



**2017 PCCSC Match Racing
Championships
Stanford University**
October 20 & 21, 2018

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 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 C) 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 E.
- 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. The skippers invited are listed in SI Addendum A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay any entry fee and deposit USD \$1000 for damage, and complete crew weighing all by 0830 March 11, 2017, unless extended by the OA.
- 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 PC. 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 After the warning signal for a match, 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 crewmember 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 Skippers shall attend the first briefing which will be held on October 20, 2018 at 0900 at Balboa Yacht Club.
- 3.4 Skippers shall attend the first meeting with umpires immediately following the first briefing.
- 3.5 Skippers shall attend the daily briefing at 0900 on Sunday October 21, 2018.
- 3.6 Umpires will provide daily debriefings following the completion of racing on both race days.
- 3.7 When a postponement is signaled ashore, "1 minute" is replaced with "1 hour".

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 Governors Cup 22 boats supplied by Balboa Yacht Club and the Newport/Balboa Sailing & Seamanship Association
- 5.2 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.3 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

Signal Sail Combination to be used

No signal Mainsail, Jib, Spinnaker

Code Flag 'G' when displayed with the attention signal means: "spinnakers shall not be used for this race."

- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by mainsail numbers.
- 6.2 Boats will be allocated by the OA for the 1st race in accordance with a predetermined draw.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule. See SI Addendum B.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be three(3) or four (4). A crew list shall be named at event registration and all registered crew shall sail all races.
- 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 and match pairing lists are detailed in SI Addendum A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 The racing days are scheduled as October 20-21, 2018
- 8.3 The latest time for an attention signal on the last day of racing will be at 1530.
- 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 1100 on Saturday and 1100 on Sunday.
- 8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

9 RACING AREA


The intended racing area will be in the Pacific Ocean off Newport Beach. The RC will be available to tow competitors to the racing area. Failure to join or remain on the tow is the responsibility of each skipper.. The RC may change the intended racing area.

10 COURSE

10.1 Course Configuration (not to scale):

Mark W 

Mark G  

Start/Finish Line  _____ (RC)

10.2 Course to be Sailed. The course will be: Start – W – Gs/Gp – W – Finish. Mark W shall be rounded to starboard. The gate shall be sailed with Gs to starboard - Gp to port. If one gate mark is missing, round the single leeward mark to starboard. 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 Description of Marks

- a) W and L will be Orange inflatable marks.
- b) The starting/finishing line mark will be an Orange flag on a staff.

10.4 Starting/Finishing Line

The starting/finishing 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.

10.5 Abandonment and Shortening

- a) RRS 32 is deleted and replaced with: ‘After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.’
- b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

10.6 Commercial Vessels

Boats shall not impede the passage of commercial vessels and shall comply with the USCG International Inland Navigation Rules.

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 display flag L to signal 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.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

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 Changes to the course will be made by setting a replacement Mark W which will be a yellow inflatable mark. A change of course after the start will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position.

13.2 Subsequent changes will revert to the original red mark.

13.3 Change of Course Signals (amends RRS 33 and Race Signals)

(a) Code Flag C and a colored flag or board mean: “The windward mark has been moved. Sail to a mark of the same color as the flag or board.”

(b) When a change of course after starting only affects some matches, these shall be designated by the appropriate numeral pennant.

13.4 Signaling vessel

(a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the Preparatory Signal for each match affected followed by a series of repetitive sound signals.

(b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of the gate/leeward mark with numeral pennants for the matches affected."

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. on November 16-18, 2018, at Balboa Yacht Club.
- 17.2 Other prizes may be available subject to funding

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 C and D.
- 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 COMPETITOR LIST**
- ADDENDUM B EVENT FORMAT AND PAIRING SHEET**
- ADDENDUM C RULES FOR HANDLING BOATS**
- ADDENDUM D EQUIPMENT LIST**
- ADDENDUM E DAMAGE PENALTIES**

SI ADDENDUM A - ELIGIBLE SKIPPERS

	Skipper
A	
B	
C	
D	
E	
F	

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT

First Stage – Double Round Robin. All skippers will sail a double round robin.

