



# 2021 Optimist National Championship

July 26-29

Hosted by Big Blue Sailing Academy (BBSA) at Old Dominion University (ODU)

Organizing Authority is BBSA in conjunction with USODA

## SAILING INSTRUCTIONS (SIs) – Championship Fleet

### 1 RULES

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- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The 'USODA Conditions for Sanctioned Regattas and Championships' (revised Jan 22, 2021) will apply and can be found at [http://d282wvk2qi4wzk.cloudfront.net/wb\\_editor\\_doc\\_1611358789446](http://d282wvk2qi4wzk.cloudfront.net/wb_editor_doc_1611358789446)
- 1.3 The third sentence of RRS 61.1(a) is changed to 'She shall inform the Race Committee Measurement Vessel 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'.

### 2 CHANGES TO SAILING INSTRUCTIONS

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- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

### 3 COMMUNICATIONS WITH COMPETITORS

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- 3.1 Notices to competitors will be posted on the official notice board located online at <https://usoda.org/regatta/CRmnAnBDev>.

### 4 FORMAT OF THE CHAMPIONSHIP

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- 4.1 National Championship Series
  - 4.1.a The National Championship Series will have a Qualifying Round followed by a Final Round. The Qualifying Round will be used to split the Championship Fleet placing the top one quarter into the Gold Fleet and the remainder into the Silver Fleet for the Final Round. There will be four divisions of approximately the same size in the Qualifying Round. However, in the Final Round there will be only one division in the Gold Fleet and three divisions of approximately the same size in the Silver Fleet. Competitors will only sail against competitors in the same division each day.
  - 4.1.b The process for assigning competitors to divisions for each round and the duration of each round is described below. Division assignments will be posted on the official notice board.
- 4.2 Qualifying Round
  - 4.2.a Race Format: Boats will race in "Sets" of races where a "Set" is a group of scored races in which all divisions have competed. The race committee will endeavor to run complete "Sets" of races each day, and at its discretion may abandon incomplete "Sets".
  - 4.2.b Division Assignment: The following system will be used for assignment to a division for the Qualifying Round racing:
    - 4.2.b.1 For the first day of racing, competitors will be assigned based on results from the 2021 Optimist Team Trials, seeded 1-2-3-4-4-3-2-1, etc. plus random assignment determined by the scorer for those who have not competed in a recent event.
    - 4.2.b.2 At the end of each day's racing, provided that at least two complete "Sets" have been sailed and scored in the Round, competitors will be assigned to divisions for the next day on the basis of the cumulative regatta results as of the posted protest time limit. The scores used to assign competitors to a Qualifying Round division after the first day of racing will be 'preliminary' and will not include the results of protests or redress



requests (including scoring inquiries). Assignment will be with a system like 1-2-3-4-4-3-2-1, etc.

- 4.2.b.3 If the Qualifying Round is extended beyond two days, each additional qualifying day of racing will be seeded based on the formulas above.
- 4.2.b.4. Division assignments will be made at the discretion of the organizing authority and race committee whose decision will be final and cannot be grounds for a boat to request redress. This changes RRS 62.1(a).
- 4.3 Final Round
  - 4.3.1 Race Format: Gold Fleet (as a single division) will sail races while Silver Fleet will sail “Sets” of races for its three divisions. Boats will race only in their assigned division.
  - 4.3.2 Division Assignment: Assignment to the Gold and Silver Fleets will be based on a competitor’s cumulative fleet position at the end of the Qualifying Round, including the outcome of all scoring inquiries, requests for redress and protests. Assignment to Silver divisions will be for the entire Final Round, using a sorting system applied to Qualifying Round final standing; 1-2-3-3-2-1 and so on for all boats. Silver divisions will be called Silver-A, Silver-B and Silver-C and will be approximately the same size depending on unbroken tie scores. Division assignment will be at the discretion of the organizing authority and race committee whose decision will be final and cannot be grounds for a boat to request redress. This changes RRS 62.1(a).
- 4.4 [SP] [DP]The organizing authority will provide each boat with four colored streamers identifying division assignments. While on the water, each boat shall at all times display the colored streamer corresponding to her daily division assignment. The streamer shall be attached securely to the sprit loop at the top of the sail, and its size shall not be changed.

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## 5 CODE OF CONDUCT

- 5.1 [DP] In addition to competitors submitting a Sailor Code of Conduct online during Measurement, competitors and support persons shall comply with reasonable requests from race officials.

