

USODA CONDITIONS FOR SANCTIONED REGATTAS AND CHAMPIONSHIPS



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All sanctioned USODA regattas and championships shall be conducted in accordance with the following rules when the notice of race indicates that these 'Conditions' apply. The notation '[DP]' in a rule in these Conditions means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

1. Mission Statement and Overview for Regattas and Championships

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.

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. Rules

All sanctioned events will be governed by the rules as defined by The Racing Rules of Sailing (RRS) and these USODA Conditions for Sanctioned Regattas and Championships.

The following rules need to be included in the notice of race and sailing instructions.

1. RULES

1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

1.2 The "USODA Conditions for Sanctioned Regattas" will apply.

The notice of race or sailing instructions may change an International Optimist Dinghy Association (IODA) class rule only when the class rules permit the change, or when written permission of the IODA class association for the change is displayed on the official notice board. See RRS 87.

Changes to the USODA Conditions for Sanctioned Regattas and Championships shall be made only with permission of the USODA.

3. Organization and Authority

- 3.1. The Organizing Authority for USODA sanctioned events shall be the “Host” in conjunction with the USODA. The “Host” in conjunction with International Optimist Dinghy Association (IODA) shall be the official Organizing Authority for North American and World championships.
- 3.2. The USODA shall approve the 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 will have the option to be present on the main Race Committee vessel 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. Race Committee

- 4.1. The Race Committee shall be comprised of experienced individuals. When possible avoid having race officials who have a conflict of interest; the Principal Race Officer (PRO), Protest Committee, Umpire Team, Technical Committee, Scorer and Class Representative.
- 4.2. The Race Committee shall conduct races as directed by the organizing authority and as required by the rules in as fair and impartial a manner as possible. See RRS 90.1.
- 4.3. The Host shall provide the minimum required dedicated race committee vessel as agreed upon in the USODA Regatta Agreement.

5. Protest Committee and Umpires (to be used interchangeably herein)

- 5.1. The Protest Committee shall be appointed by the organizing authority, separate from the Race Committee. It shall be comprised of people with experience judging kinetics and Optimist racing. For Team Trials qualifying events, judges must be on the water to enforce RRS 42 (Appendix P). Vessels (preferably RIBs) must be provided for the Protest Committee. It is recommended that the Chief Judge or Umpire not be from the Host. 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.
- 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 sailing instructions.

6. 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 (16th) 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 technical committee 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 reach their 16th 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. Team Race Eligibility

- 7.1. All team members must be a current member of the USODA or the Optimist National Authority of the member's residence and shall meet the relevant eligibility requirements below:
- 7.2. USODA Team Race Championships & Qualifiers for International Team Racing
- 7.2.1. Bona Fide Team Membership. To be a bona fide member of a team, prior to the start of the team racing regatta, each team member must be a member of the USODA or the Optimist National Authority of the member's residence. The USODA retains the sole and unreviewable discretion to determine if a competitor is a *bona fide* member of the team.

7.3. Team Eligibility for Invitations Shared by the USODA

7.3.1. In order for a team to be eligible to receive an invitation from the USODA to participate in another event (which may include, but not be limited to, Optimist Team Cup Berlin and Trofeo Marco Rizzotti) the team must be comprised ENTIRELY of Team Trials Eligible (TTE) sailors. A team may only accept an invitation shared by the USODA, if at least three members from the four or five person team that earned the invitation will be attending the event for which the invitation was extended.

7.3.2. The team of sailors representing USA at the IODA World Championship are not eligible to receive a USODA invitation to participate in another event.

8. Scoring System

8.1. The race committee shall score a race or series as provided in Appendix A using the Low Point System, unless these conditions, the notice of race or sailing instructions specify some other system. See RRS 90.3(a).

8.2. Scoring, especially with divisions, can be an enormous challenge and USODA recommends the host to use St Pete Scorer, Sailwave, Java Scorer or ZW Scoring.

8.3. In a single division and multi-division regatta, the series ranking shall be used to determine red, blue, and white fleet awards.

8.4. Unless modified by the NoR and SI, discards (throwouts) shall be as follows: When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores. When five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

8.5. In a multi-division regatta a race is comprised of multiple flights, Purple, Yellow, Pink, Green, etc., which together makeup the race.

8.6. In a multi-division regatta, if all divisions have not completed the same number of races the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all divisions at the end of a day. The divisions with fewer races will continue racing the following day until all fleets have completed the same number of races. All boats will thereafter race in the new divisions.

9. Notice of Race and Sailing Instructions

[See USODA standard notice of race and sailing instructions for large split fleet championships, team race championships and single fleet championships on the USODA website]

- 9.1. The notice of race should 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 should be published within two weeks of the sign date. The event sailing instructions should be available online one week prior to the regatta.

