



REGATTA MANAGEMENT

Whether you are running an event for the first time or an experienced event planner, this US Sailing handbook provides tools to help you succeed.





REGATTA MANAGEMENT

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Whether you are running an event for the first time or an experienced event planner, US Sailing has the tools to help you succeed. US Sailing has a wealth of information for running successful regattas and for different audiences including videos, checklists, databanks and more. US Sailing will guide you through the basics to help you run a safe and successful event.

Do you need to find qualified Race Officers, Judges or Umpires?

Need a template for writing a Notice of Race or Sailing Instructions?

Want to learn about online registration and scoring?

Visit our [Race Officials](#) site to **learn more about racing rules, finding race officials and the courses** we have to offer.

Not sure how big your committee should be or who should be on it? Our Planning Documents and Checklists on the following pages of this handbook will give you guidance.

Want to run a green regatta? US Sailing and Sailors for the Sea can help.

Do you know what the law is about how to manage a head injury is in your state?

We can help you find it.





REGATTA MANAGEMENT HANDBOOK

PLANNING DOCUMENTS

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Included in this section are useful tools to help you as you prepare for your regatta. These are not definitive as each event will have its own parameters.



HOST CHAIR COUNTDOWN SCHEDULE AND CHECKLIST – FOR A NATIONAL CHAMPIONSHIP

Each Chair will adapt their own schedule. A month-by-month “key date” is very helpful as a way to spread out the workload and ensure that all bases are covered.

ONE YEAR BEFORE EVENT

- ☐ Attend this year’s Championship. Next year’s rep should try to be housed with this year’s chair.
- ☐ Championship national chair meets with host chair to debrief their observations. Next year’s chair should be included.

11 MONTHS BEFORE

- ☐ Solicit committee members and volunteers.
- ☐ Hold preliminary meeting of committee members.
- ☐ Begin matching volunteers with responsibilities.
- ☐ Ensure your organization’s calendar remains free for the Championship.
- ☐ Consider holding several fund raisers over winter and early spring to help defray expenses.

10 MONTHS BEFORE

- ☐ Discuss the necessity of charter availability for competitors. If necessary, work with US SAILING to begin initial outreach for quotes from charter providers.
- ☐ Ask National Chair who will be appointed chief judge; discuss who will be PRO. Ensure they meet US SAILING’s Race Management Guidelines. For a National Championship, they must be Nationally Certified – no exceptions. If your recommended PRO is Regionally Certified, a National PRO will serve as a mentor. Consult with National Chair on this.
- ☐ Check status of insurance. Ensure current coverage with Regatta Liability Insurance, and if Borrowed Boat insurance is needed, arrange for it. If your organization has purchased US SAILING’s Burgee program, all insurance is provided. Otherwise go to: <https://www.gowrie.com/USSailingPrograms/USSailingPrograms.aspx>
- ☐ Review last year’s budget (if available) and prepare a preliminary budget. (See page 25)
- ☐ The National Chair is responsible for writing the NOR and selecting the judges. He or she will provide you with an NOR. Team with them to ensure that it is correct and meets your needs, as the host.
- ☐ Agree upon a PRO with your national chair.

9 MONTHS BEFORE

- ☐ Confirm your committee members and volunteers.
- ☐ Work with your designated Sponsorship Committee Chair to research and follow up leads for local sponsorship.
- ☐ Work with your PR/Media Committee Chair to prepare a “media plan” to show sponsors how the event will give them visibility.
- ☐ Raise awareness among host club members about the upcoming Championship. Work with Housing Committee Chair to solicit housing hosts.

8 MONTHS BEFORE

- ☐ See if you need a Regatta Permit from the U.S. Coast Guard. Go to the **Waterways Management** for your sector of the Coast Guard District in which you are located. The first place to look is the USCG District Website for your CG District and determine which sector you are in. **Depending on where you are, you may be able to fill out the application online**

7 MONTHS BEFORE

- ☐ Have a conference call with National Chair, US SAILING and all your committee chairs to answer questions and confirm details.
- ☐ Continue to work on outreach for local sponsorship.
- ☐ Continue to solicit host families, if needed, for judges, US SAILING Representative (all Championships), sailors and US SAILING hired coaches (Youth Championships). Ensure your Housing chair is familiar with and is communicating the SafeSport requirements to potential host volunteers.
- ☐ Organize motorboats and RIBs to be used for race management, judge boats, safety boat and coach boats. Confirm estimated number required with National Chair and US SAILING.

6 MONTHS BEFORE

- ☐ Send preliminary budget to US SAILING by March 31.
- ☐ Prepare for online registration: what will be required - dates, housing, travel plans, T shirt sizes, etc. Review a selection of discounted registration & scoring platform options on page 30.

5 MONTHS BEFORE

- ☐ Work with your Safety Chair to confirm that all Safety/Risk Management procedures are in place. (See page 13) identify an MD to have available during event.
- ☐ Formalize housing/transportation (if applicable) plans with respective committee chairs.
- ☐ Organize entertainment plans (if applicable) plans with respective committee chairs.

4 MONTHS BEFORE

- ☐ Update budget and share with US Sailing.
- ☐ Identify host families (if applicable-most Adult events do not require housing competitors)– determine if they have pets (for matching sailors with allergies). Ensure they are fulfilling the SafeSport requirements.
- ☐ Invite next year's host to your event. They should stay with you if possible.
- ☐ Meet with the charter provider, if applicable, to finalize facility layout and logistics.
- ☐ Prepare a welcome letter for competitors outlining the key information they will need to plan.
- ☐ Review the event registration with USSAILING before registration is opened to competitors. If using Regatta Toolbox, Stripe setup is required to receive payments.

12 WEEKS BEFORE

- ☐ Submit apparel order for competitor and/or volunteer gifts (if applicable) to vendor. All apparel designs must be submitted to US SAILING to ensure national sponsors requirements are being upheld.
- ☐ Meet with committees to finalize budget, including food, entertainment, and transportation.
- ☐ Introduce your Media/PR liaison to the US SAILING Communications Manager to coordinate press coverage.

NOTE:

US SAILING has strict contractual agreements with its national sponsors.

These require us to sign off on any program or shirt design and to ensure that the correct and current logos are in place and of the right dimensions. Many times we will ask that the shirt manufacturer provide a stitch out with dimensions.

The US SAILING logo and official title of the championship must be on all giveaways.

It can take up to a week to get sign off on a shirt or program. US SAILING will approve a program with place holders for the competitors' names so you don't have to wait until everyone is registered to get overall approval.

