

**USODA**  
**CONDITIONS FOR SANCTIONED REGATTAS**  
**AND CHAMPIONSHIPS**

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**USODA**  
**CONDITIONS FOR SANCTIONED REGATTAS**  
**AND CHAMPIONSHIPS**

All USODA regattas and championships shall be conducted in accordance with the following rules when the Notice of Race indicates that these 'Conditions' apply.

**1.0 Mission Statement and Overview for Regattas and Championships**

- 1.1 The Event host will provide all youth members of the USODA with fair racing up to modern standards of international one design sailboat racing. All children will experience a life-enhancing experience including the opportunity to make friends, attend social functions, experience the traditions of the sport of sailing and be provided with a safe and fun environment at all times during the event.
- 1.2 Racing will be fair to all competitors.
- 1.3 The convenience of the regatta administration, spectators and all non-participants shall be considered only if no sacrifice is made in the quality of competition and safety of the competitors.

**2.0 Rules**

- 2.1 All sanctioned events will be governed by the Racing Rules of Sailing (RRS). The current racing rules of the ISAF, the IODA class rules, the prescriptions of US SAILING, these USODA Conditions for Sanctioned Regattas and Championships shall apply, except as amended by these rules or the sailing instructions.
- 2.2 Sailing Instructions that change the IODA Class Rules or the USODA Conditions for Sanctioned Regattas and Championships shall be made only with permission of the USODA.

**3.0 Organization and Authority**

- 3.1 The Organizing Authority for USODA sanctioned events shall be the USODA in conjunction with the "Host Club". The "Host Club" in conjunction with IODA shall be the official Organizing Authority for North American and World championships when hosted in the United States (for the Worlds add "with the approval of US SAILING").
- 3.2 The USODA shall appoint a Class Race Officer (CRO) and/or Class Representative to see that the regatta is conducted in full accordance with the USODA Conditions for Sanctioned Regattas and Championships and the IODA Class rules. The Class Representative or CRO will have the option to be present on the main Race Committee boat at any time during the regatta.

3.3 The Race Committee including the Principal Race Officer, Chief Judge/Umpire and the Class Representative/CRO will each have the final authority in their respective area of responsibility. In all areas where their responsibilities overlap, they will share the final authority and act with the approval of the other parties.

#### **4.0 Race Committee**

4.1 The Race Committee shall be comprised of experienced adults. The Principal Race Officer (PRO), Class Representative, Chief Judge/Umpire, and Scorer shall whenever possible not be immediate family members of any competitor sailing in the event.

4.2 The Race Committee's responsibility is to conduct the races and all on the water activities in as fair and impartial a manner as possible.

4.3 The host club shall provide the minimum required dedicated race committee boats as agreed upon in the USODA Regatta Agreement.

#### **5.0 Protest Committee and Umpires (to be used interchangeably herein)**

5.1 The Protest Committee shall be a body separate from the Race Committee. It shall be comprised of people with experience judging kinetics and Optimist racing. All judges must be on the water to enforce Racing Rule 42 (Appendix P, which shall be in effect for all Team Trials qualifying events). Boats (preferably RIBs) must be provided for the Protest Committee. It is recommended that the Chief Judge or Umpire not be from the host club. If members of the Protest Committee are not local, private housing and invitations to social events must be provided, as well as travel reimbursement per USODA guidelines. Whenever possible, no member of the Protest Committee shall be an immediate family member of any competitor sailing in the event.

5.2 The Chief Judge or Umpire and all Protest Committee members are subject to the approval of the USODA.

5.3 The Chief Judge/Umpire shall also review and advise the regatta host regarding the Notice of Race and the Sailing Instructions.

#### **6.0 Eligibility and Fleet Divisions**

6.1 All competitors/boats shall comply with the following:

- a. Shall be a current member of the USODA, IODA, or their Optimist National Authority.
- b. Shall not reach their sixteenth (16<sup>th</sup>) birthday in the current calendar year.
- c. Display a proper sail number in accordance with IODA Class Rules.
- d. When measurement is required, all boats must be approved by the on-site regatta measurer for compliance.

