



**International Optimist
Class Association (UK)**



2024 GBR OPTIMIST TEAM SELECTION TRIALS

NOTICE OF RACE

3rd - 6th May 2024

At the Weymouth and Portland National Sailing Academy

Organising Authority: International Optimist Class Association (UK) in conjunction with the Weymouth and Portland National Sailing Academy (WPNSA)

1. RULES AND ADVERTISING

- 1.1. Racing will be governed by the rules as defined in the Racing Rules of Sailing.
- 1.2. The [IOCA \(UK\) Major Event Instructions \(MEIs\) 2024](#) will apply.
- 1.3. MEI Attachment D - Protocol for a zero-coaching event will apply.
- 1.4. RRS Appendix P, Special Procedures for RRS 42, will apply. MEIs 16 and 24 do not apply.
- 1.5. Races shall be umpired. Decisions on protests may be made at the time by umpires who have seen the incident. Full details will be included in an Addendum to this Notice of Race and in the Sailing Instructions.

2. ENTRIES AND FEES

- 2.1. Entry is by invitation only and shall be made via the event page on OurClubAdmin and the official Entry Form shall be submitted with the declaration of the Parent/Guardian.
- 2.2. Registration requirements are:
 - i) Measurement certificate with a sail button number and buoyancy endorsement entered into the online measurement declaration form.
 - ii) Adequate third party insurance of at least £3,000,000
- 2.3. In line with the standard IOCA conditions of entry, entries will only be confirmed once the entry fee has been paid. While the entry fee remains unpaid that entry will remain on the waiting list.
- 2.4. All promotions from waiting list to confirmed entries will depend on payment of entry fees and available space at the sole discretion of the Organising Authority.
- 2.5. Entry closes at 23:59 on Friday 19th April 2024 - entries will only be accepted after this date at the sole discretion of the Organising Authority.
- 2.6. The Entry Fee will be £225.00 and shall be paid via the OurClubAdmin entry.
- 2.7. Entry fees that remain unpaid on the 19th April 2024 will be subject to an additional late entry charge of 20% of the entry fee.
- 2.8. For entries withdrawn before 19th April 2024 80% of the fee will be refunded; otherwise there will be no refunds.

3. NOTICE TO COMPETITORS

- 3.1. The MEIs, NOR & SSIs will be published in advance on the Official Notice Board, on the event page on OurClubAdmin.

4. DIVISION OF FLEETS INTO GROUPS

- 4.1. The fleet will be sailed in ONE fleet and will not be divided into groups.

5. SCHEDULE OF RACES

- 5.1. Twelve (12) races are scheduled for the event.
- 5.2. The schedule will be as follows:

Friday 3rd May 2024	Registration 08:30 to 09:30
Friday 3rd May 2024	First Warning Signal not before 11:55
Saturday 4th May 2024	First Warning Signal 10:55
Sunday 5th May 2024	First Warning Signal 10:55
Monday 6th May 2024	First Warning Signal 10:55

- 5.3. On Monday 6th May 2024 there will be no warning signal after 15:00 hours
- 5.4. The purpose of the Selection Trials is to select teams for the 2024 World and European Championship, the Development Teams, and the Bermuda Junior Gold Cup. Therefore, the Selectors and the Principal Race Officer have the discretion not to hold races in circumstances that they consider to be inappropriate. Such decisions shall not be grounds for redress; this changes RRS 62.1.

6. RACE AREA

- 6.1. The waters of Portland Harbour and Weymouth Bay may be used.

7. THE COURSE

- 7.1. The Worlds course will be used as described in the MEIs appendix B.

8. SCORING

- 8.1. This section describes scoring for the Selections Trials event only.
- 8.2. Selection for teams will be made in accordance with the [Selection Policy 2024](#)
- 8.3. One (1) race must be completed to constitute a series.
- 8.4. The total score for each boat will be the sum of her scores as follows:
 - 8.4.1. When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores.
 - 8.4.2. When six (6) to twelve races (12) have been completed, a boat's series score will be the total of her race scores excluding her worst score.

9. SUPPORT VESSELS

- 9.1. Refer to the MEIs and SSIs for details. The zero-coaching protocol described in Attachment D of the 2024 MEIs will be used. In summary, sailors should aim to be self-sufficient and will have a support vessel allocated.
- 9.2. Except when requested by or agreed with the race committee, coaches and supporters may not communicate with competitor's afloat, tow competitors to or from the race area, or enter the race area.

10. EQUIPMENT CHECKS

- 10.1. Each boat shall produce a valid measurement certificate at registration.

- 10.2. The equipment a boat will use during the event shall be declared using the online measurement declaration form no later than Wednesday 3rd May 2024, any equipment substitution after that time shall be in accordance with MEI 18.
- 10.3. Equipment inspection checks may be carried out ashore and on the water at the discretion of the race committee. The Graded Penalties System as detailed in Attachment C of the MEIs will be used for infringements.

