

I-LYA Traveler Series

Rules & Procedures

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I-LYA Traveler Series

Rules & Procedures

I. Introduction

- A. The Traveler Series was formed in 1998. The following rules and guidelines have evolved over the past years into an efficient and effective system. They were officially adopted in 2005 and updated in 2008 and as needed thereafter.

II. Eligibility

A. Affiliation

The Traveler Series is open to the members and sail teams of all I-LYA clubs. Independent sailors, such as friends or relatives can link up with I-LYA clubs or sail teams and participate in the series. However, each local regatta is open to any sailor meeting the host club's entry criteria.

B. Age

Sailors must be at least 7 years old. They can continue to compete in the Traveler Series up to and including the summer immediately following their senior year of high school.

III. Classes

Competition is held in five classes:

Thistle (3 person crew)

Club 420

Laser

Laser Radial

Optimist

1 - Championship Fleet – Overall finish

2 - Age group awards for local regattas only

3 – A Green Fleet at each regatta.

IV. Scheduling.

A. Season/ Dates

This is a summer vacation series. "Counter" regattas are scheduled from the first weekend after Memorial Day to the third weekend in August. The objective is to promote equal participation. The schedule should not adversely affect students who are not yet out of school in the spring, or involved with graduation. Also, it should not affect students who have preseason commitments in late August such as football, soccer, and band or college freshman orientation.

Attempts will be made to avoid schedule conflicts with the 4th of July and other major I-LYA regattas.

The series will consist of “counter” regattas as determined by the I-LYA TS Jr. committee. A “counter” regatta is one from which a competitor’s score counts toward the overall Traveler Series standings. At least 2 “counter” regattas should be scheduled after Jr. Bay Week.

B. Days of Regattas

Traveler Series regattas will be one day regattas typically held on Saturdays. Any non Saturday events will be reviewed and approved/denied by the TS committee. Only Saturday scores from a multi day regatta may be used as a “counter” regatta. ~~Counter regattas may not be held in conjunction with another club regatta except regarding Thistle events.~~

C. Regatta Mix

The schedule of “counter” regattas will incorporate a mix of Lake Erie clubs and inland lake clubs. There will be an annual rotation of host clubs to ensure that all clubs get a fair chance to host a “counter” regatta. Attempts will be made to build a schedule which is balanced in regard to travel distance. For example, it would be poor planning to have all far-eastern clubs (Erie, Pymatuning, and Mentor) hosting counter regattas in the same season.

D. Schedule Priority

There are approximately 14 clubs actively participating in the Traveler Series. With seven to nine counter regattas each year, a club should be guaranteed a regatta every other year. If there are regatta dates that remain open, a club can be placed in the schedule even though it is their “off” year.

V. Host Club Criteria.

A. Parking & Rigging

There must be adequate space for parking cars, unloading trailers, and rigging boats. It is not unusual to have 80 to 100 boats at a regatta.

B. Launching & Mooring

At least two separate means of launching sailboats and coach / safety boats must be available on (or immediately adjacent to) the yacht club property. One must be a ramp which can accommodate dolly launched boats such as Lasers and Optimists. The other launch facility can be a hoist. In lieu of a hoist, there must be two ramps. One ramp must be able to accommodate trailers and tow vehicles.

Sailboats and coach / safety boats must not be required to launch at an off-site location. However, very large coach boats may have to launch elsewhere. If the boat yard / launch area is separate from the club house area, it must be within easy walking distance and not require travel by car.

C. Racing Area.

The lake or bay used for sailing must be large enough for three race courses. Special consideration will be given to Inland Lake regattas. Typically, the Optimists sail on one course. The 420s will race on a second course, and the Thistles, Lasers, and Laser Radials race on a third course.

D. Race Management

Although it is not required that Traveler Series regattas be conducted by a certified race officer, the series will have a Series Race Officer (SRO) and local regatta officials will be expected to work closely with this individual. Local regatta officials on each course must have a good working knowledge of race management as prescribed in the US Sailing rulebook. This will be expanded upon in Section VI (regatta format)

E. Scoring.

The regatta scorer must have the ability to post scores electronically by the end of the day of the event. Applicable scoring program and reporting procedures will be made available to all clubs.

F. Safety boats.

The hosting club must provide one safety boat on each race course. Race committee boats and mark boats do not qualify as safety boats. Safety Boats are required to have a minimum of two people on board

G. Series Participation.

One of the criteria used in assigning a regatta to a host club is that club's record of participation in the Traveler Series. Participation is defined as having at least one boat participate in Traveler Series events.

