



2019 Optimist Team Race National Championship

July 21-23, 2019

Hosted by Grosse Pointe Yacht Club (GPYC)

Organizing Authority (OA) 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 “USODA Conditions for Sanctioned Regattas and Championships” will apply and can be found at www.usoda.org.
- 1.3 Appendix D Team Racing Rules will apply with the following changes:
 - a. RRS D1.1(d) is deleted (“arm signals”).
 - b. RRS D1.2(c) is replaced with: “A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2, RRS 31, RRS 42, or marked [NP] per SI 1.8(c) shall, at the first reasonable opportunity after she *finishes*, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat.”
 - c. RRS D3.1(d)(3) also applies when the protest committee determines that a boat’s support person has broken a rule and, as a result, she or her team have gained a competitive advantage.
- 1.4 Appendix U Audible-Signals Racing System will apply as modified by SIs 10 and 11.
- 1.5 US Sailing prescriptions to RRS 63.2 and 63.4 will not apply.
- 1.6 RRS 66 is changed: A party to a hearing may not ask for a reopening.
- 1.7 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 competitor’s 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. When a protest committee determines that this rule has been broken, it will act under D3.1(d)(1), and add six points to the boat’s score for each race in which the breach occurred. These changes are added to RRS 40, and the Preamble to Part 4 will not apply to RRS 40. **[SP]**
- 1.8 In all rules governing this championship.
 - a. **[SP]** denotes a rule for which a standard penalty as stated in the SI including Addendum C may be applied by the race 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 no more than a one race win penalty.
 - c. **[NP]** denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
- 1.9 USODA Graded Penalty System will apply, as modified for team racing, and is attached as Addendum C. Also, see SI 16.
- 1.10 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 will be posted on the official notice board located at the measurement tent.

3 CHANGES IN SAILING INSTRUCTIONS

- 3.1 Any written changes to the sailing instructions or the schedule will be approved by the Principal Race Officer (PRO) and Chief Umpire in consultation with the USODA representative and posted no later than the scheduled Coaches Meeting on the day it will take effect. Any change to the schedule requiring racing to begin earlier or later than scheduled will be posted on the official notice board by 1900 hours on the day before the schedule change takes effect.
- 3.2 Any oral changes to the sailing instructions on the water will be communicated to each boat by the race committee and/or umpires and will be effective immediately. These changes will also be communicated to coaches on VHF channels **71** for Course Alpha (A) and **72** for Course Bravo (B) and posted on the official notice board at the end of that day's racing.

4 SIGNALS MADE ASHORE AND LAUNCHING

- 4.1 Signals made ashore will be displayed on the flag pole located in front of the main clubhouse.
- 4.2 When AP is displayed ashore, "1 minute" is replaced with "not less than 15 minutes" in the race signal AP. This changes race signal AP.
- 4.3 All boats shall be kept at GPYC in the assigned area until the harbor launch. **[DP] [NP]**
- 4.4 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]**

5 SCHEDULE OF EVENTS

Sunday, July 21

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0845	Umpire Briefing for Competitors
0915	Competitors', Coaches' and Parents' Meeting
0945	Harbor Launch
1030	First Warning Signal

Monday, July 22

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0845	Umpire Briefing for Competitors
0945	Harbor Launch
1030	First Warning Signal

Tuesday, July 23

0730	Continental Breakfast & Make your own lunch
0830	Coaches' Meeting
0845	Umpire Briefing for Competitors
0945	Harbor Launch
1030	First Warning Signal
After Racing	Awards Ceremony



6 FORMAT

- 6.1 The format to be sailed is described in Addendum A. At the end of each stage the new starting orders will be distributed or announced.
- 6.2 The PRO in consultation with the USODA representative and Chief Umpire, may terminate or alter the format of the stage in progress, change the starting order of teams, or make other arrangements as may be necessary to conclude the regatta. This changes RRS D4.2(a).
- 6.3 Each team will be assigned individual colored pinnies that shall be worn outside all clothing and PFDs by each team member while racing. Competitors shall wear pinnies with sponsor logo on the back, and shall **not** cut or modify them. **[DP]**
- 6.4 Each team member will be issued an individual team identification number (TIN), and shall affix his/her TIN sticker above their sail numbers on both sides of the sail near the peak. Each team will be assigned a set of consecutive TINs. **[SP]** Both the TIN and pinnies will be issued by the organizing authority at Check-In.
- 6.5 For those teams having five competitors, any four may compete in a race, but the fifth competitor shall remain in the 'waiting area' with his/her coach's vessel. **[SP]**

7 RACING AREA

Racing will be held on Lake St. Clair south of Grosse Pointe Yacht Club.

