2026 Optimist MidAmerica Championship

Hosted by Fort Worth Yacht Club

Fort Worth, TX USA

October 24-25, 2026

SAILING INSTRUCTIONS (SI)

Event Gate Code: 7245# (SAIL#)

Due to the low water levels of Eagle Mountain Lake, all Lasers and Double Handed Boats will RIG and LAUNCH from the Boat Ramp Area. Opti's will RIG and LAUNCH from the beach area South of the Main Club house; See Addendum 4, Figure 1. The Beach entrance is marked with two FWBC pennants on flag poles. Failure to rig in the designated areas may cause delays to the course.

Boat Trailer parking is designated East of the Boat Ramp and should not take up space in the main parking lot.

1. RULES

1.1 RRS 60.2(a)(1) is changed as follows: 'If the protestor is a boat, she shall hail 'Protest' at the first reasonable opportunity and she shall inform the Race Committee immediately after finishing, or as soon as practicable after she retires (and before discussing her intent with any support person), of the boat(s) she intends to protest'.

1.2 RRS 60.4(a)(2) is changed as follows: (2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or

2. CHANGES TO THE SAILING INSTRUCTIONS

2.1 Any changes to the sailing instructions will be posted within 15 (fifteen) minutes following the competitors meeting on Saturday, or before 0900 on Sunday, except that any change to the schedule of races will be posted by the 2000 on the day before it will take effect.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located https://usoda.org/regatta/Aord0AWpka**.** A courtesy notice board will be located outside the Dogie Room.

3.2 Unofficial 'RC actions' may be broadcast on VHF channel **68 for RWB Fleet and 69 for Green Fleet** as a courtesy to coaches and spectators.

4. FORMAT OF THE CHAMPIONSHIP

4.1 The Championship Fleet will race as a single division.

5. [DP] CODE OF CONDUCT

5.1 In addition to completing an online Sailor Code of Conduct, competitors and support persons shall comply with reasonable requests from race officials.

6. SIGNALS MADE ASHORE

6.1 Signals made ashore will be displayed from yardarm located in the SE corner of the main FWBC parking lot.

6.2 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in Race Signal "AP".

6.3 [SP][DP] Flag D with one sound indicates Harbor Launch. Boats shall not leave their assigned space until this signal is made. The warning signal will not be made before the scheduled time or less than 60 minutes after flag D is displayed.

7. SCHEDULE OF RACES

7.1 **Saturday, October 24**

0845	Coaches' Meeting at the Doggie Room Area
0900	Competitors', Coaches' and Parents' Meeting at the Doggie Room Area
0930	Harbor Launch
1030	First Warning Signal
Between Races	Lunch will be served on the water
After Racing	Slip N' Slide and Climbing Wall, 1630 – 1730 Kona Shaved Ice Truck
1730	Dinner

Sunday, October 25

0830	Coaches' Meeting at the Doggie Room Area
0845	Harbor Launch
0930	First Warning Signal
1330	No Warning Signal for a race or "Set" of races after this time
After Racing	Lunch at the Main Ballroom and Awards Ceremony

7.2 Four (4) races are scheduled for each day of racing. One extra race per day may be sailed, provided the championship never becomes more than one race ahead of schedule.

8. CLASS FLAGS

8.1 The class flags will be the optimist class flag.

9. RACING AREA

9.1 The general racing area on Eagle Mountain Lake is shown in Addendum 4, Figure 2. Three (3) racing areas will be set, one each for use by Optimist Green Fleet, Optimist RWB Fleet, and one for all others. Optimist Green will be in racing area 2, Optimist RWB will be in racing area 1, and all other fleets will be in racing area 3. For racing area 3, boats shall not sail between the marker buoys surrounding the Azle Water Pump Station per the Regulations of the Tarrant Regional Water District. This area is considered an Obstruction.

10. COURSES

10.1 The diagram in SI Addendum 1 shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left. The length of each leg and exact configuration will be based on the sailing conditions.

10.2 The angle from Mark 2 to Mark 3 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.

11. MARKS

11.1 Rounding marks 1, 2, 3 and 4 will be orange inflatable tetrahedrons.

11.2 The starting marks will be a RC vessel displaying an orange flag at one end of the starting line and a red/orange sphere or a staff displaying an orange flag on an anchored boat at the other end starting line.

