

OFFICIAL PROCEDURAL RULES
for
Youth Sailing Competition Sanctioned and Sponsored by the
Twin Cities Youth Sailing
2009

*Serving as Standard Sailing Instructions for all events organized by the Twin Cities
Youth Sailing during the year 2009.*

Revised: December 2008

FOREWORD

TCYS anticipates that as these Procedural Rules are used over a period of time, some modifications or changes may become desirable or necessary. With this in mind, suggestions for modifications or changes are welcomed and should be sent to the attention of the Twin Cities Youth Sailing Committee.

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PART 1 - INTRODUCTION

The aim of all competition shall be to declare as winner the team or individual best qualified on the merits of superior sailing skill and sportsmanship. The host and officials shall make every effort to assure that each race provides a fair test of sailing and maintains the highest standards of sportsmanship.

The purpose of these Procedural Rules (PR) is the unification of conditions of Twin Cities Youth Sailing. They are mandatory for all Twin Cities Youth Sailing Events.

All competition within the Twin Cities Youth Sailing (TCYS) shall be governed by the International Sailing Federation's *Racing Rules of Sailing for 2009-2011* (RRS) , as adopted by the United States Sailing Association (US SAILING), and the prescriptions of US SAILING, except as they are amended herein. These Procedural Rules and their Appendices shall rank as sailing instructions for all regattas.

A copy of these Procedural Rules shall be posted or be readily available at all regattas. Competitors will be held responsible for a thorough knowledge of these Rules.

All references to rule numbers contained herein refer to rules in this book except where otherwise indicated.

PART II - REQUIREMENTS FOR REGATTAS

The TCYS Committee is the Organizing Authority and establishes the Conditions for Members that are eligible for these events. Organizations wishing to host events must attend the annual scheduling meeting, that meeting is usually held each fall.

PART III - REQUIREMENTS FOR COMPETITORS

1. ELIGIBILITY

1.1 Membership

Season membership is \$20.00 payable at the first race a competitor registers for

2.2 Age requirements for each fleet

C420 sailors must be less than age 21 on June 19, 2009.

Laser sailors must be less than age 21 on June 19, 2009.

Optimist sailors must be less than age 16 on June 19, 2009.

Optimist White Fleet: Age 10 and under

Optimist Blue Fleet: Age 11 and 12

Optimist Red Fleet: Age 13 through 15

Optimist Green Fleet: Age 15 and under

1.3 Responsible adult

For a competitor to be eligible to compete, an adult who is responsible for the competitor must accompany the competitor to the event.

1.4 Eligibility Questions

All questions and protests concerning eligibility shall be referred to the TCYS Committee.

1.5 Amateur Status

All competitors shall be Group 1 or Group 2 competitors as defined by ISAF Regulation 22..

2. SAFETY

2.1 Swimming Ability

All competitors must be able to swim. It shall be the responsibility of the competitor's parents to make sure that competitors meet these requirements before being allowed to participate.

2.2 Lifejackets

Lifejackets meeting U.S. Coast Guard regulations for Personal Flotation Devices (PFDs)- Type III or type IV shall be worn, properly secured, by all competitors while on the water. PFDs shall be worn outside of all clothing and foul weather gear, except for a thin T-shirt, which may be worn over a lifejacket to prevent snagging of lines or equipment.

2.3 Waiver of swimming requirement

The Regatta Chairperson may waive the swimming requirement in cases of physical disability, provided adequate life saving equipment is worn at all times.

3. BOATS

There shall be the following fleets:

Club 420 with Trap and Spinnaker

Laser Standard

Laser Radial

Laser 4.7

IOD Optimist shall be used for:

Green Fleet

White Fleet

Blue Fleet

Red Fleet

4. CONTESTANT CONDUCT

No competitor shall use, either on or off the water, alcoholic beverages (beer, wine, distilled spirits), or any controlled substance (marijuana, cocaine, etc.), the possession of which is unlawful. Infringements of this regulation will be the basis for disciplinary action. This regulation is in effect during the entire event, from date and time of arrival through date and time of departure from the locale.