10. Measurement

- 10.1. All boats will be weighed at the National Championship, Team Trials, 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 technical committee 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.
- 10.2. 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 technical committee. 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.
- 10.3. 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 technical committee. Sails with an official stamp or marking may be required to go through visual inspection or self-certify using the USODA Measurement Form.
- 10.4. Spars will be measured at these Championship events. Only one set of spars per competitor shall be measured and used. The race committee or technical committee 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.
- 10.5. If a substitution of equipment in 10.1, 10.2, 10.3 or 10.4 is approved by the race committee or technical committee, or repair of the original equipment, it may be subject to measurement by the technical committee.
- 10.6. All IODA Class required safety equipment (personal flotation device (IODA 4.2,a), whistle (IODA 4.2,a), painter (aka bowline) (IODA 4.3.b), boom bridle (IODA Class Rule), buoyancy

bags (IODA 3.2.7.1), bailer (IODA 4.3.a), and mast locking device (IODA 3.5.3.11)) may be inspected and approved by the technical committee. The USODA Boat Self-Certification Safety Checklist will be filled out and signed by all competitors at each USODA event.

- 10.7. The event will provide a USODA Class approved technical committee chair for the duration of the Championship event whenever possible.

11. Trophies and Prizes

- 11.1. The minimum number of prizes, based on the number of entries by the first registration deadline, are as follows: Fleet of 80 or under – overall, 1st through 5th place, in each fleet (red, blue, white) 1st through 3rd place, Top Girl; Fleet 80 or more – overall 1st through 10th place, in each fleet (red, blue, white), 1st through 5th place, Top Girls, 1st through 3rd. Daily awards are suggested, not based solely on order of finish, providing prizes for more competitors. Farthest Traveled, Youngest and other similar prizes are suggested. Green Fleet awards are described in 18.
- 11.2. A T-shirt or other give away should be provided to each competitor. A “goodie bag” is recommended, if affordable.
- 11.3. 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).
- 11.4. 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.

12. Schedule

- 12.1. Competitors meeting on the first day followed by a coaches meeting. On subsequent days either a coaches meeting or a competitors meeting followed by a coaches meeting.
- 12.2. A local knowledge briefing should be scheduled and held at the beginning of the event in order to minimize any local advantage, or the Host may provide a handout describing the local conditions. This can be included as part of the competitors meeting.
- 12.3. At a fleet racing event the maximum recommended number of races per day is as follows:
- 12.4. US Nationals, Team Trials and Spring Team Qualifier – three races per day.
- 12.5. Other USODA regattas – four races per day.

- 12.6. One additional race may be scheduled if the regatta is behind schedule, or if there is an unfavorable forecast for the following day, making it unlikely that the schedule races will be completed.
- 12.7. One completed race shall constitute a regatta.
- 12.8. Race days for two scheduled days of racing will include lunch or breakfast. Race days for three or more scheduled days of racing will include lunch, breakfast or after racing snacks.
- 12.9. For two-day or longer events, at least one regatta dinner or similar event will be scheduled.

13. Wind and Weather

- 13.1. Races will not be started in less than 4 knots of wind established over the entire course area, wind readings to be taken at 5 feet above the water. This lower limit may be higher if there is strong current in the racing area.
- 13.2. 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.

14. Safety

- 14.1. The event chairman shall provide a Safety Officer and an adequate staff of safety volunteers to the following minimums:
 - a) a. It is imperative that the Safety Officer instruct safety vessel 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) b. Make prior arrangements for a nurse or EMT to be available on-shore and if possible on the water.
 - c) c. It is highly recommended that a method be in place for registering and controlling both coach and spectator vessels. 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 vessels will be identified with official safety flags.

- 14.5. Competitors shall not be allowed on the water until a sufficient ratio of safety vessels are on station on the water.
- 14.6. Each boat shall have a secure loop in the end its painter (aka bow line).
- 14.7. All competitors shall wear a US Coast Guard approved personal flotation device with a properly functioning whistle, attached by lanyard to their lifejacket and operable while so attached in compliance with IODA class rule 4.2 (a). [SP]
- 14.8. Competitors shall be ashore before sunset.

15. Website

- 15.1. Hosts are asked to establish a website (or use the Host's website) for housing information, logistics, results, photos, social media, safety plan, documents, and a link to the USODA website. Results should be posted daily. Host's may request for results, safety plan, documents, and a link to photos and social media to be posted on the USODA website rather than the Host's website. The USODA will provide a link from its website to the regatta website.

16. Media Rights

- 16.1. The Host will be given a limited license to use the names and logos of USODA and IODA ("Optimist class insignia"). Host 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. 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 and Event name.

18. Green Fleet Policy

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.

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

One of the best things about Green Fleet

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

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.

