



2026 Optimist Team Race National Championship

September 18-20, 2026

Hosted by Larchmont Yacht Club (LYC)

Organizing Authority (OA) is LYC in conjunction with USODA

SAILING INSTRUCTIONS (SI)

1. RULES

1.1. Appendix D, Team Racing Rules, will apply with the following changes:

1.1.1.RRS D2.1(c) is replaced with: "A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2, RRS 31, RRS 42, or marked **[NP]** per **NoR 1.4** shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat."

1.1.2.RRS D3.3(a) also applies when the protest committee determines that a boat's support person has broken a rule and, as a result, she or her team have gained a competitive advantage.

1.1.3.RRS D2.4(c) is changed as follows: "To report the incident to the protest committee, a black or black-and-white flag."

1.1.4.RRS D3.1(c) is changed as follows: "When a boat finishes and has not sailed the course, 8 points shall be added to her score, unless rule D3.1(b) applies."

1.2. Appendix U, Audible-Signal Racing System, will apply with the following changes:

1.2.1.The second sentence of U4 is changed to: "Flag X will be displayed."

1.3. [SP] denotes a rule which a standard penalty from the "USODA Graded Penalty System" may be applied by the race committee or technical committee without a hearing, or a discretionary penalty applied by the protest committee with a hearing. This changes RRS 60.5(b) and A5.1.

1.4. [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.2(a) and 61.1(a).

1.5. [DP] denotes a rule for which the penalty is at the discretion of the protest committee and may be less than disqualification.

2. CHANGES TO THE SAILING INSTRUCTIONS

2.1. Any written changes to the sailing instructions or the schedule will be approved by the Principal Race Officer (PRO) and Chief Umpire in consultation with the USODA representative and posted no later than the scheduled Coaches Meeting on the day it will take effect. Any change to the schedule requiring racing to begin earlier or later than scheduled will be posted on the official notice board by 1900 hours on the day before the schedule change takes effect.

2.2. Any oral changes to the sailing instructions on the water will be communicated to each boat by the race committee (RC) and/or umpires and will be effective immediately. These changes will also be communicated to coaches on VHF channels **68** for Course Alpha/Yellow (A) and **69** for Course Bravo/Blue (B) and posted on the official notice board at the end of that day's racing.



3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices will be posted on the official notice board located <https://usoda.org/regatta/6liNHA2dyn>.
- 3.2. Umpires will monitor VHF channels 5A (Course A) and 74 (Course B).

4. FORMAT

- 4.1. The format to be sailed is described in Addendum A. At the end of each stage the new starting orders will be distributed or announced.
- 4.2. The PRO (or the applicable Vice-PRO on that Course) in consultation with the USODA representative and Chief Umpire, may terminate or alter the format of the stage in progress, change the starting order of teams, or make other arrangements as may be appropriate to maximize competitive racing for all teams in the event. This changes Rule D4.2(b).
- 4.3. [DP] Each team shall wear individual, colored pinnies that shall be worn outside all clothing and PFDs by each team member while racing. Competitors wearing pinnies provided by USODA shall wear them with the sponsor logo on the back and shall **not** cut or modify them.
- 4.4. [SP] Each team member will be issued an individual team identification number (TIN) and shall affix his/her TIN decals, as directed by the OA, (a) on their dolly, (b) on the starboard side of the hull near the bow, (c) on the starboard side of the transom and (d) above their sail numbers on the starboard side of the sail near the peak. Each team will be assigned a set of consecutive TINs. Both the TINs and USODA-provided pinnies will be issued by the organizing authority at Check-In.
- 4.5. [SP] For those teams having five competitors, any four may compete in a race, but the fifth competitor shall remain in the 'waiting area' with his/her coach's support vessel.

