



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

ORGANISING AUTHORITY

The Optimist World Sailing Championship is organised by the Clube Internacional da Marina de Vilamoura (CIMAV) with the endorsement of the Associação Portuguesa da Classe Optimist (APCIO) under the authority of the International Optimist Dinghy Association (IODA).

SAILING INSTRUCTIONS

ABBREVIATIONS

SP	Rules for which a standard penalty may be applied by the race committee without a hearing or a discretionary penalty applied by the International Jury with a hearing
DP	Rules for which the penalties are at the discretion of the International Jury.
NP	Rules that are not ground for protest by a boat. This changes Racing Rule of Sailing 60.1 (a)

1 RULES

- 1.1 The Championship 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 Rule 61.1 'Informing the Protestee' is changed as follows:
 - 1.3.a Add to rule 61.1 (a) 'The protesting boat shall inform the Race Committee of the boat/s being protested at the finishing line immediately after finishing.'
- 1.4 Rule 40 and the preamble to Part 4 are changed as follows:
 - 1.4.a The first sentence of rule 40 is deleted and replaced by: "Each competitor shall wear a personal flotation device (PFD) according to class rule 4.2 (a), properly secured at all times while on the water except when temporarily adding or removing clothing."
 - 1.4.b Add to the preamble of Part 4, after 'racing': ", except rule 40 as amended by instruction 1.4.a."
- 1.5 If there is a conflict between languages the English text will take precedence.

2 CAMERAS AND ELECTRONIC EQUIPMENT [NP][DP]

- 2.1 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organising authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes rule 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.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located in the Race Office.
- 3.2 When a visual signal is displayed over a fleet(s) flag, the signal applies only to that fleet(s). This changes the Race Signals preamble.
- 3.3 Signals made ashore will be displayed from the official flagpole located in the boat park.
- 3.4 [NP] [DP] Flag D displayed with one sound means: 'the warning signal will be made not less than 60 minutes after flag D is displayed.' Boats shall not leave their berthing places until this signal is made.



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

3.5 Flag B displayed means 'Sailing Instruction 20.4 applies'.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted on the Official Notice Board before 09:30 hours on the day it will take effect, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

5 BOATS [DP]

- 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 Organising Authority's representative immediately after securing the boat ashore.
- 5.3 Failure or loss of chartered equipment will not be grounds for a request for redress. This changes rule 62.1(a).
- 5.4 Hulls, foils, and daggerboards of chartered and non-chartered equipment may be cleaned but only with water.

6 RESERVE

7 FORMAT OF RACING

7.1 The Championship will consist of a Qualifying series followed by a Final series.

7.2 Qualifying series:

7.2.1 **[NP][DP]** Boats will be assigned to yellow, blue, red and green fleets on a daily basis and shall display a coloured ribbon corresponding to the colour of her fleet flying from the top of the sprit. The ribbons will be provided by the Race Office.

7.2.2 For the initial assignment boats will be sorted by alphabetical order of national letters and then by numerical order of sail number. Boats in the sorted list will be allocated to fleets according to the pattern shown in the table in instruction 7.4. Initial assignments will be made by the race committee and will be posted no later than 12:00 hours on June 26, 2016 after the registration has been completed.

7.2.3 Boats will be assigned to fleets of, as nearly as possible, equal size.

7.2.4 The Qualifying series will take place on the first 3 days of racing, unless 5 races have not been completed by all fleets by the end of the third racing day, the Qualifying series will continue until the end of the racing day in which the fifth Qualifying race is completed.

7.2.5 If two or more boats are tied in points, their relative positions in the rank will follow the order stated in instruction 7.2.2.



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

7.3 Final series:

7.3.1 Boats will be assigned to the yellow, blue, red and green fleets on the basis of their ranks in Qualifying series. Yellow, blue, red and green will have as near as possible the same number of competitors. Boats with the best qualifying series ranks will race all final series races in the yellow fleet, blue will follow yellow in ranking, red will follow blue and green will follow red.