- 6.2 Fleet Divisions (age groupings, not division assignments)
- a. Competitors shall be divided into three groups according to their ages on the first day of the scheduled competition.
  - b. Competitor age groups are:
    - White fleet - 10 years old or younger.
    - Blue fleet - 11 or 12 years old.
    - Red fleet - 13 years old or older and shall not have reached their 16<sup>th</sup> birthday in the current calendar year.

6.3 Red, Blue and White Fleets, shall start in the same start at the same time whether the regatta format is single or multi-division.

6.4 In large regattas where there are over 100 championship fleet entries, the fleet may be split into equally sized divisions. The divisions shall NOT be decided on the basis of age.

## **7.0 Scoring System**

7.1 The scoring system shall be “Low Point Scoring System” of Appendix A, except as modified by these Conditions or the Sailing Instructions.

7.2 Scoring, especially with split fleets, can be an enormous challenge and USODA requires the host to use the USODA scoring system, St Pete Scorer, Sailwave, or ZW Scoring.

7.3 In a single division and multi-division regatta, the overall final scores shall be used to determine red, blue, and white fleet awards.

7.4 Unless modified by the NOR and SI, discards (throwouts) shall be as follows: When fewer than six (6) races have been completed, a boat’s series score will be the total of all of her race scores. When from six (6) to ten (10) races have been completed, a boat’s series score will be the total of her race scores excluding her worst score. When eleven (11) or more races have been completed, a boat’s series score will be the total of her race scores excluding her two (2) worst scores.

7.5 In the event that a set is unable to be completed before the end of racing on a given day, that incomplete set will be completed first on the succeeding day using the same division assignments. Assignments to divisions for succeeding sets will be based on cumulative results through the latest completed set as of the end of Protest Time limit on the day prior.

## **8.0 Sailing Instructions and Notice of Race**

[See USODA standard Sailing Instructions and Notice of Race for large split fleet championships, team race championships and single fleet championships on the USODA website]

8.1 The Notice of Race shall be published at least nine months prior to the event, or if the Event Agreement is signed within nine or less months from the Championship, the Notice of Race shall be published within two weeks of the sign date. The event Sailing Instructions shall be available at the event registration for all competitors.

## **9.0 Measurement**

- 9.1 All boats will be weighed at the National Championship, Team Trials, Midwinters or Spring Team Qualifier, and only at other events if required by USODA. Only one boat per competitor shall be measured and used. The race committee or measurer will approve substitutions made during the event due to damage, and non-equivalent equipment may be substituted for damaged equipment. All boats displaying Official USODA Measurement Stickers may be required to go through visual inspection or self-certify using the USODA Measurement Form.
- 9.2 Each boat's daggerboard and rudder will be weighed and measured at these Championship events. Only one set of blades per competitor may be measured and used. Substitutions during the event due to damage may be approved by the race committee or measurer. All daggerboards and rudders displaying Official USODA Measurement Stickers, may be required to go through visual inspection or self-certify using the USODA Measurement Form.
- 9.3 Sails will be measured at these Championship events to check compliance with IODA Class rules including CR2.7.5. Approved sails will then be stamped or marked with an indelible stamp. Only one sail per competitor may be measured and used. Sail substitutions during the event are prohibited, except due to damage, and may be approved by the race committee or measurer. Sails with an official stamp or marking may be required to go through visual inspection or self-certify using the USODA Measurement Form.
- 9.4 Spars will be measured at these Championship events. Only one set of spars per competitor shall be measured and used. The race committee or measurer may approve substitutions made during the event due to damage. All displaying Official USODA Measurement Stickers, may be required to go through visual inspection or self-certify using the USODA Measurement Form.
- 9.5 If a substitution of equipment in 9.1, 9.2, 9.3 or 9.4 is approved by the race committee or measurer, it may be subject to measurement by the measurement committee.
- 9.6 All IODA Class required safety equipment (bowline, boom bridle, buoyancy bags, bailer, and mast tie-in) may be inspected and approved by the measurer. The USODA Boat Self-Certification Safety Checklist will be filled out and signed by all competitors at each USODA event.
- 9.7 The event will provide a USODA Class approved measurer for the duration of the Championship event whenever possible.

