NATION'S INTER-SCHOOL SAILING CHAMPIONSHIP 2026

SAILING INSTRUCTIONS

MONDAY 9 NOVEMBER | SUNDAY 15 NOVEMBER 2026

Andrew Lewis Sailing Academy, Cocorite, Trinidad and Tobago

DOCUMENT CONTROL	DETAIL
Status	First Issue — 08 November 2026.
Governing source	NOR Version 1.4 (3 November 2026 working draft), with Addenda No. 1 and 2 when validly issued
Organising Authority	Inter-School Sailing League Board (ISSLB)
Principal Race Officer (PRO)	Emmanuel-Joseph Moraine
Chief Umpire / Judge	Andrew Lewis
Regatta Safety Officer	Kristof Stüven
Beach Master	Marie-Bianca Tuberoso
Official Notice Board	NISSC/ISSLB Official WhatsApp Group: https://chat.whatsapp.com/DffjojJQPaOItv5o9qLMUF?s=cl&p=a&iam=2

1. Rules and application

1.1 The event will be governed by the Racing Rules of Sailing 2025–2028 (RRS), the applicable C420 and ILCA 6 class rules, the validly issued Notice of Race (NOR), these Sailing Instructions (SIs), and properly issued amendments. Where a permitted rule change is made, the affected rule and change shall be identified.

1.2 The Inter-School Championship is C420 fleet racing. RRS Appendix D (team racing) does not apply to these ordinary fleet races. Championship qualifying fleets and Finals are intended to be umpired using the COMPLETE approved NISSC event-specific World Sailing Development Rule Appendix UF, issued separately as an SI attachment.

1.3 Ordinary on-water turn penalties under the approved Appendix UF are One-Turn Penalties (360°, one tack and one gybe), performed promptly after getting well clear. A disqualification, retirement requirement or other sanction is not satisfied by a turn. Routine umpire-final boat-to-boat incidents have no conventional subsequent shoreside protest hearing. Any exceptional proceedings expressly retained under Appendix UF and the RRS remain available.

1.4 World Sailing Appendix UF is not reproduced in full in this draft. The COMPLETE approved NISSC event-specific Appendix UF must be published and available to each competitor before umpired racing; otherwise valid alternate racing procedures must be authorised and posted before racing begins.

1.5 A one-point-per-sailor safety compliance penalty shall be applied if found in breach any of SI 14 and Appendix F. This standard penalty shall be added to the overall score of the team and can't be discarded. 14.1 will be applied at the discretion of the PRO, Safety officer or any of the on the water judges. 14.2 will be applied once the beach master has closed the desk and provided the report to the safety officer. (a) +1 point for each sailor afloat without a properly worn PFD; (b) +1 point for each sailor who goes afloat without signing OUT; (c) +1 point for each sailor who returns without signing IN. Each requirement is independent, and penalties for different sailors or separate failures are cumulative. See Appendix F.

2. Notices to competitors and changes

2.1 The Official Notice Board (ONB) is the designated NISSC/ISSLB WhatsApp Group. It will carry official notices, revised SIs, fleet assignments, equipment draws, course options, results and qualification lists. Amended SI will be sent by 8PM the night before racing.

2.2 Requests for ONB access may be sent to Emmanuel-Joseph Moraine, Andrew Lewis Sailing Academy (+1 868 377-6554), Kristof Stüven or Andrew Lewis. Team representatives are responsible for monitoring the ONB.

2.3 Written changes to these SIs shall be posted on the ONB before the first warning signal of the races affected, with adequate notice under RRS 90.2(c). Important changes shall also be announced at the briefing where practicable. Oral changes on the water are not authorised by this draft; safety directions from officials must nevertheless be followed.

3. Signals ashore, assembly and launching

3.1 Signals ashore shall be displayed at the ALSA launch/slipway control point, or at another clearly announced signal station.

