained wind conditions.
- 5.5 The penalty for infringing instruction 5.4 will be disqualification from all races sailed in contravention of those instructions.
- 5.6 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.7 The OA or RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.8 The OA or RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers and sail numbers.
- 6.2 Boats will be allocated by the RC for each stage.

7 FLIGHTS AND MATCHES

Further to NoR 8:

- 7.1 Match pairing lists will be provided at the briefings or may be distributed on the water if a new stage commences part way through a racing day.
- 7.2 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.

8 RACING AREA

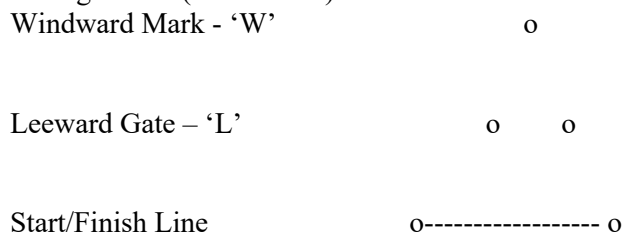
8.1 The racing area will be in the Detroit River in front of Bayview Yacht Club.

8.2 Race Area Limitations:

- (a) A number of white, red or orange buoys may be laid close to the shore in front of Bayview and extending upstream and downstream from Bayview. The area between the straight line connecting these buoys and the shore is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (b) No part of a boat may cross the imaginary line that is 2.5 boat lengths north of and parallel to a line running due east from the tip of Belle Isle. This area is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (c) The area north of an imaginary line between the flagpoles on either side of the entrance to the Bayview harbor on the east (upstream) side of the clubhouse is designated as an “obstruction” and the limit of safe passage for purposes of RRS Part 2.
- (d) No part of a boat may cross the imaginary line between any two adjacent buoys referred to in SI 8.2(a) or 8.2(b) at any time or the imaginary line referred to in 8.2(c) while racing. There is no penalty for touching any of the buoys referred to in SI 8.2(a) or 8.2(b).
- (e) In the absence of the buoys referred to in SI 8.2(a), and in areas that are beyond the ends of the imaginary line formed by such buoys, boats shall not sail within 50 feet (2.5 boat lengths without the sprit extended) of any shoreline.
- (f) A boat may not protest another boat for breaking SI 8.2(d) or 8.2(e), but umpires may take action in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- (g) Competitors shall not interfere with commercial shipping transiting the racing area at any time. This includes tour boats such as the Detroit Princess, the Diamond Jack and the Infinity and Ovation as well as freighters, tugboats, barges, commercial towing, and federal and local law enforcement including the US Coast Guard. Any boat not complying may be subject to protest by the Race Committee and may be reported to the Coast Guard.

9 COURSES

9.1 Configuration (not to scale)



9.2 Signals and Course to be Sailed

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

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

Signal

Course

No Signal

Start - W - L - W - Finish

S

Start - W – Finish

9.3 Starting Procedure

The preparatory signal will be either a Papa flag or a “C” flag with a color flag and multiple sound signals. If a Papa flag is displayed, Mark W will be a Yellow robotic mark. If a “C” flag is displayed with a color flag and multiple sound signals, Mark W will be a buoy that is the same color as the color flag displayed with the “C” flag. This changes C3.1

10 MARKS / STARTING AND FINISHING LINE

- 10.1 The starting/finishing line mark will be a yellow robotic mark.
- 10.2 Mark W will be a yellow robotic mark.
Mark L will be orange robotic marks.
The Change Marks will be a white and green inflatable mark, and they can be laid in any configuration.
- 10.3 Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS C2.15 (that modifies 31) still applies.
- 10.4 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress. This is added to RRS C2.14 (that modifies 27.2).
- 10.5 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.
- 10.6 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the signal boat at the starboard end and the course side of the mark at the port-end.
- 10.7 A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time – this area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 Changes to the course will be made by signaling a change of course to a new Mark W.
- 11.2 Change of Course Signals (amends RRS 33 and Race Signals)
 - (a) Flag C and a colored flag means: ‘The windward mark has been changed. Sail to a mark the same color as the flag.’
 - (b) When a change of course after starting only affects some matches, these may be designated by the appropriate numeral pennant.
- 11.3 Signaling vessel
When a change of course is signaled after the first leg, it will be displayed from a boat in the vicinity of mark L, which may be the RC Signal boat that is one end of the starting/finishing line.