## **10.0 Trophies and Prizes**

- 10.1 The minimum number of trophies are as follows: Fleet of 50 or under- overall, 1<sup>st</sup> through 5<sup>th</sup> place, in each fleet (red, blue, white) 1<sup>st</sup> through 3<sup>rd</sup> place; Fleet 50 or more – overall 1<sup>st</sup>

through 5<sup>th</sup> or 10<sup>th</sup> place, in each fleet (red, blue, white), 1<sup>st</sup> through 5<sup>th</sup> or 10<sup>th</sup> place. Daily awards are suggested, not based solely on order of finish, providing prizes for more competitors. A Top Girl, Farthest Traveled, Youngest and other similar trophies are suggested. Green Fleet awards are described in 18.

- 10.2 A T-shirt or other give away should be provided to each competitor. A “goodie bag” is recommended, if affordable.
- 10.3 Door prizes, participation awards or giveaways awarded to all competitors or on a totally random basis and not associated with race performance are not to be restricted (or included in the limit set by 10.2).
- 10.4 Perpetual trophies will be awarded as appropriate. **Only a U.S. citizen, sailing under a USA numbered sail can win the National Championship Trophy. A non-U.S. citizen can win the National Championship.** Each recipient may be awarded a “keeper” trophy. The Event Chairman should coordinate with the Regatta Coordinator or Class Representative on the perpetual trophies for the event and make arrangements for their timely arrival.

## **11.0 Schedule**

- 11.1 The USODA guideline calls for a maximum of four races per racing day. However if circumstances (Lack of wind for next day of racing or limited racing prior days) presented are favorable for more races, the PRO in consultation with the Class Representative may exceed this guideline.
- 11.2 One completed race shall constitute a regatta.
- 11.3 Race days will include lunch on the water.
- 11.4 For two-day or longer events, at least one child-oriented social event will be scheduled.

## **12.0 Wind and Weather**

- 12.1 Races may not be started in sustained winds of less than 4 knots average, wind readings to be taken at 5 feet above the water.
- 12.2 Races in progress or starting should be considered for abandonment by the PRO, in consultation with the OA, when there is the possibility of severe weather (such as lightning or hail), high winds or storms.

## **13.0 Local Knowledge**

- 13.1 A local knowledge briefing will be scheduled and held at the beginning of the event in order to minimize any local advantage, or the Host Club may provide a handout describing the local conditions.

## **14.0 Safety**

- 14.1 The event chairman shall provide a Safety Officer and an adequate staff of safety volunteers to the following minimums:
- a. It is imperative that the Safety Officer instruct safety boat personnel, coaches and others who will be on the water on the zone pick-up and the Opti Tow. The Safety procedures and chain of command should be handed out and available prior to the first day of racing and emphasized at each morning's competitors meeting.
  - b. Make prior arrangements for a nurse or EMT to be available on-shore and if possible on the water.
  - c. It is highly recommended that a method be in place for registering and controlling both coach and spectator boats. A representative of the USODA Regatta Committee is available to help with planning.
- 14.2 The event shall have a minimum of one dedicated safety channel (no race committee functions) for the purpose of safety communications.
- 14.3 All competitors' boats shall be monitored and noted when leaving, returning and while on the water.
- 14.4 All safety boats will be identified with official safety flags.
- 14.5 Competitors shall not be allowed on the water until a sufficient ratio of safety boats are on station on the water.
- 14.6 All competitors shall wear a properly functioning whistle, attached by lanyard to their lifejacket and operable while so attached.
- 14.7 Competitors shall be ashore before sunset.

