NATION'S INTER-SCHOOL SAILING CHAMPIONSHIP 2026

NISSC 2026

Mon 9 Nov 2026 | Sun 15 November 2026

Andrew Lewis Sailing Academy, Cocorite, Trinidad and Tobago

NOTICE OF RACE

Version 1.4 | REVISED WORKING DRAFT — 3 November 2026 | Addendum No. 2 decisions incorporated | NOT YET ISSUED

Organising Authority	Inter-School Sailing League Board (ISSLB)
Logistics & Event Coordination	Andrew Lewis Sailing Academy (ALSA), with support from the Andrew Lewis Sailing Foundation (ALSF) and Southern Sailing Academy of Trinidad and Tobago (SSATT) Finance Committee: Maleeka Manmohansingh Logistics: Ian Seejagat Public Relations/Media: Rikha Mohammed, Marie Bianca Tuberoso, Lawrence Theodore Measurement Official: Bastien Poutier Judging and Jury officials: Andrew Lewis, E. Joseph Moraine, Stefan Stuven, Marvin Bernard. Principal Race Officer: Emmanuel-Joseph Moraine Regatta Safety Officer: Kristof Stüven
Venue	Andrew Lewis Sailing Academy, Cocorite, Trinidad and Tobago
Registration	Standard deadline:2 November 2026 | Late deadline:8 Nov 2026
Entry Fee	Championship: TT$300 per boat/entry (late TT$600). Open Category: TT$300 per boat/entry; separate Friday 13 November deadline.
Official Notice Board	ISSLB WhatsApp noticeboard; access via ALSA WhatsApp +1 (868) 377-6554 or Emmanuel-Joseph Moraine / SSATT | Official NISSC/ISSLB WhatsApp Group; access may also be requested through Kristof Stüven or Andrew Lewis directly.

1. Organising Authority and Event Governance

1.1 The Organising Authority (OA) is the Inter-School Sailing League Board (ISSLB).

1.2 The Andrew Lewis Sailing Academy (ALSA), with support from the Andrew Lewis Sailing Foundation (ALSF) and the Southern Sailing Academy of Trinidad and Tobago (SSATT) will provide logistics and event-coordination support. These partners are not the Organising Authority.

1.3 The event will be delivered through the ISSLB Executive Board and the relevant Competition & Rules, Safety & Compliance, Equipment & Logistics, Athlete Development, Communications and other appointed committees and officials.

2. Rules

2.1 The event will be governed by the rules as defined in The Racing Rules of Sailing 2025-2028 (RRS).

2.2 Applicable class rules for the C420 and ILCA 6 shall apply, except where this Notice of Race or the Sailing Instructions make a permitted change.

2.3 The Inter-School Championship qualifying fleets and Finals will use fleet racing, not Appendix D team racing. Appendix D will apply only if a separately announced team-racing stage is properly introduced by an amendment.

2.4 Championship qualifying and Finals races are intended to use on-water umpired fleet racing under the published NISSC edition of World Sailing Development Rule Appendix UF, subject to its applicability and staffing requirements. Three umpire craft are planned, not merely three individuals in one craft. The approved event-specific Appendix UF, umpire signals and procedural exceptions must be published with the Sailing Instructions.

2.5 Ordinary boat-to-boat racing incidents assigned to on-water umpires are decided afloat under the applicable Appendix UF procedure and are not subject to a conventional subsequent boat-to-boat protest hearing. This does not extinguish procedures that the RRS or Appendix UF retain for injury, damage, misconduct, scoring errors, equipment issues or permissible redress.

2.6 The Notice of Race, Sailing Instructions, Official Notice Board notices and properly issued amendments shall govern the event.

2.7 For ordinary Part 2 infringements and RRS 31 assigned to on-water umpiring, the normal on-water turn penalty is one complete 360-degree turn (one tack and one gybe). This changes RRS 44.1 only to the extent permitted and must be read with the published event-specific Appendix UF. Umpire signals requiring disqualification, retirement or another prescribed sanction cannot be satisfied by one turn.

2.8 A One-Turn Penalty consists of one tack and one gybe in the same turn, completed promptly after getting well clear of other boats as required by the applicable penalty rules.

