



2023 Optimist European Team Racing Championship

Loosdrecht, NETHERLANDS

August 25 - 30

ORGANISING AUTHORITY

The 2023 Optimist European Team Racing Championship is organized by the Royal Loosdrecht Yacht Club (KWVL) along with the Optimist Club Nederland under the authority of the International Optimist Dinghy Association (IODA).

SAILING INSTRUCTIONS

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1 (a).

[SP] denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or a discretionary penalty applied by the International Jury with a hearing. This changes RRS 63.1 and RRS A5.1.

1. RULES

- 1.1. The Regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS).
- 1.2. No national authority prescriptions will apply.
- 1.3. The current Conditions of IODA will apply.
- 1.4. Appendix D will apply. Races will be umpired. RRS D1.1 (e) is deleted.
- 1.5. The first sentence of D3.1(e) 3 is deleted and replaced by: "when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a rule when not racing, either the boat's score may be increased or half or more race wins may be deducted from her team, or no penalty may be imposed."
- 1.6. **[NP]** RRS 40.1 applies at all times while afloat. The personal flotation device shall conform to IODA Class Rule 4.2 (a).
- 1.7. When a boat starts and finishes and breaks RRS 28.1 by failing to sail the course described in the Sailing Instructions, 6 points shall be added to her score without a hearing. This changes RRS A5.
- 1.8. In all rules governing this championship, both 'athlete' 'sailor' and 'competitor' mean a person competing in the event. The team 'support' person means a person as defined in the RRS.
- 1.9. **[DP]** Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.
- 1.10. Reasonable actions by event officials to implement COVID 19 guidance, protocols, or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.
- 1.11. **[NP][DP]** A sailor or support person shall not act in a way to denigrate or offend others at the event or elsewhere.

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- 1.12. English is the Official Language of the Championship. If there is a conflict between languages, the language of the original version of the relevant document will take precedence.

2. [NP][DP]CAMERAS AND ELECTRONIC EQUIPMENT

- 2.1. Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organizing authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes RRS 63.6.
- 2.2. The equipment provided, once placed on the boat as instructed by the organising authority, shall not be manipulated by the competitor or the coach in any way, except when so required by the organising authority.
- 2.3. Drones are prohibited in the racing area at all times during the championship except those operated by the Organising Authority.

3. COMMUNICATIONS TO COMPETITORS

- 3.1. Notices to competitors will be posted to the online Official Notice Board (ONB) at <http://2023europeanteamracing.optiworld.org/en/default/races/race> .
- 3.2. Signals made ashore will be displayed from the official flagpole located at the west side of the clubhouse.
- 3.3. [NP][DP] Flag D displayed with one sound means: 'The warning signal will be made not less than 30 minutes after flag D is displayed.' Boats shall not leave their berthing places until this signal is made.
- 3.4. On the water, the Race Committee intends to monitor and communicate with coaches on **VHF radio channel 88**.
- 3.5. [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CHANGES TO THE SAILING INSTRUCTIONS

- 4.1. Any written changes to the Sailing Instructions or the schedule will be approved by the IODA PRO and posted on the Official Notice Board at least 15 minutes before the warning signal of the race in which it will take effect.
- 4.2. Sailing Instructions may be changed orally by the Race Committee and/or the Umpires before the warning signal when flag L is displayed. It is the responsibility of each team to obtain any oral instructions given. These changes will also be communicated to the coaches on VHF channel 88.

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- 4.3. Changes to the format of racing, the allocation of boats and the publication of the schedule of subsequent races made on the water will be announced as described in SI 4.2.

5. [DP] BOATS

- 5.1. Charter boats are not mandatory. Competitors sailing on charter boats shall use the boats according to paragraph 16 of the Notice of Race. Except for the foils, spars, fittings and running rigging, all equipment provided with the charter boats for sailing purposes shall be on the boat while afloat.
- 5.2. Competitors sailing on charter boats shall report any damage or loss of equipment, however slight, to the Organizing Authority's representative immediately after securing the boat ashore and complete the online form available in the 'Sailor Account' which is located on the official event microsite <http://2023europeanteamracing.optiworld.org/en/> or on the event APP.
- 5.3. Failure or loss of chartered equipment will not be grounds for a request for redress. This changes RRS 60.1 (b).
- 5.4. Hulls, foils and daggerboards of chartered and non-chartered equipment shall not be cleaned using any substance other than water or unless otherwise permitted by the IODA Technical Committee.

6. CLASS FLAG

- 6.1 The Class Flag will be a green flag with the Optimist Logo.