3.2 Flag D displayed ashore indicates that launching is permitted under the directions of the Beach Master and Safety Officer. No boat may launch before its crew has signed out and launching is authorised. The planned launch signal is after the 08:00–09:00 briefing on Monday.

3.3 Postponement, abandonment, recall and other signals follow the RRS unless an applicable event rule specifies otherwise. Every boat shall follow safety-boat directions when returning to the slipway.

4. Schedule of racing

DAY / TIME	ACTIVITY	CONDITIONS
Mon 9 Nov · 07:00	Arrival; rigging; registration & check-in desks open, safety checks and boat inspections	All school teams; no launching until flag D
Mon · 08:00–09:00	Opening ceremony and compulsory briefing	All Championship participants
Mon · after 09:00	Flag D; supervised launch; move to race area	Sign out before going afloat
Mon · 09:57 / 10:00	First warning / first START, Blue fleet	Three-minute warning-to-start sequence
Mon · through 13:00	Blue fleet block (4–5 races)	No Blue race may start after 13:00
Mon · after Blue	Supervised return to slipway; Yellow crew changeover	Yellow fleet races second (4–5 races)
Mon · by 17:00	Absolute latest permitted race start	Stop earlier when recovery or safety requires
Sun 15 Nov · 09:57 / 10:00	First Finals warning / first START	10-school C420 Final; 4–6 races
Sun · through 13:00	Championship Finals	No Finals race may start after 13:00
Sun · 14:00	Open racing begins: ILCA 6 first, then C420	Rolling starts where safe and practicable
Sun · 17:00	Prize-giving and closing	Open racing must conclude earlier to allow safe return and scoring

4.1 Monday is for qualifying racing ONLY. No Championship Finals or Open Category races will be held Monday.

4.2 Blue and Yellow each aim to complete four (4) or five (5) races. Target duration is approximately 15 minutes per race; races may last up to approximately 20 minutes. The three-minute sequence and any period between races are additional. No fixed interval between races is guaranteed.

4.3 Sunday Finals comprise four (4) to six (6) races if weather and time permit. Open racing is intended to include four (4) to six (6) starts IN TOTAL across both Open classes.

4.4 No start is permitted after 17:00 on either day. The 17:00 Sunday ceremony is a scheduled start time for prize-giving, not a target last racing start. The PRO shall end Open starts earlier when necessary for safe recovery, results and presentation.

4.5 If Monday qualification cannot be completed because of insufficient wind or unsafe weather, remaining qualifying races may be rescheduled on Sunday only under an advance official amendment showing revised Finals and Open schedules.

5. Racing area and course selection

5.1 The shoreside venue is ALSA, Cocorite. The racing area is directly offshore of West Shore, within waters visible from ALSA and the West Shore waterfront; the final chart and permitted launch-to-course route will be announced with the course diagram.

5.2 Two courses are planned. The course in use shall be clearly designated no later than its warning signal. All course marks, numbering, gate side requirements and rounding directions must be shown in the approved chart / Course Appendix B before issue.

COURSE	ORDER OF MARKS	REMARKS
A — gate course	Start → M1 (windward) → G2S/G2P (downwind gate) → M1 → M3 (reaching mark) → M4 (leeward mark) → Upwind Finish	See Appendix B for Diagram
B — triangle course	Start → M1 (windward) → M2 (reaching mark) → M3 (leeward mark) → Upwind Finish	See Appendix B for Diagram

5.3 The starting and finishing lines are planned to share the same physical line, but boats finish only after sailing the specified course and crossing the line in the direction shown on the approved diagram. No boat shall be considered to have finished merely by crossing that line earlier in the course.

5.4 The marks for the competition shall be a Yellow Cylindrical buoy. For a change of course, the change of course buoy will be laid; an Orange cylindrical buoy; and the original mark will be retrieved as soon as practicable.

6. The start

6.1 The intended start procedure is a three-minute RRS 26 sequence as changed by these SIs. Timing is determined by visual signals; absence of a sound signal shall be disregarded.