7.3.2 Any recalculation of the final series ranking after the boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.

7.4 Fleet Assignments: Boats will be reassigned to fleets after each day of racing, except if on the first day only one race is completed. If all fleets have completed the same number of races, boats will be reassigned on the basis of their ranks in the series. If all fleets have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets.

Rank in series	Fleet Assignment
First	Yellow
Second	Blue
Third	Red
Fourth	Green
Fifth	Green
Sixth	Red
Seventh	Blue
Eighth	Yellow
Ninth	Yellow
And so on	

7.5 Assignments on Qualifying and Final series will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.

8 SCHEDULE OF RACES

8.1 Programme



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

DATE	SCHEDULE
June 23,24	Early Arrival and Measurement
June 25	Official Arrival Day Registration and Measurement Official accomodation available from 1400 Opening Ceremony
June 26	Registration and Measurement Team Leader's meeting IWC Races
June 27	IWC Races
June 28	IWC Races
June 29	IWC Races
June 30	IWC Races
July 1	IWC Races
July 2	TRWC Races
July 3	TRWC Races Closing and Prize Giving Ceremony
July 4	Official Departure Day Accommodation provided until 11:00

- 8.2 12 races are scheduled. Up to 3 races will be sailed on each day. One extra race per day may be sailed, provided that the change is made according to instruction 4.
- 8.3 The scheduled time of the coaches meeting each day is 09:30. Meetings will take place in the tent in the boat park.
- 8.4 The scheduled time of the warning signal for the first race each day is 12:00, except on June 26 when it will be 13:00.
- 8.5 To alert boats that a race or sequence of races will begin soon, the orange flag defining the starboard end of the starting line will be displayed with one sound at least five minutes before a warning signal is displayed.
- 8.6 On the last day of racing, no warning signal will be made after 16:00.

9 CLASS FLAGS

- 9.1 For fleet series: the fleet flags.
- 9.2 A fleet flag is a flag of the colour of the corresponding fleet: yellow, blue, red, and green.

10 RACING AREA

Attachment 1 shows the location of the racing area.

11 THE COURSE



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

The diagram in Attachment 2 shows the course, including the order in which marks are to be passed, and the side on which each mark is to be left.

12 MARKS

- 12.1 Mark 1, 2, 3S and 3P will be orange inflatable conical marks.
- 12.2 New marks, as provided in instruction 14.1, will be green inflatable conical marks.
- 12.3 The starting and finishing marks will be race committee boats.
- 12.4 The waiting area windward boundary will be designated by yellow cylindrical marks as defined in 24.1.
- 12.5 A race committee boat signalling a change of a leg of the course is a mark as provided in instruction 14.2.

13 THE START

- 13.1 The starting line will be between staffs displaying orange flags on the starting marks.
- 13.2 **[DP]** When the warning signal for the first fleet has been made, boats from other fleets shall be in the waiting area. Boats may approach the starting line after the starting signal of the previous fleet.
- 13.3 If flag U has been displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed. This changes RRS 26 and A5. When flag U is displayed as the preparatory signal, RRS 29.1 does not apply. The scoring abbreviation for a flag U penalty is UFD. This changes RRS A11.
- 13.4 **[DP]** Boats that have finished shall return directly to the waiting area or ashore, keeping well clear of all boats racing and of all boats whose warning signal has been made.
- 13.5 A boat starting later than 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.
- 13.6 The starting order of the fleets will be Yellow, Blue, Red and Green for all races.

14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.
- 14.2 Except at a gate, boats shall pass between the race committee boat signalling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes rule 28.2.

15 THE FINISH

The finishing line will be between staffs displaying orange flags on the finishing marks.

16 PENALTY SYSTEM

- 16.1 **[NP] [DP]** A boat that has taken a penalty or retired according to rule 44.1 shall complete an acknowledgement form at the Race Office within the protest time limit.
- 16.2 The penalty for breaches of Class Rules will be Standard Penalties **[SP]** which changes rule RRS 63.1 and may also be less than disqualification.



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

- 16.3 The penalty for breaches of Sailing Instructions marked [DP], RRS55 (Trash Disposal), and Notice of Race 16.3 may be less than disqualification if the Jury so decides.
- 16.4 Appendix P will apply.

