



# International Optimist Class Association (UK)



## Major Event Instructions 2022

These Major Event Instructions (MEIs) represent combined  
**Notice of Race** and **Standard Sailing Instructions**  
for the Major 2-day events run by IOCA(UK).  
They cover both main fleet and regatta fleet.

A set of Supplementary Sailing Instructions (SSIs) will be published for each event.

Revision	Effective from	Change
v1.0	Feb 2022	Initial 2022 revision. Changes from previous year include <ul style="list-style-type: none"> <li>• Change from RYA Arbitration to Appendix T</li> <li>• Incorporated some provisions usually added to the WPNSA SSIs but in a more general form</li> </ul>

For each event

The **Organising Authority** is the **International Optimist Class Association (UK)**  
in conjunction with the **host organisation**

### COVID-19 Statement

By taking part in any events covered by this document, each competitor agrees and acknowledges that they are responsible for complying with any regulations in force at the time in respect of COVID-19 and for complying with the Host Club and IOCA UK COVID-19 procedures. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. 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. This is not protestable by a boat.

## TABLE OF EVENTS

Event / Event Web Page	Host Organisation / Venue	All Dates 2022	
		Event	Late Payment Closing
Spring Championships <a href="http://ioca.uk/springs">http://ioca.uk/springs</a>	<u>Draycote Sailing Club</u> Draycote Water, Kites Hardwick Rugby, CV23 8AB	12/13 March	26 <sup>th</sup> February ----- 7 <sup>th</sup> March
Early Summer Championships <a href="http://ioca.uk/esc">http://ioca.uk/esc</a>	<u>Hayling Island Sailing Club</u> Sandy Point, Hayling Island PO11 9SL,	14/15 May	30 <sup>th</sup> April ----- 9 <sup>th</sup> May
Late Summer Championships <a href="http://ioca.uk/lsc">http://ioca.uk/lsc</a>	<u>Brightlingsea Sailing Club</u> Waterside Brightlingsea CO7 0DY	27/28 Aug	13 <sup>th</sup> August ----- 22 <sup>nd</sup> August
End of Season Championships <a href="http://ioca.uk/eos">http://ioca.uk/eos</a>	<u>Grafham Water Sailing Club</u> Perry, Huntingdon Cambs, PE28 0BU	15/16 October	1 <sup>st</sup> October ----- 10 <sup>th</sup> October
Winter Championships <a href="http://ioca.uk/winters">http://ioca.uk/winters</a>	<u>Cardiff Bay Yacht Club</u> Ferry Road, Cardiff, Wales, CF11 0JL	10/11 December	26 <sup>th</sup> November ----- 5 <sup>th</sup> December

In addition to the events listed above, any event may invoke the rules of this document by so stating in its Notice of Race.

## 1 RULES

- 1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 Competitors should note that IOCA(UK) implements the RYA Racing Charter and that they will be expected to sail in compliance with it. The Charter can be found at the front of the RYA edition of the Racing Rules of Sailing (the yellow pages after the definitions), or on the RYA website at [www.rya.org.uk/racingrules](http://www.rya.org.uk/racingrules).
- 1.3 RRS Appendix T (Arbitration) applies.
- 1.4 If there is conflict the Supplementary Sailing Instructions (SSIs) or a separate event Notice of Race take precedence over these Major Event Instructions (MEIs). This changes RRS 63.7.
- 1.5 RRS 61.1 'Informing the Protestee' is changed as follows:  
Add to RRS 61.1(a): 'The protesting boat shall inform the Race Committee of the boat/s being protested at the finishing line immediately after finishing.' For the purposes of this rule, Race Committee includes the Measurers when they are located in the vicinity of the finish. If the jury decide that it was impractical for a boat to comply with this rule, they may hear the protest.




## 2 ELIGIBILITY, ENTRY AND FEES

- 2.1 Participants must be members of IOCA (UK) or an equivalent National Optimist organisation.
- 2.2 For each event, a **late payment date** and a **closing date** are listed in the Table of Events, above.
- 2.3 Entry shall be made via the IOCA (UK) Event Website, and the official Entry Form shall be submitted with the declaration of the Parent/Guardian prior to midnight on the **closing date**.
- 2.4 In line with the standard IOCA conditions of entry, entries will only be confirmed once the entry fee has been paid. While the entry fee remains unpaid that entry will remain on the waiting list.
- 2.5 All promotions from waiting list to confirmed entries will depend on payment of entry fees and available space at the sole discretion of the Organising Authority.
- 2.6 Late entries will be accepted at the sole discretion of the Organising Authority.
- 2.7 The Entry Fee is £70.00 per boat per event and shall be paid via the online 'GoCardless' payment system details of which are on the Event Web Pages listed in the.
- 2.8 Entry fees that remain unpaid at midnight on the **late payment date** will be subject to an additional late entry surcharge of 20% of the entry fee. (Total of £84.00)
- 2.9 For entries withdrawn before midnight on the **closing date** 80% of the fee will be refunded; otherwise there will be no refunds.

