



MDISA Tier 3 Kent Island

Kent Island is the Organizing Authority

Hosted by

Kent Island Yacht Club



Sunday 5 October 2025

SAILING INSTRUCTIONS

1 RULES

The regatta will be governed by the rules as defined in the 2025-2028 Racing Rules of Sailing (RRS), the 2025- 2028 ISSA Procedural Rules, the notice of race and these sailing instructions. In an event of a conflict between governing documents and the sailing instructions, the sailing instructions shall take precedence.

1.1 RRS Appendix P is in effect per PR14(c).

2 NOTICE TO COMPETITORS

Official notices including changes to the sailing instructions will be posted on the Notice Board on Techscore. Any changes to the Sailing Instructions will be posted before the first race in which they are to take effect. In the event of a conflict the white board will take precedence.

3 SCHEDULE OF EVENTS

Sunday, 5 October 2025

Report time 0900

Competitors Meeting 0930

First Warning 0945

4 BOATS & EQUIPMENT

4.1 KI Sailing C420's will be provided for all competitors, who shall not modify any boat or cause them to be modified in any way. Jib halyards tails shall remain rigged behind the spreaders.

4.2 Mainsheets may be rigged with a 3:1 or 4:1 purchase.

4.3 The penalty for infringing upon 4.1 or 4.2 will be disqualification from all races sailed in contravention of those instructions.

4.4 Competitors shall report all damage or loss of equipment; however slight, to the dock/boat committee immediately after arriving on shore and to the Race Committee Finish Boat on the water immediately after all boats in that race have finished.

4.5 Breakdown points will not be awarded for the failure of knots, the loss of pins or rings, except the Jury may grant redress for the failure of the main halyard masthead knot.

5 FORMAT

5.1 The format will be a single round robin, single division regatta.

6 COURSES AND MARKS

6.1 Standard **W4** course with leeward gate above the start/finish line, will be utilized unless conditions require, or the race committee see fit to alter. A **W3** (or **W5**) course may be used to facilitate rotations by finishing near the rotation site.

6.2 The course to be sailed will be announced orally and taken from the course diagrams posted on the Techscore notice board and on these Sailing Instructions (appendix 1).

6.3 All rounding marks will be orange Inflatable cylinders. The start finish marks will be orange or yellow inflatables.

6.4 In accordance with ISSA PR 7.7, after the starting signal, the race committee may change the position of any mark to maintain course configuration, if no boat is on that leg of the course. No signals are required (changes RRS 33).

7 ROTATIONS

Rotations will occur on the first two sections of the floating dock closest to shore.

7.1 Sailors must be prepared for their rotations and wait for their boat to come to the dock in the grass area by the dock.

7.2 Only two boats will rotate at one time on the floating dock. Only the individuals rotating out/in the boat and their coaches will be allowed on the floating dock. When rotated out of your boat, please proceed immediately off the dock area so that other teams may rotate in.

8 SHORTENING OR ABANDONING RACE

In accordance with ISSA PR 7.7 (d) races will not be shortened. They will be abandoned. No signals are required. A race may be abandoned at any time at the discretion of the race committee, in consultation with the protest committee if possible.

9 START, FINISH AND RECALLS

Races will start in accordance with ISSA PR 7.8(a) except that RRS Appendix S - Sound-Signal Starting System will be modified as follows:

9.1 Individual Recall - When, at a boat's starting signal, any part of her hull is on the course side of the starting line, or she must comply with RRS 30.1, the race committee shall promptly display flag X (or a designated flag or device). The flag shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions, and until all such boats have complied with RRS 30.1 if it applies, but not later than two minutes after the starting signal, whichever is earlier. The Race Committee may also attempt to notify individual boats by hailing their sail or bow numbers. (Changes RRS 29.1 and U4)

9.2 General Recall – The race committee may signal a general recall by multiple sounds and the hail of “general recall” and need not 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 and no signal need be given. (Changes RRS 30.1)

9.3 As a courtesy, the Race Committee will attempt to hail boats "On Course Side" (OCS) as soon as possible after the start. Failure of electronic equipment, failure to hear a hail, order of hail, or delay in hailing will not be grounds for redress. This modifies RRS 62.1 (a).

