



# 2022 Optimist South American Championship NOTICE OF RACE





## 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 Associacao Brasileira da Classe Optimist under the authority of the International Optimist Dinghy Association (IODA).

### NOTICE OF RACE

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 Appendix D will apply for the Team Racing events. Races will be umpired. D1.1 (d) is deleted.
- 1.5 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.'
- 1.6 RRS 40 and the preamble to Part 4 are changed as follows:
  - 1.6.1 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."
  - 1.6.2 Add to the preamble of Part 4, after 'racing': "except rule 40.1 as amended by Sailing Instruction 1.6.1"
- 1.7 In all rules governing this championship: Both "athlete" "sailor" and "competitor" mean a person competing in the event. The term "support person" means a person as defined in RRS.

**[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 A5.1.



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1.8 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 ADVERTISING [NP][DP]**

2.1 Sailor advertising is permitted on the hull as per World Sailing Regulation 20.3.2 but as restricted by Class Rule 2.8.

2.2 Boats may be required to display advertising chosen and supplied by the Organising Authority.

**3 CAMERAS AND ELECTRONIC EQUIPMENT [NP][DP][SP]**

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.

**4 ELIGIBILITY**

4.1 The Championship is open to competitors sailing on boats of the Optimist class that fulfill the eligibility requirements stated below.

4.2 Competitors shall enter through the national association member of IODA (hereinafter 'member') they represent.

4.3 Competitors shall have been born in 2007 or later.

4.4 South American members of IODA may enter up to 15 competitors. The member from Brazil, as the host member, may enter up to 30 competitors. For all delegations there shall be a minimum number of the opposite gender as indicated in 4.9 below.

4.5 North American members may enter up to 5 competitors.

4.6 Some North American members will be allowed to enter more sailors in accordance with IODA Condition 7.1 (c) for the South American Championship, as shown below.

USA:	15
Mexico:	15
Bahamas	13
Bermuda:	10
ISV	7



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- 4.7 South and North American members are defined as those so listed on the IODA website [www.optiworld.org](http://www.optiworld.org).
- 4.8 If by **June 15, 2022**, the number of registered competitors is less than 180, available places may be allocated at the discretion of the IODA Executive Committee. Members seeking additional places shall request them by email to [regattasecretary@optiworld.org](mailto:regattasecretary@optiworld.org).
- 4.9 Each member of IODA entering 5 or more competitors shall register a minimum number of competitors of the opposite gender in accordance with the IODA Condition 9.3 for Continental Championships, as follows:

<b>Total number of competitors</b>	<b>Minimum of the opposite</b>
5 or 6	1
7 to 9	2
10	3
11 - 16	4
17 - 19	5
20	6
21 - 26	7
27 - 29	8
30	9

- 4.10 The defending South American (closed) Champion may participate, if eligible, in addition to the number of competitors allocated to his/her member. This competitor will not count for the gender quota requirement.
- 4.11 Each team shall be accompanied by a Team Leader who shall be the responsible chaperone for the delegation at all times, and a Coach. Depending on the number of competitors registered, up to three adults may be permitted to accompany the sailors. Only teams with 10 or more competitors can enter a maximum of four adults, including the Team Leader (Condition 15.1 for Continental Championships).
- 4.12 Competitors shall be either national or bona fide residents of the country they represent, unless otherwise agreed by the IODA Executive Committee. A competitor who has represented one country at an IODA World or Continental Championship shall not represent another member country except in the case of alteration of residence, which cases shall be approved by the IODA Executive Committee. As per Condition 10.3 of the Optimist



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Continental Championships, when bona fide resident sailors are members of a team, they shall not be more than 50% of the sailors of their team.

- 4.13 As per World Sailing Regulations Appendix 3, item 19.6 (d) IODA events require competitors to have "World Sailing Eligibility" as defined in items 19.4 and 19.5.

