



2022 PCCSC Match Racing Championships
Stanford University
October 15-16, 2022

SAILING INSTRUCTIONS

Abbreviations:

PC – Protest Committee RC – Race Committee

OA – Organizing Authority NA – National Authority

RRS – Racing Rules of Sailing SI – Sailing Instructions

IJ – International Jury NOR – Notice of Race

1. RULES

1.1 The Event will be governed by:

a) The ICSA 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 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.

1.3 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum C.

1.4 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 and the preamble to RRS Part 4.

1.5 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. ENTRY 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 USD \$400 and deposit USD \$500 for damage, and complete crew weighing all by 1130 on October 15. Two separate checks are requested for entry and damage deposit or entry fee may be paid online at <https://collegesailing.org/machform/view.php?id=46194> (a 2.9% charge will be added for credit card payments). Damage deposits by credit card will require the credit card information be recorded by the OA. The credit card will only be charged should damage occur.

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 racing, 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. SCHEDULE

Friday, October 14, 2022

1500-1700 Practice - All fees and damage deposits must be paid to practice

Saturday, October 15, 2022

1000 Report Time
1030 Competitor Briefing
1100 First Attention Signal
After Racing Umpire Debriefing

Sunday, October 16, 2022

1015 Report Time
1100 First Attention Signal
1500 No flight will begin after this time

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official regatta notice board located on a whiteboard in the Stanford boathouse and online at techscore.
- 4.2 Signals made ashore will be announced verbally to all competitors and coaches.
- 4.3 Umpires will communicate on VHF Channel 67.
- 4.4 Umpires will provide daily debriefings following the completion of racing on both race days.

5. AMENDMENTS TO SAILING INSTRUCTIONS

- 5.1 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.
- 5.2 Amendments made afloat will be communicated to all competitors and coaches. An umpire may communicate these either verbally or in writing.

6. BOATS AND SAILS

- 6.1 The event will be sailed in Ideal 18 boats supplied by PYSF.
- 6.2 In the case that spinnakers will not be used, the RC will announce it verbally prior to the attention signal.
- 6.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 6.4 The rotation of boats will be posted online.

7. CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be three, and shall include one female.
- 7.2 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.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format will be a double round robin of all teams. For the Championship only, RRS C11.1 is changed to make the first tie-breaker a sail-off, if conditions permit and after prescribed sailing hours if necessary, of no more than a single race between each tied team (based on their overall win/loss records). Races sailed from an incomplete round robin or series, where the tied teams met, shall be used as sail-off races. The starting schedules can be found on Tech Score.
- 8.2 The racing days are scheduled as October 15-16, 2022.
- 8.3 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.

8.4 The number of matches to be sailed each day will be determined by the RC.

8.5 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.

8.6 The intended time of the first attention signal each day is 1200 on Saturday and 1200 on Sunday.

8.7 Each subsequent flight will be started as soon as practicable after the previous flight.

9. 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.

10. COURSE

10.1 The course will be windward-leeward with a gate, twice around. The start/finish line will be below the gate.

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.

10.3 The windward mark and gate will be orange balls. The starting pin will be an orange or a yellow ball.

10.4 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

Races will be started in accordance with RRS C3.1, except that no blue or yellow flags or sound signals shall be made by the Race Committee at the 2 minutes mark. The Race Committee will notify the umpires if any boat have failed to enter the starting box by the end of the pre-start entry time and the umpires will signal blue or yellow penalties (if any). Any boat that is OCS (On Course Side) at their starting signal will be notified by hailing the boat number or team name and displaying code flag 'X'. No blue or yellow flags will be displayed by the race committee.

13. CHANGING THE COURSE

PR 18(d)(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

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

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 November, 12-13 in San Diego, CA.

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, traveler 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 SI C 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.

Extent	Effect
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
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.
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);

Round Robin	Knock Out
None	None
Half point	Three quarters of a point
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.