9.4 The “round the ends rule” provisions of RRS30.1 may apply for any start if hailed prior to the starting sequence. The signal will be made orally and with the display of flag “I”. This changes RRS30.1

10 BREAKDOWNS

10.1 Breakdown requests shall be filed in the same manner as protest. There will be a bosun boat on the water.

10.2 Breakdowns shall be scored in accordance with ISSA PR 9(e). Compensation shall be consistent with ISSA PR Appendix 3

11 PROTESTS

11.1 Protest procedure will be in accordance with ISSA PR Part IV. Per Procedural Rule 8 (b), competitors may not communicate with a coach before reporting to the race committee their intent to protest. ISSA PR Part VI per Procedural Rule 16 (b) A protesting boat shall, at the first reasonable opportunity after finishing, notify the Race Committee of her intent to protest. Failure to do so may be grounds for closing the protest hearing under RRS 63.5.

11.2 Protest time limit for filing a request shall be 30 minutes after the race committee boat returns to the dock after the last race of the day for properly filed protests.

11.3 Protest forms will be available.

12 SCORING

12.1 Scoring will be in accordance with ISSA PR 9.

13 COACHING

13.1 Coaches, team leaders, chaperones advisors, parents, or other support personnel shall not go afloat in the sailing area on the published dates of the regatta, unless explicitly permitted by the regatta chairperson. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing personnel.

13.2 Coaches, team leaders, chaperones, advisors, parents, or other support personnel may go afloat in the sailing area while serving as an umpire or assisting with race management.

13.3 Competitors may receive coaching, including instruction, assistance, equipment, or sustenance, on the water or near the docks or while ashore.

14 SAFETY

14.1 Competitors and Coaches shall wear USCG approved Type III Personal Flotation Devices (PFDs). Inflatable type PFDs are not permitted.

14.2 Failure to comply with 13.1 will be grounds for disqualification from all races sailed in contravention of those instructions.

14.3 Competitors shall supply the equipment to meet the requirements of 13.1.

14.4 At its discretion, the Race Committee or Organizing Authority may require a competitor to retire from racing if the competitor is determined to be a risk to their own or others' safety.

15 TROPHIES

15.1 No trophies will be awarded.

16 WAIVER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

17 RIGHTS TO USE NAME AND LIKENESS:

By participating in this event, competitors automatically grant to the Organizing Authority and the event sponsors the right, in perpetuity, to make, use and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

18 CONTACTS

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KIHS Sailing Team
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Amanda Shepherd
Coach
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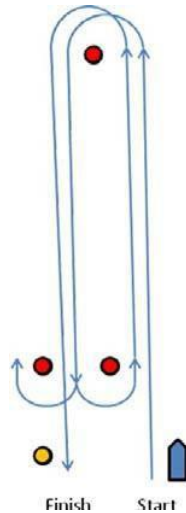
19 ANNOUNCEMENT

No contestant shall use, either on or off the water, alcoholic beverages (beer, wine, or distilled spirits,

each as defined in Chapter 51 of the US Internal Revenue Code and intended for beverage use), or marijuana, cocaine, or any other controlled substance (as defined in 21 US Code 802), the possession of which, by that contestant is unlawful under 21 US Code 841. Infringements of this regulation and/or other discipline expectations occurring during May 13 and 14, 2017 may be the basis for a hearing under RRS 69.1. The protest committee for such a hearing shall be the regatta chairperson, a member of the ISSA BOD, and the protest committee chairperson. This protest committee shall, at a time and place selected by them, meet to hear said protest, and at their decision to impose scoring penalties, or other sanctions they alone deem appropriate, including summary removal from the regatta, shall be final, without appeal.

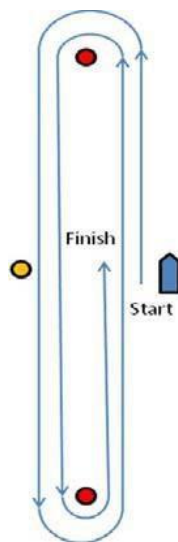
Appendix 1 – Courses

Figure 1 – Course A



For Course A the gate may be replaced by a single leeward mark. If a single leeward mark is used, the boats will leave the leeward mark to port when rounding. On legs 1 & 4 the gate marks or leeward mark are not marks of the course. The gate is open.