11.3 The finishing marks will be a RC vessel displaying a blue flag at one end of the finishing line and a red/orange sphere at the other end of the finish line.

12. [NP][DP] OBSTRUCTIONS/RESTRICTED AREAS

12.1 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 22**, only competing boats and official vessels (designated as such by the RC) may enter the racing area while boats are racing.

12.2 The **Pre-start Coaches area** is leeward of the Start/Finish. Support vessels are allowed in the Pre-Start Coaches area only prior to the start of a race.

12.3 The **After-race waiting area** is the area to starboard and slightly upwind of the Start/Finish. Support vessels are allowed in After-race waiting area only while boats are finishing.

13. THE START

13.1 The starting line is between a staff displaying an orange flag on the RC vessel and either a) a staff displaying an orange flag on an anchored boat or b) the other starting mark.

13.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flags will be displayed with one sound at least four (4) minutes before a warning signal is made for a race.

13.3 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS), without a hearing. This changes RRS A5.1 and RRS A5.2.

13.4 Any starting penalties from races that are abandoned or recalled after the starting signal and not re-sailed on the same day will not carry over to those races if they are re-sailed on another day in the regatta. This changes RRS 30.4 and 36.

14. THE FINISH

14.1 The finishing line is between a staff displaying a blue flag on the RC vessel and the course side of the other finishing mark.

14.2 [SP][DP][NP]Immediately after finishing all boats shall sail clear of the finishing area, leaving the RC finishing vessel to starboard, and promptly return to the after-race waiting area] shown in SI Addendum 1.

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

15. PENALTY SYSTEM

15.1 The “Graded Penalty System” will apply and is attached as Addendum 2. Percentage penalties will be rounded up to the nearest whole number.

15.2 [SP]A boat that has taken a penalty under RRS 44.1 shall, as soon as practical after racing, complete a penalty acknowledgement log at the Protest Desk.

15.3 The application of any standard penalties [SP] or discretionary penalties [DP] shall not cause a boat's score to be worse than the score for a "DSQ".

16. TIME LIMITS

16.1 The Race Time Limit is 90 minutes, and the Finishing Window will be 20 minutes

16.2 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 Did Not Finish (DNF) without a hearing. This changes RRS 35 and A5.

17. HEARING REQUESTS

17.1 The protest time limit is 45 minutes after the RC signal vessel docks. The protest time limit (filing deadline) will be posted on the official notice board as soon as practical.

17.2 Hearing request and scoring review forms are available from the Protest Desk inside the Dogie Room.

17.3 Hearing request and scoring review forms shall be delivered to the Protest Desk.

17.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

17.5 [NP]Hearings will be held in the assigned protest room, beginning at the time posted. Representatives of boats who are parties to a hearing and their witnesses shall report to the Protest Desk at the scheduled hearing time and remain there until called for their hearing.

17.6 RRS 63.1(a)(4) is changed as follows: delete 'unless there is good reason for the protest committee to decide otherwise.'

17.7 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.

17.8 Scoring reviews, if not resolved by the RC, may be considered requests for redress per RRS 61.4(b)(1).

17.9 RRS 61.2(b)(3) is changed as follows: After the second sentence, add, 'If the RC posts a list of boats scored OCS, NSC, UFD, or BFD on the official notice board before the protest time limit, a request for redress based on such a posted score shall be made no later than 30 minutes after the protest time limit. Requests for redress relating to a score determined by the RC shall state the procedural error the boat believes the RC may have made. Further, the boat will be expected to establish that it started properly. All other requests shall be made as soon as reasonably possible after the relevant information is available.'

18. SCORING

18.1 The Low Point Scoring System of RRS Appendix A will apply as revised below.

18.2 The number of boats entered in the event will be defined as the number of boats which complete registration at the regatta venue.

18.3 One (1) completed race will constitute the **2026 Optimist MidAmerica Championship**.

18.4 When five (5) or more races have been completed, a boat's final score will be the total of her race scores excluding her worst score.

