



International Optimist Class Association (UK)



2015 GBR OPTIMIST TEAM SELECTION TRIALS

1st to 4th of May 2015

International Optimist Class Association (UK) in conjunction with WPNSA

To be held at: WPNSA, Portland, Dorset

<http://www.kbsuk.com/optimist/iocaevents/index.asp?EventID=70>

NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing, the Optimist Class rules and the Sailing Instructions for the event.
- 1.2 In the event of a conflict between the documents, the Sailing Instructions will take priority over this Notice of Race. This changes rule 63.7.

2 ADVERTISING

- 2.1 Competitor advertising will be governed by the relevant ISAF Class rules for the Optimist Dinghy.
- 2.2 Boats may be required to display advertising chosen and supplied by the organizing authority.

3 ELIGIBILITY AND ENTRY

- 3.1 Entry is restricted to competitors who are invited by IOCA (UK) – see IOCA (UK) Team Selection Policy.
- 3.2 Entry shall be made via the IOCA(UK) Event Website, and the official Entry Form shall be submitted with the declaration of the Parent/Guardian as required no later than Friday 10th April 2015.
- 3.3 In line with the standard IOCA(UK) conditions of entry, entries will only be confirmed once the entry fee has been paid.
- 3.4 Late entries made or received after 10th April 2015 will be accepted at the sole discretion of the organising authority (See also 4.2 below).

4 FEES

- 4.1 The Entry Fee of £160 shall be paid either via the online direct debit payment system or by cheque made payable to IOCA (UK).
- 4.2 Entry fees that remain unpaid at Tuesday 14th April 2015 will be subject to an additional late entry charge of 20% of the entry fee.

- 4.3 Requests for cancellation or refunds prior to the event will be accommodated as follows:
- Any request received on or before 10th April 2015 will be refunded in full.
 - Any request received after 10th April 2015 will not normally be eligible for a refund.

5 DIVISION INTO FLEETS

The fleet will not be divided into groups.

6 SCHEDULE

- 6.1 Registration will take place at the Host Club from 08.30 on the first day of the event.
- 6.2 Prior to Registration all competitors will be required to complete the Selection Trials Equipment Inspection process (refer to sailing instructions). Equipment inspection stations will be open from 8:30 until 09:30 on the first day of the event.
- 6.3 Dates of racing: Friday 1st May to Monday 4th May 2015.
- 6.4 The Trials will consist of up to 12 races.
- 6.5 The scheduled time of the first warning signal is:

Friday 1st May:	First Race	12:00
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Subsequent races will be sailed at the earliest opportunity thereafter.

- 6.6 The final day of racing will be Monday 4th May 2015 and any number of races may be sailed.
- 6.7 The Race Committee's intention is to run all races scheduled for a given day consecutively. There will not be time to go ashore between races.
- 6.8 The primary purpose of the Selection Trials is to select teams for the 2015 World and European Championships and the Development and Flanders Teams. 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 to request redress by any competitor.

7 MEASUREMENT

- 7.1 Each boat shall produce a valid measurement certificate. In addition pre-registration equipment inspection procedures will be published on the event website prior to the event.
- 7.2 Equipment inspection checks may be carried out ashore and on the water at the discretion of the race committee.

8 SAILING INSTRUCTIONS

Sailing Instructions will be published in advance on the event website and will be posted on the official notice board.

9 PENALTY SYSTEM

9 Appendix P is changed as described:

9.1 Rule P2.3 is deleted. P2.2 is changed to apply to the second and each subsequent penalty of a boat.

9.2 Rule P3 "Postponement, general recall or abandonment" is changed so that if a boat has been penalised under rule P1 and the race committee signals a postponement, general recall or abandonment, the penalty is cancelled and shall not be counted to determine the number of times she has been penalised during the regatta.

10 STARTING RACES



In the international Racing Rules 2013-16 there is a new starting penalty system signalled with the flag 'U' which is very similar to other start penalties, with the exception that if the start becomes a general recall or the race is abandoned, the penalty will be annulled.