## 3 NOTICES TO COMPETITORS AND CHANGES TO SAILING INSTRUCTIONS

- 3.1 All notices to competitors will be posted on the official notice board which will be in a prominent location at the venue (usually near the Race Office) and clearly labelled. The SSIs may specify an alternative location which may be entirely online.
- 3.2 Any change to the MEIs or SSIs will be posted on the official notice board not less than 30 minutes before Flag D is displayed, except that any change to the schedule of races will be posted by 19:00 hours on the day before it will take effect.

#### 4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the venue's main signal mast or an alternative location if specified in the SSIs
- 4.2 Boats may only launch when Flag D is displayed ashore, either on its own or with their class flag. 
- 4.3 Flag AP displayed ashore without a numeral pennant means "Racing is postponed indefinitely. Flag D will be displayed to commence launching shortly after AP is removed." This changes race signal AP. 
- 4.4 The warning signal will be at the later of the scheduled time or 30 minutes after flag D is displayed unless at that time the race is *postponed* again or *abandoned*.
- 4.5 When a far sailing area is defined in the SSIs, Flag W displayed ashore indicates racing will be in far area and the warning signal will be not less than 60 minutes after flag D is displayed. Otherwise, racing will be in the near area. 

#### 5 SCHEDULE OF RACES

- 5.1 For a two day event, six races are scheduled for main fleet, and twelve for the regatta fleet.
- 5.2 Timings will be as follows unless stated otherwise in the SSIs:

	Saturday	Sunday
Registration	08:30 – 09:30	
Competitors' Briefing	09:40	
First Warning Signal	10:55	10:25
Last Permitted Warning Signal		15:00
Prize Giving		Soon after Racing



- 5.3 On the last day of racing there will be no warning signal after 15:00 except where the first start group has been able to start, the warning signal of the second start group may be made after 15:00 as long as it is no later than 25 minutes after the first start. If the second start group fails to start in this time, the race will be abandoned for the first start group.

#### 6 FLEETS AND CLASS SIGNALS

- 6.1 **Main Fleet**
  - 6.1.1 The Main Fleet is intended for experienced racers able to be reasonably self-sufficient for several hours afloat at a time.
  - 6.1.2 Unless stated otherwise in the SSIs, the Race Committee will allocate each boat in the main fleet to a colour group, yellow, blue, red or white as posted on the official notice board. The allocation of competitors into colour groups will be based on the latest IOCA ranking and thereafter in sail number order.
  - 6.1.3 Each boat shall display the coloured group identification ribbon provided at the peak of her sail.
  - 6.1.4 There will be two starts in each race. Each start will be for two colour groups, as shown in Attachment B to these instructions. The warning signal for the second start in each race will be not less than 5 minutes after the previous start which is not recalled.
  - 6.1.5 It is each sailor's responsibility to ensure that they sail in the correct group. The penalty for sailing in the incorrect group shall be 5 points added to their finishing position in the group they raced in for all races sailed in that incorrect group.

## 6.2 Regatta Fleet

- 6.2.1 The Regatta Fleet is intended for younger, less experienced sailors, generally in their first year of travelling to events. Sessions afloat will be shorter and more support will be provided,
- 6.2.2 The regatta fleet may be split into multiple fleets based on experience.
- 6.3 Class Flags will be as follows:

Fleet	Flag
Main Fleet	Flag O 
Regatta Fleet	Flag R 
Also, when racing in groups	
Yellow	Yellow Flag 
Blue	Blue Flag 
Red	Red Flag 
White	White Flag 

## 7 RACE AREA

- 7.1 If the venue has multiple race areas the location to be used will be specified in the SSIs, on the Official Notice Board or using flag signals described in the SSIs.