TIME BEFORE START	SIGNAL	ACTION
3 minutes	Fleet/class warning signal	Fleet identification displayed
2 minutes	Preparatory signal	Preparatory flag displayed
1 minute	One-minute signal	Preparatory flag removed
0 minutes	Start	Fleet/class warning signal removed

6.2 For the 10:00 first start, the warning signal is scheduled for 09:57. Blue and Yellow fleet identity shall be announced clearly and displayed on a labelled fleet board or distinguishing fleet signal. Open-class signals shall be posted before Sunday racing.

6.3 The starting line shall be between race committee flag and an Orange cylindrical buoy on the pin end, as identified in the official diagram. OCS boats and general/individual recalls shall be handled under the applicable RRS and approved Appendix UF.

6.4 The next warning signal will be given when the Race Committee determines that the starting area is ready and previous finishers have cleared. A three-minute starting sequence does not guarantee a new race immediately after the previous finish.

7. Racing time limits and finish

7.1 Target race duration is 15 minutes. Depending on weather, the intended race duration may be approximately 10–20 minutes. This target does not itself create a race time limit.

7.2 The formal Race Time Limit for the first finisher, any Mark 1 Time Limit and the Finishing Window for subsequent boats shall be 10 minutes. The relevant provisions changing RRS 35/A5 (if any) must be stated before publication.

7.3 The finishing line is the physical line identified in SI 5.3, crossed from the direction specified in the Course Appendix after the last required mark. The Race Committee will record finish places and umpire penalties. Boats no longer racing shall remain clear of finishing and racing boats.

8. Wind limits and postponement

MEASURED CONDITION	START / RACING GUIDANCE
1-minute wind average below 3 knots	Do not start; postpone and reassess.
1-minute wind average above 20 knots	Do not start; postpone and reassess.
Isolated gust of 25 knots or more	Do not start; the PRO / Safety Officer may suspend or abandon as necessary.
Unsafe sea state, lightning, squall, visibility or other hazards	Safety Officer and PRO may postpone, abandon or cancel regardless of wind reading.

8.1 Wind values are assessed by the PRO and Regatta Safety Officer using the official race-area observations. These are operating thresholds; an unsafe condition may justify postponement/abandonment even when the measured speed lies within the numerical range.

8.2 Postponement and abandonment will use the appropriate RRS signals. No team is entitled to a fixed number of races if weather or safety prevents racing.

9. Qualifying fleets, scoring and qualification

9.1 If more than 14 schools/teams enter the Championship, the Race Committee shall divide confirmed entries as evenly as practicable into Blue and Yellow qualifying fleets, by the published allocation method. The named fleets remain fixed for Monday barring a valid pre-race amendment. A school competes in only its assigned qualifying fleet.

9.2 Blue races first, followed by Yellow after the supervised slipway changeover. Every school in a fleet is intended to race four to five races in its fleet. Both fleets are ranked separately under the RRS Appendix A Low Point System, as modified below.

9.3 Qualification uses the SAME NUMBER of validly completed races between the fleet. Let N be the lower number of completed races in the fleets. Only the first N valid races in each fleet are counted. Any race beyond N in the other fleet is excluded entirely from ALL qualifying scoring and tie-breaking; it is not an individual discard. Example: Blue sails five, Yellow four; only the first four from each count, with no discard.

9.4 If both fleets have four or fewer counted races, no scores are excluded. If both have five counted races, each school excludes its worst eligible score (one discard). Scores that RRS 90.3(b) requires to remain cannot be discarded. This changes RRS Appendix A2.1.

9.5 For two fleets, the TOP FIVE schools by qualifying rank in Blue and the TOP FIVE in Yellow advance to the ten-boat Finals on Sunday. Qualification scores do not carry forward. Under RRS Appendix A8, ties are resolved first by comparing scores of tied schools from best to worst (excluding valid discards), and then by comparing their most recent counted races in reverse order.

