



# 2019 Optimist National Championship

July 25-28, 2019

*Hosted by Grosse Pointe Yacht Club (GPYC)*

*Organizing Authority is GPYC in conjunction with USODA*

## SAILING INSTRUCTIONS (SI)

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. The “USODA Conditions for Sanctioned Regattas and Championships” will apply and can be found at [www.usoda.org](http://www.usoda.org).
- 1.3. The following applies to RRS 61:
  - a) The third sentence of RRS 61.1(a) is changed to read, “The flag need not be displayed until she is no longer racing.”
  - b) RRS 61.1(a)(2) shall not apply. She shall conspicuously display a red flag. The flag shall be attached to the competitor, clothing or personal flotation device and capable of being concealed and being conspicuously displayed at arm’s length.
  - c) The following new rule is added:

**61.5 Informing the Race Committee**

In addition to meeting the requirements of RRS 61.1, a boat intending to protest another boat concerning an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee measurement vessel near the finishing line of her intent to protest and, when applicable, the identity of the protestee.
- 1.4. Appendix P, “Special Procedure for rule 42,” will apply. The title of RRS P2.2, “Second Penalty” is changed to, “Second and Subsequent Penalties.” At the end of the first sentence, add, “unless her penalty is signaled after she finishes, in which case she shall promptly notify the race committee at the finishing line that she is retiring.” RRS P2.3 is deleted.
- 1.5. In all rules governing this championship.
  - a) **[SP]** denotes a rule for which a standard penalty as stated in the SI including Addendum 2 may be applied by the race committee or technical committee, without a hearing. This change is added to RRS A5.
  - b) **[DP]** denotes a rule for which the penalty is at the discretion of the protest committee and may be less than disqualification.
  - c) **[NP]** denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.6. SI breaches designated by “**[SP] [DP]**” mean that the Standard Penalty **[SP]** applies to the initial breach only.
- 1.7. The “Graded Penalty System” will apply and is attached as Addendum 2. “Fleet” is defined as the number of registered boats in the largest division (see also SI 17.2). Percentage penalties will be rounded up to the nearest whole number.
- 1.8. US Sailing prescriptions to RRS 63.2 and 63.4 will not apply.
- 1.9. RRS 63.7 is changed such that if there is a conflict between the Sailing Instructions (SI) and the Notice of Race (NoR), the SI shall govern.



## 2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the measurement tent.

## 3. FORMAT OF THE CHAMPIONSHIP

### 3.1. National Championship Series

(a) The National Championship Series will have a Qualifying Round followed by a Final Round. The Qualifying Round will be used to split the Championship Fleet placing the top one third into the Gold Fleet and the remainder into the Silver Fleet for the Final Round. There will be three divisions of approximately the same size in the Qualifying Round. However, in the Final Round there will be only one division in the Gold Fleet and two divisions of approximately the same size in the Silver Fleet. Competitors will only sail against competitors in the same division each day.

(b) The process for assigning competitors to divisions for each round and the duration of each round is described below. Division assignments will be posted on the official notice board.

### 3.2. Qualifying Round

(a) Race Format: Boats will race in “Sets” of races where a “Set” is a group of scored races which all divisions have competed. The race committee will endeavor to run complete “Sets” of races each day, and at its discretion may abandon incomplete “Sets”.

(b) Division Assignment: The following system will be used for assignment to a division for the Qualifying Round racing.

For the first day of racing, competitors will be assigned based on 2019 Optimist Team Trials final standings seeded 1-2-3-3-2-1, etc. plus random assignment determined by the scorer for those who did not attend the Team Trials.

At the end of each day’s racing, competitors will be assigned to divisions for the next day on the basis of the cumulative regatta results as of the posted protest time limit, except that race scores for the current day’s racing will be ‘preliminary’ and will not include the results of protests or redress requests (including scoring inquiries). Assignment will be with a system like 1-2-3-3-2-1, etc.

If the Qualifying Round is extended beyond two days, each additional qualifying day of racing will be seeded based on the formulas above.

