



2020 Allstate Sugar Bowl / Optimist Midwinter Championship

November 26-28, 2020

Hosted by Southern Yacht Club

Organizing Authority is Southern Yacht Club 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.
- 1.3. Competitors and *support persons* will be required to comply with all current local, state and federal guidelines related to COVID-19 while on the host club grounds or participating in racing. This includes, but is not limited to, any venue-specific requirements promulgated by the NoR, Sis or any amendments thereto. The Organizing Authority may terminate the event at any time if they observe significant disregard for any local, state or federal guidelines, or venue-specific requirements. **[NP]**
- 1.4. The third sentence of RRS 61.1(a) is changed to ‘She shall inform the Race Committee Finish Vessel immediately after finishing of the boat/s being protested, or as soon as practicable after she retires.
- 1.5. Appendix P will apply.

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
- 1.6. 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).
- 1.7. SI breaches designated by “**[SP]** **[DP]**” mean that the Standard Penalty **[SP]** applies to the initial breach only. Subsequent breaches will be at the discretion of the protest committee **[DP]**.
- 1.8. The “Graded Penalty System” will apply and is attached as Addendum 2. Percentage penalties will be rounded up to the nearest whole number.
- 1.9. US Sailing prescriptions to RRS 63.2 and 63.4 will not apply.



2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located on the ground floor lobby of SYC.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the SI will be posted on the official notice board by 0800 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.

4. SIGNALS MADE ASHORE AND LAUNCHING

- 4.1. Signals made ashore will be displayed from a flag halyard affixed to the “A” frame structure located near the launching area.
- 4.2. When flag “AP” is displayed, “1 minute” is replaced with “not less than 30 minutes” in Race Signal “AP”. This changes Race Signal “AP.”
- 4.3. All boats shall be kept at SYC in their assigned space until the harbor launch (see SI 5.4). **[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 RACES

5.1. Friday, November 27

0800-0830	Late Check-in
0830	Coaches’ Meeting
0900	Harbor Launch
1000	First Warning Signal

Saturday, November 28

0830	Coaches Meeting
0900	Harbor Launch
1000	First Warning Signal

- 5.2. The Championship Fleet will sail as many races as practicable.

6. CLASS FLAGS

The Class Flag for the Championship Fleet will be an Optimist Class flag.

7. RACING AREA

The racing area will be on Lake Pontchartrain north of the clubhouse.

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 tetrahedrons.
- 9.3. The starting marks will be race committee vessels 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 buoy.

10. RESTRICTED AREAS (see also SI 19 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 19, 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 racecourse. 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 19 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. 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.
- 11.2. 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. [NP]
- 11.3. 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 72 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 an orange buoy at the port end.
- 12.2. Immediately after finishing all boats shall sail clear of the finishing area and promptly return to the waiting area via the corridor shown in SI Addendum 1. [SP] [DP] [NP]



12.3. Flag “A” displayed (with no sound) while boats are finishing means “No more racing today.”

13. ON-WATER JUDGES FOR RULE 42

On-water Rule 42 Judge vessels will display flag “J” or a US Sailing Judge flag.

14. TIME LIMITS

14.1. The time limit for the first boat in a race to sail the course and finish is sixty (60) minutes.

14.2. 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 changes RRS 35, A4 and A5.

15. PROTESTS, SCORING REVIEWS, REDRESS REQUESTS, AND PENALTIES

General

- 15.1. Protest and scoring review forms are available at the protest committee desk located at the protest committee desk located in the reception area on the second floor of clubhouse. Protests, requests for redress or reopening, and requests for scoring review shall be delivered there within the appropriate time limit.
- 15.2. The protest time limit is 45 minutes after the race committee signal vessel docks. The protest time limit (filing deadline) will be posted on the official notice board as soon as practical.
- 15.3. 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.
- 15.4. 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.

Redress Requests

- 15.5. 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.
- 15.6. 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 15.2, 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.
- 15.7. 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.
- 15.8. 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

- 15.9. A list of boats penalized for breaking RRS 42 will be posted as soon as practical after racing.
- 15.10. 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]
- 15.11. 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".

16. SCORING

- 16.1. The Low Point Scoring System of RRS Appendix A will apply as revised below.
- 16.2. 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.
- 16.3. One (1) completed race will constitute the Regatta.
- 16.4. Scoring based races completed:
 - a. When fewer than five (5) races have been completed, a boat's series score will be the total of all of her race scores.
 - b. When five (5) or more races have been completed, a boat's final series score will be the total of her race scores excluding her worst score.

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

- 17.1. At regatta Check-In, each sailor will be given a safety tag which will be attached to the competitor's PFD. Prior to launching each day, competitors shall check-out at the Safety Check-Out/In table located by the playground, indicating their departure to the racecourse. 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] [DP]
- 17.2. Immediately upon returning to shore, but not later than 30 minutes after the race committee signal vessel docks, competitors shall check-in at the Safety Check-Out/In table located by the playground, indicating their return to the SYC. [SP][DP]
- 17.3. 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 SYC official immediately upon returning to shore.
- 17.4. A boat with multiple infractions of SI 17.1, 17.2 or 17.3, 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.
- 17.5. 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 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. 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][DP]



17.6. Competitors shall have a whistle attached to their PFD at all times while on the water. [SP][DP]

17.7. Each boat shall have a secure loop in the end of its painter. [SP][DP]

18. EQUIPMENT AND MEASUREMENT [SP] [DP] [NP]

18.1. 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 Technical 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.

18.2. Measurement may be made of boats at any time during the regatta at the direction of the race committee.

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

19.1. Coaches are expected to be good role models for young sailors and conduct themselves accordingly ashore and on the water.

