

**Optimist Open Meeting**  
**11<sup>th</sup> May 2019**  
**Royal Corinthian Yacht Club & Corinthian Otters**  
**Sailing Instructions**

**1. Organizing Authority**

The Organizing Authority is the Royal Corinthian Yacht Club & Corinthian Otters

**2. Rules**

Races shall be governed by the World Sailing Racing Rules of Sailing 2017-2020, the Prescriptions of the RYA, the International Optimist Class Rules, the Notice of Race and these Sailing Instructions including any amendments. In the event of conflict, the Sailing Instructions shall prevail. This alters RRS 63.7.

**3. Notices to Competitors**

3.1 Notices to the competitors will be posted on the Official Series Notice Board at RCYC.

3.2 There will be a briefing on Saturday 11<sup>th</sup> May at 9:45.

3.3 Competitors are advised that they may need to leave for the start area immediately after the briefing.

**4. Changes to the Sailing Instructions**

Any change to the Sailing Instructions will be posted before 9:30 on Saturday 11<sup>th</sup> May.

**5. Signals made ashore**

Signals made ashore shall be displayed at RCYC Clubhouse.

**6. Series**

There will be separate series for a Main fleet and Regatta fleet Optimist as well as separate starts for other dinghies in either a handicap or dedicated start dependent upon entrants. To be confirmed at the Briefing at 9.45. It is also hoped to run informal racing for Mini Racers off the club.

Series shall consist of up to four races. The first warning signal shall not before 10:45. The starts for other fleets will follow after the previous start.

Competitors in the Regatta Fleet must fly a streamer (provided by RCYC) attached to the sprit for identification.

**7. Starting**

Starting arrangements will be notified at the Briefing.

**8. Courses**

The start area and the type of course will be notified at the Briefing. Courses will be set using laid marks.

**9. Time Limit**

The time limit is 1 hour from the first valid start of each race. Once the first boat has finished there will be a period of 15 minutes within which other boats can finish. Boats finishing after the expiry of this limit will be marked Did Not Finish.

**10. Points system**

10.1 The Low Point Scoring System of RRS Appendix A, will apply.

10.2 Discards: If 4 races or more are completed one result may be discarded. If fewer races are completed all results shall be included.

**11. Protests**

Competitors are expected to comply with the Racing Rules of Sailing. Competitors are requested not to lodge a formal protest unless there has been serious personal injury or damage. The preference is for competitors to follow the RYA Advisory Process. Advisory hearings may not result in a penalty for a first offence, but subsequent hearings for a similar offence are likely to result in a 20% place penalty.

## **12. Safety**

12.1 There will be a tally board at the top of the slipway and competitors are required to tally before going on the water and to return their tally to the board when they come ashore.

12.2 Each competitor is individually responsible for wearing personal buoyancy. All competitors must always wear personal buoyancy in accordance with Optimist Class Rules. A wet suit or dry suit is not adequate personal buoyancy.

12.3 By participating in a race conducted under the Racing Rules of Sailing, each competitor and boat owner agrees:

(i) to be governed by the rules

(ii) to accept the penalties imposed and other action taken in accordance with the rules subject to the appeal and review procedures provided in them as to the final determination of any matter arising under the rules

(iii) with respect to such determination, not to resort to any Court or Tribunal not provided by the rules

12.4 Decision to race: A boat is solely responsible for deciding whether or not to start or continue racing. Safety RIBs or Club Officers, however, may prevent a boat from launching or require a boat to return to shore if they are of the opinion that the equipment is not adequate or the sailor is not sufficiently prepared for the likely conditions. This decision is final and there will be no grounds for redress.

12.5 Class requirements: All boats must conform to the safety requirements laid down by the International Optimist Class Rules.

## **13. Disclaimer of Liability**

13.1 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk.

By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of the 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 event organizer does not relieve them of their own responsibilities; (

f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances.

(g) Their boat is adequately insured, with cover of at least £3m against third party claims.

Parents, Guardians and Competitors must all be aware of their responsibilities contained in the Risk Statement before racing.

## **14. Retirements**

Any dinghy which retires should inform either the Race Officer on the water or a safety RIB.

## **15. Late Entries**

At the discretion of the Race Committee, late entries for the Open Meeting may be accepted on 11 May 2019.