Division assignments will be made at the discretion of the organizing authority and race committee whose decision will be final and cannot be grounds for a boat to request redress. This changes rule 62.1(a).

### 3.3. Final Round

(a) Race Format: Gold Fleet (as a single division) will sail races while Silver Fleet will sail “Sets” of races for its two divisions. Boats will race only in their assigned division.

(b) Division Assignment: Assignment to the Gold and Silver Fleets will be based on a competitor’s cumulative fleet position at the end of the Qualifying Round, including the outcome of all scoring inquiries, requests for redress and protests. Assignment to Silver divisions will be for the entire Final Round, using a sorting system applied to Qualifying Round final standing; 1-2-2-1 and so on for all boats. Silver divisions will be called Silver-A and Silver-B and will be approximately the same size depending on unbroken tie scores. Division assignment will be at the discretion of the organizing authority and race committee whose decision will be final and cannot be grounds for a boat to request redress. This changes rule 62.1(a).



### 3.4. Racing Schedule

(a) There will be four (4) days of racing. Twelve (12) “Sets” of races are scheduled for all divisions. The Qualifying Round will begin on the first day of the regatta and will conclude at the end of the day on which the fifth “Set” of races is completed. This may result in sailing more than five (5) “Sets” of races in the Qualifying Round when the fifth “Set” is completed early enough in the day and the RC at its discretion decides to run more “Sets”. However, no more than seven (7) “Sets” of races will be sailed in the Qualifying Round. The Final Round will begin on the day after the final day of the Qualifying Round, will conclude on the last day of the regatta, and will be comprised of as many races (Gold) and “Sets” of races (Silver) for each fleet as practical, in compliance with SI 6.2. In the event that the Qualifying Round is not finished until day four of the regatta, there will be no Final Round.

(b) If the last race of a “Set” cannot be completed before the end of racing on a given day, that “Set” will be completed first on the succeeding day, using the same division assignment. For succeeding “Sets” on that day, assignments to divisions will be based on cumulative results through the latest completed “Set” as of the Protest Time Limit on the day prior. Competitors should display the colored streamer assigned to their new division.

3.5. The organizing authority will provide each boat with three colored streamers identifying division assignments. While on the water, each boat shall at all times display the colored streamer corresponding to her daily division assignment. The streamer shall be attached securely to the sprit loop at the top of the sail, and its size shall not be changed. **[SP] [NP]**

## 4. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the SI will be posted on the official notice board by 0830 on the day that it will take effect, except that any change to the schedule of races will be posted by the end of protest time limit on the day before it will take effect.

## 5. SIGNALS MADE ASHORE AND LAUNCHING

- 5.1. Signals made ashore will be displayed from the flag pole located in front of the main clubhouse.
- 5.2. When flag “AP” is displayed, “1 minute” is replaced with “not less than 45 minutes” in Race Signal “AP”. This changes Race Signal “AP.”
- 5.3. All boats shall be kept at GPYC in the assigned space until the harbor launch (see SI 5.4). **[DP] [NP]**
- 5.4. Harbor Launch: Boats shall not launch until flag “D” is displayed on the flagpole with one sound signal, and shall obey verbal launching instructions. **[SP] [NP]**

## 6. SCHEDULE OF RACES

### 6.1. Thursday, July 25

0730	Continental Breakfast & Make your own lunch
0730-0800	<b>By appointment only:</b> Late Check-In, email <a href="mailto:usoda@usoda.org">usoda@usoda.org</a> .
0830	Opening Ceremonies
0900	Coaches’ Meeting
0915	Competitors’, Coaches’ and Parents’ Meeting
0945	Harbor Launch
1045	First Warning Signal – Championship Fleet



### **Friday, July 26**

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0900	Harbor Launch
1000	First Warning Signal – Championship Fleet
1 hour	After Signal Boat docks – USODA Annual General Meeting
1800	Regatta Dinner

### **Saturday, July 27**

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0900	Harbor Launch
1000	First Warning Signal – Championship Fleet

### **Sunday, July 28**

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0900	Harbor Launch
1000	First Warning Signal – Championship Fleet
1500	No First Warning Signal for a "Set" of races after this time
After Racing	Awards Ceremony

- 6.2. A maximum of twelve (12) "Sets" of races are scheduled. Three (3) "Sets" of races are scheduled for each day of racing, however, up to four (4) "Sets" of races may be sailed in one day providing the championship never gets more than one "Set" of races ahead of schedule.