#### 5 ENTRY

- 5.1 Entries shall be made by completing the relevant online registration forms found at <http://2022southamericans.optiworld.org/en/default/races/race> and by paying the **required fees** according to the following schedule:

- 5.1.1 The **First Entry Stage** and a payment for 50% of the total required fees shall be received by the Organising Committee not later than **June 15, 2022**;
- 5.1.2 The **Second Entry Stage** and a payment for the balance of fees (50%) shall be received by the Organising Committee not later than **July 31, 2022**;
- 5.1.3 The **Final Entry Stage** deadline is **September 5, 2022**. Failure to define the members of the team delegation with the required personal data in the online registration area by this date denotes non-compliance with the entry requirements of this championship, and therefore, by the rules of this Notice of Race, sailors shall no longer be considered competitors and may not be able to compete.

Required payments are 6 (Entry Fees), 15 (Support Boats) and 16 (Charter Boats). Please check payment instructions in items 6.3, 15.5 and 16.7.

- 5.2 A surcharge of 20% will be charged on all late payments to the Organising Committee and includes the Charter Provider, if applicable, and early arrival fees.

**NOTE:** *Throughout this document, 'late payment' refers to the amount of money not paid before the relevant deadline, and the surcharge will be applied to the amount paid late, not to the total amount due before the deadline, or to the total amount corresponding to the relevant item.*

- 5.3 Competitors entering and withdrawing their entry not later than **August 9, 2022**, will be refunded 50% of the deposit (except for any bank costs incurred due to the refund). **Competitors withdrawing their entry after this date will not be refunded, including all early**



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**arrival fees.** The same schedule applies for any payment made according to paragraphs 15 and 16 **except for the charter boat fees which shall not be refunded.**

- 5.4 Competitors, Team Leaders, Coaches and other adults (when they are members of the official delegation) shall complete the on-site registration at the Race Office. The on-site registration of each competitor shall not be concluded until successful completion of measurement has been confirmed by the Technical Committee (see item 9) to the Race Office.

#### 6 ENTRY FEES

- 6.1 Entry fees will be **USD 850** per competitor and **USD 950** per adult, maximum four adults according to paragraph 4.11.
- 6.2 Accommodation and meals are included in the entry fee for the duration of the Championship (from the official arrival day to the official departure day).
- 6.3 Payment instructions, including banking information, can be found on the PAYMENT page of the online entry system at <http://2022southamericans.optiworld.org/en/default/races/race>.
- 6.4 Fees shall be paid in USD \$.
- 6.5 Fees shall be free of bank commissions.

#### 7 FORMAT OF THE CHAMPIONSHIP

- 7.1 The Optimist South American Championship comprises three 'championships':
- 7.1.1 The OPTIMIST INDIVIDUAL SOUTH AMERICAN CHAMPIONSHIP (ISAM);
  - 7.1.2 The OPTIMIST TEAM RACING SOUTH AMERICAN CHAMPIONSHIP (TRSAM);
  - 7.1.3 The OPTIMIST NATIONS CUP (NC).
- 7.2 For the **ISAM**:
- 7.2.1 Entries may be divided into fleets to sail a qualifying series followed by a final series.
  - 7.2.2 The qualifying series will take place on the first 2 days of racing. However, if 5 races of the qualifying series have not been completed by the end of the second scheduled racing day, then the qualifying series will continue on the third ISAM racing day and so on, until a fifth qualifying race is completed, and then the qualifying series will include all races sailed until the end of that day.
  - 7.2.3 A qualifying series race will not count until all fleets have completed that race.
  - 7.2.4 If 5 races are not completed in the qualifying series for all fleets by the end of the program racing days as described in 8.1, fleets shall not be divided into Gold, Silver, or Bronze.