Be sure to factor in sufficient time to get the design in, approved, possibly changed, and finalized into your schedule. Experience tell us that a last minute rush causes unnecessary stress on all parties

11 WEEKS BEFORE

- ☐ Confirm number of coaches (if applicable) that will require housing, transport, and RIBs.
- ☐ Confirm host families (if applicable). Refer to US SAILING's SafeSport policies and state requirements to ensure compliance with state laws regarding background checks, etc.

10 WEEKS BEFORE

- ☐ Have your scorer familiarize themselves with the registration/scoring platform. See page 30 for more information.

9 WEEKS BEFORE

- ☐ Work with your Safety Chair to confirm that all Safety/Risk Management procedures are in place. (See page 13) identify an MD to have available during event.
- ☐ Prepare online program information (if applicable) to send to US SAILING. If your event is offering an online program, US SAILING will need: brief history of the host club, typical local sailing conditions, local sponsor logos and ads, welcome letter from the Commodore, schedule of events, host club burgee, list of committee chairs and volunteers, list of race officials.

8 WEEKS BEFORE

- ☐ Let US SAILING know if any participants in an adult championship are under 18. US SAILING will provide a separate registration package for minors that must be submitted prior to registration.

7 WEEKS BEFORE

- ☐ Organize setup for coaching during clinic and race days, if applicable. Large briefing room, areas for smaller group briefings and debriefs, whiteboards, TV/ projector, AV connections.
- ☐ Work with your PR Committee chair to organize to have a photographer on site for the event.
 - ☐ Does your site have built in facilities for drinking water refill stations? If not, consider renting some for the event to prevent the use of single use water bottles.
- ☐ Create charter and personal trailer drop off / parking plan (if applicable)

6 WEEKS BEFORE

- ☐ Inform visiting race officers/ judges of their housing arrangements.
- ☐ Review Championship Committees sheet and make sure everything is in place: Grounds, parking, radios, safety boats

5 WEEKS BEFORE

- ☐ Confirm venues for evening entertainment, menus.
- ☐ For Youth events - confirm matching of sailors and host families.

4 WEEKS BEFORE

- ☐ Registration closes.
- ☐ For Youth events - have Registrar confirm waivers and forms have been completed for all sailors. Follow up with Sailors and parents for any missing information.
- ☐ Develop a transportation and housing matrix to coordinate airport pickup and delivery for judges (all events), coaches and sailors (youth events).
- ☐ Review Sailing Instructions with National Chair before they are posted on the US SAILING website.

3 WEEKS BEFORE

- ☐ For Adult Events: Contact sailors who have not completed their online entry forms. Let them know they will not be able to compete until their online forms are complete. Waivers should be completed during online registration. Medical forms can be filled out at check in.
- ☐ Confirm matching of sailors and host families. Confirm host families have completed necessary requirements to comply with state laws and US SAILING SafeSport policies regarding the housing of minors.
- ☐ Check that all trophies, medals, USSAILING, national sponsor banners, and other materials have arrived. If not, contact US SAILING.
- ☐ Make sure computer equipment is organized, including AV, digital camera, scoring, etc.
- ☐ Identify registration area. Make sure there are enough outlets and access to Wi-Fi.
- ☐ Confirm all food and drink orders with kitchen and/or vendors.
- ☐ Have PR Committee Chair contact US SAILING's Communications Manager about news release.
- ☐ Provide final head count to host personnel, including guests who may be coming with sailors or to evening activities.

2 WEEKS BEFORE

- ☐ Finalize online program, if applicable.
- ☐ Finalize transportation plans. If possible, e-mail each sailor/coach/judge flying in to confirm time and contact point/person.
- ☐ Finalize clinic plans with head coach (if applicable)
- ☐ Identify MD on call; inform EMS of event and # participants; photocopy all medical forms and prepare a set to be kept on the medical boat (could be race committee boat).
- ☐ Determine where copies of the registration materials and medical information will be stored on shore for easy access during the championship.
- ☐ Confirm trophy/trophies have been received and have a place to be displayed.
- ☐ Consider holding a Q & A evening for host families (if applicable)
- ☐ Ensure that all Coast Guard requirements are met on all supportboats
- ☐ Confirm scoring platform is set for online/real-time reporting of results throughout event.

1 WEEK BEFORE

- ☐ Double-check all event schedules, menus, food/drink orders, photographers? Press boats?
- ☐ Confirm that US SAILING will be updated nightly with photos beginning with the first day of the event.
- ☐ Check adequate supplies of water have been ordered.
- ☐ Ensure the commodore etc. has been confirmed for the awards ceremony.

DAY BEFORE

- ☐ Ensure that everything is in place for delivery of charter boats (if applicable)
- ☐ Is your PR volunteer ready to write nightly reports and e-mail them to US SAILING?
- ☐ Set up registration area, including US SAILING burgees and banners.
- ☐ Confirm with volunteers about transportation.
- ☐ Hold final Q & A for volunteers
- ☐ Distribute support boat flags, banners.
- ☐ Provide all parties with emergency frequencies and other related materials.
- ☐ Ensure that medical boat has supplies and medical information.
- ☐ Support boats fueled. Radios on board. Refueling instructions.
- ☐ Coaches' boats prepared. Fueled. Refueling instructions. All necessary equipment on board?
- ☐ Space ready for lunch preparation? Adequate supplies of water?
- ☐ Confirm National sponsor banners (if applicable) have been hung up.

DURING THE CHAMPIONSHIP

- ☐ PR person - After each day's racing, e-mail US SAILING the daily report by 7PM.
- ☐ Registrar - Ensure that scores have been entered on the website.
- ☐ Photographer - send 20 best photos to US SAILING's CommunicationsManager.

FINAL DAY

- ☐ National Chair and Event Chair: finalize awards ceremony agenda.
- ☐ Ensure US SAILING/National Sponsor photo backdrops are in place.
- ☐ If applicable, help charter rep ensure the boats are loaded prior to the awards.
- ☐ After the awards, contact US SAILING to develop that evening's press release by 7 PM.

AFTERWARD...

- ☐ Review host responsibilities with next year's chair and national chair.
- ☐ Hold final responsibility area chair meeting/fun social gathering to debrief and celebrate; send all constructive comments to championships@ussailing.org.
- ☐ Send finalized budget to US SAILING within 60days.
- ☐ Return US SAILING burgee, banners, trophies etc. to US SAILING.
- ☐ Return unused damage deposits within two weeks, if applicable.
- ☐ Consider sending a report to local sponsors with photographs and press clippings showing how they were featured during the event and include a thank-you note or framed photograph.
- ☐ Put your feet up and RELAX!!