## **7. RACING AREA**

- 7.1. The racing area will be on Lake St. Clair south of Grosse Pointe Yacht Club.

## **8. THE COURSE AND CHANGE OF THE NEXT LEG OF THE COURSE**

- 8.1. SI Addendum 1 illustrates the course, including the general configuration of the marks, the order in which marks are to be passed, and the side on which each mark is to be left. The course length and exact configuration will be based on sailing conditions.
- 8.2. If one of the gate marks (mark 3P or 3S) is missing, boats shall round remaining mark 3 to port.
- 8.3. For a change of the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.
- 8.4. The angle from Mark 2 to Mark 3P/3S may be changed up to 15 degrees in either direction to compensate for wind / current differences on that side of the course, without signals or change marks, provided the change is made before any boats begin that leg. This is added to RRS 33.

## **9. MARKS**

- 9.1. Rounding marks 1, 2, 3P and 3S will be orange inflatable tetrahedrons.
- 9.2. Change marks will be yellow inflatable cylinders.
- 9.3. The starting marks will be a race committee vessel displaying an orange flag at each end of the starting line.
- 9.4. The finishing marks will be a race committee vessel displaying an orange flag at one end of the finishing line and an orange inflatable cylinder or race committee vessel displaying an orange flag at the other end of the finishing line.



## 10. RESTRICTED AREAS (see also SI 20 and SI Addendum 1) [DP]

- 10.1. The **racing area** is the space encompassing the course, the starting area, and the finishing area. It extends 100 yards beyond any racing boat and all marks. Except as permitted by SI 20, only competing boats and official vessels (designated as such by the race committee) may enter the racing area while boats are racing.
- 10.2. The **waiting area** is the area to leeward of the racing area below the starting line, marked by a series of small balls or marks. Coach and support (parent or spectator) vessels are to anchor with their anchors at or behind the line formed by the row of small balls or marks, or, in the absence of small buoys, at a distance specified by the Principal Race Officer.
- 10.3. The **corridor** is the lane to starboard of the race committee finish vessel between the finish line and the waiting area, inside the race course. Boats are reminded when returning to the waiting area to not sail upwind of the starting line or across the starting line. Except as permitted by SI 20, only competing boats and official vessels (designated as such by the race committee) may enter the corridor while boats are racing.

## 11. THE START

- 11.1. Races will be started in accordance with RRS 26.
- 11.2. The starting rotation for a “Set” of races will always be by division in the following order: **Yellow, Pink, Purple**.
- 11.3. Class flags will be the same color as the streamer color of a designated division.
- 11.4. The starting line will be between a staff displaying an orange flag on a race committee signal vessel at the starboard end and a staff displaying an orange flag on a race committee vessel at the port end.
- 11.5. At least four (4) minutes prior to the first warning signal of a “Set” of races, the race committee will display its orange starting line flags. All boats not in the next start shall proceed immediately to the waiting area and remain there until the race committee displays flag “F” or removes the starting line flags. **[SP] [NP]**
- 11.6. Shortly after any start, the race committee will display flag “F”, indicating that boats in the next start may leave the waiting area.
- 11.7. A boat starting later than five (5) minutes after her starting signal will be scored Did Not Start (DNS), without a hearing. This change is added to RRS A5.
- 11.8. The race committee **will not hail** the sail numbers of boats that are OCS or subject to starting penalties under RRS 30. Unofficial ‘race committee actions’ will be broadcast on **VHF channel 71** as a courtesy to coaches and spectators after all boats have started. The official list of race committee actions will be posted on the notice board.

