



2026 US Women's Match Racing Championship

for the Allegra Knapp Mertz Trophy

September 24-27, 2026

Detroit, Michigan



SAILING INSTRUCTIONS (SIs)

Organizing Authority: US Sailing

Host Club: Bayview Yacht Club

Event Website:

<https://www.ussailing.org/competition/championships/2026-u-s-womens-match-racing-championship/>

All times are US Eastern Time

The following notations in a rule of these SIs mean:

[DP] - the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

[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.

Initial Publication: September 23, 2026

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS), including RRS Appendix C, as detailed in the notice of race (published on the [event website](#)).
- 1.2 SI Addendum B, Handling of Boats, applies at all times, including practicing and when sailing to/from the racing area.
- 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 30 minutes" in Race Signals AP.
 - (b) RRS 32.1 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, and US Sailing Representative 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 [DP] Each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. (See US Sailing Regulation 10:04 A.1.)
- 1.5 Boats may not request redress based on routine movement of MarkSetBots. This includes minor readjustments and returning to station after having been pushed away by a boat. This changes RRS 61.1.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted no later than 90 minutes before the first attention signal on the day it will take effect, except that any change to the schedule of races will be posted by 1900 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 racecourse.
- 2.3 Changes to a SI may be made on the water. These will be signaled by the display of flag 3rd Substitute with three sound signals from the RC signal vessel. An umpire may communicate these changes either verbally or in writing.

3 COMMUNICATION

- 3.1 The official notice board is online and located at the [event website](#).

- 3.2 Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

4 BOATS AND SAILS

- 4.1 Boats will be identified by sail numbers.
4.2 The sail combination to be used will be signaled from the RC signal vessel with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination
None	Main, Jib, Spinnaker
Flag Z	Main, Jib, NO Spinnaker

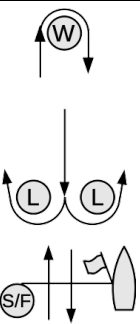
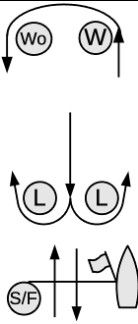
5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The match pairing lists will be distributed at the daily morning briefings.
5.2 The next flight number will be displayed on the signal vessel.
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 Courses (not to scale)

No flag (default)	Flag R
 Mark W shall be rounded to STARBOARD.	 Mark W and Wo shall be rounded to PORT

- 6.2 Signals and Course to be Sailed

Course signals will be displayed from the race committee signal vessel at or before the warning signal.

Signal	Course
No Signal	Start - W - L - W - Finish
Flag S	Start - W - Finish
Flag R	Start - W - Wo - L - W - Wo - Finish
Flag R and S	Start - W - Wo - Finish

- 6.3 In the event one gate mark L is missing, the remaining mark L shall be rounded to starboard.

7 MARKS/STARTING AND FINISHING LINE

- 7.1 Mark W will be a white inflatable mark. Mark Wo, if needed, will be a small red inflatable mark.
7.2 Gate Marks (L) will be orange MarkSetBots (or orange inflatable tetrahedrons).
7.3 The Starting/Finishing mark will be a yellow MarkSetBot (or yellow inflatable cylinder).
7.4 The replacement marks, as provided in SI 8 will be a green, red, or white inflatable marks.
7.5 When looking up the course, the starting and finishing line will be between a staff displaying an orange flag on the RC signal vessel 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 RRS 33 and Race Signals are changed as follows:

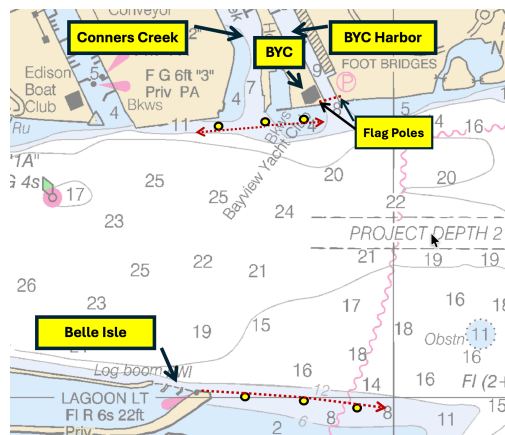
- (a) Flag C and a green, red, or white flag means: "The windward mark has been moved. Sail to a mark the same color as the flag or board."
(b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

- 8.2

- (a) When a change of course is made for the first leg, the signal will be displayed from the RC signal vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark L.
- 8.3 RRS 33 is changed such that, without signaling a course change:
- (a) A leeward gate, finish line mark may be adjusted provided no boats are on the second half of the leg approaching the adjusted mark.
 - (b) Mark W may be adjusted provided no boats have rounded mark W. This changes RRS 33.

9 OBSTRUCTIONS

- 9.1 The following areas are designated as obstructions and the limit of safe passage for the purposes of RRS Part 2:
- (a) The area between the shore off Bayview YC and a straight line connecting a set of red, orange, or white with blue stripe buoys in front of the club and extending upstream and downstream from the club.
 - (b) The area between the shore off Belle Isle and a straight line connecting a set of red, orange, or white with blue stripe buoys off the eastern (upstream) shore of Belle Isle.
 - (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.
 - (d) The area inside the entrance to Conner Creek.
- 9.2 [UMP] No part of a boat may cross the imaginary line between any two adjacent buoys referred to in SI 9.1, at any time or the imaginary line referred to in 9.1(d) while racing. There is no penalty for touching any of the buoys referred to in SI 9.1.
- 9.3 [UMP] In the absence of buoys referred to in SI 9.1, boats shall not sail within 50 feet of any shoreline.