COMMITTEES | ROLES & RESPONSIBILITIES

The type of subcommittee(s) you will need when organizing a regatta very much depends on the size and type of regatta you are running. The list provided is by no means exhaustive and you may not need all the committees listed; this is just provided as a guideline.

Yacht Club Board of Director

Liaison Registrar

- Ensure completed registration documents are received from each participant.
- Run on site check in, manage volunteers.

Race Committee Liaison

- Establishes contact w/ PRO to provide desired staffing levels.
- Is responsible for gathering ALL the gear necessary to run these races and put it on the RC boats in advance.
- Maintains gear for RC, CJ, Mark Set, Coach, Safety boats.

Scoring

- Develops plan to quickly tabulate results, i.e. phoning in results from the water or posting online from the water
- Prepares competitor list and results for RC daily before they leave the water.

Safety/Medical – Develops the Safety Plan

Power Boats/Safety Boats

- Sources powerboats to be used by coaches (if applicable), Race Committee, Judges, safety
- US SAILING/National Chair to advise on number of boats needed for coaches and race officials.
- Ensure boats are ready to use on Day 1 of the event, full fueled and with adequate safety equipment.
- Procures and organizes schedules and personnel from Spectator and Lunch boats, if applicable.
- Is responsible for the fueling and security of borrowed power boats.

Communication/PR

- Responsible for promoting the usage of social media at US Sailing National Championships to all participants. They will engage in social media through US Sailing's or the host organization's (or both) Twitter, Facebook, and Instagram accounts (TBD in advance of the event)
- Prepares for regular Twitter updates during racing.
- Provides US SAILING Communications Manager with a daily post-racing update and top 20 photos.

Local Weather guru

- Prepares a local knowledge briefing for the event.
- Either delegates or assumes responsibility for making daily weather info available.
- Maintains a shore-site watch on quickly changing weather situations.

Additional committee needs might be:

- Food: arranges provided meals for competitors.
- Social/Entertainment: organizing post-racing activities for competitors.
- Housing: solicits housing volunteers and pairs sailors with a host family.
- Transportation: arranges transport to/from airport for competitors and judges.

CLINIC NEEDS – ON LAND

RESOURCES NEEDED IN A RACING CLINIC

Hiring Coaches

- ☐ Verify coach as US SAILING certified as that will provide some level of liability insurance for the host. Level 3 is recommended. Expect to pay \$300 – 500 per diem plus expenses for a Level 2 coach depending on age and experience.
- ☐ Boat to Coach ratio 8:1.

Launching/Rigging Area

- ☐ 2-5 people to assist in traffic flow each day, before and after the clinic

Transportation

- ☐ 2-3 vehicles to pick up competitors the day before and then to return them to the airport.
- ☐ If applicable, 1 person to take coaches to the airport after the clinic.
- ☐ 1 person to answer the telephone all day the day before, to help travelers.

Housing

- ☐ Plan on competitors and clinic coach(es)
- ☐ At least two competitors at a house
- ☐ Skipper and crew should be housed together if they are of the same gender.
- ☐ Mix regions, consider ages
- ☐ Volunteers housing minors are required to complete SafeSport training. View US Sailing's SafeSport policies and handbook [here](#).
- ☐ See if your state requires criminal background checks for adults working with minors in a volunteer capacity. This can apply to host family housing, but requirements vary from state to state. If your state requires it, appoint a person to work with the local police to facilitate this.

Registration

- ☐ 2-3 people at the registration desk each morning
- ☐ Visibly post current weather forecast daily.
- ☐ Check US SAILING membership with US SAILING the week before the event. Get membership applications off the website. Sailors can register online at the clinic before the start of instruction.
- ☐ Double check that insurance is in order if it is a bring-your-own-boat event. Insurance can be obtained through the US SAILING website. <http://www.ussailing.org/membership/>
- ☐ Ensure that all releases are on file and have parental signatures.
- ☐ Mementos can include: long sleeved shirts, bag, free gifts from area sponsors, protest flag, duct tape, sun screen, toothpaste, Chapstick, Ziplock bag (for SI's), program, scratch sheet.

On shore, chalk talks and debriefs for the clinic

- ☐ Area large enough for all competitors, whatever the weather
- ☐ Smaller meeting areas for breakout groups
- ☐ Several large white boards
- ☐ Markers, eraser
- ☐ Projector or TV to show images/videos from a laptop or phone
- ☐ TV/DVD
- ☐ Power
- ☐ Internet access

CLINIC NEEDS – ON THE WATER

RESOURCES NEEDED IN A RACING CLINIC

On-the-water clinic

- ☐ Inflatable boats, one per coach. RIBs are ideal for coaching dinghies.
- ☐ 1 first aid kit per coach and safety boat
- ☐ 1 loud hailer for each coach, spare batteries
- ☐ Handheld radios with chargers for coaches
- ☐ Coaches usually bring their own life jackets and should wear them at all times.
- ☐ 6- 12 small marks with lines and anchors
- ☐ Tools-Leatherman, knife, wrench, screwdriver (both types)
- ☐ Water dispenser coolers w/ ice and Water – enough for all sailors and coaches
- ☐ Tape-electrical and duct
- ☐ 6 Whistles
- ☐ Line
- ☐ Coolers for lunches to go out on coach boats.

Safety boats – should display sponsors’ logos if any

- ☐ Whaler/inflatable boats for coaches – one per coach
- ☐ Equipment boat - 1 large enough to carry sections/spinnaker poles and a large toolbox but small enough to hang over a boat and work on it. Plus, a driver
- ☐ Spectator boat (prefer one boat for all individually hired coaches, advisers, parents, and other spectators. Local parents should ride on this boat, also.)

Other

- ☐ Safetyboat
- ☐ Photo boat
- ☐ It is useful to designate one boat as a “mother ship” which will have the head, medical professionals, dry clothing, extra water, and other emergency supplies.



REGATTA MANAGEMENT HANDBOOK

SAFETY

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REGATTA SAFETY

Planning for safety, on and off the water, is particularly vital to any event. Your particular venue will make certain safety measures important and it's vital that you develop a plan and collect the resources to meet the conditions and location of your regatta. A meticulous troubleshooting walk around the event site and approaches by land and water will identify any potentially dangerous situations. Do this months ahead, so remedies can be implemented.