## 8 THE COURSE

- 8.1 The course configuration to be sailed will be as shown in the SSIs and may be selected from those shown in MEI Attachment C. The diagrams indicate the number of legs required to complete each course. They do not indicate the length or the angle between each leg.
- 8.2 The course to be sailed (e.g. Inner/Outer + number of beats) may be displayed on the committee vessel before the warning signal. If no course is displayed, the first group start (or a Single fleet start) shall sail an O2 course, the second group start shall sail an I2 course.
- 8.3 Leeward gates will be used. A gate may be replaced by a single mark to be left to port.

## 9 DESCRIPTION OF MARKS

- 9.1 The marks will be described in the SSIs.
- 9.2 Any change of course marks will be the same as the original marks unless changed in the SSIs.
- 9.3 The starting marks will be race committee vessels or staff marks displaying orange flags.
- 9.4 The finishing marks will be race committee vessels or staff marks displaying blue flags. For the regatta fleet, if the finish line is the same as the start line, the port end of the line will display an orange flag instead of a blue flag. This changes Race signals, blue flag.
- 9.5 Holding area marks will be narrow yellow cylinders.

## **10 AREAS THAT ARE OBSTRUCTIONS**

- 10.1 Boats shall keep clear of vessels at anchor or vessels displaying Flag A, indicating divers in the water. 
- 10.2 Boats shall not transit through any groups of moored boats at any venue unless specifically directed to do so.
- 10.3 Any directions given by the local Harbour Authority either in person or via an official boat must be complied with without delay.
- 10.4 Any areas which are obstructions will be described in the SSIs.

## **11 THE START**

- 11.1 Races will be started using RRS 26 with the warning signal five minutes before the starting signal. When there is more than one start in a sequence there will be at least 5 minutes between a start and a subsequent warning signal.
- 11.2 The starting line will be between staffs displaying orange flags on the starting marks.
- 11.3 A boat starting later than 4 minutes after its starting signal may be scored Did Not Start without a hearing. This changes RRS A4 and A5.
- 11.4 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed on the committee signal vessel with one long - or multiple short - sound signal(s) at least five minutes before a warning signal is made for main fleet and two minutes for regatta fleet.
- 11.5 When the orange flag is displayed, the Race Committee may also display the class flags of the colour groups in the first start at the dip for approximately 1 minute to remind sailors which colour groups are in the first start.
- 11.6 When the Orange flag is displayed boats which are not competing in the next start shall make their way to the holding area which is 50m downwind of the start line and its extensions. Yellow holding area marks may be laid as in which case the holding area is downwind of those marks.

## **12 CHANGE OF COURSE, SHORTENING OR ABANDONING AFTER THE START**

- 12.1 To change the next leg of the course, the Race Committee will move the existing mark or finishing line, or lay a new mark and remove the original mark as soon as practical.
- 12.2 If a new mark is laid it will be of the same type as the original unless a different "Change Mark" is described in the SSIs.
- 12.3 Minor mark moves (up to approximately 100m) may be made without signalling the change. This changes RRS 33.
- 12.4 If the wind drops below 5 knots the race may be abandoned without redress. This changes RRS 62.

## **13 THE FINISH**

- 13.1 The finishing line will be between the masts displaying blue flags on the finishing marks at each end of the finishing line.
- 13.2 For Regatta fleet the port end of the line will be an orange flag if the finish line is the same as the start line.
- 13.3 After finishing and clearing the finishing line boats shall avoid the course area including the finishing area and all boats not yet finished.
- 13.4 The race committee may give a finishing place to any boat as follows:

- a) When a race committee vessel displays flag W with two sounds, boats that have not yet finished may be given a finishing place anywhere on the race course, at a nearby mark or not.
- b) When a boat finishes in accordance with this instruction, she shall be awarded a finishing place matching her race position in that race. This changes RRS A5.



## **14 PENALTY SYSTEM**

- 14.1 Appendix P will apply, except as changed by MEI 14.2 and MEI 14.3.
- 14.2 Appendix P2.3 is deleted. P2.2 is changed to apply to the second and each subsequent penalty of a boat.
- 14.3 Appendix P3 Postponement, general recall or abandonment is deleted and replaced by:  
If a boat has been penalised under RRS P1 and the Race Committee signals a postponement, general recall or abandonment, the penalty is cancelled and shall not be counted to determine the number of times she has been penalised during the regatta.
- 14.4 The penalty for breaches of Class Rules will be the Graded Penalty System detailed in Attachment D and applied by the Technical Committee (Attachment A), and may be less than disqualification, this changes RRS 63.1.
- 14.5 Outside Help
  - 14.5.1 Penalties for breaking RRS 41, Outside Help, shall be at the discretion of the Protest Committee. When a boat has received outside help, a request for a lesser penalty than retirement may be made to the Protest Committee in writing before the end of protest time on the day concerned.
  - 14.5.2 At the discretion of the Race Committee the Regatta fleet may be provided with outside assistance while racing. This will usually take the form of a designated coach providing verbal advice to those sailors nearer the back of the fleet.