2.9 The ordinary umpire-imposed on-water turn penalty is one complete 360° turn containing one tack and one gybe, when signalled under the approved event rules. An umpire black-flag disqualification or other required retirement or serious penalty is not replaced by a turn. Decisions and any retained hearings follow the published event-specific Appendix UF; no blanket exclusion of all shoreside proceedings is intended.

3. Eligibility and Team Composition

3.1 The principal C420 Inter-School Championship is open to teams representing primary, secondary and tertiary educational institutions in Trinidad and Tobago, including home-schooled students where accepted by the OA.

3.2 A minimum of one (1) registered sailor is sufficient to represent a school at NISSC 2026. C420 racing continues to require a two-person crew. Mixed-gender and single-gender crews are permitted.

3.3 Two schools may apply to combine sailors to form one Championship team where one of the schools would otherwise be unable to participate because of limited sailor numbers. The arrangement must be requested in writing and approved by the OA before the applicable entry deadline. One school must be designated as the Primary/Lead School for the combined entry and results.

3.4 For the Open categories, sailors may combine freely across different primary, secondary or tertiary institutions. The C420 Open is not restricted to same-school crews.

3.5 Championship races are for registered school entries under rules 3.1–3.3. On Sunday 15 November, the separate Open Category accepts current students, past students, alumni and other sailors, including permissible mixed-school or mixed-age crews, subject to published eligibility and minimum safety competency, class rules and capacity limits. The Open events are separate from the Inter-School Championship.

3.6 No previous racing experience is required; all competitors must comply with the event safety requirements and instructions of the Race Committee, umpires/judges and safety personnel.

3.7 A school may register with one sailor, but each C420 must sail with a compliant two-person crew. If a school lacks a sailing partner, the Organising Authority will endeavour to help arrange an eligible crew member; any combined-school Championship crew remains subject to prior approval under rule 3.3.

4. Entry and Registration

4.1 Registration is open through andrewlewissailingfoundation.com. Official registration form: NISSC 2026 Registration Form

4.2 The standard entry deadline for all scheduled events is Monday 2 November 2026.

4.3 Standard entry fee: TT$300 per boat/event entry

4.4 Entries received after Monday 2 November 2026 will be treated as late entries and charged TT$600 per boat/event entry. Late entries may be accepted up to Sunday 8 November 2026, subject to available event-supplied boats, safety resources and acceptance by the OA.

4.5 A maximum of one Championship entry/boat per participating school is permitted. Up to fifteen event-supplied C420s are expected to be available. If more than fourteen Championship schools enter, they will be divided as evenly as practicable into two separate qualifying fleets, Blue and Yellow (the Yellow fleet may be identified by a yellow flag). If fourteen or fewer enter, the format shall be published by Official Notice Board notice before racing. Entry acceptance remains subject to available boats, staffing and safety cover.

4.6 A team qualifying from the 9 Nov Inter-School Championship preliminary stage into the 15 November Finals does not pay a second Inter-School Championship entry fee.

4.7 Open Category registration costs TT$300 per boat/event entry, with registration closing Friday 13 November 2026. A separate Open registration form is scheduled for publication on Friday 6 November 2026 on the Official Notice Board. This category-specific deadline and fee supersede any conflicting general deadline or late-fee provision in rules 4.2–4.4 for Open entries. Open entry is first come, first served, subject to availability and acceptance by the Organising Authority.

4.8 Registration enquiries: andrewlewis.sailingacademy@gmail.com or +1 (868) 377-6554 (call/WhatsApp).

4.9 Registration payments may be made to the home sailing academy assigned to the school. The academy shall issue a receipt, which the school should retain as proof of payment.

4.10 The Official Notice Board join link is https://chat.whatsapp.com/DffjojJQPaOItv5o9qLMUF?s=cl&p=a&iam=2 . The current school registration form is https://docs.google.com/forms/d/1HqAxnKQlqDyXqUp9x5b8A-BXv9AbGMb2i6vNNbCfvN4/viewform?edit_requested=true . Open Category entry arrangements and any changes to fees or deadlines shall be published by proper amendment.

