



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

### ORGANISING AUTHORITY

The 2022 Optimist South American Championship is organized by 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).

### TEAM RACING SAILING INSTRUCTIONS

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 Regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS).
- 1.2. The current conditions of 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. RRS D1.1(d) is deleted.
- 1.5. The first sentence of RRS D3.1 (e) (3) is deleted and replaced by: "when the boat has broken rule 1 or 2, rule 14 when she has caused damage or injury, or a rule when not racing, either the boat's score may be increased or half or more race wins may be deducted from her team, or no penalty may be imposed."
- 1.6. When a boat starts and finishes and breaks RRS 28.1 by failing to sail the course described in the Sailing Instructions, 6 points shall be added to her score without a hearing. This changes RRS A5.
- 1.7. **[NP]** RRS 40 and the preamble to Part 4 are changed as follows:
  - (a) 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."
  - (b) Add to the preamble of Part 4, after 'racing': ", except rule 40.1 as amended by SI 1.7(a).
- 1.8. In all rules governing this championship, both 'athlete', 'sailor', and 'competitor' mean a person competing in the event. The team 'support' person means a person as defined in the RRS.
- 1.9. In all rules governing this championship:



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

**TEAM RACING SAILING INSTRUCTIONS**

**[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.

- 1.10. Reasonable actions by event officials to implement COVID-19 guidance, protocols, or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.
- 1.11. **[NP][DP]** No action taken with the intent to denigrate or offend a team present or not present at the event may be initiated or continued.
- 1.12. 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] CAMERAS AND ELECTRONIC EQUIPMENT**

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- 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**

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- 3.1. Notices to competitors will be posted on the official notice board located on line at [www.2022southamericans.optiworld.org](http://www.2022southamericans.optiworld.org). 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 **45 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



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

**TEAM RACING SAILING INSTRUCTIONS**

- on **VHF channel 74 for the TRSAM and channel for 77 Nations Cup (NC).**
- 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**

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- 4.1. Any written changes to the Sailing Instructions or the schedule will be approved by the IODA Principal Race Officer (IODA PRO) and posted on the official notice board at least 15 minutes before the warning signal of the race from which it will take effect.
- 4.2. Sailing Instructions may be changed orally by the Race Committee and/or the Umpires before the warning signal, when flag L is displayed. It is the responsibility of each team to obtain any oral instructions given. These changes will also be communicated to the coaches on VHF channel 74 for the TRSAM and the 77 for Nations Cup.
- 4.3. Changes to the format of racing and the publication of the schedule of subsequent races made on the water will be announced as described in instruction 4.2.

**5. [DP] BOATS**

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- 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 60.1(b).
- 5.4. Hulls, foils and dagger boards of chartered and non-chartered equipment shall not be cleaned using any substance other than water.

**6. RESERVE**

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**7. FORMAT OF RACING**

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

**TEAM RACING SAILING INSTRUCTIONS**

- 7.1. The event will be a four-boat against four-boat team race. For teams having five competitors, any four may compete in a race, provided that the fifth competitor remains in the area designated for coaches, or ashore, from the warning signal of that race until that race has been completed.
- 7.2. Attachment 1 shows the intended racing format. The format may be modified during the event in a fair and practical way as solely determined by the IODA PRO taking into account the entries, weather conditions, time constraints and any other relevant factors.
- 7.3. The Race Committee with the approval of the IODA PRO may decide not to run a re-sail if the result of that race is not relevant to the progress of any team to the next round.
- 7.4. For members entering more than one team each team will be identified as follows:
- ☒ Team 1: Yellow ribbon
  - ☒ Team 2: Blue ribbon
  - ☒ Team 3: No ribbon
- Ribbons shall be displayed from the outboard end of the boom.

**8. SCHEDULE OF RACES**

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DATE	SCHEDULE
October 11	1800 Time limit to hand in confirmation of participation
October 12	9.30 Coaches Meeting 11:00 TRSAM, NC, Races
October 13	Reserve Day for TRSAM, NC
October 14	Reserve Day for TRSAM, NC

**9. CLASS FLAGS**

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The class flag will be a white flag with the Optimist Class logo.



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

**TEAM RACING SAILING INSTRUCTIONS**

**10. RACING AREAS**

Attachment 2 shows the location of the racing area.

**11. THE COURSE**

- 11.1. The diagram in Attachment 3 shows the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 11.2. The Race Committee may move marks of the course. RRS 33 will not apply. The moving of a mark by the Race Committee will not be grounds for a boat to request redress. This changes RRS 60.1 (b).
- 11.3. Courses will not be shortened. This changes RRS 32.

**12. MARKS**

12.1. Marks will be as follows:

Event	Marks 1, 2, 3 and 4	Starting line port	Finishing line port end
TRSAM	Yellow Marks	White Marks	White Marks
NC	Orange Marks	Yellow Marks	Yellow Marks

12.2. The starting and finishing marks will be a race committee boat and the buoy stated in the table in instruction 12.1.

