



The 2022 Optimist South American Championship Rio de Janeiro, BRAZIL October 8 - 15

ORGANISING AUTHORITY

The 2022 Optimist South American Championship is organized by the late Clube do Rio de Janeiro with the endorsement of the Associação Brasileira da Classe Optimist under the authority of the International Optimist Dinghy Association (IODA).

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The notation '**[NP]**' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 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 The current Conditions of the IODA will apply.
- 1.3 No national authority prescriptions will apply.
- 1.4 The first three sentences of RRS 61.1(a) are changed to 'A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest will concern an incident in the racing area that she was involved in or saw she shall hail 'Protest'. She shall inform the Race Committee at the finishing line immediately after finishing of the boat/s being protested, or as soon as practicable after she retires.'
- 1.5 RRS 40 and the preamble to Part 4 are changed as follows:
 - 1.5.1 The first sentence of RRS 40.1 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."
 - 1.5.2 Add to the preamble of Part 4, after 'racing': "except rule 40.1 as amended by Sailing Instruction 1.5.1"
- 1.6 In all rules governing this championship, "athlete", "sailor" and "competitor" mean a person competing in the event. The term "support" person means a person as defined in the RRS.
- 1.7 In all rules governing this championship:
[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, RRS A5.1, and RRS A5.2.
- 1.8 Reasonable actions by event officials to implement COVID-19 guidance, protocols, or legislation, even if they later prove to have been unnecessary, are

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not improper actions or omissions.

- 1.9 **[NP][DP]** No action taken with the intent to denigrate or offend a team present or not present at any event may be initiated or continued.
- 1.10 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][SP] CAMERAS AND ELECTRONIC EQUIPMENT

- 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 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.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located online at <http://2022southamericans.optiworld.org/en/>. Notices may also be posted on a physical Notice Board located at the bottom of the stairs leading up to the Race Office of the late Clube do Rio de Janeiro. Failure to post notices on the physical notice board will not be grounds for request for redress. This changes RRS 60.1 (b).
- 3.2 Signals made ashore will be displayed from the official flagpole located in front of the late Clube do Rio de Janeiro.
- 3.3 **[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.
- 3.4 On the water, the race committee intends to monitor and communicate with coaches on **VHF radio channel 74**.
- 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 SAILING INSTRUCTIONS

- 4.1 Any change to the Sailing Instructions will be posted on the Official Notice Board before 10:00 hours on the day it will take effect, except that any change to the



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schedule of races will be posted by 20:00 hours on the day before it will take effect.

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 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 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.

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 and red 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 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 2 days of racing, unless 5 races have not been completed by all fleets by the end of the second ISAM racing day, then the Qualifying series will continue until the end of the ISAM racing day in which the fifth Qualifying race is completed, and then the qualifying series will include all races sailed until the end of that day.
 - 7.2.5 Only to split the fleets, if after application of RRS A8, if two or more boats

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are tied in rank, their relative positions in the rank will follow the order stated in instruction 7.2.2.

7.3 Final series:

7.3.1 Boats will be assigned to the gold, silver and bronze fleets on the basis of their ranks in Qualifying series. Gold, silver and bronze will have as near as possible the same number of competitors. If not possible, gold will have the largest fleet. Boats with the best Qualifying series ranks will race all Final series races in the gold fleet, silver will follow gold in ranking, and bronze will follow silver.

7.3.2 Any recalculation of the Qualifying 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.

THREE FLEETS

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

7.5 Assignments in Qualifying and Final series will be based on the ranking available at 21:00 that day regardless of protests or requests for redress not yet decided.

8 SCHEDULE OF RACES

8.1 Program:



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DATE	SCHEDULE
Saturday, October 8	Official Arrival Day Registration and Measurement Official accommodation available from 14:00
Sunday, October 9	Registration and Measurement Team Leader's meeting Opening Ceremony
Monday, October 10	ISAM races
Tuesday, October 11	ISAM races
Wednesday, October 12	TRSAM NC
Thursday, October 13	ISAM races Reserve for TRSAM and NC
Friday, October 14	ISAM races Reserve for TRSAM and NC Closing and Prize Giving Ceremony
Saturday, October 15	Official Departure Day

- 8.2 Ten races are scheduled. Up to 3 races may 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 10:00 hours. Meetings will take place in the Hall 470.
- 8.4 The scheduled time of the warning signal for the first race each day is 12:00.
- 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 15:00 hours.