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## 6 SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed on the flagpole at the **ODU Sailing Center**.
- 6.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in Race Signals AP.
- 6.3 [SP] Flag D with one sound indicates Harbor Launch. Boats shall not leave their assigned space at BBSA until this signal is made. The warning signal will not be made before the scheduled time or less than 30 minutes after flag D is displayed.

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## 7 SCHEDULE OF RACES

- 7.1 There will be four (4) days of racing. Twelve (12) “Sets” of races are scheduled for all divisions.
- 7.2 The Qualifying Round will begin on the first day of the regatta and will conclude at the end of the day on which the fifth “Set” of races is completed. This may result in sailing more than five (5) “Sets” of races in the Qualifying Round when the fifth “Set” is completed early enough in the day and the RC at its discretion decides to run more “Sets”. However, no more than seven (7) “Sets” of races will be sailed in the Qualifying Round.
- 7.3 The Final Round will begin on the day after the final day of the Qualifying Round, will conclude on the last day of the regatta, and will be comprised of as many races (Gold) and “Sets” of races (Silver) for each fleet as practical, in compliance with SI 7.1. In the event that the Qualifying Round is not finished until day four of the regatta, there will be no Final Round.
- 7.4 Three (3) “Sets” of 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.
- 7.5 The scheduled time of the warning signal for the first race each day is as follows:
  - Monday, July 26: 1045 ET
  - Tuesday, July 27-Thursday, July 29: 1000 ET
- 7.6 On the last scheduled day of racing no warning signal for a ‘Set’ of races will be made after 1530 ET.



## 8 CLASS FLAGS

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8.1 The class flags will be the four division colors: Yellow, Pink, Blue, Green.

## 9 RACING AREA

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9.1 The racing area will be in the Elizabeth River near the mouth of the Lafayette River and east of Craney Island Reach.



## 10 COURSES

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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 course length and exact configuration will be based on the sailing conditions.

10.2 If one of the gate marks (mark 3P or 3S) is missing, boats shall round the remaining mark 3 to port.

10.3 The angle from Mark 2 to Mark 3P/3S 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

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11.1 Rounding marks 1 and 2 will be yellow balls. Marks 3P and 3S will be red inflatable cylinders.

11.2 The starting marks will be a race committee vessel displaying an orange flag at each end of the starting line.

11.3 The finishing marks will be a race committee vessel displaying a blue flag at one end of the finishing line and an orange poly ball at the other end of the finishing line.

## 12 OBSTRUCTIONS/RESTRICTED AREAS

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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 24 only competing boats and official vessels (designated as such by the race committee) may enter the racing area while boats are racing.

12.2 The **waiting area** is the area to leeward of the racing area below the starting line, marked by a series of small balls or marks. Support person vessels are to anchor with their anchors at or behind the line formed by the row of small balls or marks, or, in the absence of small buoys, at a distance specified by the Principal Race Officer.

12.3 The **corridor** is the lane to starboard of the race committee finish vessel between the finish line and the waiting area, inside the race course. Boats are reminded when returning to the waiting area to not sail upwind of the starting line or across the starting line. Except as permitted by SI 24 only competing boats and official vessels (designated as such by the race committee) may enter the corridor while boats are racing.

12.4 Competitors shall not enter the Elizabeth River Ship Channel, defined as a line drawn between G23 and G17 of Craney Island Reach.



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**13 THE START**

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- 13.1 The starting rotation for a “Set” of races will always be by division in the following order: Yellow, Pink, Blue, Green.
- 13.2 The starting line is between a staff displaying an orange flag on a race committee vessel at each end.
- 13.3 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 “Set” of races.
- 13.4 [SP] [NP] All boats not in the next start shall proceed immediately to the waiting area and remain there until the race committee displays flag "F" or removes the starting line flags.
- 13.5 Shortly after any start, the race committee will display flag “F”, indicating that boats in the next start may leave the waiting area.
- 13.6 The race committee will not hail the sail numbers of boats that are OCS or subject to starting penalties under RRS 30. Unofficial ‘race committee actions’ will be posted as soon as practicable on the event website at <https://usoda.org/regatta/CRmnAnBDev>. The official list of race committee actions will be posted on the official notice board. Failure to do so, however, will not be grounds for redress.
- 13.7 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.
- 13.8 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.

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**14 CHANGE OF THE NEXT LEG OF THE COURSE**

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- 14.1 To change the next leg of the course, the race committee will move the original mark (or the finish line) to the new position. This changes RRS 33.