## **15 TIME LIMIT AND TARGET TIMES**

- 15.1 The time limit for the first boat in each start shall be 1 hour 15 minutes or for subsequent finishers within 30 minutes after the first boat finishes, whichever is later. This changes RRS 35, A4 and A5.
- 15.2 The target time for each race is 45 minutes for the main fleet and 20 minutes for the regatta fleet, the SSIs may refine or change this time. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

## **16 PROTESTS, ADVISORY HEARINGS AND ARBITRATION**

- 16.1 When the Organising Authority appoints a Protest Committee or Technical Committee, the Terms of Reference are as shown in Attachment A.
- 16.2 Protests shall be written on forms available at the race office and delivered there within the Protest Time which will end 30 minutes after the last boat of a fleet or flight (if division into groups has been stated in SSIs) comes ashore unless the Protest Committee posts a different time. The SSIs may specify the use of an online form in which case this must be submitted within the Protest Time above but email attachments received after the time limit will not invalidate the protest.
- 16.3 Notices of protests by the Race Committee, Technical Committee or Jury will be posted to inform boats under RRS 61.1(b) within the protest time as in 16.2.
- 16.4 Times and places of protest hearings will be posted within thirty minutes of the end of protest time. This will be the only notification and changes RRS 63.2.

- 16.5 In a change to RRS 60.1, no boat may protest another boat for infringements of the following:
- Tallies
  - Group Identification Ribbons
  - Support Vessels
  - Any Local Regulations
- 16.6 When the Protest Committee decides that an infringement, other than an infringement of a rule of RRS Part 2, has had no significant effect on the outcome of the race, it may impose a penalty of one or more points or make such other arrangements as it thinks fair. This may be to impose no penalty. This changes RRS 64.1.
- 16.7 Regatta Fleet
- 16.7.1 For all incidents, except those involving serious damage or injury, it is intended to conduct protests using the arbitration process. The role of the rules advisor is to explain to the participants which rules were broken, why, and by whom. The penalty for a breach of Part 2 of the Racing Rules or Rule 31 is at the discretion of the rules advisor (to be scored as 'DPI') and may be less than disqualification. The intention of this process is to serve as an educational resource and prepare sailors for competing at higher levels

## 17 SCORING SYSTEM


- 17.1 The Low Points scoring system of RRS Appendix A will apply.
- 17.2 One race is required to be completed to constitute a series
- 17.3 A boat's series score will be the total of her race scores excluding her worst scores as listed below (note that not all rows of this table will apply to every event/fleet):

Races Completed	Scores Excluded
1 – 2	0
3 – 6	1
7 – 9	2
10 – 12	3

- 17.4 Boats that are racing when the time limit expires will be scored points halfway between the points scored by the last boat to finish and points equal to the number of entries in their start group. Any fractions will be rounded up to the next whole number.
- 17.5 When the fleet is divided into groups RRS A4.2 is deleted and replaced by:  
All other boats, including a boat that did not start, a boat that finishes and thereafter retires or is disqualified, will be scored points equal to one more than a half the number of boats entered in the series when there are two starts, fractions rounded up.



## **18 SAFETY**

- 18.1 On any day that racing is scheduled boats may not go afloat without the permission of the Race Committee.
- 18.2 RRS 40.1 (Personal Flotation Devices) applies at all times when boats are afloat.
- 18.3 When the Race Committee considers that a boat, its equipment or crew are not adequate for the existing or anticipated conditions or that a boat or crew is in difficulty, it may instruct the boat and crew not to launch, or to retire or to sail ashore or to accept outside help. The boat and crew shall comply with such instructions without delay.
- 18.4 Additional safety information may be listed in the SSIs.
- 18.5 Tallies
  - 18.5.1 MEI 18.5 applies when the SSIs state that tallies will be used.
  - 18.5.2 A tally board will be situated at the place specified in the SSIs
  - 18.5.3 After flag T is displayed ashore and before going afloat each competitor intending to race shall personally take the appropriately coloured tally band bearing their tally number from the tally board and place it securely and visibly on their wrist or arm. 
  - 18.5.4 Immediately after coming ashore, each competitor shall remove their tally band from their person and place it back on the tally board.
  - 18.5.5 The penalty for infringing this MEI 18.5 shall be 5 points added to the boat's overall final score. The Protect Committee may adjust this penalty at their discretion.