19.2. Parents (spectators) who are on the water either in support, coach, or spectator vessels are considered coaches for the purpose of SI 19. 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".

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

a. Coach 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 72

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.

19.4. 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 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.

19.5. 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, 11, 10 & Addendum 1)

19.6. Penalties:

a. Competitors affiliated with any coach, parent, or spectator vessel that breaks SI 19 may be protested and penalized under RRS 41, Outside Help, in which case the Preamble to Part 4 will not apply. This changes RRS 41.

b. Coaches, parents, or spectators that repeatedly and/or intentionally break SI 19 may be subject to disciplinary actions up to and including exclusion from the venue.

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 - EVENT ADVERTISING [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, SYC staff and volunteers, board of directors of the SYC, officers and board of directors of the 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 Chairs: Liz and Grant Gibbons

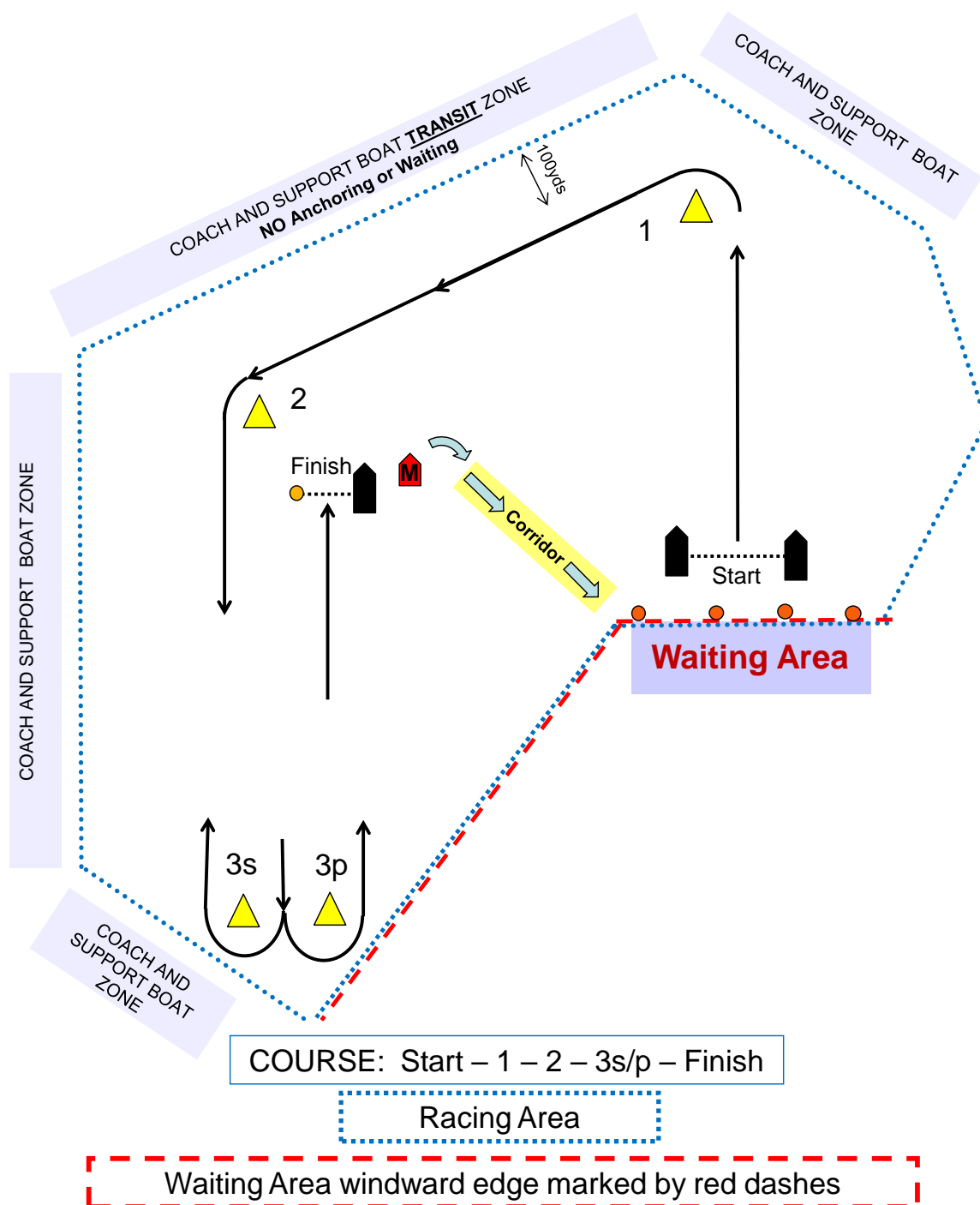
Principal Race Officer: Dwight Leblanc

Chief Judge: Anne David

Scorer: Chris Friend



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.

1. Minor SI penalties

Penalty approximately equal to 5% of fleet

- a) Not displaying the assigned colored division streamer
- b) Launching before 'Harbor Launch' signal (SI 4.4)
- c) Failure to return promptly to waiting area after finishing (SI 12.2)
- d) Failure to report penalty taken (SI 15.10)

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
- m) Failure to comply with Safety Check-Out/Check-In procedures (SI 17)
- n) Breaches of SI 19, 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 wear an approved PFD (SI 17.5)
- j) Failure to report for measurement after finishing
- k) Failing on-water measurement inspection
- l) Repeated infringement of Section 1 or Section 2 penalties, above

4. Major class rule penalties (as per RRS)

Penalty 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