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#### 7.3 For the **Team Racing Events**:

- 7.3.1 Each event is organised for a maximum of 16 teams from members, represented by at least 4 competitors. Each team shall comprise of 4 or 5 competitors of which 4 may sail in each race. Composition of teams is at the discretion of the member. For the TRSAM if there are more than 16 eligible teams and the host member does not qualify a team, it will replace the last qualified team.
- 7.3.2 For the selection of the teams, as well as for the seeding, the Race Committee will calculate 'Total scores' per group of 4 competitors per member, as explained below. Using the total number of races sailed until the end of the second ISAM racing day, or on **October 11** inclusive, the total points of the 4 competitors with the best cumulative results from each member will be added to give a total score for the first team of each member. For members with more than 4 competitors, the total points of the following 4 competitors with the best cumulative results from each member will be added to give a total score for the second team of each member and so on.
- 7.3.3 For the team racing events, each country may enter one or more teams comprised of four sailors, to a maximum of three teams, if qualified as per the instructions in 7.3.2. No member may enter more than three teams.
- 7.3.4 No member will be allowed to enter more than one team in the team racing championships (to participate in the same championship or both) unless a suitable umpire for the TRSAM or the NC is made available (if required) and the name given to the Organising Committee at registration during the Official Arrival Day.
- 7.3.5 When a member enters more than one team in the same team race event, the position of each team in the grid will be based on each team's total points. Teams with lower total points will be seeded in higher positions.
- 7.3.6 The total points of the competitors, as mentioned in 7.3.2 will be based on the ranking available at 21:00 on **October 11** regardless of protests or requests for redress not yet decided.
- 7.3.7 For members that enter more than one team, they must be identified by coloured ribbons (supplied by the Organising Committee) as follows:

First Team: No Ribbon



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Second Team: Yellow Ribbon

Third Team: Blue Ribbon

**7.4 TRSAM**

7.4.1 The first 16 teams from South American members (those with the best total score according to 7.3.2) will qualify, but:

7.4.2 If any South American members have not qualified even one team, it/they shall enter a team replacing the team/s of members that have qualified more than one team with worst total score/s.

**7.5 OPTIMIST NATIONS CUP**

7.5.1 If there are 16 or more members from outside South America represented by at least 4 competitors, the 16 members with the best teams according to 7.3.2 may enter one team.

7.5.2 If there are less than 16 members from outside South America represented by at least 4 competitors, every one of them may enter their first team. Remaining places will be allocated to teams with the best total scores according to 7.3.2 selected indiscriminately from (but following the order of the scores in accord to 7.3.2):

7.5.2.1 Second and third teams of members from outside South America.

**8 PROGRAM**

Saturday, October 8	Official Arrival Day. Registration and Measurement. Official accommodation available from 1400.
Sunday, October 9	Registration and Measurement. Team Leaders' 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.





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Friday, October 14	ISAM, Races. Reserve for TRSAM and NC. Prize Giving and Closing Ceremony.
Saturday, October 15	Official Departure Day.

8.1 10 races are scheduled with a maximum of three races per day.

### 9 MEASUREMENT[DP]

- 9.1 Each boat shall produce a valid Registration Book and each sail shall be accompanied by the corresponding Sail Measurement Certificate (CR 2.5.6 and 6.1.4)
- 9.2 Competitors shall use only one hull, dagger board, rudder (with tiller and extension), mast, boom, sprit, and sail during the Championship. These parts of the equipment will be scrutineered and may be measured by the Technical Committee according to the Measurement Regulations and approved by the Technical Committee to be complying with the Class Rules.
- 9.3 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.
- 9.4 Substitution of damaged equipment may be permitted providing that the relevant form has been submitted to the Technical Committee and both the damaged and the substituting equipment has been checked by the Technical Committee and the substituting equipment has been scrutineered by the Technical Committee.
- 9.5 If the substitution was made on the water between races, both the damaged and the substituting pieces of equipment shall be presented to the Technical Committee after the end of the day's racing. In this case, the substitution is subject to the approval of the Technical Committee given retrospectively.
- 9.6 Boats chartered through the Organising Authority shall carry the national letters of the country entering the chartered boat. This may mean a contravention of the Class Rules and is allowed by RRS G3.
- 9.7 Hulls chartered through the Organising Committee are exempt from complying with Class Rule 2.4.3 (b) and (c) and hence from Class Rule 2.4.1.
- 9.8 Competitors are allowed to compete in the championship in boats correctly registered in the country of the competitor or charter boats officially chartered for the championship through the Organising Committee.