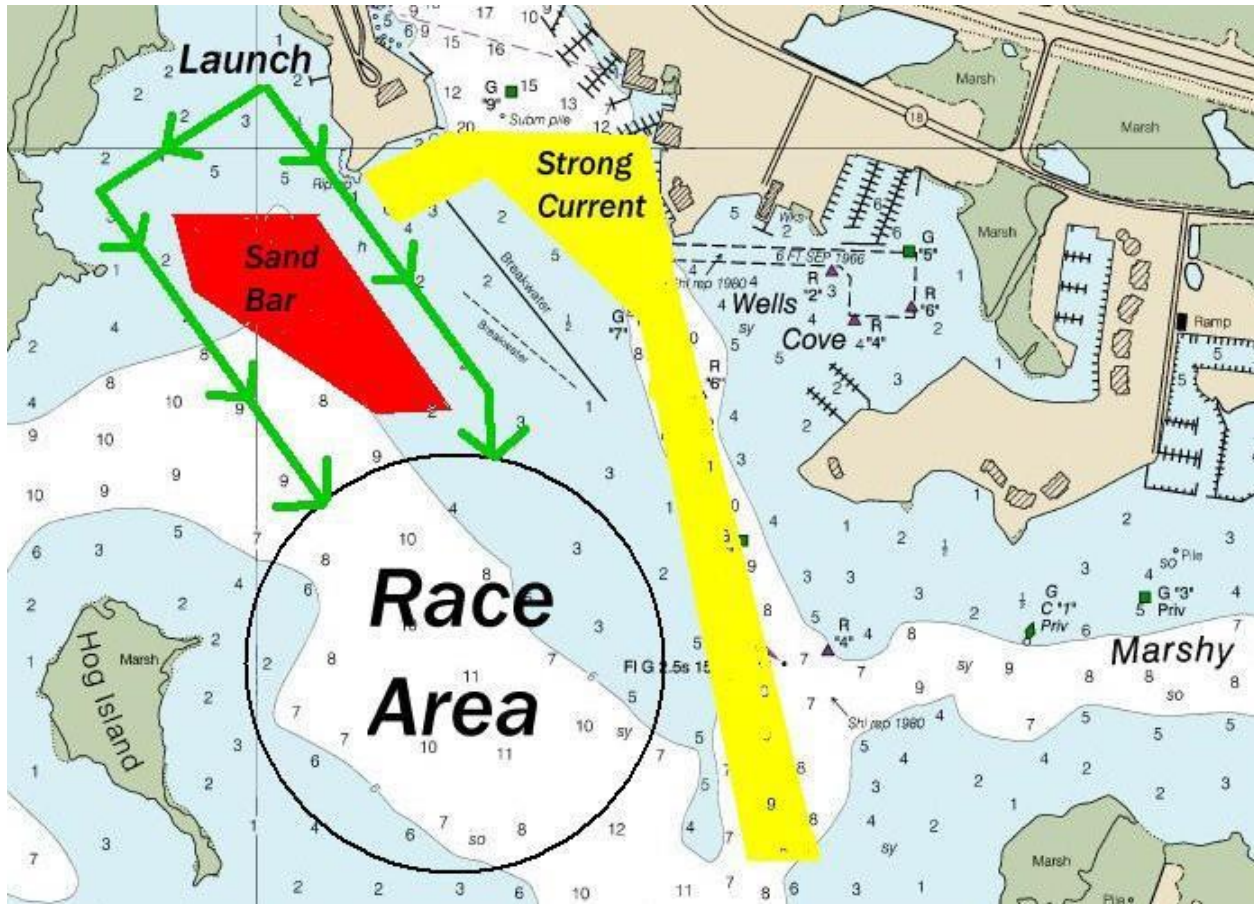
Figure 2 – Course B



For Course B on legs 2 & 3 the Start / Finish marks are not marks of the course. The start / finish line is open.

Appendix 2 – Racing Area

Figure 3 – Racing Area



When sailing to and from the race area competitors should be aware that there is a sand bar located approximately as shown in the diagram above. Strong currents are often present in the Kent Narrow Channel and should be avoided.