First and most importantly, create a **safety plan**. A safety plan is your best protection in case of an accident. If you EVER have an accident, if you get into court, you will be asked to show your standard of care. If you don't have an emergency plan, you won't have a formal standard of care and could be in trouble. **Your plan at a minimum should include:**

- How you will manage an accident on and off the water.
- How you will communicate to emergency services both from the water and off the water.
- Having the necessary lifesaving equipment both on the water and off. These include bolt cutters and rigging knives.
- Identifying where you will keep medical forms so they can be immediately accessed in the event of an emergency.
- There should be no risk that a mast hit a powerline.

There are [checklists](#), [waivers](#) or [releases](#) (these documents are intended for use at US Sailing Championship events and to be used as examples) and other forms for sailors under 18. For big boat racing, other requirements will need to be met. Learn more about US Sailing's Safety at Sea training program.

Head injury is something that all regatta organizers should be aware of. Any sailor of any age who receives a blow to the head should receive immediate medical attention and not return to the water until they have been evaluated by a medical professional. More information and customizable templates about concussions can be found on the [CDC website](#).

Your [state](#) may have additional requirements that you will need to follow.

BURGEE INSURANCE PROGRAM SAFETY MATERIALS

The **Burgee Insurance Program** offers a comprehensive group of safety materials and resources including a **Junior Sailing Safety Guide** and a **Yacht Club Safety Manual**. Click here to access these resources. To learn more about insurance protection for your club or regatta, visit www.burgeeprogram.com, email burgee@gowrie.com or call 800.262.8911.

EMERGENCY ACTION PLANS FOR SAILING ORGANIZATIONS: SIX TIPS TO OPTIMIZE YOUR PLAN AND RESPONSE

Gowrie Group and The Burgee Insurance Program are proud to offer important safety materials and resources to sailing organizations nationwide. We believe one of the most important documents that all sailing organizations should have in place is an **Emergency Action Plan (EAP)**.

At the most basic level, an Emergency Action Plan covers these important things:

- The **key steps** to take if an emergency or life threatening injury occurs.
- **What to tell 9-1-1** or emergency responders when reporting the situation.
- The **exact locations** for where to meet the emergency responders.
- The **key contact information** needed for communication during and after an incident.

Visit [Gowrie Group's Safety Resources](#) page to download an **Emergency Action Plan Template** and other important safety resources for sailing organizations and sailing programs.

SIX TIPS TO OPTIMIZE YOUR EMERGENCY PLAN AND RESPONSE

As you create and practice your EAP, Gowrie Group recommends you also review these 6 tips to empower your team to respond to an emergency as quickly, safely, and effectively as possible.

1. Review and Practice your Emergency Action Plan Annually

- Review your EAP with all staff at least once a year.
- Run a practice "drill" each season – invite your local emergency authorities to participate.
- Team with local emergency authorities (Coast Guard, fire department, police, harbor master, etc.) when developing and practicing your EAP. Together, determine the optimal rendezvous locations for emergency transfers, document how to contact each authority, and understand how jurisdictions change from water to land.
- When necessary, revise your plan based on learnings from your practice "drill."

2. Post and Share your Emergency Action Plan Prominently

- A summary version of your EAP should be posted prominently in multiple locations at your facility: near phones/VHF, dock office, front office, etc.
- Laminated versions of your summary EAP should be given to all on-the-water staff and attached to each coach boat, launch, club vessel, and/or RC boat.
- It may also be appropriate to share a copy with your club members and/or to post to your website.

3. Employ Effective VHF Communication

- Know what VHF station your club/program uses, and what station the local emergency teams use.
- Ensure employees do a radio check before taking a VHF radio into service/action, every time.
- Determine a strategy for always having 2 VHF's and 2 people with the injured person/incident.
- When speaking, clearly state your name and which boat you are in (every radio transmission).
- Use HIGH power setting on the VHF for maximum volume and reach in an emergency.
- Ensure shore team receiving injured person has a working VHF tuned to the right channel (borrow from another uninvolved staff member if needed).
- Use cell phones when and where appropriate and effective.

4. Know how to Communicate your Location

- When practicing/reviewing your plan, make sure the team knows the number/names of the closest government buoys, landmarks, and channel markers.
- When reporting your location, use North/South/West/East to indicate direction (not Left/Right).
- When possible, report your location using Latitude/Longitude, in addition to visual landmarks and nautical markers.
- Know how to drop a waypoint at the scene of the accident – this can be critical in the case of missing lives or assets.

5. Prevent Additional Accidents and Incidents

- Train your team to stay calm, focused, and alert; and to act as quickly as they safely can.
- Do not put yourself or others in harm's way when responding or attending to an incident.
- Respond and assist the injured person(s) to the best of your abilities – without risking additional injury to yourself or others.
- If Junior Sailing related, remember to ensure the safe return to shore of the other children in the class.
- When possible, secure the other boats involved and around the incident.
- When possible, reduce or eliminate non-emergency (discretionary) recreational boating in the area.

6. Be Smart about Communication and Information Sharing

- Ensure all onsite staff knows an emergency is occurring (dock, launch, instructors, galley, office)
- Have Office personnel or periphery person notify Flag Officers or General Manager as soon as possible.
- **Follow US Sailing's 10 Crisis Steps:** Act as quickly, responsible, humanely, and openly as you can. Form a small management committee but speak with one voice. Immediately contact all people with a connection by telephone. Call for independent review. Send no emails unless absolute security is guaranteed. Inform your insurance agent and listen to what they say. Listen to your lawyer, but do not sound like one. Respect the public's need to know, while also respecting victims' privacy. Be accurate; say nothing unless you know it to be true. Take ritual seriously honor rescuers; consult clergy, psychologists, and other specialists. Respect PTSD. Grief counseling is extremely valuable.

LIFE JACKETS

Life jackets save lives!

Studies have shown that **US Coast Guard approved PFDs** do a better job of keeping one's head afloat than CCE approved life jackets. US Sailing requires USCG approved life jackets at their events for this reason. Look inside your life jacket. If it says anything other than USCG approved, it has not been approved by the Coast Guard and does not meet US Sailing's requirements.

Make your PFD policy known to all, in the SIs, and at competitors', RC, coaches' and safety-boat meetings. US Sailing recommends that competitors are required to wear PFDs on the water, as are coaches; all other on-water support people, including boat drivers, parents, are strongly encouraged to wear PFDs.

