

**PCCSC Match Race Championship**  
**San Diego Yacht Club**  
**October 4-5, 2014**  
**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 'rules' as defined in the RRS, including Appendix C.
  - (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing. Class rules will not apply.
  - (c) the ICSA Procedural Rules, the General Conditions for the ICSA National Championships, and the ICSA Sloop/Match Race Conditions.
- 1.2** Inherently buoyant personal flotation devices (USCG-certified Non-inflatable Type III or Type IV) shall be worn by all competitors while on the water, except briefly while changing or adjusting clothing or personal equipment. PFDs shall be worn outside all clothing and foul weather gear, except that a thin shirt or team uniform may be worn over the PFD. This modifies the ICSA Procedural Rules and replaces RRS 40, but does not change the US Sailing Prescription to RRS 40. Add "RRS 40 applies at all times while on the water." to the Preamble to Part 4.
- 1.3** 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.
- 1.4** Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more than, the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix E is appropriate, they shall act under rule C8.4.

**2 ENTRIES and ELIGIBILITY**

- 2.1** Only teams invited by the OA 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 the entry fee of \$100.00 and the boat charter fee of \$100.00, deposit \$250.00 for damage, and complete crew weighing, all between Friday October 3<sup>rd</sup> between 1400-1800 and Saturday October 4<sup>th</sup> at 0900 hours, 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 PC.
- 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 a crew member to substitute, with priority given to original crew members over substitutes.
- 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 Notice Board located in the on the east (water side) wall of the MBSC.
- 3.2** Signals made ashore will be displayed at the SDYC Main Flagpole. When flag AP is displayed ashore, "1 minute" is replaced by "not less than 30 minutes" in Race Signal AP.

- 3.3 Skippers shall attend the Competitors' Briefings, which will be held Saturday and Sunday at 0900 hours, unless excused by the OA.
- 3.6 Skippers shall attend the Umpires' Debriefings, which will be held Saturday and Sunday immediately after racing.

#### **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SIs made ashore will be posted before 0900 hours on the day that they will take effect.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signaled 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 (a) The event will be sailed in J/22-type boats supplied by the OA.  
(b) The following sails will be provided: Mainsail, Jib, and Spinnaker.  
(c) Boats with assigned according to the pairing list in Appendix A.
- 5.2 The sail combination to be used will be signaled from the bow of the RC boat with or before the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Sail Combination to be used</b>
No signal	Mainsail, Jib, and Spinnaker
Verbal	Mainsail and Jib only – no Spinnaker

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 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.

#### **6 IDENTIFICATION and ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by sail numbers.
- 6.2 Boats 1 & 2 will sail in Match 1, Boats 3 & 4 will sail in Match 2, Boats 4 & 6 will sail in Match 3

#### **7 CREW MEMBERS, NUMBER and WEIGHT**

- 7.1 The total number of crew, including the skipper, shall be three or four. Each team must include at least one female member. 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 620 pounds, determined at the time of registration or such other times as required by the RC.

#### **8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Appendix A.
- 8.2 In a knock-out series between two skippers:  
(a) they shall alternate assigned ends for each match. The assigned ends for each match are shown in the pairing lists in Appendix A.  
(b) when the series has been decided, further matches between these two will not be sailed.
- 8.3 The racing days are scheduled as Saturday October 4<sup>th</sup> and Sunday October 5<sup>th</sup>.
- 8.4 The latest time for an attention signal on the last day of racing will be 1500 hours.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) The RC may 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.  
(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score for the round robin and any resulting ties shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'  
(c) RRS C10.4 is deleted and replaced with: If the RC terminates a round robin after the first round robin is complete, matches of the partially sailed round robin will not be scored.



- 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 numerical pennants corresponding to the match number to be started.
- 12.2** The next flight number will be displayed on a white board on the bow of the RC boat.
- 12.3** The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

## **13 CHANGE OF POSITION OF THE WINDWARD MARK**

There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

## **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**

The OA will provide boats from which coaches may observe racing and communicate with their teams between matches. Individual coach boats will not be permitted.

## **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**

- (a) The winning team shall have their name engraved on the Richard B Sweet Match Race Championship Trophy. The trophy shall remain at the PCCSC Hall of Fame located at the US Sailing Center at Long Beach, CA.
- (b) The winning team will also qualify for the ICSA Match Race Championship, at the Seawanhaka Corinthian Yacht Club.

## **18 CODE of CONDUCT**

- (a) 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.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) 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 ongoing objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also Call MR13).
- (d) 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 or the withholding of deposits.
- (e) 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.