17 TIME LIMITS AND TARGET TIMES

- 17.1 Time limits and target times are as follows:

TIME LIMIT	MARK 1 TIME LIMIT	TARGET TIME
90 minutes	30 minutes	50 minutes

- 17.2 If no boat has passed Mark 1 within the Mark 1 time limit the race shall be abandoned. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).
- 17.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

18 PROTESTS AND REQUESTS FOR REDRESS

- 18.1 To inform the Race Committee of the boat/s being protested, the boat intending to protest shall approach the race committee boat at the starboard end of the finishing line immediately after finishing and shall hail the protested boat's sail number/s while sailing along her starboard side.
- 18.2 Protest forms are available at the Race Office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 18.3 The protest time limit is 90 minutes after the last boat has finished the last race of the day or the Race Committee signal no more racing today, whichever is later.
- 18.4 Notices will be posted on the Jury Notice Board located in the Race Office within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in one of the jury rooms located in the Marina Building. No protest hearing will start after 21:00.
- 18.5 Notices of protests by the Race Committee or Jury will be posted on the Jury Notice Board to inform boats under rule 61.1(b).
- 18.6 A list of boats that under instruction 16.4 have been penalized for breaking rule 42 will be posted.
- 18.7 For the purpose of measurement protests as per rule 64.3 (b), the 'authority responsible' is the IODA Technical Committee representative.
- 18.8 On the last scheduled day of racing (including the last day of qualification and last day of final series) a request for reopening a hearing shall be delivered (this changes rule 66):
- 18.8. (a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
- 18.8. (b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day.
- 18.9 On the last scheduled day of racing (including the last day of qualification and last day of final series) a request for redress based on a Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.
- 18.10 Decisions of the Jury are final as provided in rule 70.5.



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

19 SCORING

- 19.1 Race scores instructions 19.1(a) and 19.1(b) apply only when boats sail in separate fleets.
19.1 (b) applies only to the qualifying series.
19.1 (a) Rule A4.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
19.1 (b) If at the end of the last day of races some boats have more race scores than others, scores for the most recent races will be excluded so that all boats have the same number of race scores.
- 19.2 3 races are required to be completed to constitute a series.
- 19.3 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 19.4 When 5 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 19.5 To request correction of an alleged error in the posted races or series results, a boat shall complete a scoring enquiry form available at the Race Office.

20 SAFETY REGULATIONS [NP]

- 20.1 **[SP]Sign-Out and Sign-In Procedure.** The requirements of this instruction are specified for the safety of the competitors.
20.1 (a) The control point to Sign-Out and Sign-In competitors will be located next to the Race Office.
20.1 (b) The Team Leader of each country shall individually Sign-Out each competitor on their team each day before racing, beginning two hours before the scheduled warning for the day, by signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that will be leaving the venue to race.
20.1 (c) The Team Leader of each country shall individually Sign-In each competitor on their team each day after racing immediately upon returning to shore, but no later than the protest time limit, by personally signing beside their own name in the space provided on the required form and marking an X beside the name of each of the competitors on their team that have returned to the venue after racing.
20.1 (d) A standard penalty of one point in the first race of the day shall be imposed without a hearing on competitors for failure to comply with 20.1 (b).
20.1 (e) A standard penalty of one point in the last race of the day shall be imposed without a hearing on competitors for failure to comply with 20.1 (c).
- 20.2 **[DP]** A boat retiring from a race shall notify a race committee or safety boat before leaving the course and shall complete the relevant form available at the Race Office.
- 20.3 **[DP]** Each day of competition the Coaches or Team Leaders shall notify the Race Office before D flag is displayed, of the boats not intending to race that day.
- 20.4 **[DP]** When code flag B is displayed ashore each Coach or Team Leader shall sign a checklist adjacent to registration room within 60 minutes after the flag has been displayed, to indicate that all team members have returned to shore. Flag B will be displayed when the last boat has finished the last race of the day or the race is abandoned. All team members



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

- may be penalised at the discretion of the Jury for each race of the day on which the Coach or Team Leader failed to comply with this instruction. This changes rule 63.1.
- 20.5 **[DP]** 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 their opinion require assistance, regardless of the wishes of the competitor. This will not be grounds for redress. This changes rule 62.1(a).
- 20.6 **[DP]** When the Race Committee displays Flag V with repetitive sounds, all official and support boats shall monitor the Race Committee **VHF 69** channel for search and rescue instructions.