19. [SP][DP] SAFETY REGULATIONS

19.1 Prior to launching each day, competitors shall check-out with the designated race officials outside the Dogie Room, indicating their departure to the racecourse. A competitor who will not be racing that day shall notify a host venue volunteer before the Harbor Launch, or by email to myounger81612@me.com or phone 970.822.5330.

19.2 [SP] [DP] Immediately upon returning to shore, **but not later than 30 minutes** after the RC signal vessel docks, competitors shall check-in with the designated race officials outside the Dogie Room, indicating their return to the venue.

19.3 A competitor retiring from a race or intending not to start a race shall notify a RC vessel or safety vessel before leaving the course, or if that is not possible, notify the OA immediately upon returning to shore by email to myounger81612@me.com or phone 970.822.5330.

20. [SP][DP] REPLACEMENT OF EQUIPMENT

20.1 Any request to consider approving equipment substitutions shall be submitted in writing to the OA before the end of the 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.

21. OFFICIAL VESSELS

21.1 On-water Rule 42 Judge vessels will display a J Flag. A Rule 42 Judge may also be aboard the RC signal vessel and will not display a flag.

22. [SP][DP]SUPPORT TEAMS

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

22.2 Support persons who serve on RC 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 persons shall not transfer any strategic or tactical information (including audio or video recordings) gained due to their advantageous location on the racecourse or their access to RC communications, unless such information is made available to all sailors, coaches and other support persons. 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".

22.3 General support (coach and spectator) vessel requirements:

22.3.1. 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.

22.3.2. Support vessels shall follow the instructions of race officials at all times.

22.3.3. 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.

22.4 Restrictions:

22.4.1. 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.

22.4.2. 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.

22.4.3. When the RC displays (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 RC lowers the orange starting line flags, except that, after first and subsequent start(s) of a "Set" of races, 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 RC may close the starboard side of the course to support vessels.

22.4.4. There shall be no anchoring inside the course or in the vicinity of the finishing line.

22.5 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.

22.6 Penalties:

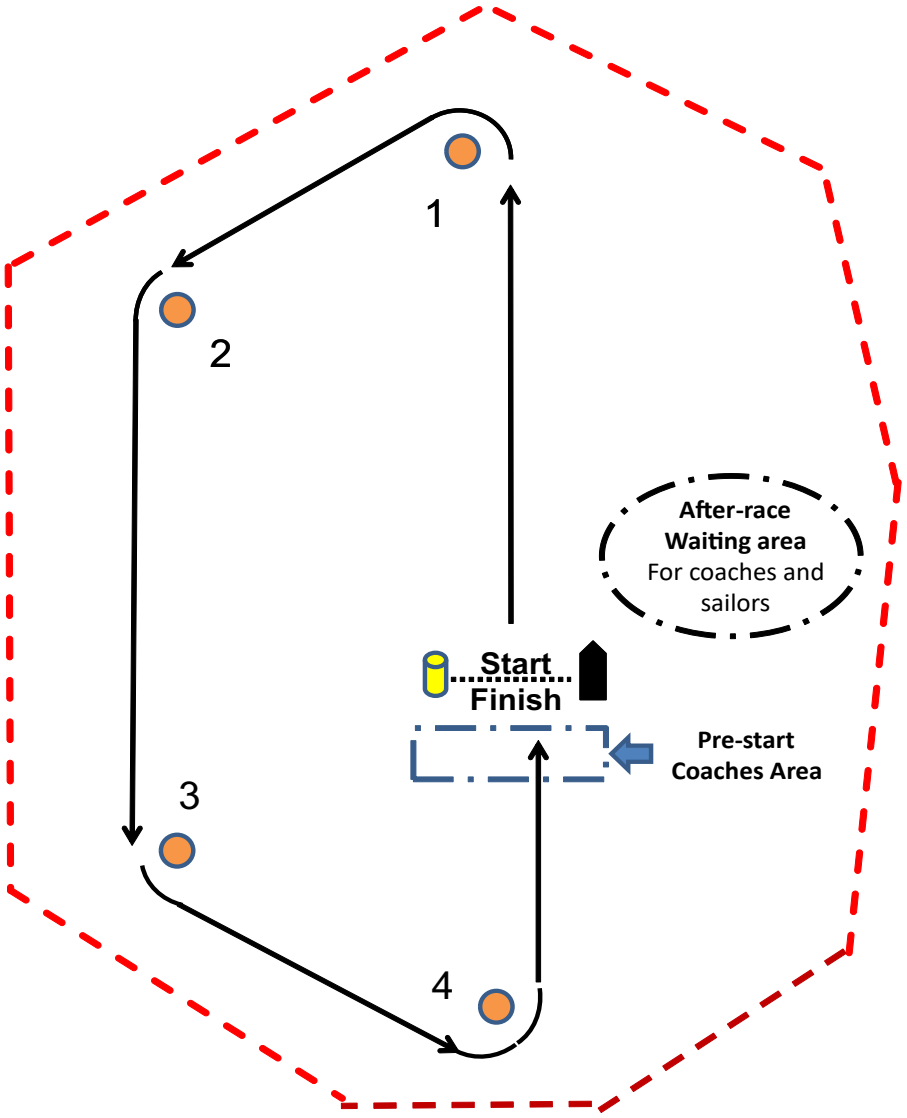
22.6.1. Competitors affiliated with any support person vessel that breaks a rule may be protested and penalized under RRS 41, Outside Help, in which case the Preamble to Part 4 will not apply. This changes RRS 41.