## 12. THE FINISH

- 12.1. The finishing line will be between a staff displaying an orange flag on a race committee finish vessel at the starboard end and the course side of a mark or a staff displaying an orange flag on a race committee finish vessel at the port end.
- 12.2. Flag “A” displayed (with no sound) while boats are finishing means “No more racing today.”

## 13. MEASUREMENT CHECKS AND RETURN TO THE STARTING AREA [SP] [DP] [NP]

- 13.1. The first 10 boats to cross the finish line of each race shall report immediately after finishing to the race committee measurement vessel anchored beyond the finish line and displaying the USODA measurement vessel flag (white M on red background). They shall stay in the vicinity of the race committee measurement vessel until measured or released by verbal instructions from the race committee measurement vessel. No adjustments to the rigging of the boat may be made between the times the boat finishes and this measurement. Boats in doubt as to whether they finished in the top 10 finishers should report to the race



committee measurement vessel. After being measured or released, boats shall promptly return to the waiting area via the corridor shown in SI Addendum 1.

- 13.2. Immediately after finishing all boats shall sail clear of the finishing area, leaving the race committee measurement vessel to starboard, and promptly return to the waiting area via the corridor shown in SI Addendum 1, except those boats subject to SI 13.1.

#### **14. ON-WATER JUDGES FOR RULE 42**

On-water Rule 42 Judge vessels will display flag “J” or a US Sailing Judge flag. A Rule 42 Judge may also be aboard the race committee signal vessel and if so, that vessel will display flag “J” or a US Sailing Judge flag.

#### **15. TIME LIMITS**

- 15.1. The time limit for the first boat in a race to sail the course and finish is ninety (90) minutes.
- 15.2. Boats failing to finish within twenty (20) minutes after the first boat in a race sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This change is added to RRS 35, A4 and A5.

#### **16. PROTESTS, SCORING REVIEWS, REDRESS REQUESTS, AND PENALTIES**

##### ***General***

- 16.1. Protest and scoring review forms are available at the protest committee desk located at the Paddle Tennis House. Protests, requests for redress or reopening, and requests for scoring review shall be delivered there within the appropriate time limit.
- 16.2. The protest time limit is 45 minutes after the race committee signal vessel docking time. The protest time limit (filing deadline) will be posted on the official notice board as soon as practical.
- 16.3. The protest notices required by RRS 63.2, and the notification of protests by the race committee, technical committee, or protest committee required by RRS 61.1(b), will be posted on the official notice board as soon as possible after a protest has been delivered, but not later than 15 minutes after the protest time limit.
- 16.4. A breach of SI 3.5, 5.3, 5.4, 11.5, 13, 18, 19, 20, 21 and 22 will not be grounds for a protest by a boat. This change is added to RRS 60.1(a).
- 16.5. Hearings will be held in the assigned protest room. The helmsman shall represent the boat. This change is added to the first sentence of RRS 63.3(a). Representatives of boats who are parties to a hearing and their witnesses shall report to the protest committee desk at the scheduled hearing time and remain there until called for their hearing.
- 16.6. In accordance with rule 70.5(a), decisions of the protest committee are final. U.S. Sailing’s permission has been granted. If the requirements shown on <https://www.ussailing.org/competition/rules-officiating/appeals/no-appeal-rule-70-5-procedures-2/> are not met, the decisions of the protest committee may be appealed.

##### ***Redress Requests***

- 16.7. Requests for scoring reviews for possible scoring errors are considered requests for redress per RRS 62.1. They shall be filed with the protest committee, on forms provided, within the time limit and will initially be reviewed by the race committee. If resolved by the race committee, no hearing will be scheduled. If not resolved by the race committee, the race committee will request a hearing and the protest committee will proceed under RRS 63.1.
- 16.8. If the race committee posts a list of boats scored OCS, UFD or BFD on the official notice board before the time limit in SI 16.2, a request for redress based on such a posted score shall be made no later than 30 minutes after the protest time limit. This change is added to RRS 62.2.





- 16.9. Requests for redress relating to an OCS or starting penalty shall state the procedural error the competitor believes the race committee may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 62.2.
- 16.10. On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This change is added as the last sentence to RRS 62.2.