7. FORMAT OF RACING

- 7.1. Teams will be seeded from 1st to 15th according to the points stated in paragraph 4.4 of the Notice of Race.
- 7.2. The intention is to provide as much racing as possible for all teams in the period available, with the top four teams qualifying for the semi-finals. The IODA PRO, solely at his/her discretion, may modify, add, or eliminate any part of the format or schedule, taking into account the entries, weather conditions, time constraints, and any other relevant factors, and notwithstanding SI 7.3 below. The decision of the IODA PRO shall be final and competitors shall not request redress in respect of such decision – this changes RRS 60-1 (b).
- 7.3. The Race Committee with the approval of the IODA PRO may decide not to run a re-sail if the result of that race is not relevant to the progress of any team to the next round, and may terminate any stage, or the event, when in its opinion it is impractical to attempt to hold the remainder of the races under the existing conditions or in the remaining time scheduled.
- 7.4. The format consists of four stages.

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Stage 1: The maximum number of races in this stage is 105. The first 49 races will be a complete round robin for two leagues. League A includes teams seeded 1, 4, 5, 8, 9, 12, and 13 and league B includes teams seeded 2, 3, 6, 7, 10, 11, 14 and 15. Providing there is enough time, all teams will sail together in a full round robin for the races 50 – 105.

Stage 2: Teams will be renumbered according to their scores in Stage 1 and will be divided into two leagues. Teams ranked 1 to 8 will constitute the League GOLD; and teams ranked 9 to 15 will constitute in the League SILVER. No points will be carried forward from Stage 1.

- a) League Gold: The top 8 teams from Stage 1 (position 1-8) will compete in a round robin. If this round robin is not 100% completed, the final rank for these 8 teams will be their rank in Stage 1.
- b) League Silver: The remaining 7 teams from Stage 1 (position 9-15) will compete in a round robin. If this round robin is not 100% completed, the final rank for these 7 teams will be their rank in Stage 1.

Stage 3: The top four teams in League GOLD will sail the semi-finals, as follows:

Semi-final 1: Team 1 vs Team 4

Semi-final 2: Team 2 vs Team 3

The winner of each semi-final will be the first team to score two race wins.

Stage 4: The winners of both semi-finals will sail the Grand Final and the losers will sail the Petit Final. The winner of each final will be the first team to score two race wins. The first four places in the IODA European Championship will be:

1st place Winner of the Grand Final

2nd place Loser of the Grand Final

3rd place Winner of the Petit Final

4th place Loser of the Petit Final

If time allows, finals will be organized for the other teams.

8. EVENT SCHEDULE

8.1. Program

| Date | Program |
|-----------|---|
| August 24 | Measurement |
| August 25 | Official Arrival Day Measurement Registration |

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| | |
|-----------|--|
| | Practice Meeting with Umpires Opening Ceremony 18:00 |
| August 26 | ETRC races |
| August 27 | ETRC races |
| August 28 | ETRC races |
| August 29 | ETRC races Prize Giving Ceremony |
| August 30 | Official Departure Day. |

8.2. The scheduled time of the warning signal for the first race each day is 10: 30.

9. RACING AREA

9.1 Attachment 2 shows the location of the racing area.

10. THE COURSE

10.1 The diagram in attachment 1 shows the course, including approximate angles between legs, the order which marks are to be passed, and the side on which each mark is to be left.

10.2 The RC will set a course to be sailed in approximately 6 – 8 minutes. An actual shorter or longer racing time shall not be grounds for redress. This changes RRS 60.1 (b).

10.3 Courses will not be shortened. This changes RRS 32.

11. MARKS

11.1 Mark 1 will be a yellow inflatable buoy. Marks 2, 3, and 4 will be yellow inflatable buoys with a red/white/blue Optiparts cover.

11.2 Marks at the finishing line will be an orange buoy at one end and a Race Committee vessel at the other end.

11.3 Marks at the starting line will be an orange buoy at the port end and a Race Committee vessel at the starboard end.

11.4 Marks may be moved at any time. This changes RRS 27.2 and RRS 33 will not apply. The moving of a mark by the Race Committee shall not be grounds for a boat to request redress. This changes RRS 60.1 (b).

12. THE START

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12.1 Races will be started as follows:

| Signal | Min. before starting signal | Sound Signal | Visual Signal |
|-------------|-----------------------------|--------------|-----------------------|
| Warning | 3 | One | Class Flag Displayed |
| Preparatory | 2 | One | Code Flag P Displayed |
| One-minute | 1 | One | Code Flag P Removed |
| Starting | 0 | One | Class Flag Removed |

This changes RRS 26.

- 12.2 The race number and the country codes of the teams to start will be displayed on the stern of the Race Committee vessel before the warning signal. When the race number is displayed in this way, it overrides all prior communications, schedules or instructions. The Race Committee may at any time remove a particular race from the published sequence of races and run it at a later time.
- 12.3 The starting line will be between staffs displaying orange flags on the starting marks as per sailing instruction 11.3.
- 12.4 When an individual recall is made, flag X will be displayed for up to 1 minute. This changes RRS 29.1.
- 12.5 [DP][NP]** Boats may approach the starting line only after the race number with their team's country code has been displayed. Boats that have finished or are not racing shall return directly to the waiting area or to the Coaches' Station or ashore, keeping well clear of all boats racing and of all boats whose warning signal has been made.
- 12.6** The waiting area windward boundary shall be designated by red marks.