9.6 The minimum number of equal counted races needed to determine qualifying places is 3 races. If the minimum has not been reached on Monday because of weather, an amended timetable may place further preliminary races on Sunday before the Finals; Monday will never include Finals.

9.7 A Blue/Yellow fleet may have a different number of starters from the other fleet; since their qualifying rankings are separate, schools are ranked against their own fleet only. A boat unable to start or finish is scored under the governing RRS Appendix A/UF provisions.

10. Championship Finals and Open scoring

10.1 The Championship Finals are a NEW ten-boat series on Sunday with four (4) to six (6) intended races. The ten finalists race together in the selected C420s. Qualification results are not carried forward.

10.2 With four completed Finals races, no discard applies. With five or six completed Finals races, one worst eligible score is excluded in accordance with RRS Appendix A2.1 as changed by these SIs, subject to RRS 90.3(b). The final Championship ranking is by the resultant Low Point score and RRS A8 tie-breaks.

10.3 The Open Category contains separate ILCA 6 and C420 Open events. These are not Championship qualifiers. ILCA 6 racing starts first at or after 14:00, followed by C420 rolling starts where safe and practicable. Each class is scored SEPARATELY under Low Point scoring. If an Open class completes fewer than five races, no discard applies; if it completes five or more, one worst eligible score is excluded. The Race Committee will publish the number of intended Open starts assigned to each class before its first start.

10.4 To constitute a valid Championship Finals series the board has intended a minimum of four completed Finals races, if less races are made the race committee will make the final decision on how to proceed subject to the amount of races completed. The Open class minimum for a scored series is 3 races.

11. Equipment, allocation and replacement boats

11.1 All racing boats and equipment shall be event-supplied or expressly designated by the OA. A maximum of 14 C420 boats are intended to start together, with one additional available boat as an equipment reserve, subject to actual fleet inventory.

11.2 The Chief Measurer and Safety Officer will inspect boats before the first launch and may re-inspect during the event. C420s are to use the authorised event standard configuration, without spinnakers; no spinnaker may be carried or used. Competitors may not alter or remove equipment without permission.

11.3 Boat allocations for qualifying fleets and the Finals shall be by random draw on the day and posted on the ONB or displayed at the Beach Master desk. A school ordinarily retains its allocated boat through its qualifying fleet block. The ten selected Finals boats are allocated to the ten finalists by the published draw.

11.4 Damage, loss, rig failure or defect must be reported immediately to Kristof Stüven, Regatta Safety Officer. The Race Committee may allocate a reserve or replacement boat and record the change; competitors shall not make unauthorised swaps. Equipment failure does not automatically entitle a school to redress; any permitted request is governed by RRS and Appendix UF.

12. Crew substitutions and school representation

12.1 Each C420 shall have a compliant helm and crew. A school may register with one sailor but must have a second approved sailor aboard. Combined-school arrangements require prior OA approval under NOR 3.3.

12.2 Helm or crew substitutions BETWEEN races may be permitted on request. The request must be made to a Race Committee official AND the Beach Master (Marie-Bianca Tuberoso) during, or no later than the starting signal of, the PRECEDING race, to allow sufficient time for transport and safety checks. For the first race of a block, requests must be made before launching.

12.3 All substitutions require authorisation and compliance with class rules, eligibility and the approved race programme. The Race Committee may refuse or delay a substitution if it is unsafe or would interfere with the start. No substitute shall board without the Beach Master / transfer supervisor's direction.

13. On-water umpiring, penalties and retained proceedings

13.1 Championship races shall be umpired by three appointed umpire RIBs when the official NISSC Appendix UF is in force. Umpire craft are separate from dedicated rescue and transfer resources. If required coverage is unavailable, the Race Committee shall reduce the racing fleet or postpone until a valid amended arrangement exists.

13.2 The boat-to-boat on-water protest signal, timing and procedure shall be exactly those established in the COMPLETE approved NISSC Appendix UF. The current event draft proposes a Y protest flag; this is not binding until the final UF is approved. Competitors will receive the correct flag in the event boat and a briefing on its use.