### ***Penalties***

- 16.11. A list of boats penalized for breaking RRS 42 will be posted as soon as practical after racing.
- 16.12. A boat that has taken a penalty under RRS 44.1 shall complete and sign the penalty acknowledgment log at the protest committee desk, as soon as practical after racing. **[SP]**
- 16.13. After application of any standard penalties **[SP]** or discretionary penalties **[DP]**, a boat's score shall not be made worse than the score for "DSQ".

## **17. SCORING**

- 17.1. The Low Point Scoring System of RRS Appendix A will apply as revised below.
- 17.2. The number of boats entered in the series will be defined as the number of registered boats which subsequently completed competitor Check-In at the regatta venue. This changes RRS 44.3(c), A2 and A4.2, and applies to fleet divisions.
- 17.3. In the Qualifying Round, only complete "Sets" of races will be scored. **For the Final Round, a "Set" is considered to be either the Gold division or Silver A and Silver B divisions.** A boat's scores from races in incomplete "Sets" of races will not be counted. This change is added to rules A2 and 90.3(a).
- 17.4. One (1) completed "Set" of races will constitute the Qualifying Round and the National Championship Series. One (1) completed race for the Gold division will constitute the Final Round for the Gold Fleet. One (1) completed "Set" of races for the Silver divisions will constitute the Final Round for the Silver Fleet.
- 17.5. Qualifying Round Scores:
  - (a) When fewer than five (5) "Sets" of races have been completed, a boat's final Qualifying Round score will be the total of all of her race scores.
  - (b) When five (5) or more "Sets" of races have been completed, a boat's final Qualifying Round score will be the total of her race scores excluding her worst score.
- 17.6. Final Round Scores: A boat's final National Championship Series score will be the total of all her race scores, including individual Qualifying Round scores and Final Round scores, excluding her worst score if five (5) races have been completed. This means there is only one (1) excluded race over both rounds combined, assuming the five-race threshold has been met.
- 17.7. If no "Sets" of races are completed in the Final Round, then the rankings from the Qualifying Round that were or would have been used to assign boats to the Final Round divisions will be the basis for Final Round prizes.
- 17.8. National Championship Series and Age Group (Red, White & Blue) Series Scores: The combined scores from the Qualifying and Final Rounds will determine the National Championship Series and Age Group Series Scores. Gold Fleet boats will be ranked above Silver Fleet boats. If there is no Final Round, the final Qualifying Round scores will determine these series scores.
- 17.9. Race scores are based on the number of registered boats in the largest division (see SI 17.2). This changes RRS 44.3(c), A2 and A4.2.



## 18. SAFETY AND CHECK-OUT / CHECK-IN PROCEDURES [NP]

- 18.1. Prior to launching each day, **competitors shall check-out** at the Safety Check-Out/In area located near the measurement tent, indicating their departure to the race course. A competitor who will not be racing that day shall notify a volunteer at the Safety Check-Out/In table before the Harbor Launch. [SP]
- 18.2. Immediately upon returning to shore, but **not later than 30 minutes** after the race committee signal vessel docking time, **competitors shall check-in** at the Safety Check-Out/In area located near the measurement tent, indicating their return to the GPYC. [SP]
- 18.3. A competitor retiring from a race or intending not to start a race shall notify a race committee vessel or safety vessel before leaving the course, or if that is not possible, notify a GPYC official immediately upon returning to shore. [DP]
- 18.4. A boat with multiple infractions of SI 18.1, 18.2 or 18.3, Safety Check-Out / Check-In Procedures, may be protested by the race committee and the penalty will be at the discretion of the protest committee.
- 18.5. A condition of entry and participation in this regatta is the wearing of a U.S. Coast Guard approved personal flotation device (PFD), or for international competitors only, an appropriately sized PFD/buoyancy aid as approved for use in the competitors country of origin. International competitors may be required to self-certify their PFD/buoyancy aid meets the requirements of this section. All PFDs/buoyancy aids shall be properly secured at all times while on the water, except for brief periods while removing or adding clothing. All PFDs must be suitable for the competitor's weight. Wet suits, dry suits, and inflatable PFDs are not approved nor permitted as PFDs. Failure to wear a proper PFD will result in a penalty up to and including disqualification at the discretion of the protest committee. These changes are added to RRS 40, and the Preamble to Part 4 will not apply to RRS 40. [SP]
- 18.6. Competitors shall have a whistle attached to their PFD at all times while on the water. [SP]
- 18.7. Each boat shall have a secure loop in the end of its painter. [SP] [DP]