## **19 REPLACEMENT OF CREW OR EQUIPMENT**

- 19.1 Substitution of damaged or lost equipment will not be allowed unless authorised by the Race Committee. Requests for substitution shall be made at the first reasonable opportunity.

**20 EQUIPMENT CHECKS**

- 20.1 Equipment Inspection may be made throughout an Event on the instructions of a Race Committee Measurer.
- 20.2 If appointed, throughout the event Race Committee Measurers will form the Technical Committee.
- 20.3 Immediately after each race one or more boats may be required to proceed for an equipment check. Boats notified shall report immediately to a nearby measurement vessel displaying a yellow flag marked “Measurer”. Measurement checks may be made by the use of photography.
- 20.4 After finishing boats shall not alter any settings on their boat until after they have cleared the measurement boat area.
- 20.5 Failure to comply with this will be reported to the Protest Committee and may lead to a disqualification or other penalty as determined by the Protest Committee.

**21 EVENT ADVERTISING**

- 21.1 The Race Committee may require advertising space for event sponsors in accordance with RRS 80 and ISAF Regulation 20.

**22 OFFICIAL VESSELS**

- 22.1 Vessels will be marked as follows:

Role	Status	Identification
Safety Control	Official	Orange Flag
Jury, Official, Measurer, Medic, Press	Official	Yellow Flag
Main Fleet Safety	Official	White Flag (numbered)
Regatta Fleet Safety or Official Support Vessels when Attachment F is in force	Official	Blue Flag (numbered)
Mark Layer	Official	Red band on engine
Support Person vessels	Non Official	Green flag (numbered)

**23 SUPPORT VESSELS AND SUPPORT PERSONS**

- 23.1 All vessels defined in MEI 22 must register with the organising authority. Registration shall include a list of the boats which any *Support Persons* on board will be supporting.
- 23.2 Any vessel not registered shall not be in the racing area (see MEI 23.6) or have any communication with competitors from the time the orange flag is raised for the first race until the finish of the last race of the day.
- 23.3 All boats listed in MEI 22 are under the control of the Race Committee which includes the Safety Officer.
- 23.4 Unless carrying out official duties as directed by the Race Committee, all vessels shall not be in the racing area nor have contact with competitors from the time the Orange Flag is displayed

until all boats in that race or that flight's race have finished or the Race Committee signals a postponement or abandonment.

23.5 For official vessels displaying their identification (See MEI 22), the racing area is defined as 100m from anywhere that a boat may reasonably sail when racing.

23.6 For all other vessels, including non-official vessels (see MEI 22), this distance is increased to 250m. If holding marks are laid, no non-official vessels shall be on the course side of these marks.

23.7 The penalty for failing to comply with MEI 23 will be determined by the Protest Committee and may be the disqualification of all boats associated with the Support Persons who breach this rule. Note that this also applies for Official vessels which do not adhere to the Race Committee's positioning instructions.

## **24 RUBBISH DISPOSAL**

24.1 Rubbish may be placed aboard support or official boats.

## **25 NOT USED**

## **26 NOT USED**

## **27 RADIO COMMUNICATION**

27.1 A boat shall neither make nor receive radio or mobile telephone transmissions whilst racing

## **28 PRIZES**

28.1 Generally, there will be prizes for the first three girls and first three boys in each fleet.

28.2 The Organising Authority may award additional prizes at its discretion.

## **29 RISK STATEMENT**

29.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

29.2 Sailing is by its nature an unpredictable sport and therefore 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 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 vessels, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held at the venue;"

### **30 INSURANCE**

- 30.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per incident or the equivalent.

### **31 TOWING**

- 31.1 On any day that racing is scheduled the towing of boats, by any vessel, is strictly prohibited. Infringement of this instruction may result in the immediate disqualification of the boat without a hearing from the race completed nearest in time to the infringement. This changes RRS 63.1. The only exceptions to this are:
- a) If a boat has retired from a race and is being escorted by a support vessel either ashore or to the nearest mothership.
  - b) If the race committee informs all support vessels that towing is permitted.
  - c) Regatta fleet boats at the discretion of the Race Committee.

