

SAILING INSTRUCTIONS

TEXAS SAILING ASSOCIATION YOUTH CIRCUIT REGATTA

THE PIRATES OF THE CORINTHIAN REGATTA

Dallas Corinthian Yacht Club, 1399 Yacht Club Road,
Oak Point, Texas (Organizing Authority)

October 15 – 16, 2022

POSTED October 13, 2022

The notation [DP] in a rule in the sailing instruction means that the penalty for a breach of that rule may, at the discretion of the Protest Committee (PC), be less than disqualification. The notation [NP] in a rule in the sailing instructions means that instruction is not grounds for redress by a boat. This changes RRS 60.1(a) and 64.2.

1. RULES:

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 “The Texas Youth Racing Circuit Conditions” apply and are available on the web site at <http://www.txsail.org/>. A copy will also be available at the regatta site.
- 1.3 The rules for all classes are modified so that membership in a class organization is not required.
- 1.4 A competitor must notify the Race Committee (RC) of their intent to protest another boat, at the finish line, before talking to a coach or a parent. If this instruction is not followed, the protest will be found to be invalid. This is in addition to and modifies the requirements of class rules and RRS 60.1(a).
- 1.5 [DP] All boats shall have sail numbers which match the registration form. Sail numbers meeting class standards are required.
- 1.6 Appendix T, Arbitration, shall be used.

2. NOTICES TO COMPETITORS:

Notices to competitors will be posted on the official notice board located at the Clubhouse outdoor patio and may be posted on the Event website (<https://www.regattanetwork.com/event/25238>).

3. CHANGES IN SAILING INSTRUCTIONS:

- 3.1 Any change to the sailing instructions (SI) will be posted on the official notice board at least two (2) hours before the first race of each day, except for changes to the schedule of races which will be posted by 6:00 pm on the day before they take effect.
- 3.2 For the Green Fleet only, oral changes may be made by the Race Committee (RC) on the water prior to the time of the warning signal of any race upon the raising of signal flag “L” with one sound.

4. SIGNALS MADE ASHORE:

- 4.1 Signals made ashore will be displayed from the flagpole located in the pool area of the Clubhouse or from the RC signal boat if docked in the host club harbor.

4.2 Code Flag “AP” with two sound signals means the race is postponed. DO NOT leave the club area. The warning signal will not be made sooner than 30 minutes from the lowering of “AP”, accompanied by one signal. This modifies “Race Signals”.

5. SCHEDULE OF RACES:

5.1 Six (6) or more races are scheduled.

5.2 Completion of one (1) race shall constitute a TSA Youth Circuit Regatta.

5.3 Schedule:

Saturday, October 15

08:00-09:00	Check-in at the Clubhouse
09:30	Competitor’s Meeting at the Clubhouse patio (Attendance Mandatory)
10:30	Warning Signal for the first race, additional races to follow
Between Races	Lunch will be served on the water

Sunday, October 16

09:30	Warning Signal for the first race, additional races to follow
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5.4 No warning signal will be given after 13:30 on Sunday.

6. CLASS FLAGS:

The following flags will be used as class flags during starting sequences:

Optimist Green Racing Area:

Class	Class Flag
Optimist Green	Green Opti Class Flag

Optimist RWB Racing Area:

Class	Class Flag
Optimist Red, Blue and White Fleets	White Opti Class Flag

Other Racing Area(s):

Class	Class Flag
Laser 4.7	White Laser flag
Laser Radial	Red Laser Flag

7. OPTIMIST GREEN FLEET IDENTIFICATION:

[DP] Optimist Green Fleet will display a green fleet streamer provided at registration while racing.

8. RACING AREAS:

Three (3) racing areas will be set, one each for use by Optimist Green fleet, Optimist RWB fleet, and one for all others. The location of the racing areas will be announced at the Mandatory Skippers Meeting.

9. CHECK-IN ON THE WATER:

Prior to the first warning signal of the competitor's fleet of the day, each competitor shall sail past the stern of the RC signal boat on starboard tack, hail their sail number and be acknowledged by the RC. Failure to do so will result in a 20% penalty for the first race of the day.

10. COURSES:

- 10.1 There may be six (6) types of racecourses as defined in Addendum A, Course Diagrams. Multiple times around the course will be designated by a number following the "T", "W" or "L".
- 10.2 For courses L1 and L2, the start line will be on the port side of the Signal Boat and the finish line will be on the starboard side of the finish boat.
- 10.3 For courses W, W2, W3, T, T2 and O, unless a race is shortened in accordance with the RRS, the start/finish line will be in the middle of the racecourse.
- 10.4 For fleets on courses W, W2, W3, T, T2, and O, if the Race Committee boat is displaying an orange flag on a staff, the start/finish line will be an obstruction, except to finish. Boats that sail through this obstruction will be scored Did Not Finish (DNF), without a hearing. This changes Race Signals 33.