H. Regatta Host Fee

Each host club must contribute \$175 to the Traveler Series treasury to assist in covering the cost for series trophies and other expenses.

VI. Regatta Format.

A. Time Schedule

Each club will issue their own Notice of Race and Sailing Instructions on the I-LYA web site prior to the start of the series.

However, it is in everyone's best interest if the regattas adhere to a standardized format.

A 10:00 competitors' meeting is standard with the 1st gun at 11:00am. There shall be a safety boat meeting held in conjunction with the competitors' meeting. This allows long distance travelers a reasonable amount of time to arrive and rig boats. Finishing racing by mid afternoon with trophy presentations beginning about 4:00 to 4:30 will allow participants adequate time to travel home and arrive at a reasonable hour.

B. Race Courses

There should be three separate race courses: for example, Optimists, 420s, Thistles and Lasers. In most cases, five medium length races are more desirable than two or three long ones. This is especially true in the Optimist class.

C. Race Management

The race committee must have a good working knowledge of race management as prescribed in the US Sailing rulebook. Also, they must understand the parameters and special considerations of Jr. Sailing and the Traveler Series. Although the Traveler Series is a championship series, each regatta is primarily a recreational event.

The race committee must not be obsessed with setting a starting line that is perfect at the expense of starting the races in an expeditious manner. The sailors need to learn how to determine the favored end of the starting line. Often, they will prefer to race on an imperfect course rather than endure lengthy postponements to reset the starting line.

The race committee must have the flexibility to make on course decisions without having to consult with an onshore official. For example, if a competitor is clearly a straggler and is making minimal progress, that competitor may be finished in place and returned to the starting area. This will prevent an unnecessary delay in starting the next race and will not adversely affect the rest of the sailors.

There must be at least five minutes between the last place finisher and the start of the next race for that class. This will allow the sailors time to rest, eat a snack, and receive coaching and support from their parents or other responsible parties.

D. Protests.

Although it is preferable for racers to avoid fouls or to exonerate themselves on the water by doing penalty circles; protests should not be discouraged. Unfortunately, some racers might be tempted to take chances fouling another boat, or refuse to do penalty turns if they believe that they will not be protested.

To discourage this and avoid frivolous protests, an "open" protest hearing can be used. In this format, both the protesting sailor and the protested sailor would have to present their cases to the protest committee

in front of all of the sailors. Presumably peer review will deter unsportsmanlike behavior.

E. Awards

Sailors who travel and pay an entry fee deserve and appreciate nice trophies. Custom made plaques, mugs, flags, bags and hats etc. are very well received. Try to avoid the generic electroplated plastic trophies. **Do not forget to also award each winning crew with a trophy.**

The Optimist awards should follow the guidelines of the US Optimist Dingy Association (USODA).

F. Optimist Scoring (Special Considerations)

The Championship Fleet is often divided according to the USODA guidelines.

White Fleet Age 7-10
 Blue Fleet Age 11-12
 Red Fleet Age 13-15

Although there may not be a large enough Optimist fleet to support a White, Blue and Red fleet as prescribed by USODA, the championship fleet should be divided into a minimum of two age groups, i.e. Gold and Silver. The age break point should be at the discretion of the host club. All age groups race together with a common start.

The USODA recommends Overall Scoring as opposed to Fleet Scoring. If Fleet Scoring is used, it is possible for a skipper to win a regatta but not win his age group.

Example: The following hypothetical regatta results can produce different winners if scored both ways.

Age Group	Skipper	Race #					Points	Overall Position
		1	2	3	4	5		
White	Bill	1	1	3	3	2	10	1 st
Blue	Bob	3	2	4	1	3	13	2 nd
White	Jack	6	3	2	2	1	14	3 rd
Red	Sue	2	5	1	5	4	17	4 th
White	Terry	4	4	5	4	5	22	5 th
Red	Ann	5	6	6	6	6	29	6 th

Using Overall Scoring, Bill (White Fleet) wins the white fleet and is also first overall. Jack finishes 3rd overall but second in the white fleet.

However, fleet scoring would produce a different White Fleet Winner. Bill wins the first two races, but Jack, as the next White Fleeter, gets scored as having two Second place finishes, even though he finished lower overall (6th, 3rd). In the last three races,

Jack beats Bill and gets credited with 1st place finishes, even though he really finished lower overall (2nd, 2nd, 1st). Bill's last three races are scored as 2nd, 2nd, 2nd, even though he finished 3rd, 3rd, 2nd overall.

