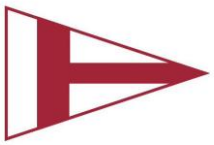
I Can't Believe
We Are Still Sailing In November! Fleet Race
Tabor Academy • Marion, MA
Saturday, November 7, 2026
SAILING INSTRUCTIONS



1. RULES

1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing, the ISSA Procedural Rules, the Scholastic Dinghy Class Rules (ISSA PR Appendix 2), and the NESSA District Procedural Rules.

1.2. The Organizing Authority is Tabor Academy.

1.3. These Sailing Instructions rank as rules and may alter the Racing Rules of Sailing and the ISSA Procedural Rules, in accordance with ISSA PR 7.2.

1.4. ISSA PR 2.2, Personal Flotation Devices, is in effect anytime a sailor or coach is on the water, whether aboard a boat or on a dock, except briefly while changing or adjusting clothing.

2. NOTICES TO COMPETITORS AND CHANGES TO THESE INSTRUCTIONS

2.1. The official notice board is TechScore.

2.2. Any change to these Sailing Instructions will be posted no later than one half hour before the first warning signal on the day it takes effect. Any change to the schedule will be posted by the end of racing on the day before it takes effect.

2.3. On the water, a change may be communicated to each boat before her warning signal, and the Race Committee may make that change orally. This is permitted by RRS 90.2(c), which requires the oral procedure to be stated in the Sailing Instructions, and by ISSA PR 7.3.

2.4. These Sailing Instructions will be available to all competitors before the competitors meeting, as required by ISSA PR 7.2.

3. CODE OF CONDUCT

3.1. The ISSA Code of Conduct (ISSA PR Appendix 1) applies to all competitors and event officials participating in and attending this event, as well as to support persons, coaches, parents, and spectators, who are ultimately responsible for their students and serve as role models.

3.2. [DP] Competitors and support persons shall comply with reasonable requests from race officials.

4. SCHEDULE

4.1. Report time and check-in is 11:00 AM at the Tabor Sailing Center, 235 Front Street, Marion, MA.

4.2. The competitors meeting is at 11:30 AM. Racing will begin as soon as practicable after the competitors meeting.

4.3. No race will start after 3:00 PM.

4.4. The number of races is at the discretion of the Race Committee. A minimum of three races in each division is required for the regatta to be official, in accordance with ISSA PR 7.5(c).

4.5. Boat assignments and any schedule changes will be posted on TechScore by the competitors meeting.

5. DIVISIONS AND BOATS

5.1. A Division (collegiate FJs) and B Division (E420s) will be given separate starts, with no scheduled break in racing.

5.2. There will be no rotation of boats in this event. Each team will race the same boat throughout the regatta.

5.3. Boats will be sailed as provided, except that mainsheets may be rigged 3:1 or 4:1. Standing rigging shall not be altered. Bow lines shall be kept clear and ready to use.

6. RACING AREA

The race committee will attempt to set a course in the vicinity of the Tabor waterfront in the Inner Sippican Harbor, Marion, MA.

7. COURSES AND MARKS

7.1. All races will be sailed on course W4: start, windward mark, offset mark, leeward gate, windward mark, offset mark, finish. This is one of the recommended fleet racing courses in ISSA PR Appendix 9, and it is diagrammed in Appendix A to these instructions.

7.2. The windward mark and the offset mark are orange or red high-flyer flags. The leeward gate marks are green balls. The starting and finishing pin is a yellow high-flyer flag. The other end of both the starting line and the finishing line is a large orange flag on the Race Committee boat.

7.3. After the starting signal the Race Committee may move a mark to maintain the course configuration or to change course length, provided no boat is on the leg that the mark terminates. No change of course signals will be made. This is in accordance with ISSA PR 7.8(c), which changes RRS 33.

7.4. Races will not be shortened. A race may be abandoned at any time at the discretion of the Race Committee, in accordance with ISSA PR 7.8(d). Abandonment may be signalled by sound and hail, as permitted by rule U1 of the US Sailing prescription Appendix U.

8. THE START

8.1. Races will be started using the audible-signal racing system, US Sailing prescription Appendix U, as required by ISSA PR 7.9(a). The standard three-minute starting sequence in rule U3 will be used.

8.2. The starting line will be between the yellow high-flyer pin and the large orange flag on the Race Committee boat.

8.3. Individual recall: when at a boat's starting signal any part of her hull is on the course side of the line, or she must comply with RRS 30.1, the Race Committee will promptly display flag X. The Race Committee may also hail sail or bow numbers. This is ISSA PR 7.9(b), which changes RRS 29.1 and U4.

8.4. General recall: the Race Committee may signal a general recall with multiple sounds and the hail of "general recall" and need not display the First Substitute. After a general recall, RRS 30.1, the I Flag Rule, applies to that race, and flag I need not be displayed. This is ISSA PR 7.9(c), which changes RRS 29.2 and 30.1.

8.5. A boat whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.

9. THE FINISH

9.1. The finishing line will be between the yellow high-flyer pin and the large orange flag on the Race Committee boat.

9.2. If a boat is delaying the finish of a race, the Race Committee may end the race for that boat and score her in the position she held at that time. This changes RRS 28.1, 35, A5.1 and A5.2.

10. PENALTIES AND RULE 42

10.1. Penalties at the time of an incident are governed by RRS 44.1 and 44.2, in accordance with ISSA PR 10. A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2, and a One-Turn Penalty when she may have broken rule 31.

