



2026 Optimist Northwest Championship

Hosted by Columbia Gorge Racing Association

Cascade Locks, OR USA

July 18-19, 2026

SAILING INSTRUCTIONS (SI)

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 before 0900 on the day that it will take effect, 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 online at <https://theclubspot.com/regatta/EY2fv14D8r>.
- 3.2 Unofficial notices from the race committee and protest committee may be posted on a notice board located on the side of the race office.
- 3.3 Unofficial 'race committee actions' may be broadcast on VHF channel 68 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 on the flag pole located behind the CGRA Race Office.
- 6.2 When flag "AP" is displayed, "1 minute" is replaced with "not less than 30 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, July 18

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|------|---|
| 0900 | Coaches' Meeting |
| 0930 | Competitors', Coaches' and Parents' Meeting |
| 1030 | Harbor Launch |
| 1100 | First Warning Signal |

Sunday, July 19

- | | |
|--------------|--|
| 0830 | Coaches' Meeting |
| 0930 | Harbor Launch |
| 1000 | First Warning Signal |
| 1530 | No Warning Signal for a race or "Set" of races after this time |
| After Racing | 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 flag will be the optimist class flag.

9. RACING AREA

- 9.1 The racing area will be on the Columbia River adjacent to the Cascade Locks Marine Park.

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 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

- 11.1 Rounding marks 1, 2, and 4 will be yellow inflatable tetrahedrons. Marks 3P/3S will be red cylinders.
- 11.2 The starting/finishing marks will be a race committee vessel displaying an orange flag at one end of the line and an orange ball at the other end.

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 21**, 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 100 yards to Starboard of the signal boat, or as otherwise described by the Principal Race Officer. The **Pre-start Coaches area** is leeward of the Start/Finish.



- 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 one starting mark and the course side of 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 one finishing mark 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 race committee 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 committee 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 race committee 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 Jury Desk desk located at the CGRA Race Office.



- 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 jury desk at the scheduled hearing time and remain there until called for their hearing.
- 17.6 RRS 63.3(a) is changed as follows: Replace the second sentence with, 'The representative of boats shall have been on board at the time of the incident.'
- 17.7 Scoring reviews, if not resolved by the race committee, may be considered requests for redress per RRS 61.4(b)(1).
- 17.8 RRS 61.2(b)(3) is changed as follows: After the second sentence, add, 'If the race committee 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 race committee shall state the procedural error the boat believes the race committee 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 Northwest 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 on the beach, 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 at tanya.starke@gmail.com.
- 19.2 [SP] [DP] Immediately upon returning to shore, **but not later than 30 minutes** after the race committee signal vessel docks, competitors shall check-in with the designated race officials at the CGRA Race Office, indicating their return to the venue.
- 19.3 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, notify the race committee office immediately upon returning to shore.

20. [SP][DP] REPLACEMENT OF EQUIPMENT

- 20.1 Any request to consider approving equipment substitutions shall be submitted in writing to the Race Committee 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. [SP][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 Support persons 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 persons 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 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".
- 21.3 General support (coach and spectator) vessel requirements:
 - 21.3.1. 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.
 - 21.3.2. Support vessels shall follow the instructions of race officials at all times.
 - 21.3.3. 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.
- 21.4 Restrictions:
 - 21.4.1. 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.
 - 21.4.2. 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.
 - 21.4.3. When the race committee 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 race committee 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 race committee may close the starboard side of the course to support vessels.
 - 21.4.4. There shall be no anchoring inside the course or in the vicinity of the finish line.
- 21.5 There shall be no unmanned aerial vehicle (UAV) drone flight permitted above the racing area, waiting area, corridor, coach/spectator boat zones, start line or finish line.
- 21.6 Penalties:
 - 21.6.1. Competitors affiliated with any support person vessel that breaks SI 21 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.