A hearing will be held generally in accord with the recommendations of ISAF Appendix M. Penalties for a violation of this regulation may range from a reprimand to dismissal from the regatta. Additionally, the hearing officers may recommend further action under RRS 69. The officers for hearing a violation will consist of the Chief Judge, acting as Chairperson of the hearing, the Jury, and the two members of the TCYS Committee.

PART IV - MANAGEMENT OF REGATTAS

5. REGATTA OFFICIALS

5.1 For all regattas, the host school, club, center or organizing authority shall make the appointments. Where available, US Sailing Certified Judges should be used.

5.2 The Race Committee shall consist of a minimum of two adults and shall include the Regatta Chairperson and at least one disinterested person to act as Chairperson of the Protest Committee. The Race Committee's responsibilities shall be to:

- (a) Have general supervision over all aspects of the regatta, including conduct of competitors both on and off the water, and prescribed safety practices.
- (b) Conduct the races.
- (c) Arrange all protest hearings.
- (d) Keep an accurate record of race results and scores.
- (e) Organize equipped with at least one single boat, one mark set boat, and one safety boat per race circle all in good running order for each racing circle.

6. CONDUCT OF REGATTAS

6.1 Competitors' Meeting

The Competitors' Meeting shall begin at 9:00 A.M. At the Competitors' Meeting, all competitors shall be given or shown where they may view the sailing instructions. The course and description of marks may be given orally (Changes RRS 89.2)

6.2 Rules

All regattas sponsored or sanctioned by TCYS shall be governed by the *Racing Rules of Sailing for 2009-2011* and US SAILING Prescriptions, except as modified herein, these Procedural Rules and the sailing instructions.

6.3 Number of Races Sailed

There shall be a minimum of one race and a maximum of five races to constitute a regatta.

6.4 Courses

- (a) All courses shall be laid out so that the first leg is a beat to windward. Triangles with a the start/ finish line in the middle of the windward leg, windward-leeward courses with the start/ finish

line in the middle of the windward leg or start and finish to leeward with a leeward gate are acceptable, as are variations of the two. Trapezoids are also acceptable.

- (b) Courses should be laid out in areas free of obstructions such as shoals, moored boats, etc., and should provide a race of 20 to 30 minutes duration.
- (c) Drop marks shall be and the course shall be changed as often as necessary, but no mark shall be moved while any boat is on a leg that the mark terminates.
- (d) Races should not be shortened; they should be abandoned.

6.5 Signals

- (a) RRS US Sailing Prescription Appendix Q - Sound-Signal Starting System shall be used.
- (b) General Recalls - After a General Recall, the "Round-the-Ends Rule" provisions of RRS 30.1 shall apply. Flag I need not be displayed. (This changes RRS 30.1.)
- (c) Special Signals - The Sailing Instructions shall designate any special signals and explain their meaning.
- (d) Postponing a regatta - When a regatta in progress is postponed to a later date, it shall be started anew.

6.6 Marks

Course marks and any mark boats to be used shall be described in detail. The use of "lead" boats proceeding from one mark to another ahead of the fleet should be avoided.

7. COACHING

The following are the limitations on the actions of a coach, advisor, team member or Race Committee member acting as a coach for all fleets except the Optimist Green Fleet:

- (a) When and Where Permissible - A competitor may receive coaching, assistance, equipment or sustenance only in-between races. The Race Committee may designate an area where all of the above may take place. When a coach is also acting as a member of the race committee, contact with a competitor shall also be limited to a designated area; otherwise that coach shall be allowed to perform duties necessary in running the regatta.
- (b) Before Protesting - A competitor shall not communicate with anyone other than teammates or other competitors before reporting to the Race Committee an intention to file a protest. Breaking this rule may be grounds for closing the protest hearing.
- (c) RRS 41 Outside Help - Communication between teammates while racing

in different boats or fleets is limited only by the provisions of RRS 41, Outside Help.