11. ON-THE-WATER UMPIRING

- 11.1. Races will be umpired as follows (detailed in Addendum A of the NORs - below):
- 11.2. RRS 44.1 applies. A boat may take a Two-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.
- 11.3. Following a protest, an umpire may penalise any boat that has not taken an appropriate penalty (signalled by identifying the boat, and displaying a red flag with a sound signal), or may signal that no boat is penalised (by displaying a green-and-white flag with a sound signal). When an umpire makes such a signal, the protesting boat is not entitled to a hearing. This changes rule 63.1.
- 11.4. A boat penalised with a red flag shall take a Two-Turn Penalty. However, when the umpires decide the boat has committed a breach of sportsmanship or gained advantage by her breach, the umpire may further penalise the boat with another red flag signalled at the end of the penalty. A boat that knows she has broken a rule and is not exonerated, and does not take a penalty, commits a breach of sportsmanship.
- 11.5. An umpire may also signal a red flag penalty on a boat for a breach of rule 31 (Touching a Mark), or rule 2 (Sportsmanship), and for failure to take an umpire-signalled penalty or gaining advantage despite taking a penalty. No protest is required.
- 11.6. If a boat protests, and either no umpire makes a signal, or an umpire displays a white flag to indicate “no umpire decision”, the boat is entitled to a hearing.
- 11.7. No proceedings of any kind may be taken in relation to any action or non-action of an umpire.

12. RISK STATEMENT

- 12.1. The Risk Statement is stated in MEI 25.

13. FURTHER INFORMATION

- 13.1. For further information please contact:
IOCA (UK) sailing@optimist.org.uk

Addendum A to Notice of Race: On-the-Water Umpiring

This addendum publishes the **rules (in bold)** with *explanatory notes (in red)* for the on-the-water umpiring. The rules will be repeated in the Sailing Instructions.

The purpose of umpiring is to provide sailors with a quick, simple and immediate response to protests. This enables a penalised boat to take a penalty on the water and removes the need for a later hearing ashore.

Umpires do not respond to requests for redress. They are heard ashore by the protest committee.

The process is based on World Sailing's Addendum UF for umpired fleet racing.

A1 Races will be umpired as follows:

A1.1 RRS 44.1 applies. A boat may take a Two-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.

As normal, if a boat thinks she might have broken a rule, she should promptly take a Two-Turn Penalty (2TP), whether or not there is a protest.

A1.2 Following a protest, an umpire may penalise any boat that has not taken an appropriate penalty (signalled by identifying the boat, and displaying a red flag with a sound signal), or may signal that no boat is penalised (by displaying a green-and-white flag with a sound signal). When an umpire makes such a signal, the protesting boat is not entitled to a hearing. This changes rule 63.1.

After a protest, if all boats that broke a rule in the incident take a 2TP, the umpire makes no signal.

*If a boat that broke a rule does not take a 2TP, the umpire will penalise that boat with a **red flag**.*

*If no boat broke a rule, the umpire will signal 'no penalty' with a **green-and-white flag**.*

The umpire decision (red or green-and-white flag) closes the protest. There will not be a hearing. But if the incident has not been seen well enough for an umpire to make a decision, A5 applies instead.

A1.3 A boat penalised with a red flag shall take a Two-Turn Penalty. However, when the umpires decide the boat has committed a breach of sportsmanship or gained advantage by her breach, the umpire may further penalise the boat with another red flag signalled at the end of the penalty. A boat that knows she has broken a rule and is not exonerated, and does not take a penalty, commits a breach of sportsmanship.

A boat penalised with a red flag is required to take a Two Turn Penalty (2TP).

If an umpire also decides the penalised boat knew she had broken a rule, so should have voluntarily taken a 2TP, the boat has also committed a breach of sportsmanship. She will therefore be penalised twice (two red flags, so two 2TPs). A boat will also be penalised a second time if, despite taking a 2TP, she has gained an advantage by breaking a rule.

A1.4 An umpire may also signal a red flag penalty on a boat for a breach of rule 31 (Touching a Mark), or rule 2 (Sportsmanship), and for failure to take an umpire-signalled penalty or gaining advantage despite taking a penalty. No protest is required.

An umpire may penalise a boat for touching a mark, breach of sportsmanship, failure to take an umpire-signalled penalty and gaining an advantage despite taking a 2TP, even if there is no protest.

A1.5 If a boat protests, and either no umpire makes a signal, or an umpire displays a white flag to indicate "no umpire decision", the boat is entitled to a hearing.

A white flag means the umpire did not see the incident well enough to make a decision. If there is either a white flag, or no umpire signal, the boat may request a protest hearing after the race by completing a protest form in the normal way.

A1.6 No proceedings of any kind may be taken in relation to any action or non-action of an umpire.

Umpire decisions are final. A boat cannot request redress or appeal an umpire decision or action.