13.3 Under the event's intended simple umpire flag guide: green-and-white means no penalty; red identifying a boat means take the prescribed one-turn penalty when applicable; black identifying a boat means disqualification, not a turn. Other signals and serious penalties remain governed by the official Appendix UF.

13.4 There will be no conventional shoreside boat-to-boat protest hearing for ordinary incidents finally determined by umpires under UF. However, damage or injury, misconduct, certain equipment or scoring matters, and any redress or hearings expressly allowed by the applicable rules are not abolished.

13.5 Procedure and deadline for any exceptional retained reporting or requests: 45 minutes after the race committee return to shore. Safety or medical incidents must always be reported immediately, regardless of protest deadlines.

14. Safety, recovery and emergency procedures

14.1 [MANDATORY] Properly fitting, securely fastened personal flotation devices (PFDs/lifejackets) shall be worn by every competitor whenever afloat, except briefly while changing or adjusting clothing or personal equipment as permitted by RRS 40.1. RRS 40.1 applies at all times afloat under RRS 40.2(c). No sailor may launch or continue racing without complying. The Safety Officer may direct immediate correction, recovery or withdrawal regardless of any points penalty.

14.2 [MANDATORY] Every skipper and crew member must individually sign OUT with the Beach Master/designated registrar before going afloat and sign IN immediately on return ashore. This is required for every separate launch/return outing, including

authorised substitutions. A team representative signing on someone's behalf is not sufficient unless the Beach Master expressly verifies that person as present.

14.3 A PFD breach is counted once per affected sailor per outing when observed, not repeatedly for the same continuous breach. An unsigned launch is recorded when the sailor leaves the slipway without checking out; an unsigned return is recorded when the sailor returns and fails to check in before departure/closure of the register. Any separate outing may create a new breach. The Beach Master shall promptly notify the school liaison and Safety Officer.

14.5 Where lawfully approved and published, the penalty points shall be added to that school/team's series total AFTER ordinary race-score exclusions and shall not themselves be discarded. They apply to the qualifying, Finals or Open series associated with the affected outing, without carrying qualifying penalties into the Finals. This would change RRS Appendix A2.1 and A5.1 and the necessary hearing/procedure provisions; the final rule references and authority shall be approved before issue.

14.7 Blue crews return to the slipway after their fleet block for the supervised changeover to Yellow. Yellow crews shall board only when authorised. No unsupervised transfers, disembarkations or launchings are permitted. The Beach Master and Safety Officer control the slipway movement plan.

14.8 Any capsize, injury, damage, missing sailor, equipment defect, collision or safety incident shall be promptly communicated to the nearest safety craft and to Kristof Stüven, Regatta Safety Officer. In an emergency, crews shall prioritise life safety and follow the rescue team's directions.

14.9 A boat retiring from a race shall inform a Race Committee or safety vessel as soon as practicable, then follow recovery instructions and sign IN ashore. Support boats shall remain clear of racing and umpire areas unless assigned a rescue or official duty.

14.10 All boats must be ashore in sufficient time for safe unrigging before darkness; Monday recovery planning anticipates being ashore by approximately 17:00, with derigging between 17:00 and 18:00. The PRO/Safety Officer may prohibit starts well before the nominal 17:00 last-start limit when safe recovery requires it.

15. Results, requests for correction and official decisions

15.1 Provisional fleet scores, the confirmed qualifying schools from each fleet, Championship Finals scores and Open results shall be published on the Official Notice Board as soon as practicable.

15.2 A competitor or school liaison who identifies a transcription or arithmetic error, or disputes a factual safety-register entry, should notify the Race Office promptly with the race number, fleet, boat number and specific concern. The Race Committee may correct an administrative scoring error without reopening a final umpire incident, subject to the RRS and Appendix UF. A disputed safety penalty follows the separately approved [SP] review/hearing procedure.

15.3 Official results may be amended only under the governing rules. A previously published provisional leaderboard does not itself create an absolute right to a place in the Finals if a correction is lawfully made.