### **32 DATA PROTECTION (GDPR)**

- 32.1 The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. When required by the rules, personal information may be shared with the RYA and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

Your personal information will be stored and published in accordance with IOCA(UK)'s *Privacy Policy* and *Publishing of Information Policy* which can be downloaded from the *Policies* page of <http://www.optimist.org.uk>.

- 32.2 Still or video photography may be used as part of the Race Management processes for the event. These images will only be used for Race Management or training purposes and will not be published without the express permission of all sailors who are identifiable in the images.

### **33 RADIO COMMUNICATION**

- 33.1 A boat shall neither make nor receive radio or mobile telephone transmissions whilst racing

### Attachment A: Terms of Reference

#### Protest Committee

The Protest Committee Terms of Reference whilst on the water will be both the application of penalties under RRS 42 and the observation of rule observance.

RRS 42 Penalties will be applied by the Protest Committee, both at the starting area and during the race.

The Protest Committee may initiate a protest where they believe that a rule infringement has occurred but no appropriate penalty was taken.

#### Technical Committee

The Technical Committee Terms of Reference whilst on the water will be both the application of graded penalties (Attachment D) and observation of class rules observance. This changes RRS 63.1

The technical committee will post a notice of the graded penalties applied within the protest time limit (19.2)

The Technical Committee on the water will be made up IOCA UK Class measurers and will be appointed by the race committee.

### Attachment B: Schedule of Group Starts

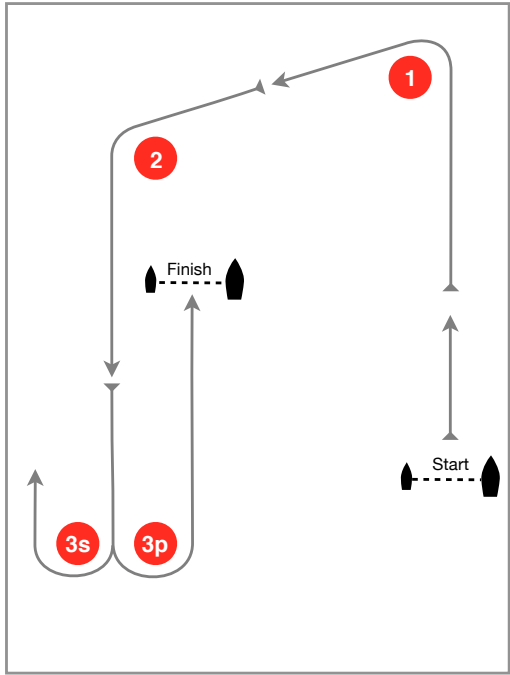
When racing in groups under MEI 6.1 the starts will be as follows:

Race	First Start Groups		Second Start Groups	
1 & 7	Yellow	Blue	Red	White
2 & 8	Yellow	Red	Blue	White
3 & 9	Yellow	White	Blue	Red
4 & 10	Red	White	Yellow	Blue
5 & 11	Blue	White	Yellow	Red
6 & 12	Blue	Red	Yellow	White

(Note: This table is repeated under each course diagram for convenience when printing a course card)

**Attachment C: Courses**  
**Worlds Course**

Mark Rounding Order
Start – 1 – 2 – 3s/3p – Finish

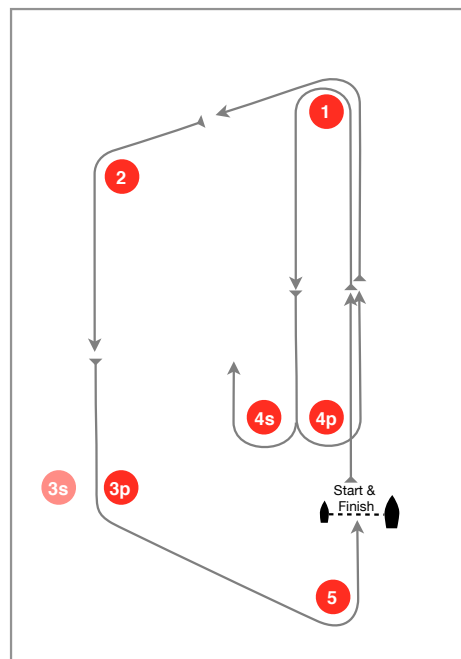
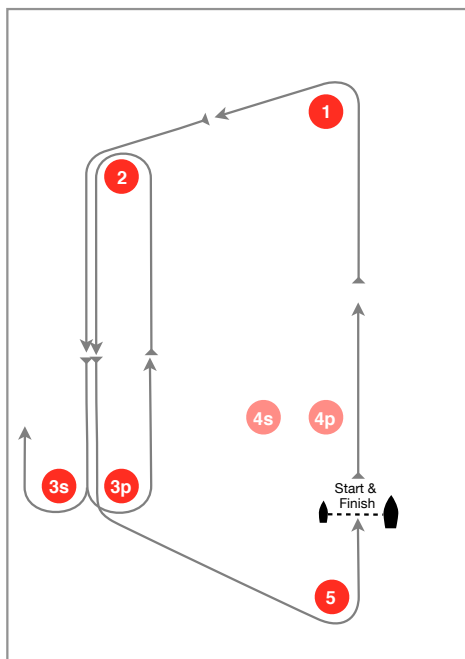