13. THE FINISH

- 13.1 The finishing line will be between staffs displaying blue flags on the finishing marks as per sailing instruction 11.2.

14. TIME LIMITS AND ABANDONMENT

- 14.1 The Race Committee may abandon a race for any reason. This changes RRS 32.

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14.2 The Race Committee and/or the umpires may signal abandonment orally. Abandoned races may be re-sailed, and if so, a new warning signal will be made as soon as practical. This changes RRS 32 and Race Signals.

14.3 The time limit for each race will be 20 minutes.

15. UMPIRING AND FLAGS

15.1 The event will be umpired in accordance with Appendix D as modified by these Sailing Instructions. Some races may have more umpires than others as determined by the Chief Umpire.

15.2 The required red protest flag shall be attached to the competitor, clothing or PFD and shall be capable of being displayed at arm's length. To signal a protest, the flag shall be displayed from a concealed position to a position where it is easily visible to the protested boat and Umpires.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 For protests and requests for redress other than protests under a rule listed in RRS D2.2, competitors shall inform an umpire or the Race Committee at the first reasonable opportunity upon finishing. The umpires will, when appropriate, hear protests and requests for redress while afloat.

16.2 The protest time limit for competitors is two minutes after finishing and for the Race Committee or Jury it is 60 minutes after the last boat finishes the last race of the day.

16.3 A hearing may be declined if it is not relevant to progress to the next round. This changes RRS 63.1.

16.4 When a hearing ashore is necessary, the schedule will be published no later than 30 minutes after the end of the protest time limit.

16.5 Decisions of the Jury will be final as provided in RRS 70.5.

16.6 Breaches of Class Rules will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches, sailing instructions marked **[DP]** and breaches of RRS 47, shall be at the discretion of the jury.

17 SCORING

17.1 If for any reason the finals and/or the semi-finals cannot be sailed, the four best places will be allocated to the teams that have qualified for the final and semi-final and the order will be determined according to their positions at the end of the previous stage.

17.2 RRS D4 will apply. For the purpose of RRS D4.3, both a completed and a terminated stage as per SI 7.2 is a completed round.

17.3 The Race Committee may cancel a re-sail and award each team half a race win unless the result of the re-sail is relevant to qualification, but not seeding, for the next stage.

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18 SAFETY REGULATIONS

- 18.1 [SP] Check -Out and Check -In Procedure.** The requirements of this instruction are specified for the safety of all competitors.
- 18.1.1 The control point for Check-Out and Check-In competitors will be located outside the Race Office.
 - 18.1.2 The Coach of each country shall individually Check-Out each competitor on their team each day before racing, beginning two hours before the schedule warning for the day, by signing beside their own name in the space provided on the required form and marking with an X beside the name of each of the competitors on their team that will be leaving the venue to race.
 - 18.1.3 The Coach of each country shall individually Check-In each competitor on their own team each day after racing immediately upon returning to shore but no later than the protest time and marking an X beside the name of each of the competitors on their team that have returned to the venue after racing.
- 18.2 [DP]**A boat retiring from a race and leaving the racing area prior to the end of racing shall notify a race committee or safety vessel before leaving the course and shall complete the relevant form available on the official event microsite <http://2023europeanteamracing.optiworld.org> or on the event APP.
- 18.3 Competitors who require assistance shall blow a whistle or wave the paddle or one arm. The Race Committee reserves the right to assist competitors who, in its opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes RRS 60.1 (b)
- 18.4 When the Race Committee displays Flag V with repetitive sounds, all official and support vessels shall monitor **VHF channel 88** for search and rescue instructions.

19. REPLACEMENT OF EQUIPMENT

- 19.1 Substitution of damaged or lost equipment will not be allowed unless approved in writing by the Technical Committee. Requests for substitution shall be made to the Technical Committee at the first reasonable opportunity.
- 19.2 Substitution of damaged or lost equipment may be permitted provided that the relevant form has been completed online in the "Sailor Account" located on the official event microsite at <http://2023europeanteamracing.optiworld.org> or on the event APP, and both the damaged and the substituting equipment has been inspected by the Technical Committee.
- 19.3 If the substitution was made on the water between races, both the damaged and the substituting equipment shall be presented to the Technical Committee after the end of the

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day's racing. The substitution is subject to the approval of the Technical Committee given retrospectively.

