Talking Notes for Texas Race Week

1980-1990 Tri-Club Regatta; HYC, Lakewood and TCYC. Week long regatta, two days at each yacht club with a lay-day between each venue, to move boats. Tri-club planning committee and volunteers to organize the event and race management. During this time the event was sailed in Sunfish and Lasers for the older sailors. Later became Texas Youth Race week, an event on the state wide TSA Youth circuit.

1991 Texas Youth Circuit for junior sailors was organized, 13 Texas Yacht clubs. The Tri-Club regatta became a major week long venue in the Texas Youth Circuit.

1996 Texas Youth Race Week Centennial Cup for sportsmanship started. Five year deed of gift.

1997 Texas Youth Race Week became the USSA Junior Olympic Regatta, an official United States Sailing Association (USSA) event in the first year of this USSA junior program.

Lee parks with USSA was the founding director of this national program and a friend of Texas junior sailor.

1998 USA Junior Olympic Sailing Festival / Texas Youth Race Week

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2001 Texas Youth Race Week Centennial Cup; deed of gift renewed for second five years 2001 to 2005.

2001 USA Junior Olympic Sailing Festival / Texas Youth Race Week

2002 USA Junior Olympic Sailing Festival / Texas Youth Race Week

2003 USA Junior Olympic Sailing Festival / Texas Youth Race Week

2004 USSA Junior Olympic Sailing Festival / Texas Youth Race Week

2005 USSA Junior Olympic Sailing Festival / Texas Youth Race Week

My last Race Week event. I retired from the event.
Organizers: Barbara Brownback (HYC), Ellen Donnelly (TCYC) and Karen Buras (LYC) were the key organizers of the event along with many volunteers from each club. John Focke (HYC) and John Nicholson (HYC) were the Principal Race Officers for on-the-water race management for each of the three club venues.; Focke for the Optimist Fleets (Green Fleet, Red, Blue and White fleets) and Nicholson for the senior fleet sailing Lasers and 420s. A team of volunteers from each club participated in planning and organizing, assisting with registration, meals and on the water support and safety boats and crews, Yacht Club junior team coaches were permitted on the water to coach in between races, and to act a safety boats during races and to pass out water to thirsty sailors.

Donated Gifts for Sailors: Cheryl Thomas would contact marine oriented businesses in the area to donate gifts to be awarded as door prizes to the sailors preceding trophy presentation ceremonies at the last venue of Race Week.

Team First T Shirts: Each year of Race week John Focke designed a unique T shirt to be awarded to a sailor who one or more races during the week. As there were 18 races total for Race Week, four Optimist Fleet, three senior fleets (Laser Radial, Full Laser, and 420s. Team First T shirts totaled 126 per event. Sailors who won more than one race received a T shirt for every race they won.

Sportsmanship - Centennial Cup Trophy (1996-20000, 2006-2005) for Sportsmanship, gifted by John Focke PRO and John Nicholson PRO; for five years and to be on perpetual display at HYC. See Deed of Gift and Five Principals of Sportsmanship. Talks on sportsmanship at first lunch meal at each venue. Often outside speakers were ask to give their thoughts on sportsmanship. talking about "sportsmanship" was a big deal at race Week.

"Never Give Up' Award (began in 1993 (see attachment) An award based on a seminar given to the junior sailors at a clinic in the early 1990s. The award was for the sailor, competing at Race Week who prevailed against all odds to compete and to finish the regatta. John Kolius' legacy to the kids; "Never give up on your dreams" (NGU Award)

Privileges and responsibilities of Coaches (see attachment); The participating clubs typically would send one or more coaches with their teams. In addition to coaching their sailors the coaches were the first line is safety on the water and would distribute water to all sailors. Prior to racing the PRO's meet with the coaches to discuss the safety issues on the water and the "protocols for coaching. The coaches were permitted to talk to the sailors between races and to then observe them as they sailed the race. A special provision was made for the coaches of the Optimist Green Fleet, beginning sailors; to coach them before the start. The PRO provided a designated coach(s) permitted to coach the beginning sailors who started late and were at the back of the fleet. The Race Committee also coached the Green Fleet in the final countdown before the start. In the event of foul weather the coaches were ask to "tow" or follow the sailors into the harbor. The PRO often consulted with the coaches as to the sailors safety and to the question "how tired" they were prior to scheduling the last race of the day.
Parents Boats and Safety Boats: The organization of Race Week required safety boats, typically volunteer club members, to be on the water at each mark rounding and along the course: to assist sailors in trouble or injured, dispense water, tow sailors to safety when threatens with foul weather. Typically there was a one safety boat for five sailors on the water. The coaches were in addition to this number. Safety boats were not allowed to coach a sailor either while sailing or between races.

Race Committee Boats: Reload and Strom Cloud:
From 1991 to 2005 and beyond the race committee boat "Reload" owned by HYC, and a similar boat "Storm Cloud" owned by John and Catherine Focke were used as the principal race committee boats for the weeklong event, moving to each venue during the week. Reload on the senior race course for Lasers and 420s; and Storm Cloud on the Optimist race course.

Chief Judges Role: The typical "race instructions" for the event were written in compliance with US Sailing rules. When alleged infractions of rules occurred on the race course the sailors could file a "protest" for a hearing to be conducted by a Chief Judge, local and certified by US Sailing. The hearings were relaxed for the young junior sailors, a learning experience and to gain a better understanding of the rules for fair sailing. Penalty for the offending sailor typically would be disqualification from that one race, which effected their over-all score for the event.

Scoring: Race Week adhered to the "low point" scoring system: with each sailor and fleet scores for trophies at each venue; and at the conclusion of the racing at all three venues, a similar "over-all scoring system was used to award trophies for Race Week. Typically trophies would be awarded for the first four places in each fleet and the first for places over-all in the junior fleets (Optimist) and the Senior fleets.