21 REPLACEMENT OF EQUIPMENT [DP]

- 21.1 Substitution of damaged or lost equipment will not be allowed unless approved in writing by the Race Committee. Requests for substitution shall be made to the Race Committee at the first reasonable opportunity.
- 21.2 Substitution of damaged equipment may be permitted provided that the relevant form has been completed at the Race Office and both the damaged and the substituting equipment has been inspected by the Measurement Sub-Committee.
- 21.3 If the substitution was made on the water between races, both the damaged and the substituting equipment shall be presented to the Measurement Sub-Committee after the end of the day's racing. The substitution is subject to the approval of the Race Committee given retrospectively.

22 EQUIPMENT AND MEASUREMENT CHECKS[NP][DP][SP]

- 22.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the Notice of Race or the Sailing Instructions. The top ten finishing boats of every race shall sail to the Equipment Inspector boat near the finishing line. No adjustments shall be made on the boat before the measurement inspection.
- 22.2 Sails measuring to the maximum limits while scrutineered during the measurement days may be scrutineered again on the spare day.

23 OFFICIAL AND ACCREDITED BOATS

- 23.1 Official boats will be identified as follows:

BOAT	FLAG
Race committee signals vessel	White flag with black RC
Race committee boats	Yellow flag with black RC
Jury boats	Black flag with white 'J'
Rescue boats	Yellow flag with black 'RC'
Equipment Inspector boats	White flag with black 'M'.
Support boats	White flag with Country Letters

- 23.2 Accredited boats will be identified as follows:

Press	Green flag
-------	------------



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

Spectators and VIP boats	Pink flag
--------------------------	-----------

24 SUPPORT BOATS

- 24.1 **[NP]** Team Leaders, Coaches and other support personnel shall stay outside areas where boats are or will be racing from the time the orange flag is displayed until all boats of all divisions in that race have finished or the Race Committee signal a postponement or abandonment. To observe a race, support boats may move from leeward to windward through the port side of the course keeping well clear of the exclusion boundary, approximately 100 metres from the course area. Support boats may, after the last start of a race, move between the waiting and the finishing areas through the centre channel. (See drawing in Attachment 2). When a race committee or jury member indicates a support boat to move further from the course area, the mentioned boat shall do so immediately.
- 24.2 **[DP]** All boats associated with the infringing support boat may be penalised at the discretion of the Jury for the race on which the support personnel failed to comply with Notice of Race 15 and/or with instruction 24.1. This changes rule 63.1
- 24.3 **[NP][DP]** Competitors shall not approach any boat other than an official boat (see instruction 23.1) from their first warning signal of the day until they finish their last race for the day or the Race Committee signal no more racing today, whichever is later.
- 24.4 Coaches are encouraged to carry a working VHF radio.

25 TRASH DISPOSAL [NP][DP]

Trash may be placed aboard support and race committee boats.

26 BERTHING [NP][DP]

Boats shall be kept in their assigned places in the boat park.

27 PRIZES

Prizes will be awarded in accordance with the Notice of Race.

28 RISK STATEMENT

28.1 RRS 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agrees and acknowledges that:

28.1 a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;

28.1 b) They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;

28.1 c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;

28.1 d) Their boat is in good order, equipped to sail in the event and they are fit to participate;



SAILING INSTRUCTIONS

28.1 e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

28.1 f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

29 INSURANCE [NP]

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 organisers 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

30 RIGHT TO USE NAMES AND LIKENESS

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, and of all of his or her material related to the championship, without compensation.



OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

ATTACHMENT 1: RACING AREA





OPTIMIST WORLD CHAMPIONSHIP 2016
VILAMOURA, PORTUGAL
JUNE 25 – JULY 4

SAILING INSTRUCTIONS

ATTACHMENT 2: THE COURSE