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 green 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 RC signal vessel and remain there, unless otherwise directed.
- 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

- 11.1 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.

SI Addendum B - HANDLING OF BOATS

B1 GENERAL

- B1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- B1.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- B1.4 [NP] Other restrictions or instructions may be given to the boats by the race committee via VHF radio or verbally by an umpire. Flag 3rd substitute is not required.
- B1.5 [DMG] The crew sailing the boat shall report any loss of provided equipment, damage, or other problem with the boat to the race committee as soon as practicable after finishing, and to bosun during on-water boat swaps or ashore after the last race for the boat each day.
- B1.6 For items in this addendum marked [DMG], each infringement by result in \$150 deduction from the infringing skipper's damage deposit.

B2 SUPPLIED EQUIPMENT

- B2.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except as permitted in this attachment.
- B2.2 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 61.4(a)(1).
- B2.3 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing.

(a) SAILS and SAILING EQUIPMENT

- 1 Mainsail and set of battens
- 1 Main sheet
- 1 Headsail and headsail battens
- 2 Headsail sheets
- 2 Jib cars
- 1 Spinnaker pole
- 1 Spinnaker
- 2 Spinnaker sheets
- 1 Tiller extension

(b) OTHER EQUIPMENT

- Lifejackets for each crew member
- Bucket and lanyard
- Bilge Pump
- Throwable floatation device
- Anchor and anchor line
- Any other OA supplied tools

(c) FLAGS

- Green Flag
- Red Flag
- Blue and Yellow Flag

B3 MANDATORY ACTIONS

- B3.1 [NP] Boats shall obey speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- B3.2 [DMG] At the end of each sailing day, competitors shall:
- (a) roll (or fold), bag, and stow all sails
 - (b) leave the boat in the same state of cleanliness as when first boarded that day
 - (c) remove all tape and trash

B4 PROHIBITED ACTIONS

- B4.1 An action listed in B4 is prohibited unless it is a permitted action listed in B5.
- B4.2 Any additions, omissions or alterations to the equipment supplied.
- B4.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- B4.4 The replacement or removal of any equipment without the permission of the race committee.
- B4.5 Sailing the boat in a manner that it is reasonable to predict that damage would result.
- B4.6 Moving equipment from its normal stowage position except when being used.
- B4.7 Boarding a boat without prior permission.
- B4.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the race committee, or, on race days, while flag AP is displayed ashore.
- B4.9 Hauling out a boat or cleaning surfaces below the waterline.
- B4.10 Heeling a boat using the mast or shrouds to clean the hull.
- B4.11 The use of electronic or navigation equipment.
- B4.12 [UMP] 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.
- B4.13 Adjusting or altering the tension of standing rigging, other than the rope line to adjust the backstay.
- B4.14 Changing the number of purchases of running rigging.
- B4.15 [DMG] Use of duct or gaffing tape. Use of rigging tape or plastic tape is permitted provided it does not leave a residue.
- B4.16 [DMG] Marking directly on the hull, deck, sails, or lines. Rigging or plastic tape may be used to mark control lines or the deck. Marking pens may be used on tape.
- B4.17 [DMG] Attaching lines to the fabric of spinnakers.

- B4.18 [DMG] Perforating sails or modifying the sails in any way.
- B4.19 [UMP] Roll tacking and gybing - Crew shall not use the side rails, mast, or 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.
- B4.20 [UMP] Sitting on or hiking over side rails beyond perpendicular to the horizon.
- B4.21 Adjusting lifeline tension.
- B4.22 Taping the spin halyard carabiner open.

B5 PERMITTED ACTIONS

- B5.1 An action listed in B5 is permitted, even if it conflicts with a prohibited action listed in B4.
- B5.2 The following equipment may be brought aboard by competitors:
 - (a) basic hand tools
 - (b) rigging or plastic tape (but not duct or gaffing tape)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material (not to be put on sails)
 - (f) handheld compasses, watches, timers, and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags
 - (j) VHF radio
 - (k) mobile phone(s)
- B5.3 Competitors may use the equipment in B5.2 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales (but not to sails)
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings with tape or by marking on tape only
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per SI or RRS
 - (g) personal safety
- B5.4 Communication via VHF with race committee, umpires, or OA.
- B5.5 Mobile phones may be used for personal use while not racing.
- B5.10 Dock lines and fenders may be left at the dock.
- B5.11 Boats may allow a single competitor in the water to clear weeds ONLY between races, and this shall be done ONLY in the BYC Main Harbor entrance along the BYC guest dock wall. The competitor shall wear a PFD. The RC will not postpone racing to allow for this process. A boat may not request redress based on the failure of RC to allow time to complete this process (changes RRS 61.1).

SI Addendum D - PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.7 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	Effect
Level A - Minor Damage	Meets any one or more of the following: 1. May minimally affect the value, general appearance or normal operation of the boat(s). 2. Boat(s) may race without repair although some minor work may be required after the event. 3. Repairs should not normally require more than 2 hours of work.
Level B - Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level A damage. 2. The damage may need some (possibly temporary) work before racing again. 3. Requires more than 2 hours of work but should not normally require more than 5 hours of work. 4. Requires replacement parts or equipment not exceeding \$500 US.
Level C - Major Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level B damage. 2. Structural integrity may be impaired. 3. The boat(s) will need some (possibly temporary) repair work before racing again. 4. Final repairs will require more than 5 hours of work. 5. Requires replacement parts or equipment exceeding \$500 US.

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, may change the points penalty given on the water only as the result of a hearing held under Appendix C 6.6 and C8.7.

When both boats break RRS 14, they should both receive a points penalty.

Point Penalties - to be applied without a hearing (this amends RRS C8.7):

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.

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.