5. CODE OF CONDUCT

- 5.1. [DP] In addition to completing an online Sailor Code of Conduct as part of entering the event, competitors and support persons shall comply with reasonable requests from race officials and are expected to treat the umpires and competitors with respect. See Call M8 from the Call Book for Team Racing 2025-2028.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed from the flagpole on the main lawn.
- 6.2. When AP is displayed ashore, "1 minute" is replaced with "not less than 15 minutes" in the race signal AP. This changes race signal AP.
- 6.3. [DP] Flag D with one sound indicates Harbor Launch. Boats shall not leave their assigned space at the venue launch until this signal is made. The warning signal will not be made before the scheduled time or less than 20 minutes after flag D is displayed.

7. SCHEDULE OF RACES

Friday, September 18

0800	[DP] No arrivals at LYC before this time
0830-1000	Mandatory Competitor Check-In and Support Vessel Registration
1000	Coaches' Meeting
1015	Competitors Meeting
1030	Harbor Launch
1100	First Warning Signal
After Racing	Umpire Briefing for Competitor
	Competitors' Dinner in LYC Pando & Parent Cocktails (a la carte purchase)

Saturday, September 19

0800	[DP] No arrivals at LYC before this time
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0830	Coaches' Meeting
0900	Competitors' Meeting/Umpire Briefing for Competitors'
0930	Harbor Launch
1000	First Warning Signal
After Racing	Umpire Briefing for Competitors

Sunday, September 20

0800	[DP] No arrivals at LYC before this time
0830	Coaches' Meeting
0900	Competitors' Meeting/Umpire Briefing for Competitors'
0930	Harbor Launch
1000	First Warning Signal
1530	No start after this time
After Racing	Awards – LYC Waterfront Lawn w/ Hot Dogs & Ice Cream

8. RACING AREA

- 8.1. The racing area will be the waters of western Long Island Sound near the Larchmont Yacht Club breakwater.

9. COURSES

- 9.1. The course will be a starboard hand 'digital N' and is illustrated in Addendum B.

10. MARKS

- 10.1. Rounding marks for Course A and Course B will be orange, yellow or green balls.
- 10.2. The starting marks will be a RC signal vessel and an orange, yellow or green ball.
- 10.3. The finishing mark will be a RC finish vessel and a orange, yellow or green ball.
- 10.4. The return-to-start lane may be marked by spherical buoys.

11. OBSTRUCTIONS/RESTRICTED AREAS

- 11.1. [SP] Vessels that are not racing shall remain clear of the racing area and shall not interfere with racing boats.
- 11.2. Waiting and 'on deck' areas may be delineated by spherical buoys.

12. THE START

- 12.1. Races will be started using the Audible-Signal Racing System - Appendix U, of the RRS
- 12.2. Starts may be "rolling starts", where the start of one race may be the warning signal for the next race.
- 12.3. The starting line will be between a staff displaying an orange flag on a RC signal vessel at the starboard end and the course side of the port end starting mark.
- 12.4. Individual recalls will be signaled by the hail of the sail number, **TIN** or some other clearly distinguishing feature of each recalled boat. Flag X will be displayed for up to 1 minute. This change RRS 29.1.
- 12.5. [SP] [NP] **Waiting Area and "On-Deck" Area** - All boats whose warning signal has not been made shall remain in the waiting area until their starting order position in the current rotation is 'next to start', i.e., immediately after the two teams which are currently starting. These eight (8) boats that are the next two teams to start are permitted to move from the waiting area to the "on-deck" area.

13. CHANGE OF THE NEXT LEG OF THE COURSE



- 13.1. To maintain course configuration or adjust course length, marks will be moved as necessary without any sound or visual signals. No mark will be moved when a boat is on a leg of the course which that mark ends. This changes RRS 33.

14. THE FINISH

- 14.1. The finishing line will be between a staff displaying a blue flag on a RC vessel at the starboard end and the course side of the port end finish mark.
- 14.2. [SP] After finishing, boats shall return to the waiting area by sailing to starboard of the finish vessel, clear of course laylines, passing outside of the racing area and all small buoys identifying the return-to-start-lane and waiting area and shall not interfere with a boat that is racing.