19. USODA Sailor Code of Conduct

Code of Conduct

This Code of Conduct applies to me as a member of the United States Optimist Dinghy Association (“USODA”). It applies when I participate in a USODA Sanctioned Event. This includes USODA sponsored regattas, USODA Development Team and National Team (“USNT/DT”) practices and international regattas which I attend as a representative of the USODA (each an “event”). This Code of Conduct starts to apply to me when I arrive at an event and ends when I leave the event. This Code of Conduct applies to my behavior both on and off the water. I understand that this Code of Conduct applies in addition to the Racing Rules of Sailing and in addition to any behavior rules that my club or private team may require of me. I understand that I may be subject to additional conduct rules if I participate in an international event or USNT/DT event. I understand that violations of this Code of Conduct may result in a hearing or punishment from the USODA directly and that my violation of this Code of Conduct may additionally violate the Racing Rules of Sailing, subjecting me to hearing, punishment or sanction imposed by US Sailing.

- I will use my best efforts to learn and follow the Racing Rules of Sailing.
- I will be honest, fair, courteous, respectful and a good sport, whether I am winning or losing.
- I will treat competitors, coaches, regatta officials, parents, hosts and all others with respect, even if I believe that person is wrong.
- I will comply with the reasonable requests of any regatta official, USODA team coach and/or parent chaperone that may be associated with an event.
- I will not use another's property without permission, steal or damage another's property.
- I will not hit, abuse, bully, make fun of or call anyone names.
- I will not swear or curse.
- I will not abuse my equipment in anger.
- I will follow all safety procedures and instructions given by race officials, regatta hosts and other responsible adults. I will promptly notify a race official, coach or responsible adult if another person is in danger.
- I will not engage in any conduct that endangers the health or safety of another competitor.
- I will only use class legal equipment at a USODA event.
- I will not use alcohol, tobacco, or any drugs that were not prescribed specifically for me.

_____ I have read these rules of conduct and understand that I am expected to follow all of them.

Sailor’s Initials

Code of Conduct Hearings:

Any competitor, coach, parent, Race Committee member, member of the Organizing Authority, judge or umpire may report an alleged breach by me of this Code of Conduct during an event.

I may report an alleged breach by another competitor or support person.

All reports must be made in writing (a Conduct Report), though no special form is required, which identify the sailor being complained of and the basic facts of the alleged breach of this Code of Conduct.

The Conduct Report must be presented to any one of the following persons:

- the Event Chair or co-Chair of the event,
- the Principal Race Officer (PRO) of the event (if a regatta),
- any USODA Board Member present at the event,
- the USODA Class Representative if present at the event,
- the Head Coach of the event (if this is a practice event), or

The party taking the Conduct Report shall communicate the report to the Conduct Committee, which shall be composed of the following persons for a regatta event: the Event Chair or his/her designee, the PRO, and the USODA Class Representative and/or Board Member (if attending event); the following persons for a USNT/DT practice event: the USNT/DT Parent Champion and the Head Coach; and the following persons for an international event: Team Leader, Country Representative and Head Coach. In the event of any conflict of interest between a Committee member and the sailor complained of, the Committee member shall appoint an impartial designee to replace him on the committee.

If a Conduct Report is made, then as soon as is practicable, the Conduct Committee shall hold a hearing regarding the Conduct Report and may call witnesses to testify. No rules of evidence will apply. Even if a Conduct Report is withdrawn by a complaining person, the Committee may continue with a hearing in its discretion. All decisions of the Conduct Committee are final and non-appealable.

Possible Discipline:

If, after hearing, the Committee determines that a breach has occurred, it may:

- a. Impose any of the following disciplinary actions and is not restricted to imposing just one:
 - i. Require a written or verbal apology to be either privately or publicly made;
 - ii. Issue a written or verbal warning to the competitor, record of which warning shall be maintained with such sailor's membership file;
 - iii. Issue a written report concerning the competitor's behavior to his or her home club or sailing team;
 - iv. In the case of property damage or theft, award damages to the owner of the injured property plus a fine if deemed appropriate in the case of intentional property damage or theft; and/or
 - iv. Suspend such sailor's membership within USODA for a period of time deemed appropriate by the Committee in its sole discretion. The Committee may consider any prior warnings issued to a sailor previously in a suspension determination.

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or

- b. In the event of a serious or material breach of the Code of Conduct for conduct which may violate either Rule 2 or 69 in its opinion, make a report to the Chair of the Protest Committee (or Chief Judge/Umpire) with a recommendation to hold a Rule 2 hearing or to consider a possible Rule 69 hearing under the US Racing Rules of Sailing.

I have read the above paragraphs regarding hearings and punishment for a Code of Conduct violation and understand the possible consequences to me for a Code of Conduct violation.

Sailor Name (Print)

Sailor Signature

Date