16. Support persons, conduct and disposal

16.1 Coaching, support craft and spectators shall remain outside the racing area unless specifically authorised. Rescue craft may enter as required for safety. Instructions issued by the PRO, umpires or Safety Officer must be followed promptly.

16.2 Deliberate damage, dangerous conduct, abuse of officials or refusal to follow safety instructions may lead to action under the relevant RRS, event conduct rules and the applicable appendices. Trash shall not be intentionally discarded into the water.

17. References and controlling attachments

17.1 These SIs must be read with the officially published NOR, valid addenda, the final course and marks appendix, the boat/fleet allocation notice, and the COMPLETE NISSC event-specific Appendix UF. Only officially issued documents and amendments have governing status.

17.2 The attached appendices provide the schedule, competitor guide and operational forms. Any note explicitly marked "FOR APPROVAL" is not an operative rule until completed and authorised.

APPENDIX A — Fleet sequence, drawing and times

A1. The Race Committee will publish the final school list and balanced allocation to Blue and Yellow fleets after the Championship entry list closes. The draw is managed by officials and is not an invitation for sailors to swap groups.

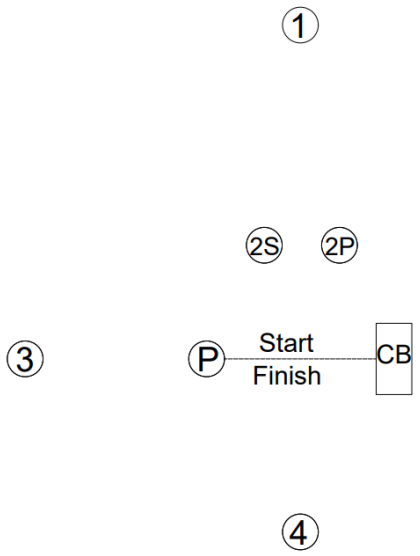
FLEET	ORDER	TARGET	QUALIFICATION
BLUE	First Monday; after 10:00 start	4–5 races; no start after 13:00	Five best ranked schools advance
YELLOW	Second Monday; after the supervised slipway changeover	4–5 races; no start after 17:00	Five best ranked schools advance
FINAL	Sunday from 10:00	4–6 races, no start after 13:00	Ten starters; new series
OPEN ILCA 6	Sunday 14:00 first Open start	Within 4–6 combined Open starts	Separate class ranking
OPEN C420	Sunday after ILCA racing, rolling starts as safe	Within 4–6 combined Open starts	Separate class ranking

A2. The official boat draw shall be posted at the Race Office / Beach Master desk and in the ONB before the relevant block. A reserve boat is assigned only by officials after a confirmed defect or other authorised change.

APPENDIX B — Course diagram and mark description

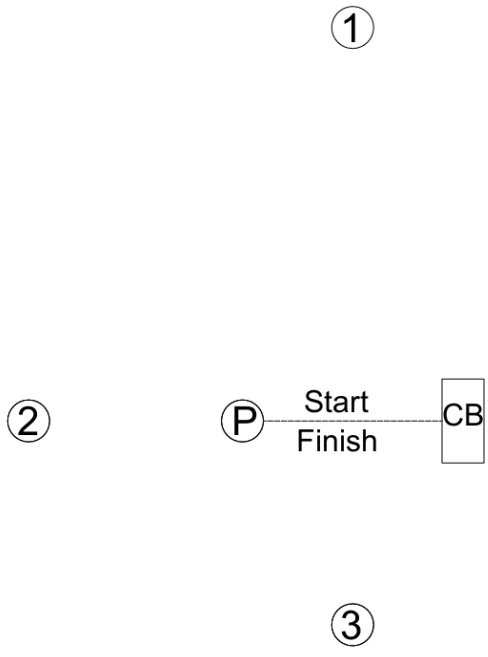
The committee shall insert its APPROVED and correctly oriented official course chart here before publishing these SIs. The order descriptions below are only an aid to matching the chart; they do not replace the mandatory drawing.