## SI APPENDIX A

#	Team	Skipper	Crew	Crew	Crew
1	University of Hawaii				
2	UC Santa Barbara				
3	Univ. of Southern California				
4	UC Irvine				
5	CSU Long Beach				
6	UC Berkeley				
7	Stanford University				

Note: # is assigned alphabetically and is used for administrative purposes only

Boat/Sail #	Team	Spin Color
1		
2		

Boat/Sail #	Team	Spin Color
3		
4		

Boat/Sail #	Team	Spin Color
5		
6		

P = Port Entry    S = Starboard Entry    B = Blue Flag    Y = Yellow Flag

STAGE 1: A 7 Team Round Robin														
FLIGHT ►	1		2		3		4		5		6		7	
MATCH ▼	P/B	S/Y	P/B	S/Y	P/B	S/Y	P/B	S/Y	P/B	S/Y	P/B	S/Y	P/B	S/Y
1	UH	UCSB	USC	UCSB	USC	CSULB	UH	CSULB	UCI	STAN	CAL	USC	UH	USC
2	USC	UCI	STAN	CAL	STAN	UH	STAN	USC	CAL	UH	CSULB	UCI	UCI	UCSB
3	CSULB	CAL	UCI	UH	CAL	UCI	UCSB	CAL	UCSB	CSULB	UCSB	STAN	CSULB	STAN
BYE	STAN		CSULB		UCSB		UCI		USC		UH		CAL	
Rotation	The current BYE team rotates onto the next BYE team boat after each flight (e.g. 7 team rotates with 5 team after Flight 1)													
Notes	Approx. 40 minutes per flight for a total of 4:40 hours													

STAGE 2 - Consolation: A 3 Team Round Robin							STAGE 3 - Semi Finals: A 4 Team Round Robin								
FLIGHT ►	1			2			3			4			5		
Match ▼	P/B		S/Y	P/B		S/Y	P/B		S/Y	P/B		S/Y	P/B		S/Y
1	C1		C2	C2		C3	C3		C1	C3		C1	C3		C1
2	S1		S2	S3		S1	S2		S3	S1		S2	S3		S1
3	S3		S4	S4		S2	S1		S4	S1		S4	S3		S1
Rotation	C3 rotates with C1			C1 rotates with C2											
Notes	C1 thru C3 are Stage 1 teams ranked 5 <sup>th</sup> thru 7 <sup>th</sup> respectively, S1 thru S4 are Stage 1 teams ranked 1 <sup>st</sup> thru 4 <sup>th</sup> respectively Approx. 40 minutes per flight for a total of 2 hours														

STAGE 4 - Finals: A Knock Out to 2 Points						
FLIGHT ►	1		2		3	
Match ▼	P/B	S/Y	P/B	S/Y	P/B	S/Y
1	F1	F2	F2	F1	F1	F2
Notes	F1 thru F4 are Stage 2 teams ranked 1 <sup>st</sup> and 2 <sup>nd</sup> respectively Approx. 25min per flight for a total of 1:15 hours					

## SI APPENDIX B - SCHEDULE

Date	Time	Event	Location
Friday, October 3	1400-1700	Registration and Weigh-in	MBSC
	1400-1700	Boats available for practice	MBSC
Saturday, October 4	0800-0900	Registration and Weigh-in	MBSC
	0900	Competitors' Briefing	MBSC
	1100	First Attention Signal	
	After racing	Umpire Debrief	MBSC
Sunday, October 5	0900	Competitors' Briefing	MBSC
	1100	First Attention Signal	
	After racing	Umpire Debrief	MBSC
	After racing	Prize Giving	MBSC

## SI APPENDIX C - 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 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.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 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 cockpit floor, the traveler and the vang.
- 2.23 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.
- 2.24 Having the head of the spinnaker above the main boom gooseneck on a leg of the course between marks WP and WS until her bow is within two boat lengths of the mark at the end of the leg.
- 2.27 A breach of SI C 2.22, 2.23 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.
- 2.28 Use of any tape that leaves a residue/ use of duct tape

### **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) pencils
- (e) tell tale material
- (f) watch, timers and hand held compass
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD's when not supplied by the OA

#### **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 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) 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) releasing backstay tension

**4.3** At the end of each day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks, 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.

**4.7** 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 APPENDIX D - 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 daily damage report.

### **SAILS and SAILING EQUIPMENT**

Mainsail and set of battens  
Jib  
Spinnaker  
One winch handle  
Two winch handle holders  
One spinnaker pole  
Two spinnaker sheets  
Two headsail sheets  
Tiller extension  
Jib cars  
Competitor flag set

### **SAFETY GEAR**

First Aid kit  
Bucket and sponge  
Flares  
Type IV throwable PFD  
Four adult PFDs  
Bilge pump  
Paddle  
Tow line  
VHF radio

### **MOORING LINES and FENDERS**

Three mooring lines  
Two fenders

## SI APPENDIX 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	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
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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.

## SI APPENDIX F – INTERFERENCE WITH COMMERCIAL TRAFFIC

1. As stated in the RRS preamble to the Part 2 rules: *When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or other government right-of-way rules.*
2. The Race Committee will protest a boat when a boat sailing under the RRS meets a vessel she is required to give way to under the IRPCAS or other government right-of-way rules and: a) the vessel sounds five blasts or, b) the vessel or the Coast Guard reports to the Race Committee that a boat has failed to comply with the IRPCAS or other government right-of way.
3. The Protest Committee will extend the time limit to file such a protest when necessary.