15. PENALTY SYSTEM

- 15.1. USODA Graded Penalty System will apply, as modified for team racing, and is attached as Addendum C.

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1. The required red protest flag for competitors shall be attached to the sailor's PFD and be capable of being conspicuously displayed (waved) at arm's length where it is easily visible to the protested boat and umpires, and then concealed when the incident is closed.
- 16.2. Any changes to the format made in accordance with the SI 4, or a RC decision regarding abandonment under RRS 32, will not be a basis for a redress request. This changes RRS 61.4.

17. SCORING

- 17.1. Appendix D will apply except as modified by Addendum A (Format). Standard penalties will apply for umpire protested breaches listed in Addendum C and be added to a boat's score for the race or races in which the breach occurred, or the race sailed closest in time to the incident.

18. SAFETY REGULATIONS

- 18.1. Coaches will be responsible for tracking launch and safe return of their individual competitors and should seek safety vessel and race committee support if needed.
- 18.2. [SP] Prior to launching each day, competitors shall inform their coach of their intention to race. If a competitor will not be racing, the coach or sailor shall inform the Scorekeeper/Venue Hospitality Desk or by email to usoda@usoda.org before the Harbor launch.
- 18.3. Immediately upon returning to **but not later than 30 minutes** after the race committee signal vessel docks, coaches shall do a safety check, confirming their sailors are safely ashore. If any sailor has not returned to shore safely, the coach shall IMMEDIATELY inform the race committee on VHF Channel 65A and 69, and the Scorekeepers/Venue Hospitality Desk.
- 18.4. [DP] A competitor retiring from racing before a day's racing is over shall notify a race committee or safety vessel before leaving the course area or notify the Scorekeeper/Venue Hospitality Desk immediately upon returning to shore.
- 18.5. A boat or team with multiple or serious infractions of SI 18.1, 18.2 or 18.3, Safety Procedures, may be protested by the race committee and the penalty will be at the discretion of the protest committee.

19. REPLACEMENT OF EQUIPMENT

- 19.1. Any request to consider approving equipment substitutions shall be submitted in writing to the Chief Umpire before the end of 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.



20. OFFICIAL VESSELS

- 20.1. The regatta will be umpired in accordance with RRS Appendix D2 as modified by these sailing instructions. Some races may have more umpires than others as determined by the Chief Umpire depending on the stage of the event.
- 20.2. Each umpire is a member of the protest committee.

21. [DP] SUPPORT TEAMS

- 21.1. Coaches are expected to be good role models for young sailors and conduct themselves accordingly ashore and on the water.
- 21.2. Coaches shall wear USCG approved life jackets at all times on the water. Failure to comply with this requirement shall be grounds for removal from the event.
- 21.3. Coaches shall wear a working engine cut-off device at all times while their engine is operating. Failure to comply with this requirement shall be grounds for removal from the event.
- 21.4. Support persons shall not communicate with boats racing. 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 their sailor is "On Deck" to start 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".
- 21.5. General support vessel requirements:
 - 21.5.1. Coach vessels shall display the numbered flags assigned and provided by the OA at all times while on the water and shall remain securely anchored in the waiting areas shown in the course illustration in Addendum B unless otherwise directed by the race committee or Umpires. Coaches transiting between courses may do so as required to coach their sailors on the "other" course, but shall do so on the most direct practicable route at idle speed. Coaches shall monitor the applicable assigned VHF channel (see 2.2 above) at all times.
 - 21.5.2. 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, unless such flag remains displayed without change throughout the entire day.
 - 21.5.3. Support vessels shall follow the instructions of the race committee, patrol, safety, umpire and other race management vessels at all times.
 - 21.5.4. 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.
- 21.6. Restrictions:
 - 21.6.1. Spectator vessels shall anchor only to the right of the designated coach vessel waiting area as shown in Addendum B. No coach or spectator vessels are allowed to move around the race course.
 - 21.6.2. 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.