LIGHTNING

Lightning deserves mention at your Competitors' Meeting (if there's even a remote chance of a storm): Suggest what competitors can do if lightning appears while boats are on the water, e.g., capsize and sit on upturned hull awaiting instructions/assistance.

SAFETY BOATS

US Sailing recommends a ratio of one safety boat to every eight (8) boats racing.

Safety boats should be soft sided vessels, capable of coming up next to a small boat. Ideally, there should be two people on each boat, or at least one person capable of lifting an adult out of the water and with knowledge of how-to right dinghies. Assign safety boats to specific locations on the racecourse or in the sailing area, to assure proper coverage of the area.

One safety boat has emergency first-aid supplies. One has tools and a limited number of boat parts, tape, etc. to deal with breakdowns. Many have water. All have radios AND rigging cutters.

WAIVERS

US Sailing has developed waivers for use at its regattas. These are provided for guidance only. Individual state requirements vary, It is an organization's responsibility to ensure they meet state and local laws.

Youth and Adult Waiver and Code of Conduct

REGATTA INSURANCE

Insurance Requirements for Hosting a Regatta

All clubs and associations hosting a championship or regatta are required to carry adequate insurance coverage for the event. At a minimum, clubs or associations need a Regatta Liability policy to be in effect. While Regatta Liability insurance is the minimum requirement, US Sailing recommends that clubs or associations consider a more comprehensive insurance solution such as the US Sailing endorsed Burgee Insurance Program, or equivalent. Both types of policies can be purchased through our insurance partner Gowrie Group.

Yacht clubs, community sailing programs, and class associations are best protected by a comprehensive insurance program that is designed to protect not only the club and its assets, but also the board members, flag officers, volunteers, members, and employees. In addition to providing coverage for assets and people, the insurance program also should include protection for the wide range of activities common to most sailing clubs and organizations – running regattas, borrowing boats, teaching sailing, teaching swimming, holding social events, and serving food and alcohol.

The Burgee Program offers the highest level of insurance protection available to clubs and class associations. The program is managed by the marine experts at Gowrie Group, underwritten by Chubb Group, and endorsed by US Sailing. It is customizable to provide all types of sailing organizations, from year-round clubs to paper clubs, from active One-Design classes to large community sailing programs, the specific and complete protection and services they need.

Contact our insurance partner **Gowrie Group** to learn more at **860.399.5945** or burgee@gowrie.com.

Gowrie Group, US Sailing's insurance partner offers a number of insurance solutions and programs for US Sailing members: <https://www.ussailing.org/membership/#benefits-1>

PREPARING YOUR SAFETY BOAT

SAFETY BOAT PROCEDURES FOR SAILING REGATTAS

by Rick Bischoff

Whether is it a man, woman or child who is in danger on the water during a regatta, it is the duty of the Race Committee to be ready to help. It is very important to establish procedures involving safety and rescue of persons participating in regattas.

The Overall Regatta Chair needs to be ready for action. In a multiple circle regatta, the Principal Race Officers (“PROs”) need to designate a “Safety Officer” for each course along with other safety personnel and Safety Boats. All Coach Boats should be made aware that they might be “drafted” to help in a crisis.

The Safety Officer should coordinate and communicate with the Signal Boat. All on-the-water communications should go through the Signal Boat as it will have greater communication capacity and personnel to record data and coordinate further response when needed.

The designated Safety Boat(s) should be manned by no fewer than two persons and should be a vessel which can be maneuvered in tight spaces and of appropriate size to bring aboard any person from the water, whether conscious or not. Additionally, the designated Safety Boat(s) should all carry a “Safety Gear” bag to be able to respond effectively to anticipated situations.

The following acronym is suggested for rescue procedures...

ACRCR

ASSESS, COMMUNICATE, RESPOND, CO-ORDINATE AND RETURN

1. **ASSESS** and identify the nature and type of emergency; determine how many people are involved and whether everyone is accounted for; determine whether the situation involves an injury and the severity of that injury.
2. **COMMUNICATE** with the Signal Boat that an emergency exists and provide your assessment.
3. **RESPOND** and take appropriate emergency and rescue action.
4. **COORDINATE** recovery activities and communications with the Signal Boat, the Club Office, emergency personnel and others to assist in the determination of whether any injured person(s) should be transported to shore for emergency care.
5. **RETURN** injured person(s) to a designated landside point which is accessible by ambulance and communicate status and condition with dockside and emergency personnel to accomplish rendezvous. Report back to the Signal boat that you have completed your task and ask for further instructions.

Just as the sailors check their gear before leaving the dock, boats designated as Safety Boats need to be prepared for anything with several folks trained in CPR.

THE FOLLOWING IS A SAFETY GEAR EQUIPMENT LIST:

- ☐ Normal USCG required equipment
- ☐ Clipboard with pad and pencils
- ☐ Whistle and Air Horn
- ☐ Throwing ring or throwing stick
- ☐ Throwable flotation
- ☐ Boat hook and paddle
- ☐ Four additional 30' lines for towing alongside
- ☐ Heaving and securing light line-40'
- ☐ Vessel VHF plus handheld VHF
- ☐ GPS unit, Ground tackle suitable for anchoring damaged or overturned vessel
- ☐ Small bright-colored float with line and carabineer clip to mark the anchored vessel from which crew has been removed, spare carabineer clip(s)
- ☐ Towing bridle
- ☐ First aid kit and space blanket
- ☐ Megaphone with fresh batteries
- ☐ Duct tape, towels, spare small lines
- ☐ Wire/bolt cutters
- ☐ Par-buckle devise to bring unconscious person aboard
- ☐ Rigging knife

Too much preparation is never enough in an on-the-water crisis situation. It is certainly worth the time in the weeks before the regatta, to GET READY.

Rick Bischoff is past president of the U.S. Optimist Dinghy Association, Orange Bowl Regatta Chair, and commodore of Coral Reef Yacht Club in Miami, FL.

SAFETY TRAINING FOR COACHES AND TEAM LEADERS

US Sailing is committed to fostering a fun, healthy, and safe environment for all sailor athletes free of:

- Bullying
- Hazing
- Harassment (including sexual harassment)
- Emotional Misconduct
- Physical Misconduct
- Sexual Misconduct (including child sexual abuse)

US Sailing's partnership with the U.S. Center for SafeSport reinforces our commitment to creating a safe and positive environment free from abuse and misconduct. US Sailing has a ZERO TOLERANCE policy for abuse and misconduct. This includes not only on-water safety, but also safety ashore in any part of US Sailing's programs.

