



ICSA Match Racing National Championship for the Cornelius Shields, Sr. Trophy

Organizing Authority: Intercollegiate Sailing Association (ICSA)

and

San Diego Yacht Club (SDYC)

November 11-13, 2022

San Diego, California, USA

Sailing Instructions

1 RULES

1.1 The event will be governed by:

- (a) the “rules” as defined in the Racing Rules of Sailing (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.
- (b) the rules for the Handling of Boats (SI Addendum C) will apply and will also apply to any practice sailing.
- (c) Class rules will not apply.
- (d) the US Sailing prescriptions to RRS 63.1 and 63.2 shall not apply.

1.2 **[DP]** Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols or legislation even if they later prove to have been unnecessary, are not improper actions or omissions.

1.3 When a boat in a match fails to *sail the course*, 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 the boats will be scored as if they had *sailed the course*. This changes RRS 28, 35, 63.1, 90.3(a), A5, and C10.7

- 1.4 Add to RRS C8.6 “When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E – Damage Penalties.” Changes RRS C8.6
- 1.5 A boat may not request redress under RRS 62.1(a). The umpires or protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- 1.6 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing, in the finish area or retires, 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.
- 1.7 Per NOR 7.2 all competitors shall comply with ICSA Procedural Rule 13, c) regarding PFDs.
- 1.8 The OA reserves the right to amend these SIs. Any amendments to the SIs shall be posted on the official regatta notice board at <https://2022matchrace.collegesailing.org> . As a courtesy the NOR, SIs and any amendments may be posted on the SDYC Regatta Notice Board on the bay side of the SDYC Malin Burnham Sailing Center building.

2 ENTRIES and ELIGIBILITY

- 2.1 Only teams who have qualified through their conference championships or are Selected for an At Large Berth by the ICSA Coed Selection Committee are eligible for the event. The teams are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, the damage deposit of \$1,000.00 USD, and complete crew weighing, between 0800 and 0900 on Friday, November 11, 2022, 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 the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or protest committee.
- 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 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 provided the individual meets all ICSA eligibility requirements to represent the school.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located on the bay side of the SDYC Malin Burnham Sailing Center building.
- 3.2 Signals made ashore will be displayed from the SDYC RC vessel *Bessemer*.

- 3.3 Skippers shall attend the first briefing which will be at 0900 on Friday, November 11, 2022 in the Jessop Room of the SDYC Malin Burnham Sailing Center building, and shall attend the daily briefings at 0900 in the Jessop Room, unless excused by the OA.
- 3.4 Each team shall supply their own VHF radio for broadcasts from the RC. Broadcasts will be made on channel 71. Failure to make or receive these broadcasts will not be grounds for redress. This changes rule 62. The umpires may also provide pairing information to the competitors verbally.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted on the Official Notice Board at least 1 hour before the start of any race affected and will be signed by the race committee and the Chief Umpire.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed on SDYC RC vessel *Bessemer* each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in J/22 type boats, provided by the OA.
- 5.2 The sails to be used will be allocated by the RC.
- 5.3 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.
- 5.4 The RC may permit a substitute boat or sail when it is satisfied the original boat or sail is damaged and that repairs in the time available are not practical.
- 5.5 The sail combination to be used will be signaled from the RC boat before the attention signal of a flight. The signals will have the following meaning:

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

- 5.6 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail numbers.
- 6.2 Boats will be allocated by draw and rotated daily, in accordance with the pairing list and race schedule. Boats may also be assigned during any stage by the OA or RC.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be **three (3) or four (4)** including at least one (1) female.
- 7.2 The maximum 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 prior to racing, or upon substitution of crew as authorized in SI 2.6 and 2.7 above.
- 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 Addendums A and B**. The matches to be sailed in a flight will be displayed in order of starting on the RC signal boat.
- 8.2 The latest time for an attention signal on the last day of racing will be approximately **1500**.
- 8.3 The number of matches to be sailed each day will be determined by the RC.
- 8.4 The regatta format may be changed during the event by the Regatta Chairperson with the consultation of the Chief Umpire and the ICSA Representative to accommodate the weather conditions at the vent. The below format set forth in **Addendum B – Event Format and Schedule of Races** is the targeted format for the championship.
- 8.6 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.7 When a match cannot start at its intended time, the RC may move the other starts forward to eliminate a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required.

9 RACING AREA

The intended racing area will be near the Grape Street Pier in San Diego Bay, in San Diego, California.

10 COURSE

- 10.1 (a) **Course Configuration** (not to scale)

Mark W o

Mark L o

o----- o Start/Finish Line

- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat, at or before the warning signal.
Marks W and L shall be rounded to starboard.

Signal Course

No Signal Start - W - L - W - Finish
S Start - W - Finish

(c) **Description of Marks**

The RC boat will be identified by an RC Flag.

The starting/finishing line mark will be a yellow tetrahedron.

Mark W and Mark L will be orange tetrahedrons.

The replacement marks will be lime green or pink tetrahedrons.

10.2 The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a pole displaying a brown flag on the RC boat.

10.3 Modify RRS 33: 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.

10.4 Course Limits

(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.

(c) 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.

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 to that match only.