Their White fleet score would be as follows:

			<i>White fleet position</i>
<i>Bill</i>	1 1 2 2 2	8 points	2 nd
<i>Jack</i>	2 2 1 1 1	7 points	1 st

This situation actually occurred in one of our past Traveler Regattas.

It is also important to recognize the overall regatta winner, as well as age group/color fleet winners. It is not unusual for a skipper in a younger age group to beat older sailors.

G. Optimist Green Fleet

All host clubs should offer a Green Fleet. This is patterned after the practice of USODA having a separate fleet of rank beginners competing by themselves at some larger regattas. While Green Fleet sailors should be recorded as Traveler Series participants, their scores will not count towards the Traveler Series. Only Optimist sailors in the Championship fleet will be scored in the Traveler Series.

A separate start must be offered if there are at least three Green Fleet sailors. Per USODA's recommendations, all green fleet participants shall receive a participation award. No individual standings should be presented.

H. Entry Fee

A standardized \$15-\$20 regatta entry fee should allow host clubs to cover their operating expenses.

I. Regatta Results.

Post all results at the end of the regatta. Also, provide the Traveler Series Scorer, the day of the event, with the results, in electronic format, for his or her use in scoring the entire Traveler Series.

VII. Traveler Series Registration.

A. Objective

Participation in any Traveler Series event automatically registers that individual in the series.

B. Fleet / Class Selection

A sailor need not designate a fleet or class. This allows a sailor to try several boats and/or crew combinations before making a decision. Overall scoring will take into account regatta finishes in the fleet(s) in which the sailor is scored.

C. Waiver

All hosting clubs are strongly encouraged to use the I-LYA Traveler Series standardized registration form, medical release, and liability waiver.

VIII. Overall Series Scoring.

A. Individual Scoring

1. Regatta Scoring

Crews and Skippers will be scored separately. The highest finishing crew member (skipper or crew) at a regatta is awarded 1 point toward the Traveler Series score. The next highest finishing crew member is awarded 2 points. 3rd ... 3points.

2. Scoring For Regattas Not Attended

A competitor not attending a regatta will be awarded one point below the total number of registered entries (in his or her respective fleet) for the series.

3. Overall Score

Total number of counter regattas and throw outs will be determined annually by the Traveler Series Committee.

4. Tie Breaker

Break the tie by using the next best finish above the base ratio.

Example: If 5 of 7 produces a tie, use 6 of 7, 7 of 7 etc.

If still tied, compare the greater number of 1st place regatta finishes. The sailor with the greater number of 1st's wins. If still tied, repeat the process using 2nd place regatta finishes, 3rd place regatta finishes etc.

If still tied, break the tie by comparing the individual race finishes in all regattas. The greater number of 1st's wins. If still tied, repeat using 2nd, 3rd place finishes etc.

B. Team Score

1. Regatta Scoring

The top four boats (in three different classes) will be scored for each club at each counter regatta. Each boat will be given one point corresponding to its finishing position in its respective fleet.

2. Overall Scoring

The points (top four boats) for the total number of counters and throw outs as determined by the Traveler Series Committee will be totaled. The team with the lowest score is the winner.

3. Tie Breaker

To break a tie, take the next best finish for any fleet in any regatta. The team with the highest finish wins the tie.

IX. Awards.

A. Positions and Categories.

Trophies will be awarded to 1st, 2nd, and 3rd place for skipper and each crew position. Trophies beyond 3rd place will be awarded commensurate with fleet size and the amount of money collected through registration. There are also perpetual trophies awarded to each winning boat or skipper/crew combination. A perpetual trophy will be awarded to the winning team.

B. Keeper Trophies

The Traveler Series chairman will procure a club trophy for the overall series winners.

C. Perpetual Trophies

There are special awards for the top finishers in each fleet. The recipient keeps this trophy until the next year's awards presentation.

1. Thistle - Szambecki Trophy

Awarded to the top Thistle skipper. The names of his crew will also be placed on the trophy provided they were registered in the Traveler Series and were the first place crew. This trophy has two custom made wooden carrying cases; one for the base and one for the glass sailboat.

2. 420 - Anne Frazier Memorial Trophy

Awarded to the top 420 skipper and his primary crew. This trophy has one custom made wooden carrying case for the glass plate and wooden base.

3. Laser – Zillman Skoch Families Trophy

Awarded to the top Laser skipper.