## 19. EQUIPMENT AND MEASUREMENT [SP] [DP] [NP]

- 19.1. Boats are allowed only one hull, daggerboard, rudder (including tiller and extension), mast, boom, sprit, and sail during the regatta. Any request to consider approving equipment substitutions shall be submitted in writing to the Principal Race Officer before the end of protest time limit the day prior to the day for which the substitution is to be made. If changes are required during a day's racing, approval may be made verbally and the written request submitted before that day's protest time limit.
- 19.2. Measurement may be made of boats at any time during the regatta by the measurement vessel or at the direction of the race committee. See also SI 13 regarding mandatory measurement checks after finishing.

## 20. SUPPORT (COACH and SPECTATOR) PERSON REGULATIONS (see SI 10 & SI Addendum 1) [SP] [DP] [NP]

- 20.1. **Coaches** are expected to be good role models for young sailors and conduct themselves accordingly ashore and on the water.
- 20.2. **Parents (spectators)** who are on the water either in support, coach, or spectator vessels are considered coaches for the purpose of SI 20. Those parents who serve on race committee vessels (including patrol and safety vessels) may not communicate in any way with their sailors or their coaches from the time the orange starting line flags are displayed until their sailor has finished his or her race (the "No Communication Period"). The only exception to this rule is when directed by the Principal Race Officer or they are involved with safety and rescue. During periods of time when communication with coaches and/or sailors is permissible, these parents shall not transfer any strategic or tactical information (including audio or video recordings) gained due to their advantageous location on the race course or their access to race committee communications, unless such information is made available to all sailors, coaches and other





parents/supporters. Communications of a personal nature (e.g., ‘great race’, ‘get something to drink’, ‘go see your coach’, etc.) are always permissible outside the “No Communication Period”.

20.3. General support (coach and spectator) vessel requirements:

- (a) Support vessels shall display a numbered flag provided by the organizing authority at all times while on the water. All support vessels shall carry a VHF radio and monitor the race committee channel, **VHF 71**.
- (b) No ‘team’ flags, private signal flags, or any object that might be construed as a signal shall be flown from coach or support vessels while racing is underway.
- (c) Support vessels shall follow the instructions of race committee, patrol, safety, protest committee, and other race management vessels at all times.
- (d) No support vessels shall tie up to or congregate around any aid to navigation, such as buoys or channel markers, or tie up to any fixed fishing gear or fishing floats.

20.4. Restrictions:

- (a) All support vessels shall stay out of the racing area while boats are racing and at least 100 yards away from any racing boat, and move slowly and **with minimal wake**, except where permitted in this instruction.
- (b) Certain support vessels may be designated as rescue craft by the Principal Race Officer or Safety Officer and given permission to enter the racing area for the purposes of rescue operations only.
- (c) When the race committee hoists (or is displaying) its orange and white checkered starting line flags, all support vessels in the starting area shall proceed immediately to the waiting area and shall remain there until the race committee lowers the starting line flags, except that, after first and subsequent start(s) of a “Set” of races, coach and support vessels may exit the waiting area and proceed slowly **with minimal wake** to the weather mark, only on the starboard side of the course. The race committee may close the starboard side of the course to support vessels.
- (d) There shall be no anchoring inside the course or in the vicinity of the finish line.

