



PCISA TEAM RACE CHAMPIONSHIP

San Diego Yacht Club

April 25-26, 2015



SAILING INSTRUCTIONS

1. RULES:

- 1.1. The regatta will be governed by the current Racing Rules of Sailing, including Appendix D, the prescriptions of US SAILING, the ISSA Procedural Rules, the PCISA Supplemental rules, the Notice of Race, and these Sailing Instructions.
- 1.2. RRS D2 Races with Limited Umpiring, and D2.5 Two-Flag Protest Procedure, shall apply.
- 1.3. In accordance with rule 70.5(a), decisions of the protest committee are final. US Sailing's permission has been granted.

2. NOTICE TO COMPETITORS:

- 2.1. Official notices including changes to sailing instructions will be posted on the official notice board located on the east side of the Malin Burnham Sailing Center and also on the digital scoreboard at <http://scores.hssailing.org/s15/pcisa-team-race-pccs/>
- 2.2. Changes to the sailing instructions -shall be approved by the Chief Umpire and may be written or oral.

3. FORMAT:

- 3.1. The intended regatta schedule is three round robins for all teams, with all scores carried throughout the event.
- 3.2. The number of races each day will be at the discretion of the principal race officer.
- 3.3. No race shall be started after 1600 on Sunday, April 26, other than a tie-breaker.
- 3.4. Rotation schedules and boat assignments will be distributed at the Competitors' Briefing and are available online at <http://scores.hssailing.org/s15/pcisa-team-race-pccs/>.

4. SCHEDULE

Saturday, April 25, 2015

- 0900 Check-in and rigging of boats
- 0930 Mandatory Competitors' Briefing
- 1000 First Warning. Racing will continue throughout the day.

Sunday, April 26, 2015

- 0900 Check-in and rigging of boats
- 0930 Mandatory Competitors' Briefing
- 1000 First Warning. Racing will continue throughout the day.
- 1600 No race shall be started after this time, except for a tiebreaker sail-off if needed.
Awards presentation ASAP after racing.

5. COURSES AND MARKS:

- 5.1. The course will be "Digital N" unless notified otherwise by the Race Committee.
- 5.2. The Race Committee may designate course selection orally.
- 5.3. Marks will be inflatable balls.
- 5.4. The race committee may change the position of any mark to maintain course configuration, provided that no boat is on that leg of the course. No signals are required.

6. SHORTENING AND ABANDONING RACES:

Races will not be shortened. Races may be abandoned. No signals are required. A race may be abandoned at any time at the discretion of the Race Umpire, in consultation with the race committee if possible.

7. START, FINISH, AND RECALLS:

- 7.1. Races will start in accordance with RRS Appendix S.
- 7.2. Individual recalls will be made in accordance with RRS Appendix S6.
- 7.3. In accordance with ISSA PR 7.8(b), after a General Recall, the "Round the Ends Rule" provisions of RRS 30.1 shall apply. The "I" flag need not be displayed.
- 7.4. The start line will be between an orange flag on the start boat and an orange buoy.
- 7.5. The finish line will be between an orange flag on the finish boat and an orange buoy.

8. BREAKDOWNS:

- 8.1. Breakdown requests shall be filed in the same manner as protests.
- 8.2. Breakdowns shall be scored in accordance with ISSA PR 12.2
- 8.3. Compensation shall be consistent with ISSA PR Appendix 3.
- 8.4. RRS D5.1 is changed as follows - the words "shall display a red flag" are replaced with "shall notify an umpire or the race committee".

9. PROTESTS:

- 9.1. Protests procedure will be in accordance with ISSA PR Part VI and RRS D2.5.
- 9.2. Competitors shall not communicate with a coach before reporting to the race committee their intent to protest.
- 9.3. External data shall not be permissible in protest hearings or appeals.

10. DAMAGE

When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage, they may impose race-win penalties as prescribed in Addendum A without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes RRS D3.1(d)(1) and D3.1(d)(3).

11. SCORING:

- 11.1. Scoring will be in accordance with ISSA PR 12.

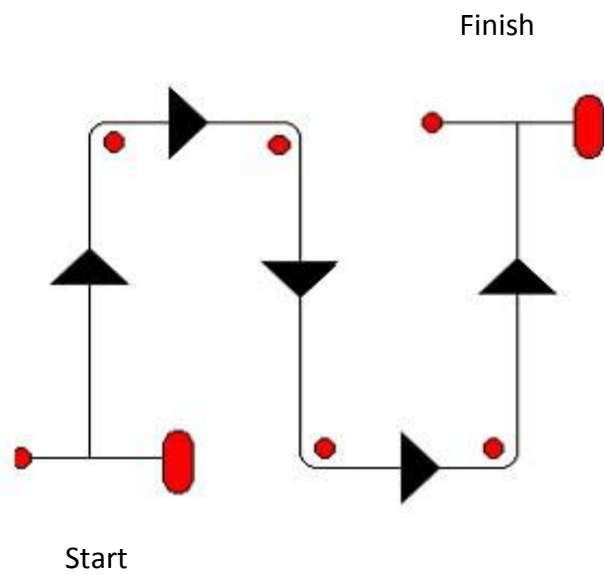
12. COACHING:

- 12.1. Competitors may receive coaching only while on shore; this includes guidance, instruction, assistance, equipment or sustenance.

13. SAFETY:

- 13.1. A boat that retires from a race shall notify the race committee either before leaving the course, or if that is impossible, immediately after arriving ashore.

COURSE CHART



ADDENDUM A

Penalties for damage resulting from contact between boats racing

SI 10 permits the umpires to determine the penalty for breaking RRS 14 without a hearing. This addendum explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reasons to do so. There are a number of things we are trying to achieve with penalties for damage:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results 'on the water'.

Damage Levels

Level	Extent	Effect
Level A – Minor Damage	Up to 1 man-hour to repair	Boat may race without repair
Level B – Significant damage	More than 1 and up to 5 man-hours to repair	Boat may need some (temporary) work before racing again
Level C – Major Damage	More than 5 man-hours to repair	Significant work required before racing again

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the series in which the damage occurred.

Level	Race Win Penalty
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and do not affect any race win penalties applied by the Umpires or Protest Committee. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race win penalties given on the water.