12 ABANDONMENT and SHORTENING

- (a) Within a flight, when a visual sign is displayed over a numeral pennant, the signal applies to that match only.
- (b) Match umpires may verbally inform competitors in a match that the match is abandoned without an abandonment signal being made by the RC. This changes Race Signals and rule 32.

13 BREAKDOWN and TIME FOR REPAIRS

- 13.1 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 flag L to signal 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.
- 13.2 The time allowed for repairs will be at the discretion of the RC.
- 13.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 13.4 Except when RRS 62.1(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.

14 TIME LIMIT

A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35 and A5.

15 COACH BOATS

On the water coaching at this event will not be permitted.

16 SAFETY

A boat requiring assistance from rescue boats should so signify by waving arms overhead. A boat that retires from a race shall notify the RC or an Umpire as soon as possible, either before leaving the course area or immediately upon arriving ashore.

17 MEDIA, IMAGES and SOUND

17.1 Competitors shall not interfere with the normal working of the OA supplied media equipment.

17.2 The OA have the right to use any images and sound recorded during the event free of any charge.

18. PRIZES

18.1 The winner's name will be engraved on the perpetual MCSA Match Race trophy, and recognition will be awarded for 1st, 2nd, and 3rd places in the regatta.

18.2 The top placing skipper will be invited to the ICSA Match Race National Championship, held November 20-22, 2026, at Balboa Yacht Club. In the event that the top placing skipper cannot attend the National Championship, the next highest finisher overall will be offered that opportunity.

19. CODE OF CONDUCT

19.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions and co-operation with event sponsors, and shall not behave so as to bring the event into disrepute.

19.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix A.

19.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:

- (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
- (b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
- (c) Abuse of umpires before or after a decision (See also MR Call M4).

19.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event.

19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

20 RISK STATEMENT

Refer to NoR 13.

21 DISCLAIMER

All those taking any part in the event do so at their own risk. See RRS 4, Decision to Race. The OA and BYC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

SI ADDENDUM A: HANDLING THE BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. 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 approval of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that 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 flag H is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Sitting on, or hiking over side rails beyond perpendicular to the horizon.
- 2.10 Using the side rails to roll tack the boat.
- 2.11 Attaching lines to the fabric of spinnakers.
- 2.12 Perforating a sail, even to attach telltales.
- 2.13 Radio transmissions and smartphone use, except to report damage or in response to a request from the RC, Chief Umpire, Bosun, or OA.
- 2.14 Adjusting or altering the tension of the standing rigging.
- 2.15 Adjusting lifeline tension
- 2.16 Omitting any headsail car or turning block.
- 2.17 The use of electronic instruments other than compass and watches.
- 2.18 Marking directly on the hull or bulkheads with any kind of writing instrument.
- 2.19 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) or the mast to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.20 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker.
- 2.21 A breach of SI Appendix A 2.9, 2.18 or 2.19, 2.22 is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.22 Use of duct tape or any tape that leaves a residue
- 2.23 Taping the spin halyard carabiner open

3. PERMITTED ITEMS AND ACTIONS

Competitors are permitted to take a bag on board containing:

- basic hand tools
- adhesive tape (but not duct tape or black tape)

- line (elastic or otherwise of 4 mm diameter or less)
- marking pens
- telltale material
- watch, timers and hand-held compass
- shackles and clevis pins
- Velcro tape

4. MANDATORY ITEMS AND ACTIONS

- 4.1 At the end of each sailing day:
 - (a) folding, rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same condition of cleanliness as when first boarded that day
- 4.2 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.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Compliance with any regulations, including speed restrictions and navigational marks, while leaving and returning to the berth or mooring.
- 4.5 Infringement of SI Appendix A 2.17, 4.1 and 4.2 will be considered damage. Each such infringement will result in a \$150 deduction from the infringing skipper's damage deposit.
- 4.6 Mandatory use of PFDs – All competitors shall wear, while on the water, other than for brief periods while adding or removing clothing, a U.S. Coast Guard (or member national authority) approved PFD.

SI ADDENDUM B – DAMAGE PENALTIES

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
Level A: 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.
Level 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.
Level C: 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
A	None	None
B	Half point	Three quarters of a point
C	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.

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.

Deductions from Damage Deposits

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