8 MARKS

- 8.1 Rounding marks will be orange tetrahedrons.
- 8.2 The starting marks will be a race committee signal vessel and orange ball.
- 8.3 The finishing mark will be a race committee finish vessel and orange ball.
- 8.4 The return-to-start lane will be marked by yellow cylinders.

9 THE COURSE, WAITING AREA, AND CHANGE OF COURSE

- 9.1 The course will be a starboard hand 'digital N' and is illustrated in Addendum B.
- 9.2 Boats not racing shall remain in their race course waiting area and comply with SI 10.3.
- 9.3 Waiting and 'on deck' areas will be delineated by small orange balls.
- 9.4 To maintain course configuration or adjust course length, marks will be moved as necessary without any sound or visual signals. No mark will be moved when a boat is on a leg of the course which that mark ends. This changes RRS 33.

10 THE START

- 10.1 Races will be started using RRS Appendix U3. Rolling starts may be used at the discretion of the PRO.
- 10.2 The starting line will be between a staff displaying an orange flag on a race committee signal vessel at the starboard end and the course side of the port end starting mark.
- 10.3 **Waiting Area and "On-Deck" Area** - All boats whose warning signal has not been made shall remain in the waiting area until their starting order position in the current rotation is 'next to start', i.e., immediately after the two teams which are currently starting. These eight (8) boats that are the next two teams to start are permitted to move from the waiting area to the "on-deck" area. **[SP] [NP]**



11 RECALLS

Individual recalls will be signaled by the hail of the **TIN** (or some other clearly distinguishing feature) of each recalled boat. This changes RRS U4. Failure to hear or the order called will not be grounds for redress.

12 ABANDONMENT

Abandoned races may be re-sailed at any time.

13 THE FINISH

- 13.1 The finishing line will be between a staff displaying an orange flag on a race committee vessel at the starboard end and the course side of the port end finish mark.
- 13.2 After finishing, boats shall return to the waiting area by sailing to starboard of the finish vessel, clear of course laylines, passing outside all small balls identifying the return-to-waiting area lane and shall not interfere with a boat that is racing. **[SP]**

14 UMPIRES

- 14.1 The regatta will be umpired in accordance with RRS Appendix D2 as modified by these sailing instructions. Some races may have more umpires than others as determined by the Chief Umpire depending on the stage of the event.
- 14.2 Each umpire is a member of the protest committee.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 The required red protest flag for competitors shall be attached to the sailor's PFD, and be capable of being conspicuously displayed (waved) at arm's length where it is easily visible to the protested boat and umpires, and then concealed when the incident is closed.
- 15.2 Any changes to the format made in accordance with SI 6, or a race committee decision regarding abandonment under RRS 32, will not be a basis for a redress request. This changes RRS 62.1.
- 15.3 In accordance with RRS 70.5(a), decisions of the protest committee are final. US 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.

16 SCORING

Appendix D will apply except as modified by Addendum A (Format). Standard penalties will apply for umpire protested breaches listed in Addendum C and be added to a boat's score for the race or races in which the breach occurred, or the race sailed closest in time to the incident.

17 SAFETY AND CHECK-OUT / CHECK-IN PROCEDURES **[NP]**

- 17.1 Prior to launching each day, each competitor shall **check-out** 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 area before the Harbor Launch. Immediately upon returning to shore each competitor shall **check-in** at the Safety Check-Out/In area located near the measurement tent. **[SP]**
- 17.2 A competitor retiring from racing before a day's racing is over shall notify a race committee or safety vessel before leaving the course area, or notify the race committee immediately upon returning to shore. **[DP]**
- 17.3 Competitors shall have a whistle attached to their PFD at all times while on the water. **[SP]**
- 17.4 Each boat shall have a secure loop in the end of its painter. **[SP] [DP]**



18 REPLACEMENT OF EQUIPMENT [DP]

Substitution of damaged or lost equipment will not be allowed without prior approval of the PRO or the race course lead umpire. Requests for substitution shall be made at the first reasonable opportunity.