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- 9.9 Sails measured to the maximum limits during the measurement days may be inspected again.
- 9.10 Sails to be used during the Championship shall have been measured before inspection at the Championship. If a sail is presented unmeasured (or without the Sail Measurement Certificate) it will be measured at the Championship either by an Official Measurer appointed by the Organising Committee, or by an IODA Measurer. In the latter case the certificate shall be issued at a cost of **USD \$50**, payable to IODA. Measurement of country letters and sail numbers is available for free.
- 9.11 GRP boats shall be equipped with Epoxy foils.
- 9.12 Once measurement has been completed, no item of equipment including the hull may be removed from the boat park or nautical venue without the permission of the Technical Committee. All items of equipment, once measured, shall not be cleaned using any substance other than water unless otherwise permitted by the Technical Committee.

### 10 SAILING INSTRUCTIONS

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- 10.1 Sailing Instructions, along with other governing documents, will be available at <http://2022southamericans.optiworld.org/en/default/races/race>.

### 11 VENUE

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- 11.1 The Championship will be held in **Rio de Janeiro, Brazil**. The racing area will be the waters of **Guanabara Bay**.
- 11.2 VENUE: **Iate Clube do Rio de Janeiro**  
Club Phone: 55 21 3223-7214  
Club Address: Av. Pasteur, 333, Urca, Rio de Janeiro, Rio de Janeiro, CEP: 22290-240 Brazil  
Website: <https://www.icrj.com.br/iate/>

### 12 THE COURSE

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- 12.1 The course for the fleet racing will be an outer loop trapezoid with the finish line at the end of the second windward leg.
- 12.2 For the team racing championships the course will be a starboard 'S' course.

### 13 PENALTY SYSTEM

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- 13.1 Appendix P will apply for the ISAM.
- 13.2 Decisions of the jury will be final as provided in RRS 70.5.



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#### 14 SCORING

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- 14.1 3 races are required to be completed to constitute a valid championship.
- 14.2 When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
- 14.3 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.

#### 15 SUPPORT VESSELS [NP][DP]

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- 15.1 Team support vessel shall be registered with the Organising Committee and used according to the following conditions:
  - 15.1.1 Each vessel shall be a minimum of 4.5 metres in length, shall have a tow rope minimum 15 metres length/10 mm diameter, and shall have an anchor chain and tackle adequate for conditions and depth.
  - 15.1.2 Each vessel shall display white flags bearing the three-letter national code of the countries it supports. Flags shall be supplied by the Organising Committee. No other flags shall be displayed by support boats.
  - 15.1.3 Unless otherwise decided by the Organising Committee, from **October 8** each boat shall meet the requirements of the maximum number of adults per team allowed on the water in support boats as per 15.2 and 15.3 (hereinafter 'coaches') at any one time.
  - 15.1.4 Fuel and other consumables shall be paid by teams using the vessel. A gas station is located at the venue. Coaches will be responsible for re-fueling.
  - 15.1.5 During the team racing days, the support vessels shall be at the disposal of the Organising Committee.
  - 15.1.6 Coaches are encouraged to use a VHF radio. Radios will not be provided, and coaches should bring their own.
  - 15.1.7 Coaches and other personnel on support vessels shall wear a life jacket and shall be in compliance with the local law and may also be asked to sign a Disclaimer Form upon registration at the venue. Drivers shall be required to carry an international marine license.
  - 15.1.8 Drivers shall attach the "kill cord" of the support boat to their person as a safety requirement.