The **US Sailing SafeSport Program Handbook** is intended to inform and provide guidance to our sailing constituents about SafeSport policies and how you and your organization can create a culture of SafeSport at home in your programs.

In accordance with SafeSport Policy, US Sailing maintains a list of individuals within our US Sailing Family that are required to successfully complete SafeSport training. The list can be found [here on our website](#).

CODE OF CONDUCT

US Sailing has developed a Code of Conduct for all competitors at its championships and their qualifiers. Many other sports have similar codes.

In 2017, in conjunction with the opening of the US Center for SafeSport, the updated Code of Conduct deals with Fair Play and Conduct, Drugs & Alcohol, Sexual Abuse & Harassment, Physical Abuse & Assault, Bullying & Hazing, and Digital and Media forms of Harassment.

While this document relates to the championships, it will provide a good template for organizations who wish to create their own code of conduct.

Download **US Sailing's Championships Code of Conduct**

GOWRIE GROUP SAFETY REPORT:

UNDERSTANDING ELECTRIC SHOCK DROWNING

Provided by Gowrie Safety and Loss Prevention

Soon boats will be launched, kids will be swimming, sailing programs will start, and marinas will be in full operation. With this in mind, now is a good time to increase your knowledge of Electric Shock Drowning (ESD). Many people have never heard of ESD, and those that have typically do not realize the common situations that can be putting people at risk for ESD.

These common waterfront scenarios seem innocuous, however ESD should be considered as a risk in each of them.

- A sailor cleaning their boat's bottom before a weekend race.
- A powerboat owner swimming to inspect a new propeller while tied to the dock.
- A marina employee falling off a new dock.
- A boat owner climbing out of the water using the metal ladder on their swim platform.
- A group of kids jumping off a marina dock and using the marina's emergency escape ladders to get out.
- An orange extension cord draped across a lake dock to charge a ski boat's battery.

What exactly is Electric Shock Drowning?

ESD is caused by alternating current (AC) flowing through fresh water encountering a human body. The current tries to pass through the body and causes skeletal muscular paralysis, which ultimately results in a drowning. The electricity tends to enter the water from an electric fault from a nearby dock or marina's wiring, or from a boat that is connected to a power supply. Often, the electric fault occurring from the boat is intermittent and only leaks current into the water when a switch is flipped and an electrical device cycles on.

Why have I never heard of this?

ESD is a relatively new problem, given that 20 years ago very few docks were powered. Given the prevalence of electric boat lifts, lights, and shore-power connections on docks of all sizes and at nearly every marina, the risk of ESD is real today. In the 80's it was commonly considered safe to dive off a dock without a thought of ESD. Today, the common summertime activity of swimming off a dock or diving under a boat can result in a tragedy.

Fresh vs. Salt Water.

While ESD can occur in saltwater environments, the risk is much higher in freshwater bodies of water (lakes, ponds, rivers) because of differences in conductivity. Salt water naturally has a high conductivity and low resistance, so leaking current in water tends to go around a human body to stay in the low resistant salt water. In fresh water, which has low conductivity and high resistance, the electrical fault or current seeks a path of lower resistance to get back to its source – and a human body can serve as this low resistance path. Fresh water is nearly 70x more resistive than salt water

Faulty Wiring.

Many times, it is later discovered that the leaking current in an ESD resulted from faulty wiring done by an amateur, which did not meet marine code. The marine codes in play are NFPA 303 (Fire Protection Standard for Marinas and Boatyards), NFPA 70, and National Electric Code 555 (NEC). Often boats not wired in accordance with standards set forth by the American Boat & Yacht Council (ABYC) can be source of AC Leakage. Ed Sherman, a certified master technician and Vice President and Education Director at the ABYC shared with Gowrie Group his recommendations related to marine wiring and reducing ESD risk. “One of the most common sources of AC ground faults on boats are onboard water heaters that have developed electrical leakage in their heating elements. This is not enough to trip a fuse or circuit breaker, but it is enough to present a potentially dangerous level of electrical current into the water around a boat. Boats that have had electrical repairs performed on them by land-based electricians are also often the cause of leakages. non-marine electricians will often innocently wire boats as they would a home, without knowing that the wiring configuration requirements on boats is quite different from homes. I strongly recommend that you only have your boat wiring performed by and checked by an ABYC certified marine electrical specialist.”

Tiny Amounts can be Deadly.

In fresh water, minute amounts of leaking alternating current can kill. Just 15 milliamps (mA) can cause skeletal muscular paralysis, while 100 mA can cause death with a few seconds. (Captain David Rifkin, USN retired)

STRATEGIES FOR PREVENTING ELECTRIC SHOCK DROWNING:

1. **Do not swim in or near freshwater** marinas, docks or boatyards energized with 120-volt AC power.
2. **If you are a boat owner**, have your boat inspected by an electrician with current ABYC (American Boat and Yacht Council) Electrical Certification or by an ABYC Certified Technician.
3. **If you keep your boat at a marina**, talk to the marina owners or operators about the danger of electric shock drowning. Ask if GFCI's are installed on all shore power pedestals and, on all marina, wiring circuits. Ask if their marina is regularly inspected by qualified electricians who are familiar with National Fire Protection Association Codes: NFPA 303 and NFPA 70.
4. **Tell others** about the danger of Electric Shock Drowning.

These additional resources provide valuable details about ESD:

- **Electric Shock Drowning Prevention Association**
- **“Does Death Lurk Below,”** Boating Magazine article
- **“Electric Shock Drowning in Marinas and Commercial Docks,”** MERRIMAC Marine Insurance, LLC
- **“ESD, What You Need to Know,”** technical article by ABYC Master Tech, Ed Sherman

RISK REPORT SOURCES:

Gowrie Group, Electric Shock Drowning Organization, Ace Insured, Boating Magazine, ABYC, Ed Sherman.

Gowrie’s Safety & Loss Prevention insights are created by Kellie Crete and Whitney Peterson. Kellie manages Gowrie Group’s Safety & Loss Prevention practice area and has more than 25 years of experience in safety and loss control and specializes in advising the marine industry and other niche segments of the commercial marketplace. Kellie is an OSHA authorized instructor. Whitney Peterson is Gowrie Group’s VP of Marketing. She is responsible for client communications, branding, strategic partner- ships, and outreach. For more information, kelliec@gowrie.com, whitneyp@gowrie.com, or www.gowrie.com/safety.