- (d) For the Green Fleet: A competitor may receive coaching while racing on the first leg to the weather mark only. Coaches are encouraged to pay close attention to the competitors in the back of the fleet, not the competitors who are winning. Coaches are to not interfere with any other competitors while coaching their sailors on the first leg of the course. Competitors may receive equipment or sustenance only in-between races.

8. SCORING

- (a) Basic Scoring - The Low Point Scoring System, RRS Appendix A shall be used.
- (b) Races shall be numbered sequentially in order by fleet. Each boat’s regatta score shall be the total of her race scores less a discard for that fleet. The boat with the lowest regatta score wins and the others shall be ranked accordingly.
- (c) A boat disabled or not finishing for any other reason (DNF), or retires after finishing (RAF), or a boat that has not complied with RRS 29.1 or 30.1 (OCS) shall be scored ONE point more than the number of competing teams in that regatta of the fleet they are competing in. A boat that does not start (DNS) but is registered and ready to sail in a regatta shall be scored TWO points more than the number of competing teams in the division. A boat that is disqualified after a hearing (DSQ) shall be scored two points more than the number of competing teams in the division. (Changes RRSA4.2).
- (d) For Overall Series Scores - Races shall be numbered sequentially in order by fleet. Each boat’s series score shall be the total of her race scores for that fleet less discard(s). See chart below:

Completed	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Counted	1	2	3	3	4	4	5	5	6	7	8	8	9	10	11	11	12	12

Completed	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Counted	13	13	14	15	15	16	16	17	18	18	19	20	21	22	22	23	24	24

9. ALTERNATIVE PENALTIES

The Two-Turns Penalty - RRS 44.2 - shall be used. The Race Committee may shorten the penalty to a One-Turn Penalty for the Green Fleet only.

10. REGATTA REPORTS

Regatta reports are required for all regattas. Within three days after a regatta, the Regatta Chairperson shall submit a signed report to the TCYS Committee. The report shall consist of:

- (a) The regatta name and date;
- (b) A tally sheet showing the total scores for each fleet, the winning competitors and crews.
- (c) A synopsis of the racing conditions (wind, water, etc).
The host site shall retain a copy of the regatta report with race results.

PART V - OTHER SAILING RULES

11. SERIOUS COLLISIONS

A collision causing damage requiring more than normal maintenance is regarded as serious damage and considered a serious incident. When such damage occurs, the protest committee may hold a hearing under RRS's 60.2, 60.3 & 63 to determine the facts and consider whether those involved exercised reasonable care in handling their boats. When the Protest Committee finds that either or both boat(s) did not, one or both shall be disqualified, regardless of any alternative penalty(ies) accepted under RRS 44.1. In extreme cases, either or both boat(s) may be excluded from the rest of the regatta.

PART VI - PROTESTS

12. NOTIFICATION AND PROTEST PROCEDURE

- (a) A boat intending to protest shall comply with RRS 61.1(a) when notifying the other boat. When the identity of the protested boat could be uncertain, the boat's sail number shall be included. Failure of a hailed boat to hear the hail shall not, by itself, be grounds for closing the protest.
- (b) A protesting boat shall, at the first reasonable opportunity after finishing, notify both the Race Committee and the protested boat of her intent to protest. Failure to do so may be grounds for closing the protest hearing under RRS 63.5.
- (c) The Race Committee and/or Judge(s) may file a protest against a boat when it sees an apparent infringement of any rule, but it cannot disqualify a boat without a hearing.
- (d) It is recommended that the protestor submit the protest on the Protest Form provided by the host organization or school at or before the time specified by the Race Committee. The Race Committee may waive the requirement for written protests and may hear protests on the water. The US SAILING protest form in Appendix 1 is always acceptable.
- (e) Protest procedure shall be as follows;

- The skippers involved will be called in the order of the protests recorded by the signal boat upon reaching shore. Each skipper will have approx. 1 minute to describe the situation.
 - Judge will have approx. 1 minute to question both skippers.
 - Each skipper shall then have the ability to question each other briefly.
 - If not clear to the judge, he may allow each skipper to call 1 witness.
 - If Judge(s) cannot adjudicate a decision or if either skipper is not satisfied with the proceedings before a decision is rendered then a full hearing following RRS appendix M shall be held.
- Once a decision is rendered the protest shall be considered closed.
A hearing may be re-opened under RRS 66 at the discretion of the Protest Committee

PART VII – GREEN FLEET RULES

Green Fleet is designed as an introductory level of Optimist racing as all are participating at an elementary level of expertise, many for the very first time. Therefore, every effort will be made to ensure that this series is:

FUN! On and off the water. If it's fun... they will return.