19 SUPPORT PERSONS, COACH AND SPECTATOR, VESSELS [SP] [DP] [NP]

- 19.1 Support persons shall not communicate with boats racing and shall follow the instructions of the race committee, safety vessels, and umpires at all times.
- 19.2 Coach vessels shall always display the numbered flags assigned and provided by the OA, and shall remain securely anchored in the waiting areas shown in the course illustration in Addendum B unless otherwise directed by the race committee or Umpires. Coaches shall monitor VHF channel **71** for Course Alpha and channel **72** for Course Bravo at all times.
- 19.3 Spectator vessels shall anchor only to the right of the designated coach vessel waiting area as shown in Addendum B. Only "official" spectator vessels are allowed to move around the race course, staying at least 100 yards from any racing boat.
- 19.4 There shall be no unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, corridor, coach/spectator boat zones, start line or finish line. (See SI 9 & Addendum B)
- 19.5 Support persons that break SI 19 may be subject to disciplinary actions under RRS 64.4, Decisions Concerning Support Persons, including possible penalties for their teams.

20 ENVIRONMENT [DP] [NP]

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

21 SPECIAL INSTRUCTIONS [DP] [NP]

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

22 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.

23 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: Erin Progelhof



Addendum A – Planned Format 19 Teams

The format will be comprised of two stages run over three days on two race courses. In the first round-robin, teams will be split into two groups and sail one round-robin to qualify the top 5 from each group for the Gold Fleet. The remaining teams will sail in the Silver Fleet. Each fleet will then sail a second round-robin. Time permitting there will be a knock-out stage for each fleet to determine their respective final ranking. The number of teams and knock-out format will be dependent on progress of the event and weather conditions.

Stage 1 – Round-Robins

Gold Fleet Qualifying Round-Robins:

The Fleet will be split into two groups of 9 and 10 teams, Alpha and Bravo. Ten (10) of the entered teams will be ranked before the event by the 'Seeding Committee' and will be assigned to each group as follows: 1A-2B-3B-4A-5A-6B-7B-8A-9A-10B. The remaining 9 teams will be divided across Alpha and Bravo by general team race experience as fairly as possible. Teams in groups Alpha and Bravo will sail a single round-robin of 36 and 45 races within their respective groups. The top 5 ranked teams from Alpha and Bravo will qualify for the 10-team Gold Fleet. The remaining teams will qualify for the 9-team Silver Fleet. Race wins from the qualifying round-robins carry forward.

Gold and Silver Fleet Round-Robins:

The Gold Fleet will sail a single round-robin of 45 races. The Silver Fleet will sail a single round-robin of 36 races. At the completion of Stage 1 all teams will be ranked within their fleet according to RRS D4.

Stage 2 – Knock-Out Rounds for Gold and Silver Fleets

Time and weather permitting, each fleet will sail knock-out matches to determine final rankings in their respective fleets. Race-wins do not carry forward from Stage 1. The intended format for both fleets is shown below. All teams may not participate and the races may take place on one or two courses depending on time and weather. Teams racing in the Gold Fleet Semi-Finals, Final, and Petit-Final must meet the USODA Team Race Eligibility requirements.