**13. THE START**

13.1. Races will be started as follows:

Signal	Min. before starting signal	Sound Signal	Visual Signal
Warning	3	One	Class flag displayed
Preparatory	2	One	"P" flag displayed
One-minute	1	One	"P" flag removed
Starting	0	One	Class flag removed

This changes RRS 26.

- 13.2. The starting line will be between a staff displaying an orange flag on the starting mark on the starboard end and the starting mark on the port end.
- 13.3. When an individual recall is made, flag X will be displayed for up to 1 minute. This changes RRS 29.1.
- 13.4. The race number and the country codes of the teams to start will be displayed on the stern of the committee boat before the warning signal. When the race number



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

**TEAM RACING SAILING INSTRUCTIONS**

is displayed in this way, it overrides all prior communications, schedules or instructions. The Race Committee may at any time remove a particular race from the published sequence of races and run it at a later time.

- 13.5. **[DP][NP]** Boats may approach the starting line only after the race number with their team's country code has been displayed. 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.
- 13.6. The waiting area windward boundary for the TRSAM will be designated by orange marks and for the NC will be red marks.

**14. THE FINISH**

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The finishing line will be between a staff displaying a blue flag on the finishing mark on the starboard end and the finishing mark on the port end.

**15. TIME LIMITS AND ABANDONMENT**

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- 15.1. The time limit for each race will be 20 minutes.
- 15.2. Abandonment may be signaled orally by the Race Committee and/or the Umpires. Abandoned races may be re-sailed, and if so, a new warning signal will be made as soon as practical. This changes RRS 32 and Race Signals.

**16. UMPIRING AND FLAGS**

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- 16.1. The event will be umpired in accordance with Appendix D as modified by these Sailing Instructions. Some races may have more Umpires than others as determined by the Chief Umpire
- 16.2. The required red protest flag shall be attached to the competitor, clothing or PFD, and be capable of being displayed at arm's length. To signal a protest, the flag shall be displayed from a concealed position to a position where it is visible to the protested boat and Umpires.

**17. PROTESTS AND REQUESTS FOR REDRESS**

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- 17.1. For protests and requests for redress other than protests under a rule listed in RRS D2.2, competitors shall inform an Umpire or the Race Committee at the first reasonable opportunity upon finishing. The Umpires will, when appropriate, hear protests and requests for redress while afloat.
- 17.2. The protest time limit for competitors is two minutes after finishing and for the Race Committee, Technical Committee, or Jury it is 60 minutes after the last boat finishes



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

**TEAM RACING SAILING INSTRUCTIONS**

- the last race of the day.
- 17.3. A hearing may be declined if it is not relevant to progress to the next round. This changes RRS 63.1.
- 17.4. When a hearing ashore is necessary, the schedule will be published no later than 30 minutes after the end of the protest time limit.
- 17.5. Decisions of the Jury will be final as provided in RRS70.5.
- 17.6. Breaches of Class Rules will not be grounds for a protest by a boat. This changes RRS 60.1(a). Penalties for these breaches will be as per Sailing Instruction 21.2.

**18. SCORING**

- 18.1. Rule D4 is deleted and replaced by:  
Each team will race at least two times. Teams having lost two times are eliminated from the competition and may return ashore. The two remaining teams will race the SAIL OFF. This is a set of three races after which the winner of two of them becomes the winner of the championship.
- 18.2. If, by the warning signal time limit on the last day of racing the Final Stage of the TR event has not been completed, the following will apply to define first, second and third places overall, taking in account the race at which the event is not completed:

INCOMPLETE AT RACE	FIRST	SECOND	THIRD
Before R23	Event not valid		
After R23 - before R27	W23	(A) 18.3 applies to Flight D remaining teams without consider R23.	
After R27 - before R28	W23	(B) 18.3 applies to Flight E teams without consider R27.	
After R28 - before R29	W23	(C) 18.3 applies to W28 and W29.	
After R29 - before R30	W23	W29	L29
After R30 without complete SAIL OFF	W30	L30	L29

- 18.3. As per 18.2, when applicable, in cases (A), (B), or (C), to define second and third places, the following will apply:



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

**TEAM RACING SAILING INSTRUCTIONS**

- (i) the total of races won when the two teams met (Only for (C));
- (ii) the total points scored in all races against common opponents.
- (iii) the order in which they entered the Team Racing event.