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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 as per instruction 7.4.
- 9.3 For Final series:
- | | |
|---------------|--------|
| Gold fleet: | Yellow |
| Silver fleet: | Blue |
| Bronze fleet: | Red |

10 RACING AREA

- 10.1 Attachment 1 shows the location of the racing area.

11 THE COURSE

- 11.1 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 large orange cylinders.
- 12.2 New marks, as provided in instruction 14.1, will be yellow conical marks.
- 12.3 The starting and finishing marks will be race committee vessels.
- 12.4 The waiting area windward boundary will be designated by white cylinders as defined in 24.1.
- 12.5 Except at a gate, a race committee vessel signaling 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 or downwind of the waiting area. Boats starting next may approach the starting line after the start of the previous fleet.
- 13.3 **[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.
- 13.4 A boat starting later than 2 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

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- 13.5 The starting order of the fleets will be Yellow, Blue and Red for all races in the Qualifying series and Gold, Silver and Bronze for all races in the Final series.

14 CHANGE OF 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 vessel signaling the change of course and the nearby mark, leaving the mark to port and the race committee vessel to starboard. This changes RRS 28.1.

15 THE FINISH

- 15.1 The finishing line will be between staffs displaying blue flags on the finishing marks.

16 PENALTY SYSTEM

- 16.1 **[NP][DP]** A boat that has taken a penalty or retired according to RRS 44.1 shall complete the online form available in the "Sailor Account" which is located on the official event microsite <http://2022southamericans.optiworld.org> or on the event APP within the protest time limit.
- 16.2 The penalty for breaches of Class Rules will be Standard Penalties **[SP]** which changes RRS 63.1 and A5.1 and may also be less than disqualification.
- 16.3 Appendix P will apply.

17 TIME LIMITS AND TARGET TIMES

- 17.1 Time limits and target times are as follow:

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 will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 60.1 (b).
- 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 RRS 35, A5.1 and A5.2.

18 HEARING REQUESTS

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- 18.1 To inform the Race Committee of the boat/s being protested, the boat intending to protest shall approach the starboard side of 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.
- 18.2 Hearing Request forms are available online in the "Sailor Account" which is located on the official event microsite <http://2022southamericans.optiworld.org> or on the event APP. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit or it will be invalid. If the online system is not operational, contact the Jury to receive permission to lodge the request via email - this changes RRS 61.2, 62.2 and 66.
- 18.3 The protest time limit is 60 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 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 the jury room located Race Office Meeting Room. No hearing will start after 21:00 hours.
- 18.5 A list of boats that under instruction 16.3 have been penalized for breaking RRS 42 will be posted.
- 18.6 For the purpose of measurement protests as per RRS 64.4 (b), the 'authority responsible' is the IODA Technical Committee representative.
- 18.7 On the last day of the qualifying series a request for reopening a hearing shall be delivered:
- 18.7.1 within the protest time limit if the requesting party was informed of the decision on the previous day;
- 18.7.2 no later than 30 minutes after the requesting party was informed of the decision on that day.
- 18.8 On the last day of the qualifying series, a request for redress based on a protest decision shall be delivered no later than 30 minutes after the decision was posted.
- 18.9 Decisions of the Jury are final as provided in RRS 70.5. If appendix N1.4(b) applies, the time limit for request for a full panel hearing is 15 minutes after the parties have been informed of the decision.

19 SCORING

- 19.1 Race instructions 19.1.1 and 19.1.2 apply only when boats sail in separate fleets. Instruction 19.1.2 applies only to the qualifying series.
- 19.1.1 RRS A5.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.



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- 19.1.2 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 Three races are required to be completed to constitute a valid championship.
- 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 online in the "Sailor Account" located on the official event microsite at <http://2022southamericans.optiworld.org> or on the event APP.
- 19.6 Once the final series has begun, gold fleet shall rank ahead of silver fleet, followed by bronze fleet. However, a boat that is scored DNE in all races shall be ranked in last place OVERALL.