5. Schedule

5.1 The event dates are Monday 9 November (qualifying fleets ONLY) and Sunday 15 November (Inter-School Finals, followed by Open races). All times are local. Monday: arrival and rigging 07:00; mandatory opening ceremony and briefing 08:00–09:00; flag D launching after 09:00; first warning 09:57; first start 10:00. Blue qualifying fleet first, then Yellow fleet after the slipway changeover; no Blue race start after 13:00. Sunday: first Finals start 10:00; no Inter-School Finals start after 13:00; Open racing starts at 14:00, ILCA 6 first followed by C420 in rolling starts where practicable. Prize-giving and closing are scheduled for 17:00. No race on either day shall start after 17:00; officials shall stop starting races earlier where needed for safe recovery, prompt results and the 17:00 ceremony.

Date	Time	Activity	Notes
Mon 9 Nov 2026	07:00	Competitor arrival, rigging, inspection	All teams; do not launch yet

Date	Time	Activity	Notes
Mon 9 Nov 2026	08:00–09:00	Opening Ceremony & mandatory briefing	All Championship competitors
Mon 9 Nov 2026	~09:00	Flag D; supervised launching	Sign out before going afloat
Mon 9 Nov 2026	09:57 / 10:00	First warning / first race START	Blue qualifying fleet first; 3-min sequence
Mon 9 Nov 2026	By 13:00	Blue fleet last permitted start	Then return to slipway; one fleet changeover
Mon 9 Nov 2026	After changeover	Yellow fleet qualifying	4–5 races per fleet; provisional finish ~12:48–14:14
Mon 9 Nov 2026	By 17:00	Absolute final permitted start	No start after 17:00; recovery earlier if required for safety
Sun 15 Nov 2026	10:00	First Championship Finals start	4–6 Finals races; first warning 09:57 for 3-min sequence
Sun 15 Nov 2026	By 13:00	Finals last permitted start	No Finals starts after 13:00
Sun 15 Nov 2026	14:00	Open Category first start	ILCA 6 first, C420 rolling where practicable; 4–6 total Open starts target
Sun 15 Nov 2026	By 17:00	Last permitted start of day	Absolute cutoff only; stop Open starts earlier as needed for the 17:00 ceremony
Sun 15 Nov 2026	17:00	Prize-giving & closing ceremony	Scheduled for 5:00 p.m.; after racing, safety recovery and confirmation of results

6. Championship and Event Format

6.1 The main Championship will be sailed as one-design C420 fleet racing: two separate qualifying fleets where more than fourteen schools are entered, followed by a ten-school Championship Final. Each qualifying school is allocated one entry/boat for its races.

6.2 Day 1 — Monday 9 November: qualifying races ONLY. The Blue fleet races first and Yellow (yellow-identification) after one supervised slipway changeover. Each fleet is scheduled for four (4) or five (5) short races; eight (8) to ten (10) preliminary starts in total. Target race duration is 15 minutes (up to 20 minutes anticipated), with a three-minute starting sequence as specified in the SIs. No Blue race starts after 13:00. No Championship Finals or Open races shall be held on Monday.

6.3 Blue and Yellow qualifying fleets shall be ranked separately using the published scoring rules. The five best-ranked schools from Blue and the five best-ranked from Yellow (ten total) advance to the Sunday Final. Both fleets shall have the same number of races counted for qualification. If one fleet completes more races than the other, its unmatched additional race(s) are excluded under rule 10.4; the Race Committee shall not choose a different scoring adjustment after results are known.

6.4 Day 2 — Sunday 15 November: the ten Championship finalists compete in a new Finals series of at least four (4) and no more than six (6) races, weather and time permitting. The first Finals race is intended to start at 10:00; no Finals race starts after 13:00. Qualification scores do not carry forward. There are NO Finals races on Monday. If Day 1 qualification is incomplete, the Organising Authority may, in an emergency weather or no-wind scenario, schedule

remaining preliminary races on Sunday before the Finals, by timely Official Notice Board amendment; any resulting impact on the published Finals/Open timetable must be announced.