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- 15.1.9 Personal support vessels not chartered through the Organising Committee, shall be registered with the Organiser and the following documents to be provided by **September 5, 2022**:
- RIB engine registration document (engine brand name & engine serial numbers)
  - Insurance (including 3<sup>rd</sup> party liability insurance)
  - Driver's identity document
  - Proof of Int'l Marine License for Driver
- 15.2 The maximum number of coaches per team allowed on the water in support vessels at any one time shall be:
- Teams comprising 10 or fewer competitors: 1 Coach  
Teams comprising 11-20 competitors: 2 Coaches  
Teams comprising 21 or more competitors: 3 Coaches
- 15.3 Each support vessel shall be shared by at least two coaches at all times (except during the team racing, when one coach per vessel might be allowed, if the Organising Authority so decides). The Organising Authority will allocate places in support vessels to coaches who have reserved, subject to the above limits and at its absolute discretion. If a team is entitled to and enters more than one coach, two of these coaches may be allocated to the same vessel.
- 15.4 Teams wishing to have places on chartered support vessels shall pay for each such place a fee of 50% of the charter fee for the boat. If the situation demands that more than two coaches share a boat, the cost of renting the boat for the regatta days will be divided by the number of coaches, in which case the difference (between the 50% required and the actual percentage) will be refunded at the end of the championship at the latest.
- 15.5 Team support boats to be used during the Championship days (**October 8 - 14**) are available from the Organising Committee at the **Support vessel charter fee of USD \$1200 per boat / \$ 600 per coach**.
- 15.6 For each place on a support vessel, reservations shall be made by completing the relevant online entry form and by transferring a first payment of 50% of the total amount to be paid, which shall be received on or before **June 15, 2022**. The balance of fees (50%) shall be received on or before **July 31, 2022**. Payment instructions can be found on the PAYMENT page of the online entry system at

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<http://2022southamericans.optiworld.org/en/default/races/race>. Availability of places on support vessels is not guaranteed for reservations and/or payments made after **June 15, 2022**.

- 15.7 A damage deposit of **USD \$800** per support vessel (**USD \$400 per coach**) will be charged at registration at the venue and refunded at the end of the championship provided the boat is in good condition. Should the Organising Committee decide to deduct from the damage deposit, it may require that the deposit be restored to its original amount before the coaches are permitted to use the boat again. Any remaining deposit will be refunded at the end of the Championship. Damage deductions will be shared by the teams using the boat. **Damage deposits shall be paid in cash (USD \$) only.**
- 15.8 A surcharge of 20% will be charged to late reservations and/or payments of support vessels.

### 16 CHARTER BOATS[NP][DP]

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- 16.1 Charter boats are not mandatory.
- 16.2 The charter boats will be provided by the Organising Committee. The method of allocation of charter boats shall be defined by the IODA Executive Committee.
- 16.3 Competitors shall not modify the boats or cause them to be modified in any way except that:
- A compass may be tied or taped to the hull or spars;
  - Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
  - Adhesive tape may be used anywhere above the water line, and
  - All fittings or equipment designed to be adjusted may be adjusted, provided that the Class Rules are complied with
- 16.4 Competitors may use their own foils, spars, fittings and running rigging.
- 16.5 Charter boats will be delivered:
- WITH:** two mainsheet blocks attached to the hull (one of them a ratchet block), airbags, padded toe straps, shock-cord to keep the dagger board in place (Class Rule 3.3.5), racing spars, racing foils, and trolley.
- WITHOUT:** mainsheet, block and becket (to attach the mainsheet to the boom), bowline, paddle, bailers, dagger board safety cord (Class Rule 3.3.4), wind indicator or any fitting at the top of the mast to secure the lacing lines at the throat point.



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- 16.6 Sails will not be provided.
- 16.7 The charter fee for 7 championship days (**October 8 - 14**) will be **USD \$550** per boat.
- 16.8 Reservation of charter boats shall be made by completing the online Charter Boat Reservation Form and by transferring **50% of the total charter fee** on or before **June 15, 2022**. The balance of the charter fee (50%) shall be due on **July 31, 2022**. Payment instructions are found on the PAYMENT page of the online entry system at <http://2022southamericans.optiworld.org/en/default/races/race> Charter boat fees shall not be refunded.
- 16.9 Fees shall be free of bank commissions. Any bank fee will be charged to the competitors.
- 16.10 Late registrations and payments will incur a surcharge of 20% of the charter fee. Charter boat availability will not be guaranteed for reservations and/or payments made later than **June 15, 2022**.
- 16.11 In addition to the charter fee a damage deposit of **USD \$200** will be required on receipt of each boat, to be refunded if no damage has occurred. Damage deposits shall be made in cash (USD \$) only.