20 [NP] SAFETY REGULATIONS

- 20.1 **[SP] Check-Out and Check-In Procedure.** The requirements of this instruction are specified for the safety of the competitors.
- 20.1.1 The control point to Check-Out and Check-In competitors will be located outside the Sailing School Office near the main ramp.
- 20.1.2 The Team Leader of each country shall individually Check-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.
- 20.1.3 The Team Leader 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 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,
- 20.1.4 Each competitor is individually responsible for his Team Leader to comply with SI 20.1.2. 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 20.1.2. This changes RRS 63.1.
- 20.1.5 Each competitor is individually responsible for his Team Leader to comply

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- with SI 20.1.3. 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 20.1.3. This changes RRS 63.1.
- 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 online in the "Sailor Account" located on the official event microsite <http://2022southamericans.optiworld.org/> and on the event APP within protest time limit.
- 20.3 Each day of competition the coaches or Team Leaders shall notify the Race Office and complete the relevant form available online in the "Sailor Account" located on the official event microsite <http://2022southamericans.optiworld.org/> before D flag is displayed of the boats not intending to race that day.
- 20.4 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 RRS 60.1 (b).
- 20.5 When the Race Committee displays V flag with repetitive sounds, all official and support boats shall monitor the Race Committee **VHF channel 74** for search and rescue instructions and shall cooperate with the Race Committee in rescue assistance.
- 20.6 **[DP]** If a boat is abandoned, it shall be marked with bright **pink coloured hazard tape** tied through the bow eye to signal that the sailor is safe. The hazard tape is provided by the Organising Committee and can be collected at the Race Office.

21 **[DP] REPLACEMENT OF EQUIPMENT**

- 21.1 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
- 21.2 Substitution of damaged 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://2022southamericans.optiworld.org or on the event APP, and both the damaged and the substituting equipment has been checked by the Technical 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 Technical Committee after the end of the day's racing. The substitution is subject to the approval of the Technical Committee given retrospectively.



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

- 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 at the starboard side of 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 during the championship.

23 OFFICIAL AND ACCREDITED BOATS

- 23.1 Official boats will be identified as follows:

BOAT	FLAG
Race Committee Signal Vessel	White flag with Black "CR"
Race Committee Vessels	White flag with Black "CR"
Jury Vessels	Black flag with White "J"
Rescue Vessels	White flag with Red Cross
Equipment Inspector Vessels	White flag with Black "M"
Support Vessels	White flag with Black National Letters

- 23.2 Accredited boats will be identified as follows:

Press	Green flag with Black "PRESS"
Spectators and VIP Vessels	Pink flag with Black "S"

24 [DP]SUPPORT VESSELS

- 24.1 [NP] Support vessel's location while afloat:
- 24.1.1 From the time of the warning signal for the first fleet to start, until all boats in all fleets are no longer racing, support vessels shall stay outside areas where boats are or will be racing as defined in Attachment 2 and shall not be closer than 100m to any boat racing. They may go to

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- windward by motoring outside the port side of the course and shall avoid the restricted area indicated in Attachment 2.
- 24.1.2 When in the starting area, support vessels shall remain in the waiting area from the first warning signal of a race, until the last fleet of that race has started. However, they may abandon the waiting area temporarily to serve their competitors after a fleet has started, been postponed, or abandoned, until the warning signal of the next fleet to start is made. Note that the limitations in SI 24.1.1 always apply.
- 24.1.3 After the start of the last fleet of a race, support vessels may motor between the waiting and the finishing areas through the center channel. (See Attachment 2). They shall motor in such a way to minimize the effect their wash will have on boats racing.
- 24.1.4 When a race committee or jury member indicates a support vessel to move further from the course area, the mentioned vessel shall do so immediately.
- 24.1.5 If flag V (SI 20.5) is displayed on the Race Committee signal vessel, support vessels shall follow any instructions by the Race Committee and these over-ride any conflicting rules with this SI.
- 24.2 All boats associated with the infringing support vessel may be penalized 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 this instruction. This changes RRS 64.5 (b).
- 24.3 **[NP]** Competitors shall not approach any vessel other than an official vessel (see instruction 23) from their first warning signal of the day until they finish their last race for the day or the Race Committee signals no more racing today, whichever is later.
- 24.4 Coaches are encouraged to carry a working VHF radio.

25 TRASH DISPOSAL

- 25.1 Trash may be placed aboard support and race committee vessels.

26 **[NP][DP]** BERTHING

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

27 PRIZES

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



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28 RISK STATEMENT

- 28.1 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.**

29 [NP] INSURANCE

- 29.1 The purchase of third-party liability event insurance from IODA is mandatory. The purchase will be arranged through the IODA at a cost of USD \$12 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 payable on any claim.