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**15 THE FINISH**

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- 15.1 The finishing line is between a staff displaying a blue flag on the race committee finish vessel at the starboard end and the course side of the port end finishing mark.
- 15.2 [SP][DP][NP]Immediately after finishing all boats shall sail clear of the finishing area, leaving the race committee measurement vessel to starboard, and promptly return to the waiting area via the corridor shown in SI Addendum 1, except those boats subject to SI 22.2.
- 15.3 Flag “A” displayed (with no sound) while boats are finishing means “No more racing today.”

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**16 PENALTY SYSTEM**

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- 16.1 The “Graded Penalty System” will apply and is attached as Addendum 2. “Fleet” is defined as the number of registered boats in the largest division. Percentage penalties will be rounded up to the nearest whole number.
- 16.2 [SP]A boat that has taken a penalty under RRS 44.1 shall complete and sign the penalty acknowledgement log at the protest committee desk as soon as practical after racing.
- 16.3 US Sailing prescriptions to RRS 63.1 and 63.2 will not apply.
- 16.4 RRS Appendix P applies.
- 16.5 RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

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**17 TIME LIMITS**

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- 17.1 The Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Race Time Limit	Finishing Window
90 minutes	20 minutes



- 17.2 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.

## **18 HEARING REQUESTS**

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- 18.1 The protest time limit is 45 minutes after the race committee signal vessel docks. The protest time limit (filing deadline) will be posted on the official notice board as soon as practical.
- 18.2 Hearing request and scoring review forms are available at the protest committee desk located in the ODU Boat House, or online using the links provided on the Official Notice Board. Competitors may also complete a hearing request form using the US Sailing app and submit the completed form(s) by email to **usoda@usoda.org**.
- 18.3 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.
- 18.4 Hearings will be held in the assigned protest room or area, beginning at the time posted. The helmsman shall represent the boat. This change is added to the first sentence of RRS 63.3(a). Representatives of boats who are parties to a hearing and their witnesses shall report to the protest committee desk at the scheduled hearing time and remain there until called for their hearing.
- 18.5 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 18.6 The right of appeal from a protest committee decision is denied as provided in rule 70.5 (a).

### ***Redress Requests***

- 18.7 Requests for scoring reviews for possible scoring errors are considered requests for redress per RRS 62.1. They shall be filed with the protest committee, on forms provided, within the time limit and will initially be reviewed by the race committee. If resolved by the race committee, no hearing will be scheduled. If not resolved by the race committee, the race committee will request a hearing and the protest committee will proceed under RRS 63.1.
- 18.8 If the race committee posts a list of boats scored OCS, NSC, UFD, or BFD on the official notice board before the time limit in SI 18.1 a request for redress based on such a posted score shall be made no later than 30 minutes after the protest time limit. This change is added to RRS 62.2.
- 18.9 Requests for redress relating to an OCS or starting penalty shall state the procedural error the competitor believes the race committee may have made. Further, the competitor will be expected to establish that he or she started properly. This change is added to RRS 62.2.

## **19 SCORING**

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- 19.1 The Low Point Scoring System of RRS Appendix A will apply as revised below.
- 19.2 The number of boats entered in the series will be defined as the number of registered boats which subsequently completed competitor Registration at the regatta venue. This changes RRS 44.3(c), A2 and A5.2, and applies to fleet divisions.
- 19.3 In the Qualifying Round, only complete "Sets" of races will be scored. For the Final Round, a "Set" is considered to be either the Gold division or Silver-A, Silver-B and Silver-C divisions. A boat's scores from races in incomplete "Sets" of races will not be counted. This changes RRS A2 and 90.3(a).
- 19.4 One (1) completed "Set" of races will constitute the Qualifying Round and the National Championship Series. One (1) completed race for the Gold division will constitute the Final Round for the Gold Fleet. One (1) completed "Set" of races for the Silver divisions will constitute the Final Round for the Silver Fleet.
- 19.5 Qualifying Round Scores:
- 19.5.1 When fewer than five (5) "Sets" of races have been completed, a boat's final Qualifying Round score will be the total of all of her race scores.
- 19.5.2 When five (5) or more "Sets" of races have been completed, a boat's final Qualifying Round score will be the total of her race scores excluding her worst score.