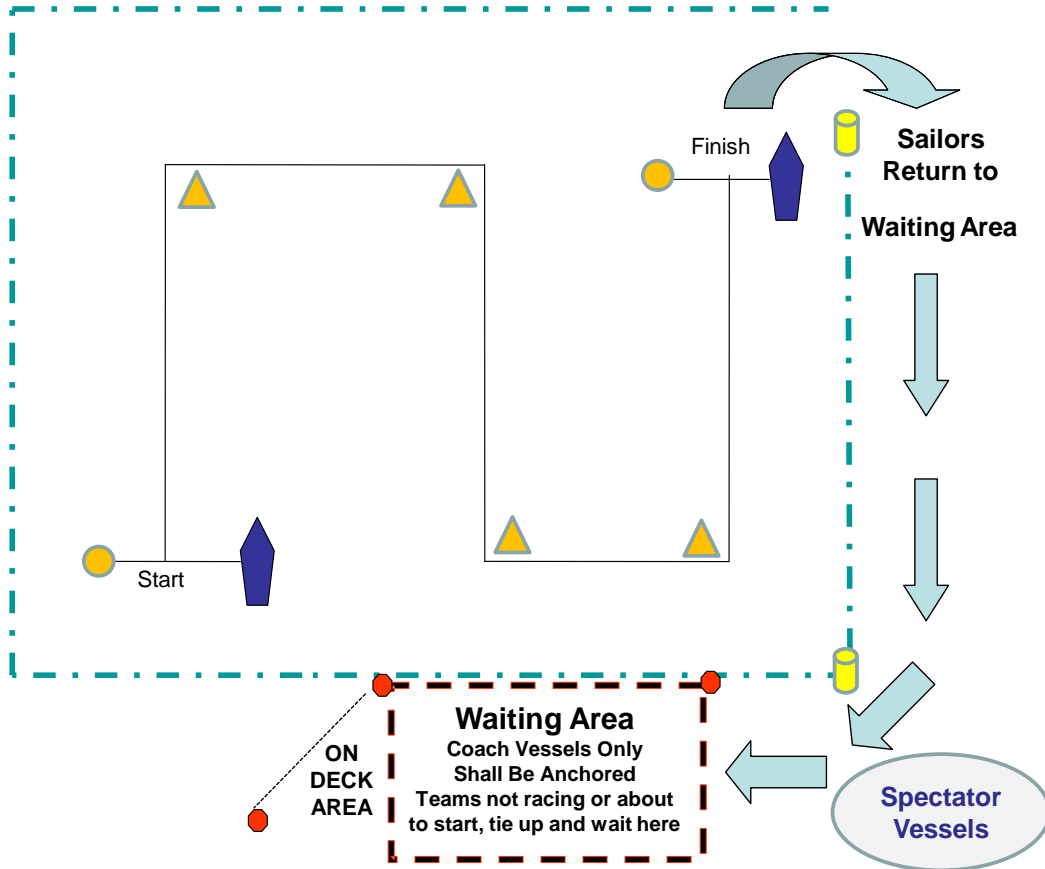
Stage 2 Fleet Rankings Gold and Silver	Race-Wins to win the match		Stage 2 Fleet Rankings Gold and Silver	Race-Wins to win the match
10 th vs 9 th	First to 2 wins		Semi-Finals	
8 th vs 7 th	First to 2 wins		4 th v 1 st and 3 rd v 2 nd	First to 2 wins
6 th vs 5 th	First to 2 wins		Final	
			Semi-Final Winners	First to 3 wins
			Petit-Final	
			Semi-Final Losers	First to 2 wins

Race schedule priority will be to complete the Final and Petit-Final. If the stage is terminated before all matches in the semi-finals are completed, final Gold and Silver Fleet ranking will be determined by Stage 1 results. If the stage is terminated and at least one race has been completed in the Final and Petit-Final matches the winner is the team with the most race wins, or if the teams are tied, the team that won the last race between them. RRS D4.7 will not apply.



Addendum B – Course

Digital N



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



Addendum C – USODA Graded Penalty System – Team Racing

Penalties apply to the race of infringement; otherwise, to the first race of the day.

1. Minor SI penalties – 0 points

- a) Not displaying the assigned team identification number (TIN) (SI 6.4)
- b) Launching before 'Harbor Launch' signal (SI 4.4)
- c) Failure to return promptly to waiting area after finishing (SI 13.2)

2. Minor class rule (CR) and intermediate SI penalties – 1 point

- 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 6.5 & SI 10.3)
- m) Failure to comply with Safety Check-Out/Check-In procedures (SI 17.1)
- n) Breaches of SI 19, Support Person Regulations

3. Intermediate CR penalties – 3 points

- a) No bailer, paddle or painter in boat (CR 4.3)
- b) No whistle (CR 4.2 & SI 17.3)
- 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 wear an approved PFD (SI 1.7)
- j) Repeated infringement of Section 1 or Section 2 penalties, above

4. Major CR penalties (as per RRS) – 6 points

- 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