

PCISA TEAM RACE CHAMPIONSHIP
April 23, 2016
Organizing Authority: PCISA
Host: Newport Harbor Yacht Club

1 RULES

- 1.1 The regatta will be governed by:
 - 1.1.1 The rules as defined by The Racing Rules of Sailing (RRS);
 - 1.1.2 ISSA Procedural Rules;
 - 1.1.3 PCISA Supplemental Rules.
- 1.2 Appendix D – Team Racing Rules is changed as follows:
 - 1.2.1 RRS D2 Umpired Races will apply.
 - 1.2.2 RRS D5.2: Replace “displaying a red flag” with “shall notify an umpire or the race committee.”
 - 1.2.3 RRS D5.3 and 5.4: Replace "race committee" with "protest committee" in both rules.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the boat yard of Newport Harbor Yacht Club (NHYC).
- 2.2 Signals made ashore will be displayed from the mast aboard the race committee (RC) vessel at the main dock of NHYC. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 15 minutes’ in the race signal AP.

3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Changes to the SI made ashore will be posted no later than 30 minutes before the first warning signal on the day they will take effect, except that any changes made under SI 6 will be effective immediately and may be posted at any time.
- 3.2 In accordance with RRS 90.2 (c), any change to the SI made afloat will be signaled by the display of flag L with one sound signal. The umpires may communicate these changes either verbally or in writing.

4 SCHEDULE

	Saturday 04/23/16
Check In	0900
Competitors’ Briefing	0930
First Warning	Announced at competitors’ briefing

5 BOATS

- 5.1 CFJs and sails will be provided by the Organizing Authority.
- 5.2 Boats shall be sailed as provided and the standing rigging shall not be adjusted.

6 REGATTA FORMAT

The intended format is three (3) single round robin series. All scores from previous completed round robin series carry forward to the next round.

7 RACING AREA

The racing area will be in the Newport Harbor.

8. THE COURSE

- 8.1 The course is a starboard digital N. An illustration of the course is provided in ISSA PR Appendix 6.
- 8.2 Courses may not be shortened. This changes RRS 32 and race signal "Shorten Course."
- 8.3 The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33 and race signal "Changing the Next Leg."

9 MARKS

The starting and finishing *marks* will be orange inflatable balls. All rounding *marks* will be green inflatable cylinders.

10 THE START

- 10.1 Races will be started using Appendix S, a US Sailing prescription. This changes RRS 26.
- 10.2 The starting order is listed in regatta rotation, or as announced by the RC signal boat.
- 10.3 The starting line will be between a staff displaying an orange flag on a RC boat on one end and the course side of nearby by starting (orange inflatable) *mark*.
- 10.4 A boat whose warning signal has not been made shall stay clear of the starting area.

11 THE FINISH

The finishing line will be between a staff displaying an orange flag on an RC boat and the course side of the nearby (orange inflatable) finishing *mark*.

12 ABANDONMENT

Abandonment will be signaled orally by the RC and/or umpires. This changes RRS 32.1 and race signal "Abandonment Signals." Abandoned races may be re-sailed and if so, a new warning signal will be made as soon as practical.

13 PROTESTS AND REDRESS REQUESTS

- 13.1 The protest committee will be comprised of umpires appointed by the chief umpire or race lead umpire as appropriate.
- 13.2 Any format change by the RC, in consultation with the Chief Umpire and in compliance with the SI, or any race committee decisions regarding abandonment under RRS 32, shall not be grounds for a boat to request redress.

14 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).

15 SUPPORT BOATS

Team leaders, chaperones, parents, advisors and other support personnel shall not have any contact with any competitors while on the water unless explicitly permitted by the Principal Race Officer. The penalty for failing to comply with this requirement may be the disqualification of all boats, competitors, and teams associated with the infringing support personnel.

16 PRIZES

The top two teams qualify to sail in the 2016 ISSA Baker Team Race Championship and will receive prizes. The top school will have its name engraved on the perpetual PCISA Team Race PCCs trophy.

17 DISCLAIMER

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. The race organizers (organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this event. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

END#

ADDENDUM A

Penalties for damage resulting from contact between boats racing

SI 14 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