## 19.6 Final Round Scores:

- 19.6.1 A boat's final National Championship Series score will be the total of all her race scores, including individual Qualifying Round scores and Final Round scores, excluding her worst score if five (5) races have been completed. This means there is only one (1) excluded race over both rounds combined, assuming the five-race threshold has been met.
- 19.7 If no "Sets" of races are completed in the Final Round, then the rankings from the Qualifying Round that were or would have been used to assign boats to the Final Round divisions will be the basis for Final Round prizes.
- 19.8 National Championship Series and Age Group (Red, Blue & White) Series Scores: The combined scores from the Qualifying and Final Rounds will determine the National Championship Series and Age Group Series Scores. Gold Fleet boats will be ranked above Silver Fleet boats. If there is no Final Round, the final Qualifying Round scores will determine these series scores.
- 19.9 Race scores are based on the number of registered boats in the largest division (see SI 19.2). This changes A2 and A4.2.
- 19.10 After application of any standard penalties [SP] or discretionary penalties [DP], a boat's score shall not be made worse than the score for "DSQ".

## 20 SAFETY REGULATIONS

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- 20.1 [SP][DP] Prior to launching each day, competitors shall check-out at the launch ramp by having their safety tag scanned by a volunteer, indicating their departure to the race course. A competitor who will not be racing that day shall notify a host venue volunteer before the Harbor Launch, or by email to the OA at [usoda@usoda.org](mailto:usoda@usoda.org).
- 20.2 [SP][DP] Immediately upon returning to shore, but not later than 30 minutes after the race committee signal vessel docks, competitors shall check-in at the launch ramp by having their safety tag scanned by a volunteer, indicating their return to BBSA.
- 20.3 A competitor retiring from a race or intending not to start a race shall notify a race committee vessel or safety vessel before leaving the course, or if that is not possible, the OA by email at [usoda@usoda.org](mailto:usoda@usoda.org) immediately upon returning to shore.
- 20.4 A boat with multiple infractions of SI 20.1, 20.2 or 20.3, Safety Check-Out / Check-In Procedures, may be protested by the race committee and the penalty will be at the discretion of the protest committee.
- 20.5 [SP][DP] A condition of entry and participation in this regatta is the wearing of a U.S. Coast Guard approved personal flotation device (PFD), or for international competitors only, an appropriately sized PFD/buoyancy aid as approved for use in the competitor's country of origin. International competitors may be required to self-certify their PFD/buoyancy aid meets the requirements of this section. All PFDs/buoyancy aids shall be properly secured at all times while on the water, except for brief periods while removing or adding clothing. All PFDs must be suitable for the competitor's weight. Wet suits, dry suits, and inflatable PFDs are not approved nor permitted as PFDs. Failure to wear a proper PFD will result in a penalty up to and including disqualification at the discretion of the protest committee. These changes are added to RRS 40, and the Preamble to Part 4 will not apply to RRS 40.
- 20.6 [SP][DP] Competitors shall have a whistle attached to their PFD at all times while on the water.
- 20.7 [SP][DP] Each boat shall have a secure loop in the end of its painter.

## 21 REPLACEMENT OF EQUIPMENT

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- 21.1 Boats are allowed only one hull, daggerboard, rudder (including tiller and extension), mast, boom, sprit, and sail during the regatta. Substitution of damaged or lost equipment is not allowed unless authorized in writing by the Technical Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

## 22 EQUIPMENT AND MEASUREMENT CHECKS

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- 22.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and



sailing instructions.

- 22.2 [SP][DP][NP] The first 10 boats to cross the finish line of each race shall report immediately after finishing to the race committee measurement vessel anchored beyond the finish line and displaying the USODA measurement vessel flag (white M on red background). They shall stay in the vicinity of the race committee measurement vessel until measured or released by verbal instructions from the race committee measurement vessel. No adjustments to the rigging of the boat may be made between the times the boat finishes and this measurement. Boats in doubt as to whether they finished in the top 10 finishers should report to the race committee measurement vessel. After being measured or released, boats shall promptly return to the waiting area via the corridor shown in SI Addendum 1.

## **23 OFFICIAL VESSELS**

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- 23.1 On-water Rule 42 Judge vessels will display flag "J" or a US Sailing Judge flag. A Rule 42 Judge may also be aboard the race committee signal vessel and if so, that vessel will display flag "J" of a US Sailing Judge flag.