When racing in groups under MEI 6.1 the starts will be as follows:

Race	First Start Groups		Second Start Groups	
1 & 7	Yellow	Blue	Red	White
2 & 8	Yellow	Red	Blue	White
3 & 9	Yellow	White	Blue	Red
4 & 10	Red	White	Yellow	Blue
5 & 11	Blue	White	Yellow	Red
6 & 12	Blue	Red	Yellow	White

## Carantec Courses with Windward Finishes

Signal	Mark Rounding Order
O1	Start – 1 – 2 – 3p – 5 – Finish
O2	Start – 1 – 2 – 3s/3p – 2 – 3p – 5 – Finish
O3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish
I2	Start – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish
I3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish

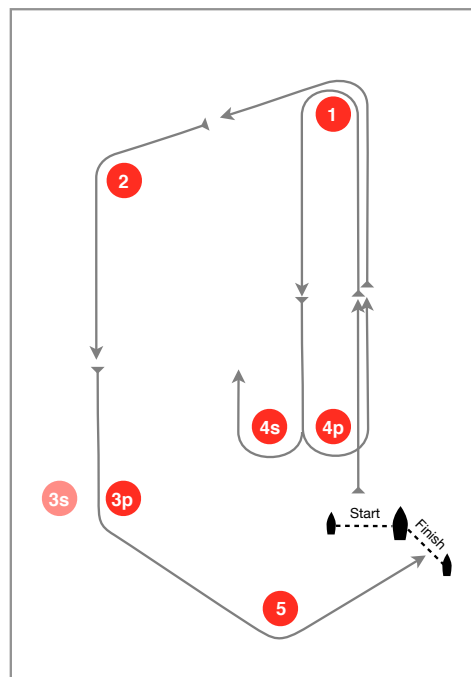
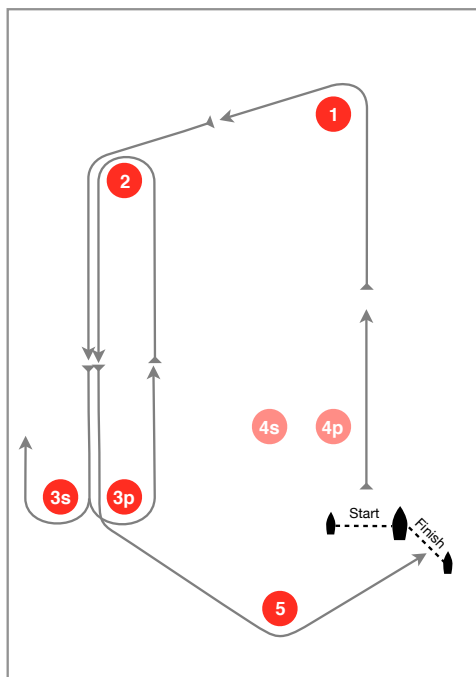


When racing in groups under MEI 6.1 the starts will be as follows:

Race	First Start Groups		Second Start Groups	
1 & 7	Yellow	Blue	Red	White
2 & 8	Yellow	Red	Blue	White
3 & 9	Yellow	White	Blue	Red
4 & 10	Red	White	Yellow	Blue
5 & 11	Blue	White	Yellow	Red
6 & 12	Blue	Red	Yellow	White

## Carantec Courses with Reaching Finishes

Signal	Mark Rounding Order
O1	Start – 1 – 2 – 3p – 5 – Finish
O2	Start – 1 – 2 – 3s/3p – 2 – 3p – 5 – Finish
O3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – 5 – Finish
I2	Start – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish
I3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – 5 – Finish