## **15.0 Website**

- 15.1 Host clubs are asked to establish a website (or use the Club's website) for entry and housing information, results, photos, and a link to the USODA website. Results should be posted daily. The USODA will provide a link from its website to the regatta website.

## **16.0 Media Rights**

- 16.1 The host club will be given a limited license to use the names and logos of USODA and IODA ("Opti Marks"). Ownership of all event logos and derivative works containing any of the Opti Marks belongs to the USODA. Host clubs may not copyright anything containing the Opti Marks or results, notice of race, sailing instructions, or reports regardless of the manner of distribution, including, but not limited to, written, video, or posting on the regatta website.

## 17.0 Forms

17.1 Useful forms are available from the USODA website. Hosts need not develop these. Many race, registration, safety, and general administrative forms can be downloaded and changed to show the Host Club's and Event name.

## 18.0 Green Fleet Policy

### USODA Green Fleet Policy Statement

The International Optimist Dinghy is a strict one-design class. Accordingly, green fleet is open only to competitors sailing in authentic International Optimist Dinghies that meet all IODA class rules. Furthermore, green fleet is open ONLY to competitors using sails, spars, foils, and other equipment that meet all IODA class rules.

Green fleet is not open to competitor's sailing boats or using sails, spars, foils, or other equipment that fail to meet one or more of the IODA class rules. Green fleet wooden boats that have a USODA Measurement and Registration Certificate are permitted. Boats that are prohibited specifically include, but are not limited to, any boats whose hulls are made of materials other than fiberglass ("GRP") and boats that are made of fiberglass but do not meet one or more of the above requirements.

Prohibited equipment specifically includes, but is not limited to, sleeved sails.

***One of the best things about Green Fleet***

***is that coaches are allowed to "actively" coach the sailors***

Green fleet is a special fleet for novices. It has two purposes:

1. To encourage novices to attend their first Optimist regatta, and
2. To encourage their continued participation in Optimist racing.

The goal of the policy is to build the fleet from the bottom up. It would be unfair to competitors, and detrimental to the sport of Optimist sailing, to permit green fleet procedures, which unduly favor the most talented green fleet competitors.

If a sailor is fairly competent in the Opti and are able to sail upwind and down, can tack and jibe in medium winds, they really have only one more requirement to be a Green Fleeter. That is the desire to give it a shot.

Green Fleet racing is aimed at being the "school" of racing while ensuring that every sailor has a good time, a positive learning experience. One of the best things about Green Fleet is that coaches are allowed to "actively" coach the sailors while they are racing... even at Nationals. To be more accurate, it's only the "bottom half" who can be coached. In the more competitive age level fleets the sailor is more on his/her own. Of course, they usually have fun, but the emphasis is on ensuring fair competitive racing for all participants according to the Racing Rules of Sailing (RRS). They may be on the water for eight hours or more with courses

miles long. Being thrust into that type of racing without the introduction offered by Green Fleet can be intimidating to many young sailors. Some don't return (to sailing or racing, that is!).

Really great Green Fleet PRO's and coaches are sensitive to the needs of each sailor. So a Green Fleet run by those aligned with development, rather than performance or position at the finish, broadens the field of up and coming young sailors. The Green Fleet schedule is very flexible and educational. The PRO shall use the recommended, simplified USODA Green Fleet SI template. Use of the Black or Z Flags is not permitted. There are no protests; however, "Mock Protests" are encouraged if resources are available. Daily briefs and debriefs are encouraged to facilitate the learning process.

To further the purpose of encouraging novice sailors, Green Fleet is not scored. All participants should receive participation awards. This should be done in a manner that is random and not indicative of their placement in the regatta. While placement and progress may be tracked, who places first is less important than learning and improving, and having fun along the way.