A learning as opposed to a competitive based experience. Not to say that competition isn't a part of it, but it should not be allowed to over shadow the more positive intrinsic aspects of FUN & FRIENDS and of LEARNING & LIFE LESSONS.

CHANGING FLEETS

Skippers, (parents and coaches), desiring more than the above level of racing may be better served by participation in one of the more competitive, age appropriate Opti fleets and with approval of Regatta Chairman may change to the Competitive Fleet up until close of registration.
Many Sailors find the Competitive Fleet too daunting at a large regatta.

SAFETY

All Green Fleet competitors must have proper safety equipment same as Red, White, or Blue Fleet. Sailors must observe check-in/check-out procedure when going to and from race area. All sailors **MUST** have a designated adult on the water while racing and in transit to and from race area. Sailors **MUST NOT LEAVE** the course without express consent of PRO.

RULES

We will be using a simplified version based on the Racing Rules of Sailing.

TEN RACING RULE COMMANDMENTS:

- 1) Port keeps clear of starboard.
- 2) Windward keeps clear of leeward

- 3) The boat astern keeps clear of the boat ahead.
- 4) A boat Tacking or Jibing keeps clear of one that is not.
- 5) Avoid collisions. Racing Rules are defensive to prevent collisions not offensive racing tactics.
- 6) If you gain right of way or change course, give the other boat time to keep clear.
- 7) The inside boat(s) at three boat lengths from the mark is entitled to room to round the mark.
- 8) A boat that is backing up or not racing keeps clear.
- 9) If you have violated a rule, take a penalty
- 10) It is better to give way than to spend time in a protest room.
- 11) Protests will be allowed in accordance with part IV of the TCYS Procedural Rules.

COACHING

TCYS Green Fleet allows for on the water coaching of the bottom half of the fleet while racing. Coaches must be currently employed by a TCYS sailing school. Parents are asked to watch and cheer and leave the coaching up to the coach. **All coaches MUST wear a US Coast Guard approved life jacket while on the water.** Coaches must check in with PRO. Coaching on the Green Fleet course at this regatta is a privilege, not a right. That privilege can be taken away if abused.

By entering the sailing area, coaches agree to coach the bottom half of the fleet fairly and equitably, but with emphasis on those who are having trouble or in the back. Coaches must agree to this even if hired to coach a team or individual. Coaches observed acting in conflict with this may be warned or asked to leave the sailing area. Coaches may actively assist sailors (bottom half) in capsize situations in order to get the sailor back in the race ASAP, but with emphasis on sailor autonomy and instruction. To sum up; the coaches role is of support, encouragement and instruction so that even the last sailor has a great experience.

EXPECTATIONS

Sailors (parents and coaches) should expect the Green Fleet at this event to accentuate the FUN and learning aspects. This will include group games, clinics and coaching as well as participation on the water.

RACING

We will try to do 5 races. Races may be delayed or cancelled due to weather conditions not conducive to Green Fleet at the decision of PRO.

Courses will be as discussed at daily mandatory skipper's meetings. Skipper's meetings will be held each day, prior to the harbor start, entailing race instruction, go fast and racing tips, games, rigging clinic etc.

We will use the standard 3 minute starting sequence with sound signals and loud hailer countdown for the last 10 seconds. There will NEVER be a black flag.

We will allow a drop of the lowest score after conclusion of 5 races.

We will come in each day for lunch.

FUN is mandatory! Expect it!!!

***It should be clear
That crowning a "winner" is less important
than ensuring that the sailor in "last" has fun too.***