### 17 PRIZES

- 17.1 For the **ISAM** prizes will be awarded at least to:
- 17.1.1 The 15 best placed sailors without gender distinction, regardless of their continent of residence;
- 17.1.2 The 3 best placed sailors, without gender distinction, whose IODA member is South American. The first of these 3 sailors shall become the 2022 South American Champion and shall be awarded the IODA permanent trophy. This trophy shall be returned to the Organising Committee of the event for the following year prior to the OAD.
- 17.1.3 The 5 best placed girl sailors, regardless of their continent of residence;
- 17.1.4 The best placed boy sailor regardless of his continent of residence;
- 17.1.5 The best placed girl sailor whose IODA member is South American;
- 17.1.6 The best placed boy sailor whose IODA member is South American;
- 17.1.7 The top three sailors in Silver and Bronze fleets (if applicable).



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17.2 For the **Team Racing Championships**, prizes will be awarded to each member of at least the following teams:

17.2.1 The three best placed teams in the TRSAM. The first of these teams shall be the 2022 South American Team Racing Champion.

17.2.2 The three best placed teams in the 2022 Optimist Nations Cup.

### 18 RISK STATEMENT

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18.1 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.**

### 19 INSURANCE

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19.1 The purchase of third-party liability insurance from IODA is mandatory. The purchase will be arranged through the IODA at a cost of **USD \$12** per competitor and per coach and payable to IODA by the end of registration at the venue.

Note: There is a EURO €150 deductible payable on any claim.

### 20 MEDIA RIGHTS

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20.1 By 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.

### 21 FURTHER INFORMATION

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21.1 For further information please contact:



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Name	Ricardo Baggio , Executive Officer
E-mail	<a href="mailto:2022sulaopt@icrj.com.br">2022sulaopt@icrj.com.br</a>

21.2 Each participating country shall designate a person to be the official contact with the Organising Committee and provide an email address.





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**ATTACHMENT 1: RACING AREA**





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**ADDITIONAL INFORMATION**

**A. BEHAVIOUR**

*Team members and officials shall observe the regulations of the host club and the house rules of the hotel and shall behave correctly at all times. Bad behaviour at any time, whether on shore or afloat; with or without any damage to the facilities, may be investigated by the Jury who may call a hearing and impose a scoring penalty when appropriate.*

**THE FOLLOWING INFORMATION IS NOT INCLUDED IN THE RULES OF THE EVENT**

**B. ACCOMMODATION, LOCAL, TRANSPORTATION AND MEALS**

- B.1 *Competitors and team officials will be housed in the official event hotel(s) located in Copacabana, Botafogo or Flamengo areas, about 10 – 15 minutes from the sailing venue. For more information: Contact: **Tuanny de Souza** Email: [logistics2022sulaopt@icrj.com.br](mailto:logistics2022sulaopt@icrj.com.br) Official accommodations will be available from **14:00 on October 8 until 11:00 on October 15.***
- B.2 *All three meals will be provided. Breakfast will be served in the hotel. Packed lunches will be distributed at the nautical venue. Dinner will be served at the nautical venue. The first official meal will be dinner on **October 8** and the last official meal will be breakfast on **October 15.***
- B.3 *A damage deposit of **USD \$/ TBD per room** shall be charged by the hotel and will be refunded if no damage has occurred. The damage deposit and other extra charges will be paid directly to the hotel and may be paid in cash or by credit card.*
- B.4 *A shuttle bus between the official event hotel and the sailing venue will be provided..*
- B.5 *Any extra charges will be paid directly to the hotel and may be paid by credit card.*
- B.6 *Special food can be provided if requested in advance. Please include full details of any special request by filling in the relevant field in the online entry form at <http://2022southamericans.optiworld.org/en/default/races/race> .*