COURSE A — GATE



Start → M1 (windward) → G2S/G2P (downwind gate) → M1 → M3 (reaching mark) → M4 (leeward mark) → Upwind Finish

COURSE B — TRIANGLE



Start → M1 (windward) → M2 (reaching mark) → M3 (leeward mark) → Upwind Finish

CHART ELEMENT	EVENT-SPECIFIC APPROVAL NEEDED
Rounding side	Port for all marks except gate (2P and 2S)
Mark description	Marks 1-4: Yellow Cylinder Pin: Orange Cylinder Change of course mark: Orange Cylinder
Course signal	Committee Boat indicating A or B
Line endpoints	Physical objects and direction of starting and finishing crossings
Race area chart	Boundaries and safe route from ALSA slipway

APPENDIX C — One-page competitor guide

KEEP THIS PAGE AVAILABLE AT THE BRIEFING. It simplifies the SIs but never replaces the published racing rules, NOR or approved Appendix UF.

- ARRIVE: Monday 07:00 for rigging and checks; compulsory ceremony/briefing 08:00–09:00.
- LAUNCH: Properly wear your LIFEJACKET. Sign OUT before launching, and launch only after flag D and Beach Master / Safety Officer approval.
- SAFETY POINTS (proposed, subject to formal approval): +1 per sailor without a PFD; +1 per sailor not signed OUT; +1 per sailor not signed IN. Points add up. Do not sail without a lifejacket.
- KNOW YOUR FLEET: BLUE races first on Monday. Yellow waits ashore and races after the supervised slipway changeover.
- START: Three-minute sequence. First warning 09:57; first race starts at 10:00. Watch the signals.
- COURSE: Sail only the course signalled by the Race Committee; follow the published chart and rounding sides.
- UMPIRES: If your boat is penalised by the umpire RED signal, complete one tack + one gybe in a single 360° turn, when that is the prescribed penalty. Green-and-white = no penalty. Black = disqualified, not a 360°.
- HELP / DAMAGE: Notify a safety boat and Kristof Stüven immediately. Follow rescue directions.
- CHANGE CREWS: Ask early; inform the Race Committee AND Marie-Bianca Tuberoso during the start sequence of the preceding race.
- AFTER RACING: Return under direction; EVERY sailor must sign IN ashore, then assist with derigging.
- OFFICIAL RESULTS: Check the Official WhatsApp Notice Board. Five schools from BLUE and five from YELLOW advance to Sunday Finals.

IMPORTANT The approved event-specific Appendix UF, not this quick reference, defines how a boat signals an on-water protest and precisely when a turn or other penalty is required.

APPENDIX D — Safety, substitution and incident record aids

Use the following minimum data on paper or in the event's official operational register. They are administrative forms and do not override the event rules.

REGISTER	MINIMUM FIELDS
Launch sign-out / return sign-in	School; fleet; C420 number; helm; crew; time afloat; time back; verified by Beach Master
Crew/helm substitution	School; race number; outgoing person; incoming person; requested time; notified PRO official; notified Beach Master; approval; boat
Equipment incident	Boat number; incident time; component/defect; photographs if safely available; reported to Safety Officer; replacement assigned; sign-off
Safety/medical incident	Location; type of incident; boat/team; immediate action; safety craft attending; contact with Kristof Stüven; follow-up
Race result correction request	Fleet/class; race number; boat; score queried; basis; Race Committee determination and timestamp
Safety-rule compliance / proposed points	School/team; sailor name; boat; series; outing/date; PFD or sign-OUT or sign-IN violation; evidence; time; reporting official; notice; approved review; score adjustment authorised by

APPENDIX E — Publication and approval checklist

The following must be approved and incorporated before the Sailing Instructions can be issued as a final governing document. A missing item should not be silently inferred from the draft.