6.5 Sunday 15 November: Open Category racing is scheduled to commence at 14:00, AFTER the Inter-School Finals are completed. The ILCA 6 Open starts first, followed by C420 Open using rolling starts where practicable and safe. The intended Open programme consists of four (4) to six (6) races in total, weather and time permitting; the Sailing Instructions must specify class allocations and separate scoring. Open racing is planned to conclude sufficiently early for the 17:00 prize-giving. No Open race shall start after 17:00; the Race Committee may impose an earlier last-start time for safe recovery and results.

6.6 No race on either day shall start after 17:00; Monday Blue fleet races have an earlier 13:00 limit, and Sunday Inter-School Finals have a 13:00 limit. The 17:00 last-start restriction is an absolute limit, NOT a target time for continuing Open racing. The Race Officer and Regatta Safety Officer shall stop new starts sufficiently early for safe recovery ashore and the scheduled 17:00 prize-giving; they may postpone, abandon or cancel for weather, safety or operational reasons. Any change in the ceremony time shall be published on the Official Notice Board.

6.7 The Organising Authority may adjust the sequence, timing and number of races within the published limits due to weather, safety and operational considerations, by valid Official Notice Board amendment. Changes to qualification, discards, scoring or advancement arrangements must be specified before the races affected; do not decide those provisions retroactively after results are known.

7. Boats, Allocation, Inspection and Equipment

7.1 All boats used in racing will be supplied or expressly designated by the Organising Authority. Privately owned or other outside boats are not permitted.

7.2 Event-supplied boats are allocated by random draw on the day. Where practicable a school will keep its allocated boat for the qualifying fleet block, with the principal changeover between Blue and Yellow fleets at the slipway. A defect may require substitution with an available reserve boat. The Championship Final shall use ten selected, inspected C420s, allocated among the ten finalists by the published draw. All changes and draws shall be controlled by the Race Committee and described in the Sailing Instructions or an Official Notice Board notice.

7.3 All event C420 equipment will be supplied and inspected before launching. Boats will be rigged in the approved C420 configuration without spinnakers for this event; any permitted class-rule changes must be properly authorised and published. Chief Measurer: Bastien Pouthier (surname spelling to be confirmed against the earlier NOR). Regatta Safety Officer: Kristof Stüven. Chief Umpire/Judge: Andrew Lewis.

7.3A Sail and rig inspections will be led by the Chief Measurer and Safety Officer. Boats are to comply with the approved event boat-handling and equipment rules published with the Sailing Instructions. No spinnaker shall be carried or used.

7.4 Competitors shall not alter, tamper with, remove, intentionally break or destroy any part of an event-supplied boat, sail, fitting, control system or equipment unless specifically authorised by the OA or Equipment & Logistics personnel.

7.5 Any damage, breakage, loss or defect must be reported to Kristof Stüven, Regatta Safety Officer, immediately upon discovery and no later than the first reasonable opportunity after returning ashore. Failure to report damage may result in disqualification from the applicable race or event and may also result in further action under the event equipment and conduct procedures.

7.6 Normal wear and damage will be assessed by the appointed equipment/safety personnel. Competitors and school teams may be held responsible for loss or damage arising from deliberate misuse, unauthorised alteration or negligence, subject to the event procedures.

8. Sailing Instructions and Official Notice Board

8.1 The Sailing Instructions will be issued electronically before racing and will include the detailed course, boat allocation, umpiring signals, starting procedures, progression format and any permitted rule changes.

8.2 The Official Notice Board will be the designated NISSC/ISSLB Official WhatsApp Group. Official notices, Notice of Race amendments, Sailing Instructions and amendments, boat draws, official results, schedules and other event communications will be published there.

8.3 Access to the Official Notice Board may be requested through the Andrew Lewis Sailing Academy call/WhatsApp number +1 (868) 377-6554 or through Emmanuel-Joseph Moraine / Southern Sailing Academy of Trinidad and Tobago at southernsailingacademy@gmail.com. Access may also be requested by WhatsApp directly from Emmanuel-Joseph Moraine, Kristof Stüven or Andrew Lewis.