**C. EARLY ARRIVALS**

- C.1 *Teams wishing to arrive before the Official Arrival Day from **October 3, 2022**, should complete the relevant fields of the online entry system. The daily fee for early arrival will be **USD \$60 per person per day** including breakfast.*

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**ADDITIONAL INFORMATION**

C.2 *The regatta facilities will be open from **October 3, 2022**.*

**D. EARLY ARRIVAL SUPPORT VESSELS**

- D.1 *It is possible to rent a support boat to be used before the Official Arrival Day, from **October 3** at **USD \$170 per boat per day** excluding fuel. The boat shall be shared between two teams. Reservation of such boats shall be made by filling in the relevant fields in the Support Vessel Reservation Form on the online entry system and **by transferring a sum equivalent to the total amount (100%)** which shall be received on or before **June 15, 2022**, to guarantee availability. Allocation of early arrival support vessels will be made in order of arrival.*
- D.2 *In addition to the support vessel charter fee a damage deposit of **USD \$800** will be required upon receipt of each boat, payable **IN CASH ONLY**, to be refunded if no damage has occurred.*
- D.3 *Late reservation and payments of pre-Regatta support boats will incur a surcharge of 20%.*

**E. EARLY ARRIVAL CHARTER BOATS**

- E.1 *Charter boats will also be available before the Official Arrival Day from **October 3** at **USD \$45 per boat per day**. Reservations of pre-Championship charter boats shall be made by filling in the relevant fields of the online entry system and **by transferring a sum equivalent to the total amount (100%)** on or before **June 15, 2022**. Charter boat fees shall not be refunded.*
- E.2 *In addition to the charter boat fee, a damage deposit of **USD \$200** per boat will be required, payable **IN CASH ONLY**, upon receipt of each boat. The damage deposit will be refunded if no damage has occurred.*
- E.3 *Late reservations and payments of pre-Championship charter boats will incur a surcharge of 20%. Charter boat fees shall not be refunded.*

**F. TRANSPORTATION TO AND FROM THE AIRPORT**

- F.1 *The major airport in Rio de Janeiro is **Galeao – Antonio Carlos Jobim GIG International Airport**. The distance from the airport to the venue is approximately 25 km.*

*Transportation to and from the airport and the venue will be provided by the Organising Committee **at a cost of USD 15 per person**. Please make your reservation by contacting Tuanny de Souza at [logistics2022sulaopt@icrj.com.br](mailto:logistics2022sulaopt@icrj.com.br).*

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**ADDITIONAL INFORMATION**

**G. GENERAL HEALTH INFORMATION**

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- G.1** It is advisable to check <http://www.healthmap.org/en>, consult your travel agent, or the Consulate General of your country for the current health advisory regarding travel to Brazil. Proof of yellow fever vaccine may be required.
- G.2** Due to the agreement between IODA and the Organising Committee, the World Sailing "Coronavirus (COVID-19) Guidance for Event Organisers for the Protection of the Health for Sailing Communities" is in place for this event. For more information refer to <https://www.sailing.org/our-sport/welfare-safety/medical/>
- G.3** It is strongly recommended that you bring your own protective face mask and any additional personal protection with you, and that you wear a mask or a personal 'neck buff' while on the water.
- G.4** It is the responsibility of all delegations, especially those travelling from international locations to carefully review all entry requirements for Brazil in advance to comply with the current mandatory local government regulations for Covid-19, including the specified requirements to be fully vaccinated. Proof of Vaccination against Covid-19 may be required. Additional information regarding rules to follow during the championship that may be implemented for risk mitigation of Covid 19 will be published on the homepage on the official event microsite here:  
<http://2022southamericans.optiworld.org/en/default/races/race>.
- G.4** Participants are strongly recommended to bring their own personal reusable water container.

**H. SUPPORTERS**

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Supporters shall make their own reservations.