10.2. During and immediately after tacking or gybing, a boat's crew may move their bodies to roll the boat, provided that the boat's mast does not move aggressively away from the vertical more than once. This is ISSA PR 13(a), which changes RRS 42.3(b).

10.3. Only repeated breaches of RRS 42 may be considered a breach of RRS 2, Fair Sailing, or cause for a hearing under RRS 69 (ISSA PR 13(b)).

10.4. RRS Appendix P, Special Procedures for Rule 42, is not in effect for this event. There will be no on-the-water rule 42 enforcement.

11. BREAKDOWNS

11.1. When a boat suffers a breakdown, her crew shall make all reasonable efforts to fix the damage and continue racing, unless doing so would cause further damage or risk to the crew. Race officials may require a damaged boat to retire (ISSA PR 9(e)(i)).

11.2. Breakdown requests shall be filed in the same manner as protests and within the same time limit.

11.3. Breakdowns will be scored in accordance with ISSA PR 9(e). Guidance on which equipment failures warrant compensation is in ISSA PR Appendix 5, Guidelines for Breakdowns.

12. PROTESTS AND REQUESTS FOR REDRESS

12.1. Protests and requests for redress are governed by RRS Part 5 and by ISSA PR Part VI, rules 15 through 18.

12.2. A boat intending to protest shall hail "Protest" at the first reasonable opportunity. Because the hull length of the boats used in this event is less than six meters, no red flag is required (RRS 60.2(a)(1)).

12.3. A protesting boat shall, at the first reasonable opportunity after finishing, notify the Race Committee of its intent to protest. Failure to do so may be grounds for closing the protest hearing under RRS 63.5 (ISSA PR 15(b)).

12.4. A competitor shall not communicate with anyone other than teammates or other competitors before reporting an intention to protest to the Race Committee. Breaking this rule may be grounds for closing the protest hearing (ISSA PR 8(b), which changes RRS 60.2).

12.5. The protest time limit is thirty minutes after the Race Committee boat has docked following the last race of the day. The docking time will be posted on the official notice board (ISSA PR 15(e)).

12.6. The Protest Committee may waive the requirement for written protests and may hear protests on the water (ISSA PR 15(e), which changes RRS 60.3(a)). When a written protest is used, the ISSA protest form is preferred and the US Sailing hearing request form is also acceptable (ISSA PR 15(d)).

12.7. A coach or a person in a similar capacity may serve on the Protest Committee, subject to challenge in accordance with RRS 63.3 (ISSA PR 16). Visiting coaches are asked to be available to serve if a hearing is needed.

12.8. A party wanting a written protest decision shall request it at the end of the hearing (ISSA PR 17, which changes RRS 63.6(b)).

13. SCORING

13.1. The Low Point System of RRS Appendix A will be used. No scores will be excluded, which means there are no throwouts (ISSA PR 9(a)).

13.2. Races will be numbered sequentially in order by division. Each boat's series score is the total of her race scores for that division (ISSA PR 9(b), which replaces RRS A2).

13.3. Final regatta results will be based only on the scores of races of which each division has completed an equal number (ISSA PR 9(g)).

13.4. Ties will be broken in accordance with ISSA PR 9(h).

14. COACHING AND SUPPORT PERSONS

14.1. Team leaders, chaperones, coaches, parents, advisors, and other support personnel may be afloat in the sailing area during the regatta.

14.2. Coaching on the water is permitted between races only. A competitor shall not receive coaching, assistance, equipment, or sustenance while racing. This changes ISSA PR 8(a).

14.3. Communication between teammates while racing in different boats or divisions is limited only by RRS 41, Outside Help (ISSA PR 8(c)).

14.4. Breaking ISSA PR 8(a), as changed by clause 14.2, or ISSA PR 8(c) during a race subjects a boat to disqualification from that race, and when not racing, to disqualification from the race just completed in that division (ISSA PR 8(d)).

15. SAFETY

15.1. A boat that retires from a race shall notify the Race Committee before leaving the racing area, or if that is impossible, immediately after arriving ashore.

15.2. A collision causing damage requiring more than normal routine maintenance is regarded as serious damage. A boat that causes serious damage shall retire from the race (ISSA PR 14 and RRS 44.1(b)).

15.3. Each school is responsible for ensuring that its competitors meet the swimming requirements in ISSA PR 2.1 before being allowed to participate.

16. SPECIAL EQUIPMENT

16.1. Only signal flags, tape, tell tales, bailers, fastening devices, a knife, pliers, screwdriver, food, timing devices, and drinking water may be carried while racing (ISSA PR 7.11(a)).

16.2. Electronic devices with GPS or communication functionality are not allowed (ISSA PR 7.11(b)).

17. HAZARDS

17.1. Local hazards, a harbor map, and instructions for traveling safely between the Tabor Sailing Center docks and the racing area are in Appendix B to these instructions.

17.2. All competitors, coaches, and powerboat operators should read Appendix B before going afloat.

18. PRIZES

18.1. No prizes or trophies will be awarded at this event. The winners will receive a hearty congratulations from the PRO.

19. REGATTA CONTACTS

Regatta Chair: Chris Conley, Tabor Sailing Coach, cconley@taboracademy.org, cell (508) 538-1501

APPENDIX A: COURSE DIAGRAM

APPENDIX B: HARBOR MAP AND HAZARDS

Posted: November 5, 2026