- Approve and insert Course A / B diagrams; mark colours, rounding directions, gate rule, course designation signal and exact start/finish line.
- Approve the formal Race Time Limit, Finishing Window (and any Mark 1 limit) or explicitly state that no such time limit applies.
- Approve minimum equal counted qualifying races needed for qualification; confirm Sunday contingency for insufficient Monday racing.
- Approve whether fewer than four Finals races can make a valid Finals series, and minimum scored races per Open class.
- ☐ Publish Open ILCA and C420 race allocation (four to six total Open starts across both classes, unless NOR formally amended).
- ☐ Issue the full approved event-specific World Sailing Appendix UF (current version), final protest signal and the exceptional-reporting process/time limit.
- Approve the safety +1-point-per-person standard-penalty system, required changes to RRS A5.1/A2.1 and hearing procedure, review process, and MATCHING NOR AMENDMENT; otherwise use authorised protest-committee procedure only.
- Confirm three separate qualified umpire RIBs and independent safety / transfer craft; review weather operating thresholds.
- ☐ Confirm official class/fleet starting signals and line endpoints; publish final fleet roster, boat allocation and substitute transport plan.
- Confirm the Chief Measurer's surname spelling (original NOR: Bastien Poutier; subsequent drafts: Bastien Pouthier).
- Confirm that the 17:00 Sunday prize-giving can begin after sufficient Open-race recovery and scoring time; establish practical earlier last Open start.
- ☐ Confirm NOR Version 1.4 and Addendum No. 2 have been properly authorised and issued, not only held as drafts.
- ☐ Obtain approval from PRO, Chief Umpire, Safety Officer and OA; then publish SI and attachments on the Official WhatsApp Notice Board.

Authorised by the Organising Authority: _____ Date/Time: _____

Principal Race Officer: _____ Chief Umpire: _____

Safety Officer: _____ Official ONB publication: _____

APPENDIX E — Safety compliance and proposed one-point penalties

Verified failure	Proposed points	Immediate safety response
Each sailor afloat without a correctly fitted and secured PFD	+1 point per sailor per affected outing	Stop launch / require immediate correction or recovery; lifejacket compulsory.
Each sailor launched without signing OUT	+1 point per sailor per outing	Locate/verify sailor; correct register; notify Beach Master and Safety Officer.
Each sailor returned ashore without signing IN	+1 point per sailor per outing	Account for sailor; confirm return and correct register; inform school liaison.

F1. A C420 typically carries two sailors. If both miss sign-OUT and sign-IN on the same outing, the proposal would add four points in total to the school's series score (two missed sign-OUTs + two missed sign-INs).

F2. If one sailor also sails afloat without a PFD, this would add one further point. These are separate sanctions; staff must not withhold prompt safety intervention while considering any score.

F3. The affected series is the competition in which the outing occurred (Blue/Yellow qualification, Championship Finals or Open class). Points are proposed to be added to the series total after valid discards so they cannot be discarded. Qualifying scores and penalties do not carry into the Finals.

F4. Reporting: the Beach Master or Safety Officer records the event; a school liaison is notified; a designated official verifies the entry; the authorised scoring committee applies any permitted adjustment and publishes it on the Official Notice Board.

F5. A school may promptly request a factual review of its attendance/safety record. Any right to a hearing, redress or appeal preserved by the RRS or the approved Appendix UF must remain available. Ordinary boat-to-boat umpire decisions remain final under UF.

F6. Legal/procedural note: RRS A5.1 ordinarily reserves other score-worsening actions to the protest committee. A routine no-hearing race-committee Standard Penalty needs an expressly approved rule change, identified by rule number in the final NOR/SIs. If not adopted, these amounts should be proposed to the appropriately appointed committee rather than automatically scored.

ISSUE APPROVAL (complete before circulation as official SIs):

Principal Race Officer: _____ Date: _____

Chief Umpire / appointed committee: _____ Date: _____

Organising Authority: _____ Date: _____

Publication date/time on Official Notice Board: _____