- 21.7. There shall be no unauthorized unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, corridor, coach/spectator boat zones, start line or finish line without the approval of the organizing authority. (See SI 8 & Addendum B)
- 21.8. Support persons that repeatedly and/or intentionally break a rule may be subject to disciplinary actions under RRS 62, Support Persons, including possible penalties for their teams.

22. TRASH DISPOSAL

- 22.1. [DP] [NP] Trash may be placed aboard RC and support vessels.

23. RISK STATEMENT

- 23.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing 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.**
- 23.2. The organizing authority including the sponsors, the race committee, LYC staff and volunteers, board of directors of the LYC, 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.

Further Information:

Principal Race Officer:	Jay Kehoe
Chief Umpire:	Rob Overton
Event Chair:	Kate Cronin
USODA Class Representative:	Beth Danilek



Addendum A – Planned Format

The format will be comprised of two stages run over three days on two racecourses. In the first round-robin, teams will be split into four groups and sail one round-robin. The top teams from each group will advance to the the Gold Fleet. The remaining teams will sail in the Silver Fleet. Each fleet will then sail a second round-robin. Time permitting there will be a knock-out stage for each fleet to determine their respective final ranking. The number of teams and knock-out format will be dependent on progress of the event and weather conditions.

Stage 1 – Round-Robins

Gold Fleet Qualifying Round-Robins:

The Fleet will be split into four groups. Groups A & B will sail on Alpha/Yellow Course. Groups C & D will sail on Bravo/Blue Course. Each group will be of as nearly as possible equal size. Teams will be ranked before the event by the 'Seeding Committee' and will be assigned to each group as follows: 1A-2B-3C-4D-5D-6C-7B-8A etc. Teams will sail a single round-robin within their respective groups. The top 3 ranked teams from each group will qualify for the Gold Fleet. A sail-off may be required to select the final 2 teams for the Gold Fleet. The remaining teams qualify for the Silver Fleet, with the fleets being of as nearly as possible equal size. Race wins from the qualifying round robins will not carry forward.

Gold and Silver Fleet Round-Robins:

The Gold Fleet will sail a single round-robin. The Silver Fleet will sail a single round-robin. At the completion of Stage 1 all teams will be ranked within their fleet according to RRS D4.

Stage 2 – Knock-Out Rounds for Gold and Silver Fleets

Time and weather permitting, each fleet will sail knock-out matches to determine final rankings in their respective fleets. Race-wins do not carry forward from Stage 1. The intended format for both fleets is shown below. All teams may not participate, and the races may take place on one or two courses depending on time and weather.

Stage 2 Fleet Rankings Gold and Silver	Race-Wins to win the match		Stage 2 Fleet Rankings Gold and Silver	Race-Wins to win the match
14 th vs 13 th	First to 2 wins		Semi-Finals	
12 th vs 11 th	First to 2 wins		4 th v 1 st and 3 rd v 2 nd	First to 2 wins
10 th vs 9 th	First to 2 wins		Final	
8 th vs 7 th	First to 2 wins		Semi-Final Winners	First to 3 wins
6 th vs 5 th	First to 2 wins		Petit-Final	
			Semi-Final Losers	First to 2 wins

If there are an uneven number of teams in the gold or silver fleets, the bottom three teams will sail a single round robin.