8.4 Competitors, team captains and school liaisons are responsible for monitoring the Official Notice Board.

9. Venue and Racing Area

9.1 The event will be hosted at the Andrew Lewis Sailing Academy, Cocorite, Trinidad and Tobago.

9.2 Racing shall take place directly offshore of West Shore, visible from the Andrew Lewis Sailing Academy and West Shore. The shore venue and launch/recovery base is Andrew Lewis Sailing Academy, Cocorite. Two alternative course configurations may be selected by the Race Committee, signalled before each warning signal and shown in the official diagram: (A) start → windward mark → downwind gate → windward mark → reaching mark M2 → leeward mark M3 → upwind finish; or (B) start → windward mark → reaching mark M2 → leeward mark M3 → upwind finish. Exact mark numbering, rounding sides, gate convention, lap count and finishing line shall be stated in the final Sailing Instructions and course diagram.

10. Scoring and Qualification

10.1 The RRS Appendix A Low Point System applies to each qualifying fleet and separately to the Finals, as modified in the Sailing Instructions. A school receives no score in the other qualifying fleet. Each fleet must have an equivalent number of races counted for qualification.

10.2 The top five schools from each qualifying fleet shall advance to the ten-boat Championship Final. No qualifying points carry forward. Ranking is within each fleet, not by comparing finishing points between Blue and Yellow.

10.3 Each qualifying fleet is scored separately. Where both fleets have four counted races, no discard applies; where both have five counted races, each team excludes its worst eligible score (one discard), subject to RRS 90.3(b). The Sunday Finals are a new series, with no discard if four races are completed and one worst-score discard when five or six races are completed, unless the formally published Sailing Instructions prescribe otherwise. Open classes are separately scored; their individual race counts and any discards must be stated in the SIs.

10.4 Unequal qualifying-fleet race counts: to ensure equal counted opportunities, only the first N validly completed races of EACH qualifying fleet shall count towards qualification, where N is the smaller number of validly completed races by Blue or Yellow. Any additional race completed by the other fleet is excluded in its entirety from qualification scoring and tie-breaking; it is NOT a personal discard. For example, if Blue completes five races and Yellow four, only Races 1–4 in each fleet count, and NO team receives a discard. If both fleets complete five counted races, each team may exclude its worst eligible score under rule 10.3, subject to RRS 90.3(b). This rule shall be reproduced in the Sailing Instructions before racing begins, and shall not be chosen or varied after results are known.

11. On-Water Umpiring, Judges and Dispute Resolution

11.1 Three on-water umpire craft are planned, with Chief Umpire/Judge Andrew Lewis. The applicable NISSC event-specific Appendix UF, and its staffing conditions and signals, must be issued with the SIs before umpired racing starts. For 13 or 14 racing boats the World Sailing guidance calls for at least three umpire RIBs; three persons sharing one RIB do not fulfil that requirement.

11.2 The event intends to resolve ordinary boat-to-boat incidents quickly and finally on the water under the approved event-specific Appendix UF. The adopted rules shall set out the required flags, hails, protest initiation, one-turn

penalties, umpire decisions and disqualification procedures. Competitors should use the on-water procedure promptly; the aim is to avoid routine post-race protests and preserve a fast-paced race schedule.

11.3 There shall be NO routine shoreside boat-to-boat protest hearings for racing incidents finally decided by on-water umpires under the adopted Appendix UF. Such umpire decisions are final to the extent provided by that appendix. This does not prohibit any permitted or required process concerning serious damage or injury, misconduct, equipment compliance, scoring corrections or redress that the governing rules expressly retain.

11.4 Matters not finally assigned to on-water umpires remain subject to those specific hearing or redress procedures, if any, that the RRS and approved Appendix UF require or permit. The Race Committee and Chief Umpire shall not impose a blanket no-hearing rule that conflicts with governing rules.

11.5 The event-specific Appendix UF must be published in full as an approved event rules document before the first umpired race. The event appendices included with this NOR summarise operational information; they are not a replacement for the World Sailing rules or a complete Appendix UF.

12. Safety

12.1 Personal flotation devices (PFDs) shall be worn by competitors at all times while afloat, except briefly while changing or adjusting clothing or personal equipment as permitted by the RRS.

12.2 All competitors, coaches and support persons shall comply promptly with instructions from the Race Committee, Safety Director, Safety Officer, safety boats, umpires/judges and other authorised event personnel.