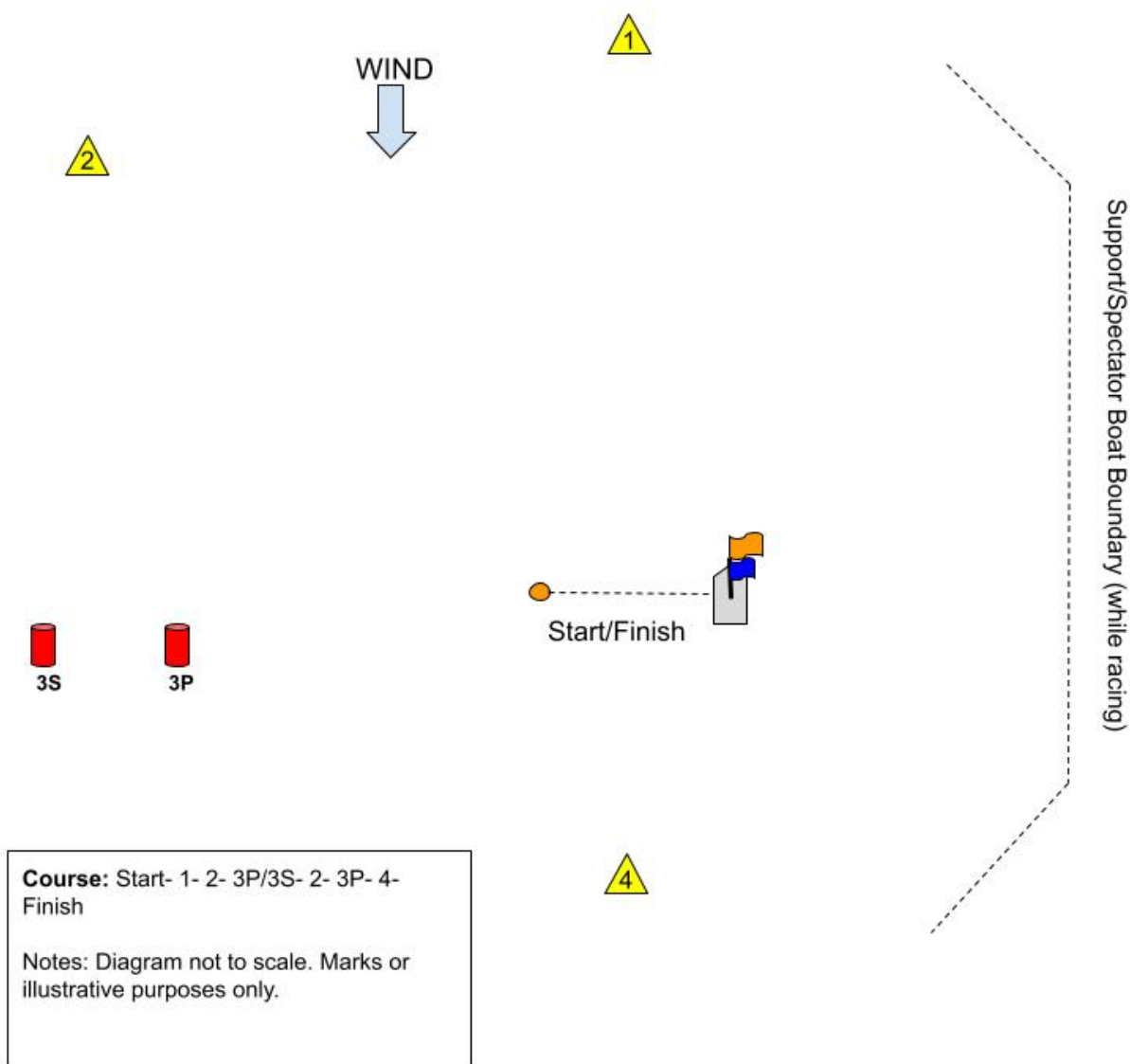


21.6.2. Support persons that repeatedly and/or intentionally break SI 21 may be subject to disciplinary actions up to and including exclusion from the venue.

22. [DP][NP] TRASH DISPOSAL

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

SI Addendum 1 – Course Diagram



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



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