REGATTA MANAGEMENT HANDBOOK

BUDGETS, PERMITS & HOUSING

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REGATTA BUDGET

First the basics: The best way to manage your budget is to do a preliminary budget and then to regularly track your expenses and income against it. Monthly accounting will keep you aware of where you stand and help prevent your regatta from going into the red. With careful accounting and good fund- raising, most regattas can manage at a minimum to break even and many can be profitable. US Sailing has a sample [Budget Worksheet](#) to get you started.

A regatta's budget includes but is not limited to:

Income:

- Cash Sponsorship
- Sponsor Donations – i.e., Gifts in Kind that offset the expenses below
- Entry Fees - be sure to account for registration site transaction fees

Expenses:

- Food! This includes:
 - Race Committee Lunches
 - Water refilling stations
 - Breakfast*, Lunch and Dinner*
- * Optional for adults; required for juniors at US Sailing's championships (but not at qualifiers)
- Registration site fees (varies)
- Post racing entertainment
- Awards Ceremony
- Bow Numbers depending on the type of boat
- Sail Numbers depending on the event
- Boats
- Fuel
- VHF Radios
- Safety Equipment
- Optional Gifts (for PRO, judges, host families or event chair) T-Shirts (Volunteers)
- Administration Costs (club waitstaff, rental fees, etc.)
- Transportation
- Photography – can sometimes be obtained for free in exchange for allowing the photographer to sell their work to the competitors.
- Shipment of materials back to sponsors or others like US Sailing – trophies, banners and burgees
- Printing of an event program, sailing instructions, etc.

REGATTA MEAL PLANNING

Most people can manage their own needs so it's just a question of being sure to offer a choice of foods that they can select from. If you have specific concerns, please feel free to e-mail the sailor directly. They will be very appreciative of the question and glad to tell you what they can and cannot eat.

For lunch and breakfast: Buffet style is best and what is not used can be refrigerated until the next day. This is the most economical choice. Make your own lunches make it possible for sailors to make enough for their own varying needs. Box lunches may be easier for you, but the waste is enormous, it increases the level of trash, and limits what sailors can or will eat. As US Sailing Championships are green regattas and we encourage all regattas to be Sailors for the Sea Bronze level or higher, the level of trash should be something you would factor in.

For collecting and distributing lunches on the water, you might consider labeling coolers with bow numbers or coaches names for sailors to put their lunches (in labeled zip lock bags) into.

Following are some meal suggestions:

Breakfast

- Fruit juice
- Breads
- Fruit
- Cereal
- Yogurt
- Peanut Butter – huge jars
- Protein of some description
- Hot breakfast. Ex: eggs
- Breakfast meats

Lunch

Lunch should be laid out at the same time as breakfast in a make your own format.

- Breads
- Meats – a good estimate is 4 oz per sailor.
- Peanut Butter – huge jars – if allergies allow.
- Jelly
- Cheese – a good estimate is 2oz. per sailor.
- Lettuce, tomatoes etc.

- Chips
- Fruit
- Granola/power bars – estimate three per person, per day.
- Water to fill your refillable water bottle.
- Mustard or mayo

Dinner

Do not underestimate how much growing teenagers eat, especially ones who have been hiking all day! Go with items that will feed hungry mouths. Healthy, plain, and plentiful should be your guide. Have plenty of bread, salad, and other fillers available. Suggestions include:

- a pasta bar with sauces that meet vegetarian and meat eaters' needs alike.
- cookouts including veggie burgers as well as regular burgers and hot dogs.

- Mexican but always include a vegetarian alternative.
- Pizza and salad (If you can get pizza donated, that is the most cost-effective solution)

Estimate using the ratio below. Again, these are just for guidelines:

- Chilled Salads: 4 ounces per person
- Hot Side Dishes: 3-4 ounces per person (depending on number of side dishes)
- Pasta as an entrée: 6-8 ounces per person
- Dinner Entrée Portion: 6-8 ounces per person
- Dessert: 3-4 ounces per person
- Rolls/Bread: 2 per person

REGATTA BUDGET FOR US SAILING CHAMPIONSHIPS

US Sailing Championships require that preliminary budgets be received prior to April 1st of each year.

Revenue

- ☐ **Entry fee** - All championships have an entry fee, a portion of which goes to the host club to help offset expenses.

- ☐ **Other Fees for non-competitors**

As you plan, keep in mind that your committee may want to consider having an additional fee for non-competitors. That's pretty common practice. Normally the clubs charge for the dinner and/or one lump sum for the whole regatta. However, we can break it down into smaller increments if you want. The host is not expected to provide for non-competitors or others not directly connected to the regatta. The significant others, supporters, parents and coaches should be prepared and indeed by now expect to pay their own way.

The host club must determine what the total cost will be to run the event and be prepared to budget for these expenses. Income can be derived through member and local sponsor donations, gifts and services, as well as entry fees. It is fine to ask a sponsor or sponsors to fund an evening's entertainment.

NOTE: Local Sponsorships must be approved by the US Sailing Marketing Department in advance to avoid a conflict with any national contracts.

Additional social functions organizers wish to host, i.e., cocktail parties, dinners, banquets, etc. are strongly encouraged and a wonderful way to recognize your local and national sponsors. Supporters, coaches, and host families are welcome to attend any of the events but should be asked to pay their way. Many hosts find that building a "guest package" into their online registration is a great way to manage this. Guests can elect to buy a ticket to the awards dinner and/or a package for the entire event, including lunch.

MARINE EVENT PERMITS

Depending on where you sail, you may be required by the US Coast Guard to have a Marine Event Permit. As a rule of thumb, if there is commercial travel or protected species, it is probable that you will need a permit; however US Sailing recommends that you always check with your local Coast Guard.

Applications for a marine permit must be submitted for all marine events which, by their nature, circumstance, or location, will introduce extra or unusual hazards to the safety of life on the navigable waterways of the U.S. The requirements for the submission of marine event permit applications can be found in Title 33 or the Code of Federal Regulations, Part 100 (33 CFR 100).

Marine event permit applications must be submitted either **electronically** or on form CG-4423 to the cognizant Captain of the Port **no less than 135 days prior to the event**; or 60 days prior for events where the sponsor submitted a permit application in the year immediately preceding if the date, time, and location are essentially the same.

Due to the requirements involved with processing a permit, failure to submit applications within this time may be cause for the permit application to be denied. In addition, failure to submit a permit application can result in termination or cancellation of the event and a civil penalty of up to \$32,500.