12.3 The event will operate under an event safety plan, emergency plan, medical plan and on-water safety-boat coverage appropriate to the event.

12.4 Racing may be postponed, shortened, abandoned or rescheduled where weather, sea state, visibility or other safety considerations make continuation inappropriate.

12.5 Parents/guardians of minors must complete the required event consent, waiver, medical/emergency and media documentation before participation.

12.6 Every sailor must sign out in the designated launch register before going afloat and sign back in immediately on returning ashore. This applies during practice, training and racing.

12.7 All damage, breakages, losses, defects, injuries and other safety incidents must be promptly reported to Kristof Stüven, Regatta Safety Officer. Where urgent assistance is required, the nearest safety boat or safety personnel must also be notified immediately.

12.8 Wind operating limits: racing will ordinarily not start when measured wind is below 3 knots as a one-minute average, or above 20 knots as a one-minute average, or when an isolated gust reaches 25 knots or more. The Safety Officer and Principal Race Officer may postpone, abandon or cancel racing for unsafe conditions at any wind speed. Their safety decisions also govern launching and the safe return to shore.

12.9 Crew or helm substitutions between races are permitted only with advance race-official approval and compliance with class/eligibility rules. A requested substitution must be notified during or before the starting sequence of the preceding race (no later than that race's starting signal); the Race Official and Beach Master Marie Bianca Tuberoso must both be informed so the replacement sailor can be transported safely. No unapproved change on the water is permitted.

12.10 Delta flag D will be used as the event launch permission signal at approximately 09:00 after the briefing. Launch only when sign-out is completed and safety personnel authorise it. Signal use and shore flagpole location shall be fully described in the Sailing Instructions.

13. School Representatives and Support Persons

13.1 Each school should nominate a team captain and/or adult parent, teacher or school liaison as the principal administrative contact for the team.

13.2 Support persons, coaches and team representatives shall comply with the RRS, Sailing Instructions, event code of conduct and directions of event officials.

13.3 Routine team communication, registration, attendance and competition-day coordination should be channelled through the nominated school/team liaison where practicable.

14. Conduct and Sportsmanship

14.1 Competitors, coaches, school representatives, parents and supporters are expected to demonstrate good sportsmanship, respectful conduct and compliance with event rules.

14.2 Serious misconduct, deliberate equipment damage, interference with event operations or failure to follow safety instructions may result in penalties, disqualification or referral to the appropriate disciplinary process.

15. Risk Statement

15.1 RRS 3 applies. Sailing is an activity involving inherent risk. Competitors participate on the basis that they accept responsibility for deciding whether to participate or continue participating.

15.2 The OA and event partners will implement reasonable safety measures; competitors and parents/guardians remain responsible for complying with all safety instructions and completing required consent documentation.

16. Media

16.1 Photography, video, livestreaming and event media coverage may take place. For minors, required parent/guardian media consent must be completed through the registration process.

16.2 Event media may identify sailors by name, school, boat class and result where consent permits.

17. Prizes and Recognition

17.1 Prizes may include trophies, medals, certificates and special awards determined by the OA.

17.2 Participation certificates and other recognition may be issued to participating schools and sailors as determined by the OA.

18. Further Information

Organising Authority	Inter-School Sailing League Board (ISSLB)
Event Contacts	Emmanuel-Joseph Moraine / SSATT: southernsailingacademy@gmail.com | ALSA Call/WhatsApp: +1 (868) 377-6554 Principal Race Officer: Emmanuel-Joseph Moraine Regatta Safety Officer: Kristof Stüven
Registration	andrewlewissailingfoundation.com | Registration issues: andrewlewis.sailingacademy@gmail.com Official registration form: NISSC 2026 Registration Form
Venue	Andrew Lewis Sailing Academy, Cocorite, Trinidad and Tobago

NISSC EVENT APPENDICES — OPERATIONAL SUPPLEMENTS

These are event-specific working appendices. RRS Appendices A and D and World Sailing Development Rule Appendix UF are external published rules and are NOT reproduced or replaced here. Final Sailing Instructions and an approved NISSC-specific UF edition must be issued separately.