22.6.2. Support persons that repeatedly and/or intentionally break a rule may be subject to disciplinary actions up to and including exclusion from the venue.

23. [DP][NP] TRASH DISPOSAL

23.1 Trash may be placed aboard official or support person vessels.

SI ADDENDUM 1 - Race Course and Restricted Areas
Simple Trapezoid Course



COURSE: Start – 1 – 2 – 3 – 4 - Finish

Racing Area

SI Addendum 2 – USODA 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
c) Failure to return promptly to waiting area after finishing
d) Failure to report penalty taken
e) Failure to comply with Safety Check-Out/Check-In procedures

2. Minor class rule penalties and intermediate SI penalties

Penalty approximately equal to 10% of fleet

a) Bailer/paddle/daggerboard/painter not correctly attached to hull (CR 4.3)
b) Painter not attached to mast step (CR 4.3 (b))
c) Whistle not attached to personal flotation device (CR 4.2 (a))
d) Distance between edge of sail and mast and/or boom at one eyelet 15mm or more (CR 6.6.3.3 and/or CR 6.6.3.4)
e) Distance between edge of sail and mast and/or boom at two eyelets 13mm or more (CR 6.6.3.3 and/or CR 6.6.3.4)
f) Loss of sail tie (CR 6.6.3.3 and/or CR 6.6.3.4)
g) Clearance between span and boom between 101 mm and 115 mm (CR 3.5.3.8)
h) Ring(s) on span of boom slipping (CR 3.5.3.8)
i) Sailing across a race in progress before starting or after finishing (RRS 23.1)
j) Out of the waiting area
k) Breaches of SI 23, Support Teams

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) Lanyard, locking device or other arrangement used to attach mast to the hull not in position (CR 3.5.2.11)
d) Sail outside limits of bands (CR 3.5.2.7 and CR 6.6.3.1)
e) Distance between edge of sail and mast and/or boom at two eyelets 15mm or more (CR 6.6.3.3 and/or CR 6.6.3.4)
f) Distance between edge of sail and mast and/or boom at three or more eyelets 13mm or more (CR 6.6.3.3 and/or CR 6.6.3.4)
g) Clearance between span and boom more than 120 mm (CR 3.5.3.8)
h) Edge of sail at throat, tack or clew eyelet positioned 3 mm or more from mast and/or boom (CR 6.6.3.3 and/or CR 6.6.3.4)
i) Failure to report for measurement after finishing
j) Failing on-water measurement inspection
k) Failure to wear an approved PFD
l) Repeated infringement of Section 1 or Section 2 penalties, above

4. Major class rule penalties (as per RRS)

Penalty up to 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

SI Addendum 3 - GREEN FLEET SAILING INSTRUCTIONS

Opti Class Philosophy: USODA is a teaching class and GREEN FLEET is its introductory fleet for novice sailors. The Rules of Sailing are important and taught but learning to race while having fun is equally stressed. These sailing instructions are structured within *The Racing Rules of Sailing* to provide a flexible, less structured and less formal racing environment. Green Fleet is not scored. All participants receive participation awards. While race placement and progress may be tracked, who places first is less important than learning, improving, and having fun along the way. Parents and competitors who are looking for a more competitive environment should consider the Championship Fleet red, white and blue racing divisions.