## **24 [DP] SUPPORT TEAMS**

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- 24.1 Coaches are expected to be good role models for young sailors and conduct themselves accordingly ashore and on the water.
- 24.2 Parents (spectators) who are on the water either in support, coach, or spectator vessels are considered support persons for the purpose of SI 24. Those parents who serve on race committee 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 parents shall not transfer any strategic or tactical information (including audio or video recordings) gained due to their advantageous location on the race course or their access to race committee communications, unless such information is made available to all sailors, coaches and other parents/supporters. 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".
- 24.3 General support person vessel requirements:
- 24.3.1 Support person vessels shall display a numbered sticker provided by the organizing authority at all times while on the water. All support person vessels shall carry a VHF radio and monitor the race committee channel, VHF 71.
- 24.3.2 No 'team' flags, private signal flags, or any object that might be construed as a signal shall be flown from support person vessels while racing is underway.
- 24.3.3 Support person vessels shall follow the instructions of race committee, patrol, safety, protest committee, and other race management vessels at all times.
- 24.3.4 No support person 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.
- 24.4 Restrictions:
- 24.4.1 All support person 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.
- 24.4.2 Certain support person 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.
- 24.4.3 When the race committee hoists (or is displaying) its orange starting line flags, all support person vessels in the starting area shall proceed immediately to the waiting area and shall remain there until the race committee lowers the starting line flags, except that, after first and subsequent start(s) of a "Set" of races, support person 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 race committee may close the starboard side of the course to support person vessels.



- 24.4.4 There shall be no anchoring inside the course or in the vicinity of the finish line.
- 24.5 There shall be no unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, corridor, support person vessel zones, starting line or finishing line. (See SI 10, 12, 13, 15 & Addendum 1)
- 24.6 Penalties:
  - 24.6.1 Competitors affiliated with any support person vessel that breaks SI 24 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.
  - 24.6.2 Support persons that repeatedly and/or intentionally break SI 24 may be subject to disciplinary actions up to and including exclusion from the venue.

**25 TRASH DISPOSAL**

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- 25.1 Trash may be placed aboard official or support person vessels.

**26 BERTHING**

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- 26.1 [DP] Boats shall be kept in their assigned places while in the boat park.

**27 PRIZES**

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- 27.1 Prizes will be given as described in the Notice of Race. Subsequent prizes may be awarded at the discretion of the organizing authority.

**28 RISK STATEMENT**

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- 28.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
- 29.2 The organizing authority including the sponsors, the race committee, BBSA, ODU and NYCC staff and volunteers, board of directors of the Big Blue Sailing Academy, Norfolk Yacht and Country Club and Old Dominion University, officers and board of directors of the USODA, and all those involved in these organizations will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. An online waiver shall be signed by all competitors and their parent/guardian, in accordance with NoR 4.2.

**Further Information:**

- Principal Race Officer: Bill Stump
- Chief Judge: Cliff Black
- Event Chair: Mitch Brindley
- Technical Committee: John Buziak
- USODA Class Representative: Beth Danilek







## SI Addendum 2 – USODA Graded Penalty System

### 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 (SI 4.4)
- b) Launching before 'Harbor Launch' signal (SI 6.3)
- c) Failure to return promptly to waiting area after finishing (SI 15.2)
- d) Failure to report penalty taken (SI 16.2)

#### 2. Minor class rule penalties and intermediate SI penalties

*Penalty approximately equal to 10% of fleet*

- a) Bailer not attached to hull (CR 4.3)
- b) Paddle not attached to hull (CR 4.3)
- c) Daggerboard not attached to hull (CR 3.3.4)
- d) Painter not attached to mast step (CR 4.3)
- e) Whistle not attached to personal flotation device (CR 4.2)
- f) One sail tie 5 mm or more loose (CR 6.6.3)
- g) Two sail ties 3 mm or more loose (CR 6.6.3)
- h) Accidental loss of sail tie (CR 6.6.3)
- i) Ring(s) on span of boom slipping (CR.3.5.3.8)
- j) Sailing across a race in progress before starting or after finishing (RRS 23.1)
- k) Out of the waiting area (SI 13.4)
- l) Failure to comply with Safety Check-Out/Check-In procedures (SI 20.1/20.2)
- m) Breaches of SI 24, Support Person Regulations

#### 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) No lanyard, locking device or other arrangement to attach mast to the hull (CR 3.5.2.11)
- d) Sail outside limits of bands (CR 6.6.3)
- e) Two ties 5 mm or more loose (CR 6.6.3)
- f) Three or more ties 3 mm or more loose (CR 6.6.3)
- g) Clearance between span and boom more than 100 mm (CR 3.5.3.8)
- h) Throat, tack or clew eyelet 3 mm or more loose (CR 6.6.3)
- i) Failure to wear an approved PFD (SI 20.5)
- j) Failure to report for measurement after finishing (SI 22.2)
- k) Failing on-water measurement inspection (SI 22.2)
- l) Repeated infringement of Section 1 or Section 2 penalties, above

#### 4. Major class rule penalties (per RRS)

*Penalty DSQ – requires Protest Hearing*

- a) All RRS, except as amended
- b) All NoR and 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