Thus similar to the normal Black Flag rule but with a reset element that removes the disqualification if the race is restarted.

If flag U has been displayed as the preparatory signal, 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 or postponed or abandoned before the starting signal. This changes RRS26 and A5. When flag U is used as the preparatory signal, RRS29.1 does not apply. The scoring abbreviation for a flag U penalty is UFD. This changes RRS A11

11 VENUE

The venue is WPNSA, Portland, Dorset. Racing will be in Portland Harbour or Weymouth Bay. Details of the racing area will be advised on the day.

12 THE COURSES

The course will be described in the Sailing Instructions.

13 SCORING

13.1 1 race shall constitute a series.

13.2 The series shall be scored in accordance with RRS A2, except that each boat's series score shall be the total of her race scores excluding her worst scores on the following basis:

Fewer than 6 valid races - all scores

6 - 12 races - All scores except her worst

14 SUPPORT BOATS

14.1 Refer to the Sailing Instructions for further details, however, in summary:

No support boats will be allowed other than those authorised by or agreed with the race committee.

14.2 Except when requested by or agreed with the race committee, coaches and supporters may not communicate with competitors afloat, tow competitors to or from the race area, or enter the race area.

15 BERTHING

Dinghy Parking, Car and Trailer Parking will all be advised on arrival.

20 RISK STATEMENT

Rule 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 involves an element of risk. By taking part in the event, each competitor, and their parents/guardians, agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats, and other officials and volunteers by the organiser does not relieve them of their own responsibilities;

21 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £2,000,000 per incident or the equivalent.

22 FURTHER INFORMATION

For further information please contact admin@optimist.org.uk

Appendix A: FURTHER INFORMATION FOR COMPETITORS IN THE 2015 OPTIMIST SELECTION TRIALS

This sheet is for the information of all competitors and does NOT form part of the rules for the event.

A1. Hours of sailing

The days of racing will be long. Times of first warning signal for each subsequent day will be advised at the venue.

The race committee expects the last warning signal on the final day to be before 15:00, but this may be extended.

A2. Prize Giving

A prize-giving will be held on Monday 4th May 2015. The expectation is that it will be in the early evening. However the exact time will be announced after the end of the protest time limit on the final day.

A3. Team Selection

The World, European, Development and Flanders Teams will be selected in accordance with the current IOCA (UK) Team Selection Policy (available via the event website). Specifically, that document describes the scoring of the "Selection Series" which is used to select teams, and includes results from this event.

The final selections will be announced, where possible, on the last day of the Selection Trials as soon as possible once final results are available. Selected sailors will be required to confirm acceptance prior to prize giving. These sailors and their parents will also be expected to attend the relevant team meeting after the prize giving and provide the appropriate parental contribution towards the cost of training for and attending the event.

In accepting a team place sailors also agree to commit to the domestic and international training and competition programme as planned for that team by IOCA (UK) and the RYA. Any immediately known inability to do so should be discussed in writing with the selectors, and this may result in a reduction in the levels of financial support made available. Subsequent withdrawal, after acceptance of a team place, from any planned team preparation programme (except in exceptional circumstances e.g.: illness) may result in that team place being forfeit at the discretion of the Selectors, and any forfeited place will then be offered to the next sailor in accordance with the IOCA(UK) Team Selection Policy.

A4. Selectors

The Selection Committee, appointed by IOCA (UK), for these Trials will be: Stephanie Banham (Chair), Alan Williams (Optimist Class National Coach) and Mark Nicholls (RYA Youth Racing Manager); or their appointed representatives.

A5. Equipment

Competitors are reminded of Optimist class rule CR 4.5 and the implications this has on their ability to change equipment between races and race days. "Unless damage renders a hull, sail, spar or foil unusable during an event, only one hull, sail, mast, boom, sprit, daggerboard and rudder shall be used throughout the event. Any such change of equipment shall be authorised by the Race Committee."