1 CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the official notice board and/or announced at the Green Fleet Competitors Meeting.

2 SIGNALS MADE ASHORE

When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in race signal AP.

3 SCHEDULE OF RACING

Green Fleet sails an informal schedule. After the competitors' meeting for all sailors, a separate Green Fleet Competitors' Meeting will take place in the same vicinity. At this meeting, the Green Fleet PRO will announce the plan for the day and the time of the first warning. This information may be posted on the notice board. The schedule may change based on conditions and the requirements of the sailors.

4 CLASS FLAG

The class flag will be a green flag.

5 RACING AREA

The racing area will be announced at the Green Fleet meeting. This may change each day based on conditions.

6 THE COURSES

The courses may be windward/leeward, triangles or other courses as described by the PRO at each day's Green Fleet Meeting. On the water, the course will be posted on a white board on the Signal Boat and/or hailed by the RC.

7 MARKS

Rounding marks will be either a Unicorn, Peacock, Dinosaur, Ballon Dog or Duck pool floaty. Red/Orange or Green speres will be used at the start and finish lines.

8 THE START AND FINISH

8.1 Races will be started with sounds according to Appendix U (3-minute sequence). The RC may verbally hail the countdown. The class flag will be displayed on the signal boat during the start sequence.

8.2 The starting and finishing line will be between a staff on the signal boat displaying an orange flag and the nearby inflatable mark.

8.3 The start-finish line will not be an "obstruction" and will be open to boats sailing downwind.

8.4 Boats that have finished shall immediately sail to the right of the finishing line and stay clear of all other boats that are still racing.

9 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will move the original mark (or move the finishing line) before the first boat has rounded the previous mark. No signals are required for this change. This changes rule 33.

10 PENALTY SYSTEM

The penalty system described in rule 44.1 and 44.2 is changed so that only one-turn, including one tack and one jibe is required. This changes rule 44.1.

11 PROTESTS AND REQUESTS FOR REDRESS

Since Green Fleet is not scored, protests are teaching opportunities. An open discussion of the protest process (mock protest) may be held if resources are available. All competitors, parents and coaches are encouraged to attend and observe.

12 SCORING

Green Fleet is not scored. All participants receive participation awards. While placement and progress may be tracked, scores are less important than learning, improving, and having fun along the way.

13 COACHING

Coaching is encouraged by the RC. Coaching should focus on the bottom half of the fleet. Coaching on the water is for all, and all coaches are required to assist all sailors. All coaches are required to prominently display their coach flag and to have VHF radios on and operating on the Green Fleet RC channel, **VHF 69**, at all times while racing is underway. The RC has the right to remove from the Green Fleet course any coach who disregards the instructions of the RC.

14 SAFETY

14.1 All boats may be inspected for proper rigging and safety prior to racing.

14.2 All Green Fleet sailors, NOT PARENTS, are required to personally Check-Out outside of the Dogie Room**,** indicating their departure to the racecourse. If a competitor will not be racing that day, he or she shall notify a volunteer at the safety table. Immediately upon returning to shore, **but not later than 30 minutes** after the RC signal boat docks, competitors shall personally Check-In outside of the Dogie Room indicating their safe return to shore.

14.3 An adult (parent, guardian or designated adult) is responsible for the safety of their sailor. It is the responsibility of this adult to decide if the sailor should sail in the weather and sea conditions that might arise during the event. The adults supervising the competitors are ultimately responsible for the risks.

14.4 Parents not personally attending any part of the event shall ensure that another adult is authorized and designated to make these decisions for their sailor, and each competitor shall indicate in writing at Competitor Registration the parent or adult representative that will be responsible for the competitor throughout the event.

14.5 The designated adult shall accept full responsibility for all actions of the competitor during any activity related to the event. This includes on-shore activities before, during, and after the regatta.