Event Appendix 1 — Alternative courses, racing area and marks

Race area: waters directly offshore of West Shore, visible from ALSA and the West Shore waterfront. Shoreside base: Andrew Lewis Sailing Academy, Cocorite.

Proposed course alternatives, to be confirmed in the official diagram and displayed by the Race Committee before racing: COURSE A = START → windward mark → leeward/downwind gate → windward mark → reaching mark M2 → leeward mark M3 → upwind FINISH. COURSE B = START → windward mark → reaching mark M2 → leeward mark M3 → upwind FINISH. The gate may comprise two marks as defined in the final SIs. The physical finishing line and required crossing direction must be expressly identified. Sailors must not infer a mark-rounding side from this text.

INSERT THE APPROVED COURSE DIAGRAM(S) BEFORE ISSUE. The SIs must specify the signal for Course A or Course B, exact marks/gate, rounding directions, line description, shortening procedure and whether a downwind gate is used; these diagrams are NOT finalised here.

Event Appendix 2 — Qualification fleets and race programme

If more than 14 school entries are accepted, divide schools as evenly as practicable into Blue and Yellow qualifying fleets. Blue races first; Yellow races second after the one main slipway changeover. Each fleet is intended to complete 4–5 races. Monday contains preliminaries ONLY; top five from each fleet qualify for the ten-boat Sunday Final. If 14 or fewer schools enter, a revised format must be published.

FLEET	BLOCK	SCHEDULE	ADVANCE
Blue	First	4–5 races; no start after 13:00	Top 5 schools
Yellow	Second, after slipway changeover	4–5 races	Top 5 schools
Championship Final	Sunday ONLY — no Monday Finals	Sunday 10:00; 4–6 races; no Finals start after 13:00; no Monday Finals	Final series winner
Open — ILCA 6, then C420	Sunday afternoon	Starts at 14:00; target 4–6 Open races total; finish in time for 17:00 prize-giving; no starts after 17:00	Separate class scores

Race management aims at 15 minutes per race; up to 20 minutes may be needed. Standard sequence for this event: warning at T−3, preparatory at T−2, preparatory flag down at T−1 and starting signal at T. The 10:00 starting signal is preceded by 09:57 warning on Day 1. This changes RRS 26. The complete signals table will be in the Sailing Instructions.

Event Appendix 3 — Scoring, discards and qualification

Blue and Yellow are scored separately; the top five schools from each qualify. Count only an equal number of valid races in both fleets: if one fleet completes more, its additional race(s) are entirely excluded from qualification scoring and tie-breaking. No discard applies with four (or fewer) counted races per fleet; one discard of the worst eligible score applies only when BOTH fleets count five races, subject to RRS 90.3(b). The Finals and each Open class are separate series and require their own published scoring and tie-break provisions.

Series ties: apply RRS A8.1 first (compare scores from best to worst, excluding discards), then A8.2 (last completed race, then earlier races in reverse order). The scorer publishes provisional standings and the list of qualifiers on the Official Notice Board.

Emergency qualification contingency: if incomplete qualification due to insufficient wind or adverse weather must resume on Sunday, it shall do so only after an official amended schedule is posted. For unequal fleet totals, apply NOR 10.4 automatically to count only the first equal number of valid races of each fleet; the Race Committee shall not select a favourable method after reviewing results.

Event Appendix 4 — Equipment, substitutions and safety

Equipment: event-supplied C420s only; allocated by random draw; no spinnakers; one inspection before launching and continuing inspections where necessary. Chief Measurer: Bastien Pouthier (name spelling to verify). Chief Umpire/Judge: Andrew Lewis. Safety Officer: Kristof Stüven. Beach Master: Marie Bianca Tuberoso.

Launch/check-in: sign out before going afloat, launch only under flag D and the Safety Officer's directions, and sign in immediately on returning. All injuries, loss, defects or damage must be reported to Kristof Stüven. Fleet changeovers occur at the slipway in the supervised transfer zone, with no transfers initiated without instruction.