20.5. There shall be no unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, corridor, coach/spectator boat zones, starting line or finishing line. (See SI 8, 9, 10 & Addendum 1)

20.6. Penalties:

- (a) Competitors affiliated with any coach, parent, or spectator vessel that breaks SI 20 may be protested and penalized under RRS 41, Outside Help, in which case the Preamble to Part 4 will not apply. This change is added to RRS 41.
- (b) Coaches, parents, or spectators that repeatedly and/or intentionally break SI 20 may be subject to disciplinary actions up to and including exclusion from the venue.

**21. ENVIRONMENT [DP] [NP]**

Competitors and coaches are expected to comply with RRS 55. Trash may be placed aboard race committee and support vessels.

**22. SPECIAL INSTRUCTIONS - EVENT ADVERTISING [DP] [NP]**

Boats are required to display advertising, if any, chosen, supplied, and as instructed by the organizing authority.



**23. DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority including the sponsors, the race committee, officers, and board of directors of the GPYC and USODA, and all those involved in these organizations will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. An online waiver shall be signed by all competitors and their parent/guardian, in accordance with NoR 3.5.

**24. PRIZES**

Prizes to be awarded are described in the Notice of Race. Subsequent prizes may be awarded at the discretion of the organizing authority.

**Regatta Chair:** Blaise Klenow

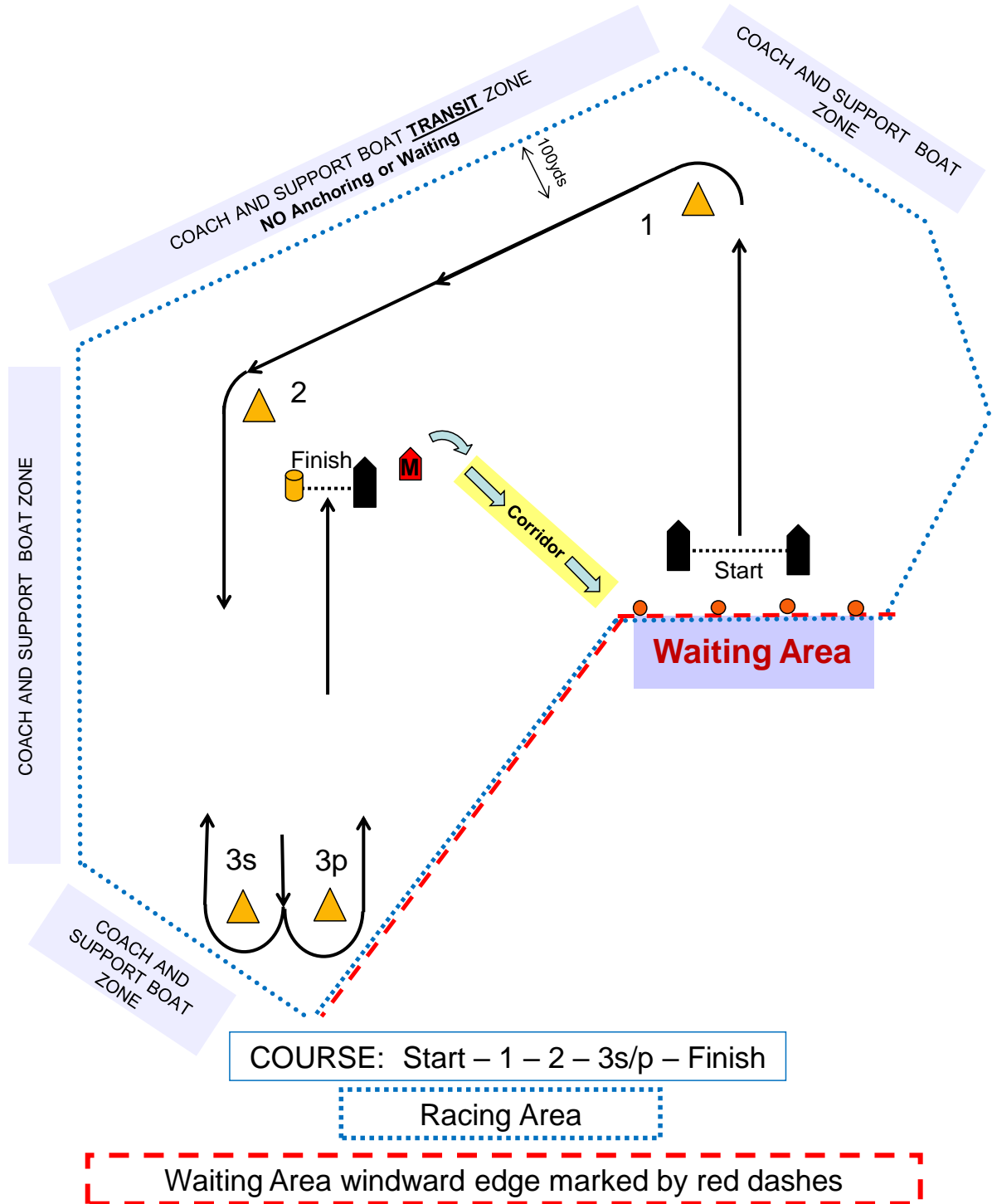
**Principal Race Officer:** Bill Stump

**Chief Judge:** Cliff Black

**Scorer:** Carol Ewing



# SI Addendum 1 – Race Course and Restricted Areas



**Note: Diagram not to scale. Mark colors and shapes are illustrative only.**



## SI Addendum 2 – USODA Graded Penalty System

**Graded Penalty System – Percentage Penalties rounded up to the next whole number**  
Penalties apply to the race of infringement; otherwise, to the first race of the day.

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### 1. Minor SI penalties

*Penalty approximately equal to 5% of fleet*

- a) Not displaying the assigned colored division streamer (SI 3.5)