4. Laser Radial – Plaque

Awarded to the top Laser Radial skipper.

5. Optimist – McRitchie JEB Memorial Trophy.

Awarded to the top Optimist skipper in the Championship Fleet.

D. Team – Stan Clift Memorial Trophy

Awarded to the top team.

E. Cash Awards

The Thistle winners will be eligible for Szambecki Fund scholarships.

X. Miscellaneous

A. Food & Water

Although host clubs generally provide snacks or meals, each sailor is ultimately responsible for their own food and water.

B. Sailing Competence

The host club will make every effort to run a safe regatta. Many times, sailing conditions exist that are not unsafe, but are very rugged and quite challenging. Parents are the first line of responsibility in determining whether or not a child will race. They can expect help assessing the situation from their club's coaches or other knowledgeable adults. Regattas will be conducted even though conditions may exceed the experience and capabilities of some sailors.

C. Safety Boats

The host club will have one safety boat per course on the water. However, other participating clubs are strongly encouraged to have a minimum of one support boat available per course it has competitors on. If the participating club is unable to provide a safety boat for any course it has competitors on, then it is strongly encouraged to establish responsibility for those participants with another support boat on that course. There shall be no more than 6 competitor boats per safety boat and all safety boats must have a minimum of 2 people on board.

D. Coaching

Contact with sailors during the regatta is allowed and encouraged. Coaching can take the form of teaching, offering encouragement, or simply monitoring a sailor's physical condition (hunger, energy etc.) Coaching should take place before or between races, not during the starting sequence or when the race is underway.

In some extenuating circumstances, contact during the race is allowed. There may be a boat that lags far behind the fleet. This boat may be coached in order to impart sailing knowledge and expedite the completion of the race.

E. Required Equipment

1. PFD with attached whistle

2. Towline:

Thistle 35' x 3/8

420 30' x 3/8

Laser 20' x 3/8

Optimist 8 meter x 1/4 (per class rules)

XI. Administration

A. Traveler Series Committee

There will be a Traveler Series Committee which will conduct Traveler Series business and general operations. The committee will consist of a minimum of 3 members. Representation for each region will be provided by the Junior Council Reps. The committee will select a Chairman, Series Race Officer (SRO), and a Scorer which will be ratified at the Fall I-LYA meeting. The committee will make plans for the upcoming Traveler Series Season. The outgoing Chairman may be asked to participate in pre-season meetings.

Changes to the existing Traveler Series Rule & Procedures must be approved by a vote of the Traveler Series Committee and be ratified by the Junior Committee at the fall or spring I-LYA meeting.

B. Chairman's Responsibilities

The Chairman's responsibilities will also include but not be limited to:

Liaison with the Junior Council to establish the upcoming season's schedule.

Presentation of the Series trophies.

Address all long term policies, procedures or events that will impact the Traveler Series.

Settle policy or rules interpretation through mediation or arbitration.

Procurement of the Series trophies.

Maintain all records regarding the Traveler Series.

Of primary importance will be to train a replacement as to the responsibilities and direction of the organization to ensure continuity of the Traveler Series.

C. Series Race Officer (SRO) Responsibilities

The SRO will be responsible for:

Collection of the Host Club registration forms and fees.

Assure compliance with the Host regatta guidelines.

Act as the Chairman in his or her absence.

Train a replacement to ensure continuity of the program.

Assist the Committee in any other responsibilities.

D. Scorer

The Scorer will be responsible for:

Collection and posting of individual regatta results on the I-LYA website.

The calculation of the overall team winner.

Nominating and training the next Scorer.

E. Records

1. Master Copy Notebooks

In addition to material posted on the I-LYA Jr. Sailing website, there are two three-ring binders containing the master copies of the Traveler Series documents. One book contains business papers such as schedules and rules etc. The second contains scoring records. There are two copies of each book; one for the chairman and one for the vice-chairman.

It is desirable to keep all records at least for the year prior to the current season. At that point, outdated material such as registrations and receipts etc. can be discarded. Individual registration and waiver only need to be kept for one year.

A year-end financial statement should also be included.

2. Website

A website is maintained by a webmaster; a duty separate from the Traveler Series chairman. However, some reports such as race results, rule changes, and schedules etc., should be submitted to the webmaster for posting.

F. Finances & Expenses

An account exists for the Traveler Series which is managed by the Treasurer of the I-LYA. It will be managed by the current Chairman. Hosting fees will be deposited in the account and expenses for trophies etc. will be paid out of the account.