



2019 PCCSC Match Racing Championships

Stanford University

October 5-6, 2019

SAILING INSTRUCTIONS

Abbreviations:

PC – Protest Committee
OA – Organizing Authority
RRS – Racing Rules of Sailing
IJ – International Jury

RC – Race Committee
NA – National Authority
SI – Sailing Instructions
NOR – Notice of Race

1. RULES

- 1.1. The Event will be governed by:
 - a) The ICSC Procedural Rules, General Championship Conditions, and Match Race Championship Conditions
 - b) The 'rules' as defined in the RRS, including RRS Appendix C.
 - c) The rules for Handling Boats (SI Addendum A which also apply to any practice sailing. Class rules will not apply.
 - d) US Sailing Prescriptions to rules 60, 63.2 and 63.4 will not apply.
- 1.2. Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- 1.3. When a boat in a match fails to sail the course in accordance with racing rule 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case both boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28,35, 63.1 and A5.
- 1.4. Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finish area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.5. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum C
- 1.6. If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty is cancelled. This changes RRS C7.2(d).
- 1.7. All competitors in this regatta shall wear a PFD, while on the water, other than for brief periods while adding or removing clothing. This changes RRS 40, the US Sailing Prescriptions to RRS 40 and the preamble to RRS Part 4.
- 1.8. Errors or omissions by the RC will not be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire, RC, PC may request redress.

2. ENTRIES and ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event.
- 2.2. To remain eligible, the entire crew shall complete registration, pay any entry fee and deposit USD \$500 for damage, and complete crew weighing all by 0900 on October 5.
- 2.3. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4. Each skipper is responsible for damage or loss to their boats unless responsibility is otherwise assigned by the umpires or OA. Damage that occurs during practice will be divided equally among boats involved. This will not be grounds for protest or redress by any boat. This changes RRS 62.
- 2.5. While race, the registered skipper shall not leave the helm, except in an emergency.

- 2.6. When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official regatta notice board located on a whiteboard in the boathouse
- 3.2. Signals made ashore will be announced verbally to all competitors and coaches
- 3.3. Umpires will provide daily debriefings following the completion of racing on both race days.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the SIs made ashore will be posted by at least 0900 and will be signed by the RC, except changes to the competitors' briefing time which will be posted by 1900 on the day before the change occurs.
- 4.2. Amendments made afloat will be communicated to all competitors and coaches. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

- 5.1. The event will be sailed in Ideal 18-type boats supplied by Stanford University.
- 5.2. In the case that spinnakers will not be used, the RC will announce it verbally prior to the attention signal.
- 5.3. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4. The rotation of boats will be posted online.

6. CREW MEMBERS, NUMBER and WEIGHT

- 6.1. The total number of crew, including the skipper, shall be three(3), and shall include one female.
- 6.2. The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs., determined at the time of registration or such other times as required by the RC.
- 6.3. All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7

7. EVENT FORMAT AND STARTING SCHEDULES

- 7.1. The event format will be a double round robin of all teams. The starting schedules can be found on Tech Score. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 7.2. The racing days are scheduled as October 5-6, 2019
- 7.3. The latest time for an attention signal on the last day of racing will be at 1500.
- 7.4. The number of matches to be sailed each day will be determined by the RC.
- 7.5. The RC in consultation with the Chief Umpire may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 7.6. The intended time of the first attention signal each day is 1000 on Saturday and 1000 on Sunday. This changes NOR 4.1.
- 7.7. Each subsequent flight will be started as soon as practicable after the previous flight.

8. RACING AREA

The intended racing area will be the turning basin in the Port of Redwood City. Racing may also take place in South San Francisco Bay.

9. COURSE

- 9.1. The course will be windward-leeward with a gate, twice around. The start/finish line will be below the gate. The course diagram will be drawn on the white board in the great room of the Sailing Center.
- 9.2. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signaling a course change. This changes Rule 33."
- 9.3. The windward mark and gate will be orange balls. The starting pin will be a yellow ball.
- 9.4. The start/finish line will be a straight line between the staff with an Orange flag on the RC boat and the course side of the starting mark.

11. BREAKDOWN and TIME FOR REPAIRS

- 11.1. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may verbally indicate to the umpires that they have breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2. The time allowed for repairs shall be at the discretion of the RC and Chief Umpire.

12. STARTING PROCEDURE

- 12.1. Match warning signals will be numeral pennants indicating the match number to be started.
- 12.2. The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13. CHANGING THE COURSE

13.1 PR 18.c.i will apply.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15. COACH BOATS

15.1. One coach boat will be provided for all competitors coaches. Individual coach boats will not be permitted

15.2. Coaching shall be in accordance with ICSA Procedural Rule 19

16. MEDIA, IMAGES AND SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

17. PRIZES

17.1. The principal prize for the winner of this PCCSC Match Racing Conference Championship is to have their team's name engraved on the Richard B. Sweet PCCSC Match Race Championship Trophy. The trophy shall remain at the PCCSC Hall of Fame located at the US SAILING Center in Long Beach, California. In addition the winning team will advance to compete in the ICSA College Match Racing National Championship for the Cornelius Shields, Sr. Trophy.

18. CODE of CONDUCT

18.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall not behave so as to bring the event into disrepute.

18.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum A and B.

18.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
- b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
- c) Abuse of umpires before or after a decision (See also Call M4).

18.4. Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

18.5. Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19. DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

ATTACHMENTS:

ADDENDUM A RULES FOR HANDLING BOATS

ADDENDUM B EQUIPMENT LIST

ADDENDUM C DAMAGE PENALTIES

SI ADDENDUM A - HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Boarding a boat without prior permission.
- 2.7. Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8. Hauling out a boat or cleaning surfaces below the waterline.
- 2.9. Attaching lines to the fabric of spinnakers.
- 2.10. Perforating sails, even to attach tell tales.
- 2.11. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.12. Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13. Using a winch to adjust the mainsheet, backstay or vang.
- 2.14. Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15. The use of electronic instruments other than compass and watches.
- 2.16. Using the spinnaker pole to wing out the foresail.
- 2.17. Marking directly on the hull or deck with permanent ink.
- 2.18. After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveller and vang.
- 2.19. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 2.20. A breach of SIC 2.18 or 2.19 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS and ACTIONS

- 3.1. The following are permitted.
Taking on board the following equipment:
 - (a) basic hand tools;
 - (b) adhesive tape;
 - (c) line (elastic or otherwise of 4 mm diameter or less);
 - (d) pencils;
 - (e) tell-tale material;
 - (f) watch, timers and hand held compass;
 - (g) shackles and clevis pins;
 - (h) Velcro tape; and
 - (i) Spare flags;
 - (j) PFDs
- 3.2. Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix C6
 - (g) personal safety
- 3.3. Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4. Changing the number of mainsheet purchases.

4. MANDATORY ITEMS and ACTIONS

4.1. The following are mandatory:

- (a) The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded.
- (b) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

4.2. At the end of each sailing day:

- (a) furling/rolling, bagging and placement of the sails as directed;
- (b) leaving the boat in the same state of cleanliness as when first boarded that day; and

4.3. At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.

4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6. A breach of items 4.2 and 4.3 will be considered as damage.

SI ADDENDUM B – EQUIPMENT LIST

The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

One spinnaker pole

Two spinnaker sheets

Tiller extension

Competitor flag set

MOORING LINES

Two black dock line

SI ADDENDUM C

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work
Level B Damage	Affects the value and/or general appearance of the boat	Boat damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

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

If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