11. MARKS:

- 11.1 For the Opti Green Fleet, marks will be medium orange tetrahedrons.
- 11.2 For the Opti Red/White/Blue Fleet marks will be medium yellow cylinders.
- 11.3 For the Laser Fleets, the marks will be medium orange cylinders.
- 11.4 To change the next leg of the course, the RC will move the mark (or the finishing line) to a new position. Change marks will not be used.
- 11.5 To maintain course configuration during a race, the RC may make minor adjustments of the course, up to 10 degrees and 0.10nm, without signaling a change. This changes RRS 33.

12. THE START:

- 12.1 For all fleets, races will be started in accordance with RRS 26. A series of short signals may be made before any starting sequence begins to attract attention.
- 12.2 The starting line will be between a staff displaying an orange flag on the RC signal boat and the course side of the starting mark.
- 12.3 A boat may not start later than four (4) minutes after the starting signal for its class. Boats attempting to start after this time will be scored Did Not Start (DNS) without a hearing. This changes RRS 28.1, A 4 and A 5.
- 12.4 Boats whose warning signal has not been made shall keep clear of both the start line and all boats whose warning signal has been made.

13. RECALLS:

The RC intends to hail the sail numbers of OCS boats after the starting signal. The failure of any boat to hear the hail, an untimely hail of OCS boats, failure to hail any boats, and the order of the boats in the hail shall not be grounds for granting redress. This changes RRS 41 and 62.1.

14. THE FINISH:

- 14.1** The finish line for courses W, T and O shall be between a staff displaying an orange flag on the RC boat and the course side of the finish mark. This modifies the RRS Race Signals.
- 14.2** The finish line for courses L, L2 and B shall be between a staff displaying a blue flag on the RC boat and the course side of the finish mark.

15. PENALTY SYSTEM:

RRS 44.1 is changed so that the Two-Turn Penalty is replaced by the One-Turn Penalty.

16. TIME LIMIT:

- 16.1** The time limit for each race will be sixty (60) minutes for the first boat to finish. If no boat has complied with RRS 28.1, the race shall be abandoned.
- 16.2** The Finishing Window is twenty (20) minutes.
- 16.3** The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two (2) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 16.4** At its discretion, the RC may finish any boat in place, and it will be scored based on its position on the race course. This modifies RRS 32 and 35.
- 16.5** If no boat has rounded the first mark within twenty (20) minutes of the start, the race shall be abandoned. This modifies RRS 32 and 35.

17. PROTESTS AND REQUESTS FOR REDRESS:

- 17.1** A competitor must notify the Race Committee (RC) of their intent to protest another boat, at the finish line, before talking to a coach or a parent. If this instruction is not followed, the protest will be found to be invalid. This is in addition to and modifies the requirements of class rules and RRS 60.1(a) and 61.1(a).
- 17.2** Protest forms will be made available at the Official Notice Board and delivered to the Judges or their representative. The protest time limit is sixty (60) minutes after the RC signal boat from each Competitors' racecourse docks.
- 17.3** The protest time limit will be posted. A list of protests will be posted on the official notice board no later than thirty (30) minutes after the end of protest time.
- 17.4** A boat is not permitted to protest another boat for breaking SI 7, 19, 20 and 21. This changes RRS 60.1(a). In addition, penalties for anything other than RRS Part 2 or 3 may be less than disqualification at the discretion of the protest committee.
- 17.5** The person who served as mediator during Arbitration may not serve on the protest committee.

18. SCORING:

- 18.1** The Low Point System of RRS Appendix A shall apply, modified so that:

- 18.1.1** When five (5) to nine (9) races have been completed, a boat's series score will be the total of her race score excluding her worst

18.1.2 When ten (10) 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.

18.2 For Optimist White, Blue, Red fleets, the event shall be scored as a whole with all boats receiving scores according to recorded finish position. "Overall Scoring" shall be used to determine White, Blue, Red awards.

19. DISPOSAL OF TRASH:

[DP] Per RRS 47, boats observed purposefully discharging trash into the water will either be disqualified from all races sailed on the day the infraction is observed or be subject to other suitable disciplinary action or both.

20. SAFETY:

20.1 [DP] **RRS 40 is changed so that each competitor shall wear a U.S. Coast Guard approved life jacket (PFD), in good condition, that is 100% dependent on foam for flotation (i.e., inherently buoyant) and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding or removing clothing. See US Sailing Regulation 10. A violation of this instruction may be protested by race officials or a competitor; however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee. A pinnie may be worn outside of the PFD. This changes RRS 64.2**

20.2 [DP] A competitor who withdraws from a race or does not intend to start a race shall inform the RC as soon as possible. This may also be accomplished by the competitor notifying a member of the RC ashore.