30 RIGHT TO USE NAMES AND LIKENESS

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



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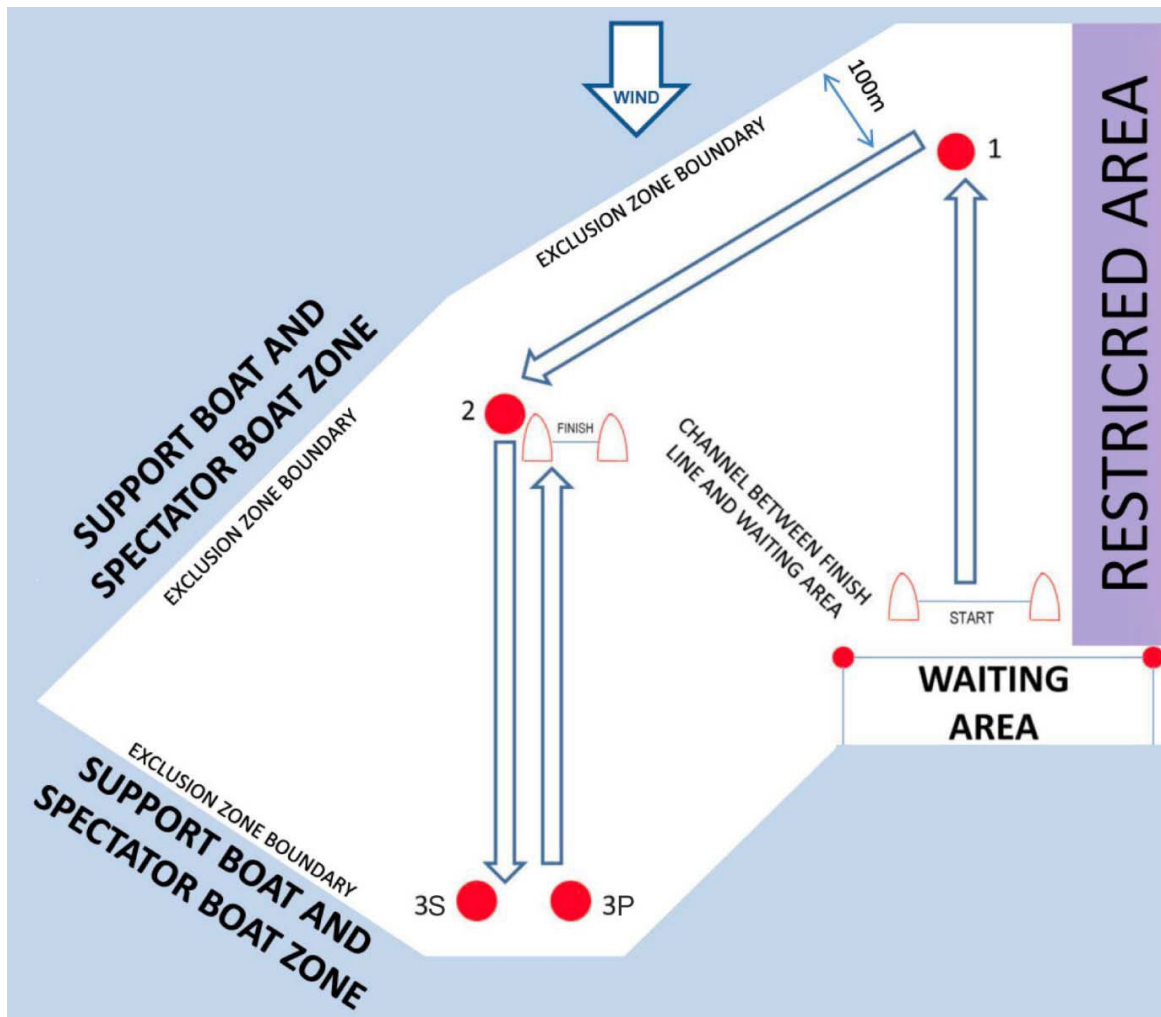
ATTACHMENT 1: RACING AREA



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ATTACHMENT 2: THE COURSE



COURSE: START - 1 (PORT) - 2 (PORT) - 3 S/3 P (GATE) – FINISH