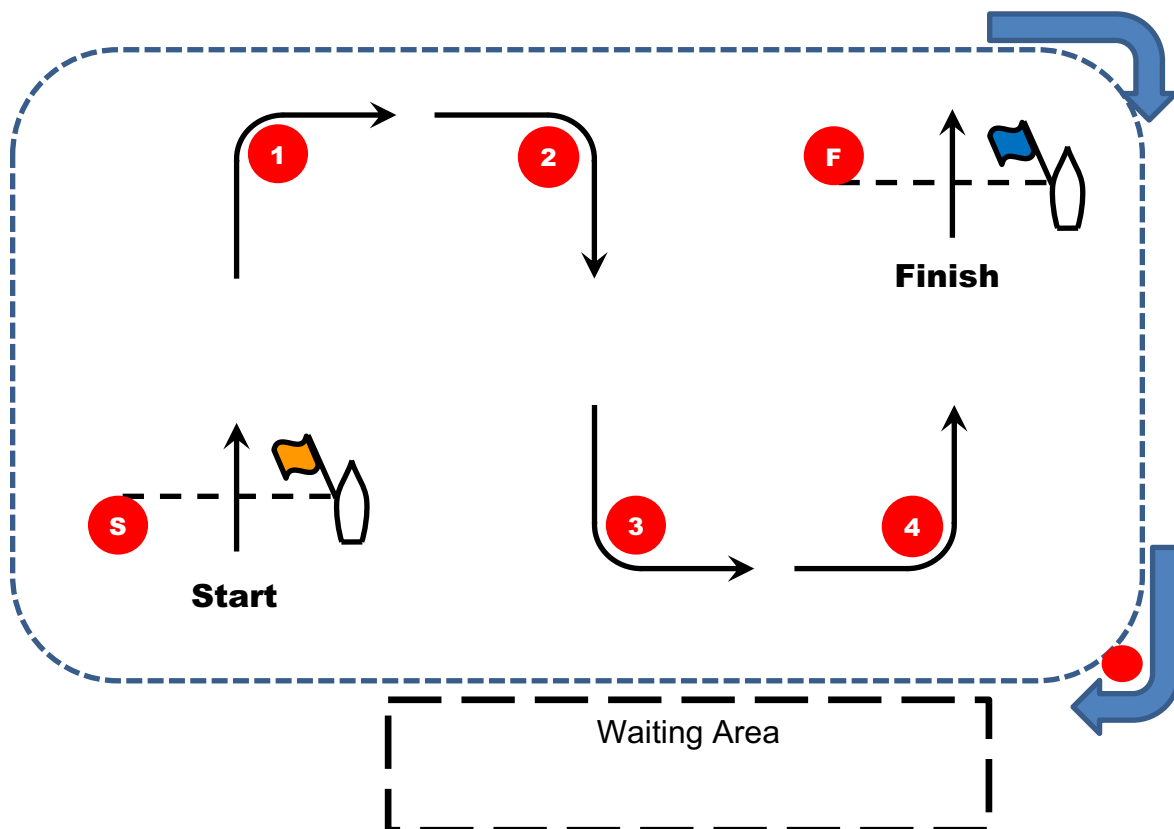
The knock-out stage consists of one or more rounds in which each team sails one match. A match is one or more races between two teams.



Addendum B – Course

Digital N

Note: Diagram not to scale. Mark colors and shapes are illustrative only.





Addendum C – USODA Graded Penalty System – Team Racing

Penalties apply to the race of infringement; otherwise, to the first race of the day.

1. Minor SI penalties

Penalty 1 points

- a) Not displaying the assigned team identification number (TIN)
- b) Launching before 'Harbor Launch' signal
- c) Failure to return promptly to waiting area after finishing

2. Minor class rule (CR) and intermediate SI penalties

Penalty 1 point

- 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 6.6.3.4)
- h) Accidental loss of sail tie (CR 6.6.3.4)
- i) Position of strap on boom is between 101 mm and 115 mm (CR 3.5.3.8)
- j) Ring(s) on span of boom slipping (CR 3.5.3.8)
- k) Sailing across a race in progress before starting or after finishing
- l) Out of the waiting area
- m) Failure to comply with Safety Check-Out/Check-In procedures
- n) Breaches of SI 21, Support Persons

3. Intermediate CR penalties

Penalty 3 points

- a) No bailer, paddle or painter in boat (CR 4.3)
- b) No whistle (CR 4.2 & SI 15.3)
- 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) Position of strap on boom is more than 115 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
- j) Repeated infringement of Section 1 or Section 2 penalties, above

4. Major CR penalties (as per RRS)

Penalty 6 points

- 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