REGATTA HOUSING

Maintaining a safe environment should be everyone's first priority. The first step is to solicit host families and see how many beds they have as well as what pets. This way you can match people up with fewer problems. Most people can manage their allergies if they know in advance but if you can avoid this all together, life is easier for all.

NOTE: Each year The US Center for SafeSport provides updated guidelines for youth safety. Please contact US Sailing for the most up to date policies regarding SafeSport Training and background checks. You are responsible for ensuring that you meet your state's legal requirements.

US Sailing recommends (and requires at its events) that for junior or youth events, sailors are segregated by gender in different houses, regardless of the team makeup. Co-ed teams will have plenty of time to talk while at the venue and on their way to and from the racecourse. Adults can be housed as you see fit. Note*- It is not a requirement to provide housing for Adult competitors at Adult championship events.

When housing race officials, be considerate of the needs of these individuals. While some might be able to sleep on board, others may need access to high-speed internet each evening.

It's a nice idea to have all the host families meet a night or two before the regatta. At this meeting, you can let people know who is staying with them, review transportation plans and the event schedule. You can also send a letter to the host families if you prefer. It is important to let hosts know who on your committee to contact in an emergency or if there is a discipline issue.

HOUSING AND TRANSPORTATION AT US SAILING EVENTS

At most U.S. National Championships, it is normal practice to provide housing for competitors, judges, US Sailing coaches and race officials in club members' homes and to provide water and lunches for the above during the series. Breakfasts can be provided either at the facility or at the hosts' homes. * Housing of competitors is not a requirement for U.S. Adult National Championships.

Unless you are very keen on answering lots and lots of e-mails, a welcome letter that can be posted on the championship's website or downloaded from the registration site is a great tool. In it you can provide helpful information so the competitors can make their travel arrangements. Welcome Letter Template examples:

[US Youth Championship Welcome Letter Template](#)

[US Junior Women's Championship Welcome Letter Template US](#)

[Junior Championship Welcome Letter Template](#)

For Junior or Youth Events, you might consider implementing a method to share housing information with parents and sailor information with the housing hosts, prior to arrival.

For Junior Events, be sure to inform parents of the transportation arrangements to and from the regatta along with a contact name and cell phone number before the sailors leave home. Flights can and do get delayed and the sailor will need to let someone know.

It is also important to plan for a communication plan if weather shortens the day.



REGATTA MANAGEMENT HANDBOOK

Regatta Scoring and Registration _____ 31-32

ONLINE SCORING AND REGISTRATION



REGATTA REGISTRATION AND SCORING

There are several online registration and scoring platforms available for regatta hosts to use. US Sailing has negotiated discounts with the following platforms for US Sailing National Championship events.

REGATTA NETWORK

Entrant data is entered once and cascades directly to entrant lists, fleet splits, scratch sheets, entry/waiver forms, check-in sheets, scoring, and email/SMS messaging consoles. All Regatta Network events automatically create a simple event web site, mobile web site, or all elements can be easily integrated into your own web site. Whether you are responsible for an annual regatta, one design championship, distance race, junior regatta, match racing, series race, or a sailing camp, Regatta Network is designed to streamline and simplify your event management.

If you haven't already set up your account, log into the Regatta Network Management Console. The console is located at: www.regattanetwork.com/clubmgmt/.

To set up your regatta for scoring go to Regatta Scoring and Fleet Information. This section sets up the basic fleets and scoring information for your event.

If your event has a provision for a throw out after X raced, don't enter anything into the throw-out box until you've reached the throw out threshold. Otherwise the system will assign throw-outs immediately. Class information is straight forward, and if using Regatta Network for scoring, it will apply the correct scoring method to each class.

HINT: You can easily move entrants to new classes, however if your event usually forms a specific one design class (J/24 for example), it is easier to designate that class initially, rather than add it after registration is open.

Current scores are provisional and subject to modification keeps this copy on scoring until clicked off. If this box is not checked, scores will become "official" after midnight on the last day of the event.

Online Scoring Tutorial – Online Scoring

For more practice: log in at www.regattanetwork.com/clubmgmt/

Username: US_SAILING

Password: ScoringPractice

(Note: both are case sensitive.)

The event is set up as a Radial event with bow numbers and a dozen or so entries. So that you can practice using full Laser numbers, abbreviated sail number (i.e., drop the first 2), or bow numbers.

YACHT SCORING

Yacht Scoring is a full featured and 100% web based live race management and scoring system that organizes and simplifies the Race Committee tasks of competitor registration, competitor communications and all event management functions while allowing you to provide real time scoring and results for your event.

Yacht Scoring provides you with the capability of scoring multiple racing circles containing multiple divisions (handicaps) and multiple classes within each division. At this time, scoring is available for the following Handicap Systems:

- **CHS** (Channel Handicap System)
- **CRF** (Classic Rule Formula)
- **CSA** (Caribbean Sailing Association)
- **General ToT** (Any Time-on-Time)
- **GLMRA** (Great Lakes Multihull Racing Association)
- **HPR** (High Performance Rule)
- **IRC**
- **One Design**
- **ORC**
- **ORR**
- **PHRF ToD** (Time-on-Distance)
- **PHRF ToT** (Time-on-Time)
- **Portsmouth**
- **TN+** (Triple Number Plus ToD and ToT)
- **Transpac** (Custom ORR)

And more are being added.

For more information, please visit
<http://www.yachtscoring.com/>

PHLOTILLA

Phlotilla offers a wide range of event management tools and resources for organizers and sailors. To learn more visit
<https://phlotilla.com/about-registry>

REGATTA TOOLBOX

Regatta Toolbox is built for sailors, by sailors. If you're like us you prefer time on the water to time behind a computer. You're tired of paper forms, excel spreadsheets, and complex software that requires an advanced degree to operate. Join us as we fix regatta management and bring it into the 21st century.

Regatta Toolbox is built 100% for mobile use so you get beautiful results and event pages whenever you set up an event. Because it is made for mobile, you can score any race from the water or on land using your phone, tablet, or computer. Just tap to score!

Regatta Toolbox utilizes the latest in web technologies, allowing you receive entry fees directly into your bank account as soon as they enter. No more waiting for checks in the mail. Receive all your entry fees up front before the regatta even happens.

Regatta Toolbox also features a state-of-the-art service using waterproof, battery-free wristbands. Assign wristbands to your sailors at registration and have them swipe at one of our kiosks, and you instantly have a safety system that is unrivaled. Share access to your shore team, safety team, and race officials so they can view who is sailing or ashore in real time.

Contact us for more information

Videos:

Organize a Regatta
Score a Race