



PCCSC Match Racing Conference Championship

for the

Richard B. Sweet Memorial Trophy

October 15-16, 2022

NOTICE OF RACE

1. ORGANIZING AUTHORITY

- 1.1. The Organizing Authority (OA) will be the Intercollegiate Sailing Association (ICSA), Stanford University and Peninsula Youth Sailing Foundation (PYSF).

2. VENUE

- 2.1. 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.

3. PROVISIONAL PROGRAM

3.1. Schedule

Friday October 14, 2022

Practice - All Fees and 1500-1700
damage deposit must be paid to practice

Saturday October 15, 2022

Competitor's Briefing 1130
First Warning 1200
Umpire Debriefing Immediately Following Racing

Sunday October 16, 2022

First Warning 1200
No flight will begin after 1500.

4. SKIPPER'S ELIGIBILITY

- 4.1. All PCCSC Regular and Provisional member schools are eligible to attend the event. All schools are required to announce their attendance based upon the Conditions of the PCCSC Match Racing Championship.
- 4.2. The registered skipper shall helm the boat at all times, except in emergency.
- 4.3. All competitors shall meet the eligibility requirements of the ICSA Procedural Rules

5. ENTRIES

- 5.1. The event is limited to eight teams total. Each team wishing to compete shall submit a resume to pccsccommissioner@collegesailing.org no later than October 1, 2022. University of Hawaii shall receive an automatic berth. An additional seven teams will be selected and one alternate team.
- 5.2. The skipper shall be entered on completion of registration, crew weighing and the payment of all fees and deposits. All payments shall be made by check, cash or credit card.
- 5.3. 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.
- 5.4. To remain eligible, the entire regatta must split a boat charter fee of \$2000. Amount required for each team will vary depending on the number of teams present.
- 5.5. 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.
- 5.6. 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.
- 5.7. While racing, the registered skipper shall not leave the helm, except in an emergency.
- 5.8. When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- 5.9. When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

6. DAMAGE DEPOSIT

- 6.1. An initial damage deposit of \$500 shall be paid at registration, unless extended by the OA, by separate check made payable to PYSF. The amount of the initial damage deposit is the maximum payable by a skipper for each damage-causing incident the skipper is deemed, by the OA, responsible for. The damage deposit shall be replenished to \$500 following an assessment of damages by the OA and prior to any further racing.
- 6.2. When damage occurs, the cost of repairs will be paid from the deposit of the skipper responsible for the damage.
- 6.3. Any remaining deposit after the event will be refunded within 30 days of the completion of the championship. A detailed accounting of expended funds will be rendered to any skipper not receiving their full deposit back.

7. BOATS & SAILS

- 7.1. The event will be sailed in Ideal 18s provided by Peninsula Youth Sailing Foundation (PYSF).
- 7.2. Up to four boats will be provided.
- 7.3. The rotation of boats will be posted online.
- 7.4. All sails will be provided.
- 7.5. In the case that spinnakers will not be used, the RC will announce it verbally prior to the attention signal.
- 7.6. Boats will be assigned by daily random draw for all races that day. Spinnakers will be drawn on the first day of racing and will stay with the team for all races. Condition or assignment of boats or sails shall not be grounds for redress. This changes RRS 62.1(a).
- 7.7. Boats will be checked in and checked out in accordance with the host procedures. Skippers shall not leave their boats after racing before completing the check-in procedure.

8. CREW (INCLUDING SKIPPER)

- 8.1. The number of crew (including the skipper) shall be three. All registered crew shall sail all races. Each team shall include at least one female. and shall include one female.
- 8.2. The event will be governed by the rules as defined in the RRS, including Appendix C, the ICSA Procedural Rules, the ICSA General Championship Conditions, the ICSA Match Race Championship Conditions, this Notice of Race, and the Sailing Instructions.

- 8.3. Sailing Instructions will be available on the event website.
- 8.4. The rules for boats, equipment, and the handling of boats will be distributed with the Sailing Instructions, and will also apply to any practice sailing.
- 8.5. The maximum total crew weight, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs. determined at the time of registration. No additional weigh-in will be required unless there is a substitution of crew per NOR 9.3 and 9.4.
- 8.6. When a registered skipper is unable to continue in an event the OA may authorize an original crew member to substitute.
- 8.7. When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment provided the individual meets all ICSA eligibility requirements to represent the school.

9. EVENT FORMAT

- 9.1. The Regatta Chairman with the consultation of the Chief Umpire and the PCCSC Representative may change the format, terminate, or eliminate any round when conditions are not expected to permit the completion of the intended format. The intended format for the championship is set forth below.
- 9.2. The racing days are scheduled as October 15-16, 2022.
- 9.3. The latest time for an attention signal on the last day of racing will be at 1500. Per the PCCSC Standing Rules, if the minimum number of races (as prescribed by the ICSA Procedural Rules) to declare a champion have not been completed by the cutoff time racing shall continue until sunset. If the minimum number of races still has not been met there shall be no Conference Champion. In the event that there is no conference champion, the team that will represent the PCCSC at the ICSA Match Race Nationals will be determined by resume.
 - Each competing team will be invited to submit a resume for review.
 - Team resumes shall be reviewed by a committee consisting of the Conference Commissioner, and two other individuals with preference giving to knowledgeable match racers.
- 9.4. The number of matches to be sailed each day will be determined by the RC.
- 9.5. The intended format will consist of the following stages:
 - Stage 1 – Round Robin of all teams.
 - Stage 2 - Round Robin of the top six teams from Stage 1.
 - Stage 3 - Round Robin of the top four teams from Stage 2.Win-loss records shall carry over between stages.
The sailing instructions may change this format.

10. COURSE

- 10.1. The course will be either windward/leeward, finishing downwind, or windward/leeward, windward/leeward, finishing downwind. All single marks to be rounded to starboard. A leeward gate may be used.
- 10.2. 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.

11. PRIZES

- 11.1. 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.

12. COACHING & COACH BOATS

- 12.1. One or two coach boats may be provided for all competitors' coaches. Individual coach boats will not be permitted.
- 12.2. Coaching shall be in accordance with ICSA Procedural Rule 19.

13. DISCLAIMER OF LIABILITY

13.1. Competitors shall participate in the regatta entirely at their own risk (see RRS 4, DECISION TO RACE). The organizing authority does not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

14. FURTHER INFORMATION

14.1. Any questions may be directed to Chris Klevan (chris.klevan@stanford.edu) or Brad Schaupeter (pccscommissioner@collegesailing.org)