Boat #	Skipper
TBD	
TBD	
TBD	
TBD	
TBD	
TBD	

(Pairing Sheet)

SI ADDENDUM C
RULES FOR HANDLING THE BOATS
Governors Cup 22

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 in order 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.
- 2.3. The replacement of any equipment without the sanction of the Race Committee.
- 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 paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- 2.8. Hauling out a boat or laying a boat on its side using any means including the rigging.
- 2.9. Attaching lines to the fabric of spinnakers.
- 2.10. Perforating sails, even to attach tell tales.
- 2.11. The use of Duct Tape or black tape anywhere on the boat.
- 2.12. Radio transmission (including mobile telephones), except to report damage or in response to a request from the Race Committee.
- 2.13. The access hatch shall remain in the closed, not vent, position while away from the dock except when actively retrieving or storing personal gear or stores. The hatch shall remain closed while racing. The mid cockpit inspection port shall remain closed while away from the dock.
- 2.14. Climbing or hanging from the standing rigging; altering the rigging at any time, including attaching lines to aid spinnaker control; or adjusting or altering the tension of any standing rigging.
- 2.15. Using a winch or other purchase means not provided or authorized to adjust the mainsheet or boom vang (kicker).
- 2.16. Omitting any headsail car or turning block before sheeting onto a cam cleat.
- 2.17. The use of electronic instruments other than compass and watches.
- 2.18. Marking directly on the hull or deck with permanent ink.
- 2.19. 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 traveler, the mainsheet as it exits the block on the cockpit floor, and the vang.
- 2.20. The boats may not be side-tied to any other boat for docking purposes.
- 2.21. The use of the shrouds above the turnbuckles to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.22. Hiking off lines other than working sheets. Halyards and control lines are not working sheets.
- 2.23. Boats sailed to or from the race course – meaning to the regatta race area and returning to the yacht club at the end of racing for each day - are not allowed to sail with the spinnaker.
- 2.24. Using spinnakers when the RC displays signal flag "G" during the start sequence is prohibited. The RC shall monitor the wind speed prior to each start and the PRO shall use his discretion to determine for each race whether spinnakers are appropriate and if the wind is too strong for racing.
- 2.25. A breach of SI C 2.19, 2.21 or 2.22 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

The following are permitted:

- 3.1. Taking on board the following equipment:
 - (a) basic hand tools
 - (b) vinyl tape
 - (c) line (elastic or otherwise) of 4 mm diameter or less
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) spare flags
 - (i) Velcro tape
- 3.2. Using the contents of the bag/bucket 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
 - (f) make signals per Appendix C6
- 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. Decreasing the number of mainsheet purchases.
- 3.5. It will be permissible to clean the bottom of the boats daily, with a provided sponge only. No wet sanding will be allowed. No underwater breathing apparatus may be used.

4. MANDATORY ITEMS and ACTIONS

The following are mandatory:

- 4.1. 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. 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) folding/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.
 - (c) insuring that all gear and rigging are on their boat for the next days sailing.
- 4.3. At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 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 and the cost of rectification will be deducted from the damage deposit.

5. TOWING of the BOATS

*The following are mandatory:**

- 5.1. When towing the boats the following must be strictly adhered to:
 - (a) The supplied dyneema towing strop is attached to the mid-foredeck pad eye and shall remain with the spliced loop lead through the stem fitting pad eye.

- (b) The supplied 40 foot painter shall be tied to the towing strop's spliced loop just forward of the stem fitting pad eye. **PAINTERS ARE NOT TO BE TIED TO THE MAST AT ANY TIME!**
- (c) If the boats tie off to a "drag line", each boat must use a different loop
- (d) If multiple boats must attach to each other, only two (2) boats may be tied to each other; the first boat from the foredeck fitting to the tow boat, the second boat may be towed from either one of the fittings for the aft spinnaker blocks

***AT NO TIME WILL MORE THAN ONE BOAT BE TIED TO ANOTHER FOR TOWING UNLESS INSTRUCTED BY THE OA**

SI ADDENDUM D

EQUIPMENT LIST

1 Equipment Provided by the Organizing Authority

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

1.1 SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Headsail

Spinnaker

One spinnaker pole

Spinnaker sheets

Headsail sheets

Tiller extension

Jib cars

1 Pair of tweakers

1.2 MOORING LINES and FENDERS

One mooring line

One fender

SI ADDENDUM E

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