20. [NP][SP][DP] EQUIPMENT AND MEASUREMENT CHECKS

- 20.1** A boat or equipment may be inspected at any time for compliance with the Class Rules, the Notice of Race or the Sailing Instructions.
- 20.2** The following scoring penalties may be imposed without a hearing: minor Class Rule infringement: 1 point; intermediate Class Rule infringement: 3 points; major Class Rule infringement: 6 points.

21. OFFICIAL AND ACCREDITED VESSELS

21.1 Official vessels shall be identified as follows:

| BOAT | FLAG |
|------------------------------|----------------------------|
| Race Committee Signal Vessel | White flag with Red 'RC' |
| Umpire vessels | White flag with Red 'J' |
| Rescue vessels | Orange flag |
| Equipment Inspector vessels | White flag with Black 'V1' |

21.2 No Coach support vessels shall be permitted on the water during the championship racing days. There will be a special coaches' station located on the main jetty close to the shore to be used by the coaches.

22. TRASH DISPOSAL

22.1 In addition to RRS 47, boats shall not throw trash ashore except in the trashcans.

23. PRIZES

23.1 Gold, silver and bronze medals will be awarded to each member of the three best placed teams.

24. RISK STATEMENT

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24.1 RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.” By participating in this event each competitor and the responsible adult agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**

25. INSURANCE

25.1 The purchase of third-party liability event insurance from IODA is mandatory. The purchase will be arranged through the IODA at a cost of **Euro 10** per competitor and per coach, payable to the IODA upon arrival, before registration is completed. Details of this insurance can be found at: http://www.optiworld.org/uploaded_files/thirdParty.pdf_1948_en.pdf. There is a Euro 150 deductible on any claim.

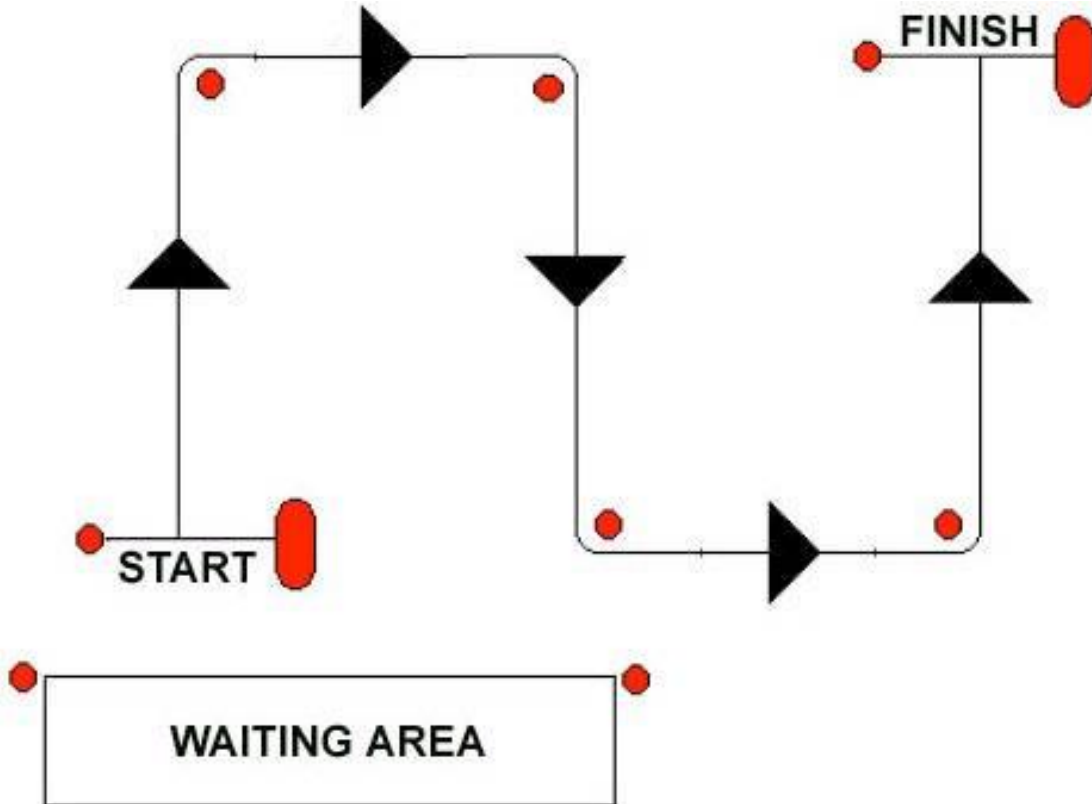
26. RIGHT TO USE NAMES AND LIKENESS

26.1 In participating in this championship, a competitor automatically grants to the organising authority, the IODA, and the sponsors of the championship the right in perpetuity to make, use and show at their discretion any motion pictures, still pictures and live, taped or filmed television and other reproductions of him or her during the championship, without compensation.

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ATTACHMENT 1 – THE COURSE



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ATTACHMENT 2 – THE RACING AREA