14.6 Any sailor retiring from a race must notify a RC boat or safety boat before leaving the course.

Addendum 4

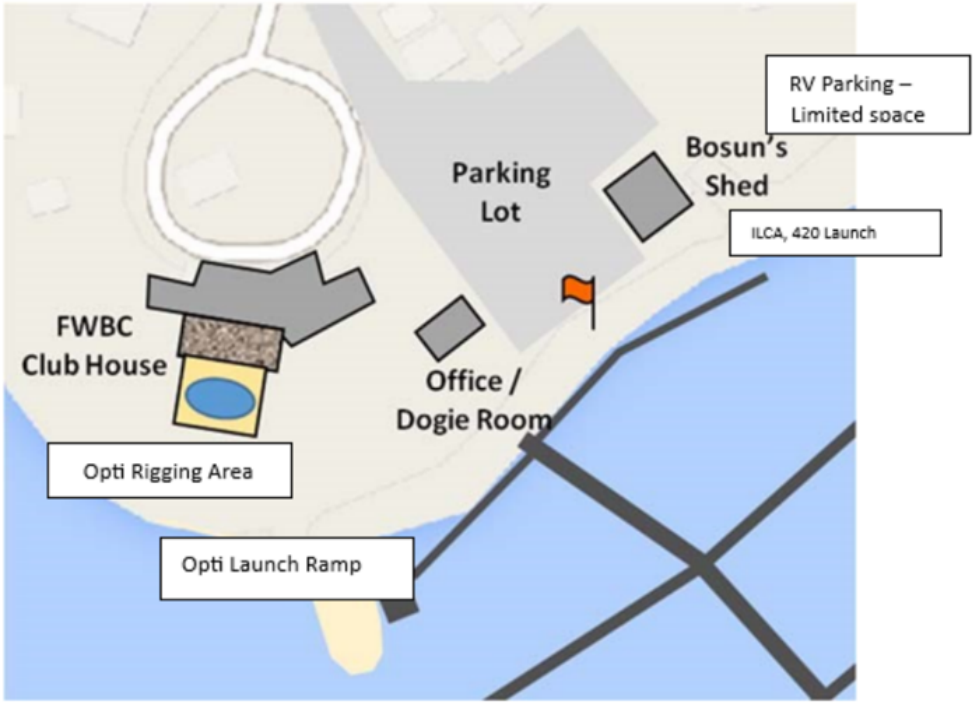


Figure 1 – FWBC Facility Layout

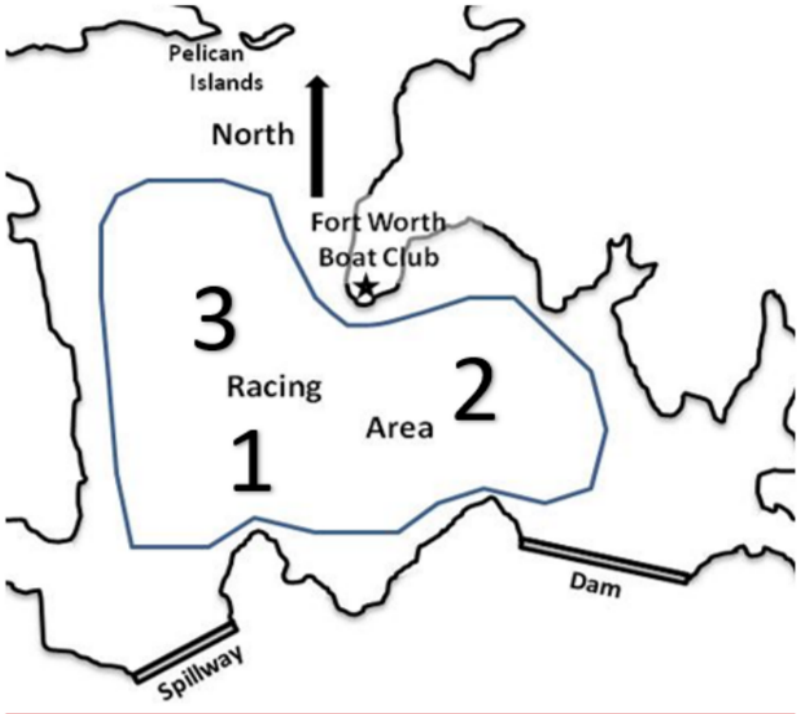


Figure 2 – FWBC Race Area