



2025 Pacific Coast Collegiate Sailing Conference Match Racing Championship

PCSSA & SDYC – Organizing Authority

San Diego Yacht Club – Host Club

1011 Anchorage Lane
San Diego, CA 92106, USA

Race Days – October 4-5, 2025

Practice Day – October 3, 2025

The following abbreviations apply to this Sailing Instructions:

PC: Protest Committee
NoR: Notice of Race
OA: Organizing Authority
RRS: Racing Rules of Sailing
RCV: Race Committee Vessel

RC: Race Committee
SI: Sailing Instruction
WS: World Sailing
ONB: Official Notice Board

The notation '[DP]' in a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification. The notation '[NP]' in a rule of the NoR means that a boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1 and 61.1.

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the rules as detailed in the **NoR**.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by **SI Addendum D**.
- 1.3 Further to **NoR 1.3**, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signals AP.
 - (b) **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."
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted before **0930** on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of code flag Lima with three sound signals from the Race Committee Vessel ("RCV"). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATION WITH COMPETITORS

Further to **NoR 3**, when on the water, the race committee intends to monitor and may communicate with competitors on **VHF radio channel 69**.

4 BOATS AND SAILS

- 4.1 Boats will be identified by sail numbers.
- 4.2 The sail combination to be used will be signaled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination</u>
None	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

5 FLIGHTS AND MATCHES

Further to **NoR 7**:

- 5.1 The match pairing lists are detailed in **SI Addendum A**.
- 5.2 The next Flight number will be displayed on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6 COURSES

- 6.1 Configuration (not to scale)

Windward Mark – 'W' o

Leeward Mark - 'L' o

o----- o Start/Finish Line

- 6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal.

Marks shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal*	Start - W - L - W - Finish
S	Start - W – Finish

7 MARKS/STARTING AND FINISHING LINE

- 7.1 **Mark W** will be an orange tetrahedron.
- 7.2 **Mark L** will be a yellow tetrahedron.
- 7.3 The **Starting/Finishing mark** will be a green cube.
- 7.4 The **new or replacement marks**, as provided in **SI 8** will be red, green or orange tetrahedrons.
- 7.5 When looking up the course, the starting and finishing line will be between a staff displaying an orange flag on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark or a new mark of another color.
- 8.2 **RRS 33** and **Race Signals** are changed as follows:
 - (a) Flag C and a colored flag or board means: "The windward mark has been moved. Sail to a mark the same color as the flag or board."
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 8.3
 - (a) When a change of course is made for the **first leg**, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled **after the first leg** it will be displayed from a boat in the vicinity of mark L.
- 8.4 A leeward mark or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes **RRS 33**.

9 OBSTRUCTIONS

- 9.1 The below areas are designated as obstructions. A breach of this sailing instruction 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**.
 - (a) While racing no part of a boat shall sail within **100 yards** of a **cruise ship** docked or otherwise.
 - (b) The 100 yard area surrounding a cruise ship, docked or otherwise, **ranks as an obstruction**. The umpires may blow two (2) whistle signals without the display of an additional flag to indicate they believe a boat is close to entering the exclusion zone.

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 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 a **"GREEN" Flag** to signal a 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 a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a breakdown unless the breakdown signal was displayed as required by **SI 10.1**.
- 10.4 Except when **RRS 61.4 (b) (2)** applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes **RRS 61**.

11 TIME LIMIT

A boat that does not *finish* within **5 minutes** after her opponent has sailed the course will be scored zero points. This changes **RRS 35**.

12 RISK STATEMENT

Refer to NoR 13.

ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

Team List

- Stanford University
- Cal Poly Maritime Academy
- University of Southern California
- UC Santa Barbara
- UC Berkeley
- University of Hawaii

Pairing lists will be distributed at the competitor meeting.

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SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2 **[NP] 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 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 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 cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12** Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Using the spinnaker pole to wing out the foresail.
- 2.14 Attaching lines to the fabric of spinnakers.
- 2.15 Perforating sails, even to attach tell tales.
- 2.16 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.17 The use of electronic equipment, unless permitted by SI B3.1.
- 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 as it exits the block on the traveller, the traveller, and the 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 is prohibited.
- 2.20** Attaching the spinnaker pole to the standing rigging.
- 2.21** Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.22 A breach of **SI B 2.12, 2.19, 2.20, or 2.21** 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) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) hand held compasses, watches, timers and small personal video devices such as GoPro
 - (g) shackles and clevis pins

- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) 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 – the following are permitted:

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. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, 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) releasing backstay tension

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.

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SI ADDENDUM C – EQUIPMENT LIST

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.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- One headsail sheet
- Tiller extension
- Jib cars
- Two tweakers

SAFETY GEAR

- One package of life jackets containing 4 lifejackets, 3 flairs, 3 glow sticks, and 1 whistle/horn
- Bucket and lanyard
- Sponge
- Paddle
- Throwable cushion

MOORING LINES and FENDERS

- One continuous mooring line
- One fender
- Hoisting strap
- Tow line

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SI ADDENDUM D – DAMAGE PENALTIES

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 as shown in the following table:

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	The 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 when a points penalty is 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.