(c) Match umpires may verbally inform the competitors in their match of an abandonment at the request of the RC without a visual or sound signal being made by the RC. This changes Race Signals and rule 32.1

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 a **green flag** 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 a position just to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs will be at the discretion of the RC.

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 Races will be started in accordance with RRS C3.1

12.2 The next flight number will be displayed on the RC boat.

12.3 To alert competitors that a starting sequence is about to commence, multiple sound signals may be made approximately one minute before the attention signal and the FOXTROT flag.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 Change of Course Signals (changes RRS 33 and Race Signals)

- (a) Flag C and a colored flag means: 'The windward mark has been moved. Sail to a mark the same color as the flag.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.3 Signaling Vessel

- (a) When a change of course is made for the **first leg**, the signal will be displayed from the RC boat 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. This may be the signal boat.

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 At least one coach boat will be provided for all competitors' coaches. Other 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 has the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

17.1 Prizes will be awarded to the top three skippers and crews.

17.2. The winning team's names and college shall be engraved on the Cornelius Shields Sr. Trophy.

17.3. The SDYC will award a “clean boat” trophy to the team that keeps the cleanest boat during the event. The cleanest boat to be determined by representatives of SDYC after the boats are put away after docking each day, with points totaled at the end of the three days of the event.

18 CODE OF CONDUCT

18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation 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:

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR 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/IJ 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.

Dated: November 7, 2022

Version: 4

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

Teams List

- Wisconsin University
- Brown University
- Georgetown University
- Stanford University
- College of Charleston
- Yale University
- Tufts University
- Tulane University
- Kings Point Academy
- Coast Guard Academy

Pairing lists will be distributed at the skippers' briefing.

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SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

The event will consist of the following stages:

Stage 1 – One Round Robin

- (1) All skippers will sail a single round robin.
- (2) The top six finishers of the round robin will move on to Stage 3. The remaining four teams will move on to the Repechage in Stage 2.

Stage 2 – Repechage – Bottom 4 – Single Round Robin

- (1) The bottom four teams from Stage 1 will compete in a single round robin (Repechage Round).
- (2) The top two teams from Stage 2's Repechage Round will move on to the Knock Out Quarter Finals in Stage 3.

Stage 3 – Knock Out Quarter Finals

- (1) **The Quarter Finals** will consist of the top six teams from Stage 1, seeded 1 through 6

based on the results of Stage 1, plus the top two teams from the Stage 2 Repechage Round, seeded 7 and 8 based on the results of the Repechaged Round Robin. The highest seeds will be paired against the lowest seeds, i.e. 1 vs. 8, 2 vs. 7, 3 vs 6, and 4 vs. 5.

- (2) **The Quarter Finals** will be a knock-out series. The winner of each pair will be the first team to score at least **two points**.
- (3) Concurrent with the Quarter Finals, the bottom two teams from the Stage 2 - Repechage Round will race each other in a knock-out series to determine 9th and 10th place overall. The winner will be the first team to score at least **two points**.

Stage 4 - Knock-Out Semi-Finals

- (1) **The Semi-Finals** will consist of the winner of the 1 vs. 8 Quarter Final paired against the winner of the 4 vs. 5 Quarter Final, and the winner of the 2 vs. 7 Quarter Final paired against the winner of the 3 vs. 6 Quarter Final.
- (2) **The Semi-Finals** will be a knock-out series. The winner of each pair will be the first team to score at least **two points**.
- (3) Concurrent with the Semi-Finals, places 5th through 8th will be determined by a series of first to **one point** pairings. The loser of the 1 vs 8 Quarter Final will be paired against the loser of the 4 vs. 5 Quarter Final, and the loser of the 2 vs. 7 Quarter Final will be paired against the loser of the 3 vs. 6 Quarter Final. The winners of these two pairings will then be paired in a first to **one point** match to determine 5th and 6th places, and the losers will be paired in a first to **one point** match to determine 7th and 8th places.

Stage 5 – Knock-out Finals & Petit Finals

- (1) **The Finals** will consist of the winners of each Semi-Final match paired against each other.
- (2) **The Finals** will be a knock-out series. The winner will be the first team to score at least **three points**. The winner will be the ICSA Match Racing National Champion. The loser of the finals will be place 2nd.
- (3) **The Petit Finals** will consist of the losers of each Semi-Final match paired against each other.
- (4) **The Petit Finals** will be a knock-out series. The winner will be the first team to score at least **two points**. The winner of the Petit Finals will place 3rd. The loser of the Petit Finals will place 4th.

SI ADDENDUM C – HANDLING of 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 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 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Omitting any headsail car or turning block before sheeting onto a winch.
- 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** Using the spinnaker pole to wing out the foresail.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.18 The use of electronic equipment, unless permitted by SI C3.1.
- 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 mainsheet as it exits the block on the traveller, the traveller, and the vang.
- 2.20** 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.
- 2.21** Attaching the spinnaker pole to the standing rigging.
- 2.22** Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 A breach of **SI C 2.14, 2.19, 2.20, 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) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tail material

- (f) hand held compasses, watches, timers and small personal video devises such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD

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.

4.7 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.

SI ADDENDUM D – 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

SI ADDENDUM E – 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.