



ISSA HIGH SCHOOL TEAM RACE CHAMPIONSHIP
for the
BAKER TROPHY
May 25-27, 2018

SAILING INSTRUCTIONS

Organizing Authority: Interscholastic Sailing Association (ISSA)

Hosts: Pacific Coast Interscholastic Sailing Association (PCISA) & San Diego Yacht Club (SDYC)

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;
- 1.2 Appendix D – Team Racing Rules is changed as follows:
 - 1.2.1 RRS D2 Umpired Races will apply.
 - 1.2.2 RRS D2.2, Single-Flag Protest Procedure, will apply.
 - 1.2.3 RRS D2.6, Limited Umpiring will apply.
 - 1.2.4 RRS D5.2: Replace “displaying a red flag” with “shall notify an umpire or the race committee.”
 - 1.2.5 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 on the dock near rotation.
- 2.2 Signals made ashore will be displayed on the dock near the rotation area.

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 communicated to each team by the Race Committee or the Umpires verbally.

4 SCHEDULE

Friday, May 25th

1300 to 1700 - Registration/check-in at the SDYC Junior Sailing Center. Boats available for practice.

Saturday, May 26th

REPORT TIME	0830	<i>Teams should rig boats immediately after check-in</i>
COMPETITOR MEETING	0900	<i>Boats should be launched as soon as possible after competitor meeting</i>
FIRST WARNING		As soon as possible after competitor meeting

Sunday, May 27th

REPORT TIME	0830	<i>Teams should rig boats immediately upon arrival</i>
FIRST WARNING		As soon as possible after report time
NO RACE AFTER	1600	
AWARDS PRESENTATION		Immediately after boats and equipment are stowed

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

- 6.1 The following format will be attempted: A Qualifying Round using a single round-robin of all 12 teams will be sailed. The top four schools in the Qualifying Round will sail a Championship Division double round-robin with all Qualifying Round scores carrying over. Schools placing 5-8 in the Qualifying Round will sail a Silver Division single round-robin with all scores carrying over. Schools placing 9-12 in the Qualifying Round will sail a Bronze Division single round-robin with all scores carrying over.
- 6.2 In accordance with ISSA PR 12.3, if conditions make the announced format unmanageable, the Regatta Chair and Chief Umpire may alter the format at any time as they deem fair to ensure an equitable determination of the winner. If it is necessary to change the format, the priority protocol will be followed as set forth in the ISSA Team Racing Nationals Official Format Options (revised June 2010 and as posted on the ISSA Website):
- 6.2.1 If only the Qualifying Round robin has been completed, the results will stand as the championship. If any of the subsequent round robins (Championship, Silver or Bronze) have been completed, the results up to that point will stand. Results from round robins not completed will only be used to break ties.
- 6.2.2 If the Regatta Chair and Chief Umpire deem that it is unmanageable to complete the Qualifying Round in the time allotted, then the regatta reverts back to the results through race #30. At that point, each school will have sailed against the five other schools in their predetermined division (see below). Schools will be ranked first through sixth in their division. There will be a sail-off as defined below between the top teams depending on time.
- 6.2.2.1 The top two schools in each predetermined division will sail a "Final Four" round robin (Double or Single depending on time). If time permits the schools ranked 3 and 4 in each predetermined division will sail a round robin for place 5th through 8th and the schools ranked 5 and 6 in each predetermined division will sail a round robin for 9th through 12th.
- 6.2.2.2 The first place schools in each division will sail off for first and second place in the regatta. The second place schools in each division will sail off for third and fourth place in the regatta. Other races for places 5-12 in the regatta may happen if time permits using the same formula. Unless otherwise defined in the Sailing Instructions, a sail-off shall be defined as a best of three series (first team to two wins).
- 6.2.2.3 If time does not permit any more races, the first place schools in each division will tie for the Championship, and the second place schools in each division will tie for third place in the championship. This changes PR12.1.
- 6.2.2.4 If the Qualifying Round has not reached race #30 by the end of the time limit, then the regatta is discontinued and there will be no champion crowned for the year.
- 6.2.3 Division A includes Point Loma, St. Georges, Severn, St. Thomas Aquinas, Clear Falls and Minnetonka.
- 6.2.4 Division B includes Antilles, Corona del Mar, Tabor, Christchurch, Gross Pointe and Orcas.

7 RACING AREA

The racing area will be San Diego Bay, in the "Shoal Area" to the Southeast of the entrance to the Shelter Island Yacht Basin, and to the south of the Harbor Patrol Offices on Shelter Island. A rotation dock will be adjacent to the racing area. Spectating, bathrooms and shore facilities will be in the area next to the Harbor Police Facilities overlooking the racing area. Shuttle boat service will be available from the rotation dock to a dock inside the marina providing access to the shore facilities.

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

All *marks* will be orange inflatable balls.

10 THE START

- 10.1 Races will be started using Appendix U, 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 a solid colored flag on a RC boat on one end and the course side of the nearby starting 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 a colored flag on an RC boat and the course side of the nearby 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, race lead umpire or RC.

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. This changes RRS 62.

14 BREAKDOWNS

14.1 Breakdown requests shall be filed in the same manner as protests.

14.2 Breakdowns shall be scored in accordance with ISSA PR 12.2 for Baker. Compensation shall be consistent with ISSA PR Appendix 3.

15 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).

16 COACHING & SUPPORT BOATS

Team leaders, chaperones, coaches, parents, advisors and other support personnel shall not go afloat in the sailing area while any boats are racing 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. Coaches (one per team) may go onto the Rotation Dock via the supplied shuttle boats or on coach boats supplied by the host, if any.

17 SCORING

Scoring will be in accordance with ISSA PR 12.

18 PRIZES

Prizes will be awarded to schools placing 1st, 2nd and 3rd in the regatta. The top school will have its name engraved on the perpetual Baker trophy.

ADDENDUM A

Penalties for damage resulting from contact between boats racing

SI 15 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.