**I. SOCIAL EVENTS**

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To enhance the friendship between the competitors and to make their stay in Brazil more enjoyable, appropriate social events will be organised. Casual attire will suffice.

**J. MISCELLANEOUS**

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- J.1** Each team is kindly requested to bring its own National Flag (100cm X 150 cm).  
**J.2** The official currency in Brazil is the Brazilian REAL.

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**ADDITIONAL INFORMATION**

J.3 *Sailors are encouraged to bring clothing suitable for sailing in temperatures between 18 – 30 Celsius.*

**K. SAILING CONDITIONS**

<i>Daytime air temperature</i>	<i>23 – 32 Celsius</i>
<i>Water Temperature</i>	<i>22 Celsius</i>
<i>Prevailing Wind Direction</i>	<i>South East</i>
<i>Wind Speed</i>	<i>5 – 20 Knots</i>
<i>Hours of Good Wind</i>	<i>5 hours</i>
<i>Tide</i>	<i>Max 1.3 meters</i>
<i>Current</i>	<i>Yes</i>

**L. VISA REQUIREMENTS**

*Visas may be required, and delegations should contact their travel agency or Consulate in their country to inquire about VISA requirements.*

*A letter of invitation can be provided upon request by contacting the Organising Authority at [2022sulaopt@icrj.com.br](mailto:2022sulaopt@icrj.com.br) by the **Second Entry Deadline of July 31, 2022** and **allow 14 days for processing**.*

**M. SPECTATOR BOATS**

*A spectator boat may be arranged for parents and guests. More details will be available closer to the Official Arrival Day for the event.*

**N. CHANDLERY AND REPAIRS**

*Chandlery and repairs will be available at the shore venue.*

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**ADDITIONAL INFORMATION**

**O. SUMMARY OF PAYMENTS**

ITEM	COST – USD \$		
<b>REQUIRED PAYMENTS</b>			<b>NOR</b>
Entry Fee - Competitors	USD \$ 850	1 <sup>st</sup> Entry: June 15, 2022 - 50% 2 <sup>nd</sup> Entry: July 31, 2022 - 50%	5 & 6
Entry Fee - Adults	USD \$ 950	1 <sup>st</sup> Entry: June 15, 2022 - 50% 2 <sup>nd</sup> Entry: July 31, 2022 - 50%	5 & 6
Support Boat Fee	USD \$ 1200 per boat/USD \$ 600 per coach	1 <sup>st</sup> Entry: June 15, 2022 - 50% 2 <sup>nd</sup> Entry: July 31, 2022 - 50% Fuel not included.	15.5, 15.6
Damage Deposit - Support Boat	USD \$800 per boat/USD \$ 400 per coach	To be paid upon receipt of boat. Refundable. CASH ONLY	15.7, D.2
Charter Boat Fee	USD \$ 550 per boat	1 <sup>st</sup> Entry: June 15, 2022 - 50% 2 <sup>nd</sup> Entry: July 31, 2022 - 50%	16.7, 16.8
Damage Deposit - Charter Boat	USD \$ 200	To be paid upon receipt of boat. Refundable. CASH ONLY	16.11, E.2
Sail Measurement	USD \$ 50	Sails without certificate, payable to IODA.	9.10
Insurance	USD \$ 12	Competitors and coaches	19
Surcharge	20%	Late payments. Depends on item.	Various: see NOTE in 5.3
<b>OPTIONAL PAYMENTS</b>			<b>Extra info sheet</b>
Accommodation Early Arrivals	USD \$ 60 per person/per day	100% due June 15, 2022.	C.1
Hotel Damage Deposit	USD \$/ TBD per room	100% payable on arrival. Refundable. Cash/Credit Card	B.3
Support Boat Early Arrivals	USD \$ 170 per boat per day	Fuel not included. 100% due June 15, 2022	D.1
Charter Boat Early Arrivals	USD \$ 45 per boat per day	100% due June 15, 2022	E.1
Transportation Airport	TBD	To be arranged by Final Entry Date	F
Surcharge	20%	Late payment	Various but see 5.3