- b) Launching before 'Harbor Launch' signal (SI 5.4)
- c) Failure to return promptly to waiting area after finishing (SI 13.1/13.2)
- d) Failure to report penalty taken (SI 16.12)

### 2. Minor class rule penalties and intermediate SI penalties

*Penalty approximately equal to 10% of fleet*

- a) Bailer not attached to hull (CR 4.3)
- b) Paddle not attached to hull (CR 4.3)
- c) Daggerboard not attached to hull (CR 3.3.4)
- d) Painter not attached to mast step (CR 4.3)
- e) Whistle not attached to personal flotation device (CR 4.2)
- f) One sail tie 5 mm or more loose (CR 6.6.3)
- g) Two sail ties 3 mm or more loose (CR 6.6.3)
- h) Accidental loss of sail tie (CR 6.6.3)
- i) Position of strap on boom is between 101 mm and 115 mm (CR 3.5.3.8)
- j) Ring(s) on span of boom slipping (CR 3.5.3.8)
- k) Sailing across a race in progress before starting or after finishing (RRS 24.1)
- l) Out of the waiting area (SI 11.5)
- m) Failure to comply with Safety Check-Out/Check-In procedures (SI 18.1/18.2)
- n) Breaches of SI 20, Support Person Regulations

### 3. Intermediate class rule penalties

*Penalty approximately equal to 30% of fleet*

- a) No bailer, paddle or painter in boat (CR 4.3)
- b) No whistle (CR 4.2)
- c) No lanyard, locking device or other arrangement to attach mast to the hull (CR 3.5.2.11)
- d) Sail outside limits of bands (CR 6.6.3)
- e) Two ties 5 mm or more loose (CR 6.6.3)
- f) Three or more ties 3 mm or more loose (CR 6.6.3)
- g) Position of strap on boom is more than 115 mm (CR 3.5.3.8)
- h) Throat, tack or clew eyelet 3 mm or more loose (CR 6.6.3)
- i) Failure to report for measurement after finishing (SI 13.1)
- j) Failing on-water measurement inspection (SI 13.1)
- k) Failure to wear an approved PFD (SI 18.5)
- l) Repeated infringement of Section 1 or Section 2 penalties, above

### 4. Major class rule penalties (as per RRS)

*Penalty up to DSQ – requires Protest Hearing*

- a) All RRS, except as amended
- b) All SI, including amendments, except as specified above
- c) Use of uninspected equipment
- d) Use of unapproved fittings
- e) Repeated infringement of Section 3 penalties, above