WIND / CONDITION	DEFAULT EVENT ACTION
1-minute average below 3 kt	Do not start / postpone; reassess
1-minute average over 20 kt	Do not start / postpone; reassess
Any isolated gust 25 kt or more	Do not start / suspend or abandon as needed
Unsafe sea, visibility or other hazard	Safety Officer and PRO may postpone, abandon or cancel irrespective of numbers

Substitution requests: inform the race official and Beach Master during or before the starting sequence of the preceding race (at the latest by the starting signal); substitutions must be authorised and safely completed between races. No substitution may take place if unsafe or if it violates class/eligibility requirements.

Event Appendix 5 — On-water umpires, penalties and retained proceedings

Three umpire RIBs are planned, subject to approved staffing and separate safety coverage. Fast-paced ordinary boat-to-boat racing disputes are to be resolved on the water as finally provided by the official event-specific Appendix UF. Red-flag ordinary penalties may require a one-turn (360°) penalty, while black-flag disqualification cannot be cleared by a turn. No routine shoreside boat-to-boat hearings follow umpire-final incidents, but any limited proceedings expressly retained by the governing rules must remain available.

Sailor guide: if an umpire signals an ordinary One-Turn Penalty, get clear and make one 360° turn containing one tack and one gybe. If black-flagged/disqualified, follow umpire directions and leave the racing area; a 360° turn does not cancel disqualification. Report injury, damage, equipment defects and serious safety concerns to Kristof Stüven.

As of World Sailing October 2025 guidance, Appendix UF is used with at most 25 boats in one start and no more than five racing boats per umpire RIB. For the proposed 12–14 boat qualifying starts, three properly staffed umpire RIBs are the minimum, separately from rescue and transfer support. Chief Umpire must approve the final event-specific rules.

Event Appendix 6 — Official communications and Open events

Official NISSC/ISSLB WhatsApp Group: https://chat.whatsapp.com/DffjojJQPaOItv5o9qLMUF?s=cl&p=a&iam=2

The group is the Official Notice Board. School representatives should join promptly and monitor amendments, boat draws, times, Sailing Instructions, results and safety notices.

The Open Category takes place on Sunday 15 November only, after the Championship Finals: ILCA 6 first at or after 14:00, then C420 Open in rolling starts where safe. Target: 4–6 races in total across the Open programme, with class allocation confirmed in the Sailing Instructions. TT$300 per entry; registration deadline Friday 13 November 2026; link scheduled to be published Friday 6 November. Entries are first come, first served, subject to available equipment and safety cover. Prize-giving is scheduled for 17:00; race officials shall end Open racing early enough for safe recovery, results and the ceremony. No race starts after 17:00.

Event Appendix 7 — Sunday Finals and Open programme

Sunday 15 November — Championship and Open events ONLY. 10:00 first Inter-School Finals start; 4–6 Finals races; no Finals race starts after 13:00. 14:00 intended Open start (ILCA 6 then C420 with rolling starts where practicable). The Open programme aims for 4–6 starts in total, allocated by the Sailing Instructions. Prize-giving / closing at 17:00, following racing and confirmation of results. The Race Committee shall stop starts earlier as needed to meet the ceremony and safe recovery plan; no race starts after 17:00.

If Monday qualification is not complete due to lack of wind or inclement weather, additional qualifying races may be scheduled on Sunday by advance posted amendment. The Race Committee shall not run an unannounced different qualification or Finals scoring system.

Open registration: TT$300 per entry; deadline Friday 13 November 2026; official registration link to be announced Friday 6 November on the Official Notice Board.

One-minute wind average permitted start range: at least 3 kt and at most 20 kt; isolated gust 25 kt or more is a no-start threshold. Operational postponement or abandonment remains at the discretion of the PRO and Regatta Safety Officer.

Pre-publication items requiring formal approval

- Agreed qualifying-fleet parity: apply NOR 10.4; publish the equal-count rule in the SIs before the first qualifying start. No post-result discretion.
- Confirm the four-to-six Open race target is across both Open classes (as drafted) or per class, and specify each class's discard schedule.
- Approve both final course diagrams, rounding directions, gate details and the selected course flag.
- Approve the complete event-specific Appendix UF and verify three separately equipped umpire RIBs; this document alone is not that appendix.
- Prize-giving is set for 17:00 Sunday 15 November. Operational plans must allow sufficient time for final Open finishes, safe return ashore and publication of results; any timing change must be posted on the Official Notice Board.