**19. [NP] SAFETY REGULATIONS**

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- 19.1. Sign -Out and Sign -In Procedure.** The requirements of this instruction are specified for the safety of all competitors.
- 19.1.1** The control point to Sign-Out and Sign-In competitors will be located outside the Sailing School Office near the main ramp.
- 19.1.2** The Team Leader of each country shall individually Sign-Out each competitor on their team each day before racing, beginning two hours before the schedule warning for the day, by signing beside their own name in the space provided on the required form and marking with an X beside the name of each of the competitors on their team that will be leaving the venue to race.
- 19.1.3** The Team Leader of each country shall individually Sign-In each competitor on their own team each day after racing immediately upon returning to shore but no later than the protest time and marking an X beside the name of each of the competitors on their team that have returned to the venue after racing.
- 19.2. **[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 on the official event microsite <http://2022southamericans.optiworld.org> or on the event APP.
- 19.3. 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 62.1(a).
- 19.4. When the Race Committee displays Flag V with repetitive sounds, all official and support boats shall monitor the Race Committee **VHF channel 74 for the TRSAM and channel for 77 Nations Cup (NC)** for search and rescue instructions.
- 19.5. **[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.

**20. [DP] REPLACEMENT OF EQUIPMENT**

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

**TEAM RACING SAILING INSTRUCTIONS**

- 20.1. 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.
- 20.2. Substitution of damaged or lost 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 inspected by the Technical Committee.
- 20.3. 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.

**21. [NP][SP][DP] EQUIPMENT AND MEASUREMENT CHECKS**

- 21.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the Notice of Race or the Sailing Instructions.
- 21.2 The following scoring penalties may be imposed without a hearing: minor class rule infringement: 1 point; intermediate class rule infringement: 3 points; major class rule infringement: 6 points.

**22. OFFICIAL AND ACCREDITED VESSELS**

- 22.1. 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

- 22.2. Accredited boats will be identified as follows:

Press	Green flag with Black "PRESS"
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The 2022 Optimist South American Championship  
Rio de Janeiro, BRAZIL  
October 8 - 15

**TEAM RACING SAILING INSTRUCTIONS**

Spectators and VIP vessel	Pink flag with Black "S"
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**23. [NP][DP] SUPPORT VESSELS**

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- 23.1. Support vessels will be at the disposal of the Organising Committee, which will re-allocate them to teams participating. This allocation will be done according to the number of boats available and the number of teams participating. The allocation will be announced at the Coaches' meeting.
- 23.2. Coach vessels shall remain anchored within the designated waiting area shown on the diagram in Attachment 2 unless otherwise directed by the Race Committee and/or Umpires for safety purposes.
- 23.3. The penalty for failing to comply with paragraph 15 of the NoR and/or this instruction may result in the disqualification from the race/s in which the infringement took place, or another penalty at the discretion of the Jury, of the team associated with the infringing boat.
- 23.4. Coaches are encouraged to carry a working VHF radio.

**24. PRIZES**

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

**25. RISK STATEMENT**

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- 25.1 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.**

**26. INSURANCE**

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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](http://www.optiworld.org/uploaded_files/thirdParty.pdf_1948_en.pdf) There is a Euro 150 deductible on any claim.

**27. RIGHT TO USE NAMES AND LIKENESS**

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

**TEAM RACING SAILING INSTRUCTIONS**

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.



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

**TEAM RACING SAILING INSTRUCTIONS**

ATTACHMENT 1 – FORMAT OF RACING – Grid in separate file Note:

This attachment must be read together with the relevant grid.

Flight A	
R1	Team 1
	Team 16
R2	Team 8
	Team 9
R3	Team 5
	Team 12
R4	Team 4
	Team 13
R5	Team 3
	Team 14
R6	Team 6
	Team 11
R7	Team 7
	Team 10
R8	Team 2
	Team 15

Flight B	
R9	Winner R1
	Winner R2
R10	Loser R2
	Loser R1
R11	Winner R3
	Winner R4
R12	Loser R4
	Loser R3
R13	Winner R5
	Winner R6
R14	Loser R6
	Loser R5
R15	Winner R7
	Winner R8
R16	Loser R8
	Loser R7

Flight C	
R17	Winner R9
	Winner R11
R18	Winner R10
	Loser R11
R19	Loser R9
	Winner R12
R20	Winner R13
	Winner R15
R21	Winner R14
	Loser R15
R22	Loser R13
	Winner R16

Flight D	
R23	Winner R17
	Winner R20
R24	Winner R19
	Loser R20
R25	Loser R17
	Winner R21
R26	Winner R18
	Winner R22

Flight E	
R27	Winner R24
	Winner R25
R28	Loser R23
	Winner R26

Flight F	
R29	Winner R27
	Winner R28

Final SAIL OFF	
R30, R31, R32	Winner R23 vs. Winner R29

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

**TEAM RACING SAILING INSTRUCTIONS**

ATTACHMENT 2 – RACING AREA



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

**TEAM RACING SAILING INSTRUCTIONS**

ATTACHMENT 3 – THE COURSE

