

PCISA TEAM RACE CHAMPIONSHIP

Sailing Instructions

April 25 & 26, 2026

Organizing Authority: PCISA

Host: Mission Bay Yacht Club



1 RULES

- 1.1 The regatta will be governed by:
 - 1.1.1 The rules as defined in The Racing Rules of Sailing, including Appendix D, Team Racing Rules
 - 1.1.2 ISSA Procedural Rules;
 - 1.1.3 PCISA District Rules.
- 1.2 Appendix D – Team Racing Rules are changed as defined in ISSA PR 11
 - 1.2.1 RRS D2 All Races will be umpired.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board on Techscore or hailed verbally on the water.

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

Saturday - 4/25/26

Sunday – 4/26/26

Report Time 0900

ONLY IF NEEDED:

Competitors Meeting 0930

To be announced prior to departure on Saturday

Harbor Start 1000

First Warning 1030

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

See Addendum B - Format Changes can be made as necessary (based solely on the discretion of the "Format Committee" {PRO, Chief Umpire & PCISA Rep.}) the Format Committee will use Addendum B as a basis for adjusting the format. (This changes ISSA PR 11.3)

7 RACING AREA

The racing area shall be in Sail Bay of Mission Bay; as close to MBYC and the Junior Dock for Rotations as quality conditions allow.

8. THE COURSE

- 8.1 The course is a starboard digital N. An illustration of the course is provided in ISSA PR Appendix 6.
- 8.3 Courses may not be shortened. This changes RRS 32 and race signal "Shorten Course."
- 8.4 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 inflatable balls or orange flags. All rounding *marks* will be red 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 an orange flag on a RC boat on one end and the course side of a nearby inflatable ball or pin/flag *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 blue flag on an RC boat and the course side of a nearby inflatable ball or pin/flag *mark*.

12 ABANDONMENT

Abandonment will be signaled orally by the RC and/or umpires. This changes RRS 32.3 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 composed 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.

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 D3.3. Any penalties imposed after a hearing may be more than the penalties imposed by the umpires.

15 SUPPORT BOATS

Team leaders, chaperones, coaches, parents, advisors and other support personnel shall not have any contact with competitors while on the water from reporting Saturday to ending Sunday unless explicitly permitted by the OA. 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.

Exceptions:

Coaches (one per team) and a team's Responsible Adult (one per team) and properly registered sailors (not more than 9 per team) may go onto the Rotation Dock via the supplied boats or on coach boats supplied by the host.

16 PRIZES

The top two teams qualify to sail in the 2025 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

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.

ADDENDUM B

REGATTA FORMAT

- 1. Each team shall sail three boats in each race.**
- 2. The format for the regatta shall be a series of Rounds.**
- 3. Teams qualify for subsequent Rounds based on their cumulative number of wins at the end of each Round.**
- 4. Teams who do not qualify for subsequent Rounds will secure an overall regatta finishing position based on their total cumulative number of wins after the last Round they sail.**
- 5. Races scored in incomplete Rounds shall not count towards a team's cumulative number of wins, except that races from incomplete Rounds shall be used as sail-off tiebreakers when required and that an incomplete Round may be used to determine the winner per RRS D4.5.**
- 6. The preferred format is a Round Robin of all 8 teams (28 races), followed by a Double Final 6 (15 races x 2); for an anticipated total of 58 races. The format may be updated if progress is behind schedule; with the intent to hold three rounds.**
- 7. The Format Committee may use the following Tie Breaking system (only at the ends of Rounds and only to determine qualification for a subsequent Round) as follows:**
 - a. Use the RRS Appendix D tie breaker (D4.4) to rank the three teams tied. Then have the bottom two teams (of the tie) sail-off (one race). The winner of that race then sails the third tied team (highest ranked) for the spot.**

This (Addendum #8) changes ISSA PR 11.1(b) in this situation only.

- 8. The Format Committee is empowered to further change the format, based on conditions and using the ISSA Procedural Rules and RRS Appendix D, to best determine the top two teams to qualify for the ISSA Baker Nationals.**