20.3 Sailors of Double-Handed fleet boats are encouraged, but not required, to carry an emergency safety line cutter, such as an "S-Cutter" tool or harness webbing cutter.

21. SUPPORT BOAT RESTRICTIONS:

21.1 Support Boats (including coaches and parents) (support boats) shall have a working VHF radio and monitor the RC channel.

21.2 [DP] Support boats shall keep at least two hundred (200) feet away from all competitors and shall not communicate with any racing competitor from the time of the competitor's preparatory signal until after the competitor has finished, or the RC signals a postponement or abandonment. The RC, at its discretion, may deem a violation of this provision to be a violation of RRS 2 and may impose a penalty which will be a scoring penalty per RRS 44.3(c.) applied to the finishes in the next race sailed of all boats associated with the support boat who has violated this provision.

21.3 Failure of support boats to keep wakes down or to remain outside the race course while boats are racing, may result in the RC limiting where support boats may go during a race.

21.4 [DP] By recent federal and Texas laws, the operator of all power boats under 26 ft must wear/use an ECOS (engine cut off switch) at all times except idle, if an ECOS system is present on the boat. If an operator of a support boat with an ECOS system is not using the system properly, the operator/boat may be subject to protest. The use of support boats without ECOS systems is highly discouraged, for safety in and around youth sailors, and the proposed use of such boats should be reported at check-in.

21.5 Optimist Green Fleet: Notwithstanding SI 21.2, coaching of Green Fleet Optimist skippers while racing is permitted; however, coaching shall be limited to skippers in the bottom half of the fleet in any given race. Coaches shall provide fair and consistent support to all competitors, not just to their team or sailor.

22. RISK, DISCLAIMER OF LIABILITY & PERSONAL CONDUCT:

22.1 Competitors participate in the regatta at their own risk. See RRS 3 (Decision to Race). The organizing authority will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after this event.

22.2 Competitors will accept full responsibility for all his/her actions during any activity related to the event. This includes on-shore activities before, during and after the regatta until such time as they leave the venue for home or the airport.

22.3 All competitors, coaches and parents are expected to maintain the highest levels of conduct throughout the entire event until such time as they leave for home or the airport. Enforcement of discipline and conduct shall be conducted as per RRS 69.1 and/or the policies and procedures of US Sailing (Regulation 15.01).

23. PRIZES:

Trophy presentations will be held on Sunday afternoon approximately one (1) hour after the last race or when protest hearing(s) are completed. There will be three (3) places awarded for each fleet. Each competitor in the Optimist Green Fleet will receive a participation award. If Green Fleet docks sooner than other fleets, a spate Ceremony will be held 1 hour after Green Fleet docks.

Above all, BE SAFE and HAVE FUN!

ADDENDUM A – COURSE DIAGRAMS

	Course W – Windward/Leeward, Windward Finish	
	<i>Signal</i>	<i>Mark Rounding Order</i>
	W	Start – 1* – 2 – Finish
	W2	Start – 1* – 2 – 1* – 2 – Finish
	W3	Start – 1* – 2 – 1* – 2 – 1* – 2 – Finish
* - if an offset mark (1a) is present, sailors will leave the offset mark to port after rounding the windward mark (1)		

	Course T – Triangle, Windward Finish	
	<i>Signal</i>	<i>Mark Rounding Order</i>
	T	Start – 1 – 2 – 3 – Finish
	T2	Start – 1 – 2 – 3 – 1 – 2 – 3 – Finish
	T3	Start – 1 – 2 – 3 – 1 – 2 – 3 – 1 – 2 – 3 – Finish

	Course O (Olympic) – Triangle, Windward/Leeward, Windward Finish	
	<i>Signal</i>	<i>Mark Rounding Order</i>
	O	Start – 1 – 2 – 3 – 1 – 3 – Finish

		Course L (Leeward Finish) – Windward, Leeward Finish	
		<i>Signal</i>	<i>Mark Rounding Order</i>
L	Start – 1* – Finish	<p>* - if an offset mark (1a) is present, sailors will leave the offset mark to port after rounding the windward mark (1)</p>	

		Course L2 (Leeward Gate/Finish) – Windward, Leeward Gate – Windward - Finish	
		<i>Signal</i>	<i>Mark Rounding Order</i>
L2	Start – 1* – 2s/2p – 1 – Finish	<p>* - if an offset mark (1a) is present, sailors will leave the offset mark to port after rounding the windward mark (1)</p>	

		Course B – Box, Reach Finish	
		<i>Signal</i>	<i>Mark Rounding Order</i>
B	Start – 1 – 2 – 3 – Finish		