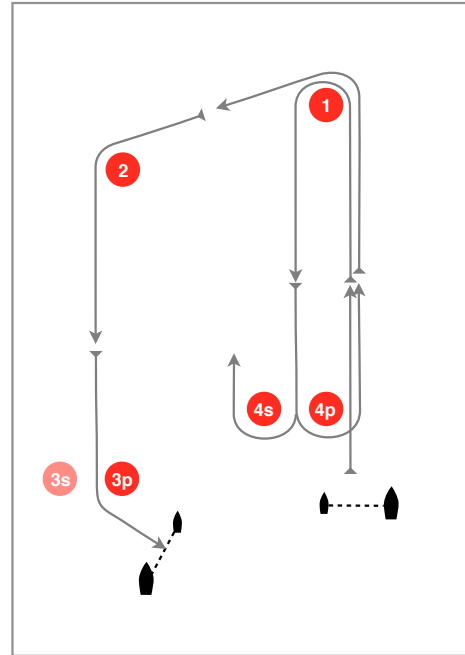
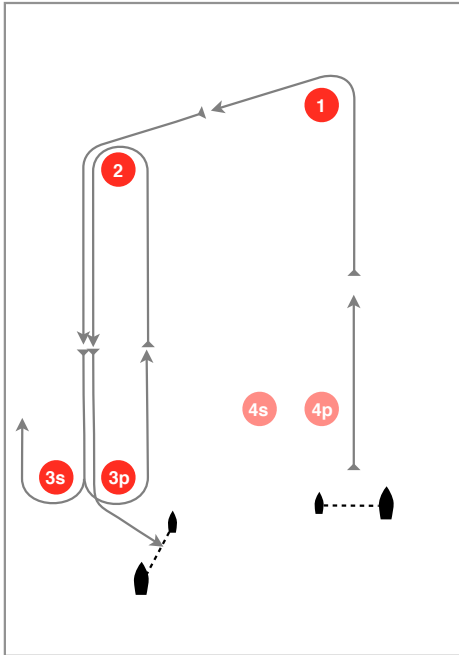
When racing in groups under MEI 6.1 the starts will be as follows:

Race	First Start Groups		Second Start Groups	
1 & 7	Yellow	Blue	Red	White
2 & 8	Yellow	Red	Blue	White
3 & 9	Yellow	White	Blue	Red
4 & 10	Red	White	Yellow	Blue
5 & 11	Blue	White	Yellow	Red
6 & 12	Blue	Red	Yellow	White



## Trapezoid Courses

Signal	Mark Rounding Order
O1	Start – 1 – 2 – 3p – Finish
O2	Start – 1 – 2 – 3s/3p – 2 – 3p – Finish
O3	Start – 1 – 2 – 3s/3p – 2 – 3s/3p – 2 – 3p – Finish
I 2	Start – 1 – 4s/4p – 1 – 2 – 3p – Finish
I 3	Start – 1 – 4s/4p – 1 – 4s/4p – 1 – 2 – 3p – Finish

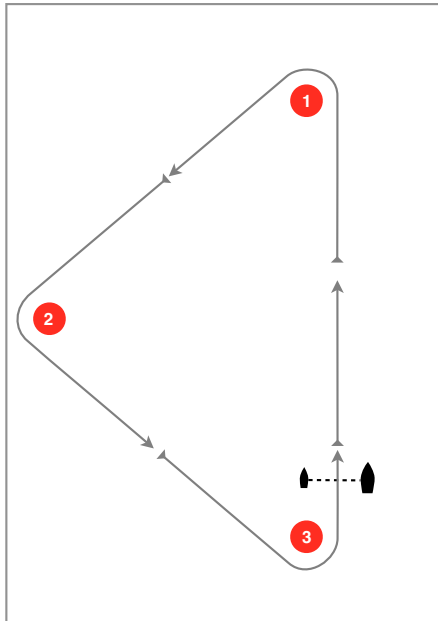


When racing in groups under MEI 6.1 the starts will be as follows:

Race	First Start Groups		Second Start Groups	
1 & 7	Yellow	Blue	Red	White
2 & 8	Yellow	Red	Blue	White
3 & 9	Yellow	White	Blue	Red
4 & 10	Red	White	Yellow	Blue
5 & 11	Blue	White	Yellow	Red
6 & 12	Blue	Red	Yellow	White

## Triangular Course (Regatta Fleet Only)

Signal	Mark Rounding Order
T1	Start – 1 – 2 – 3 – Finish
T2	Start – 1 – 2 – 3 – Line – 1 – 2 – 3 – Finish
T3	Start – 1 – 2 – 3 – Line – 1 – 2 – 3 – Line – 1 – 2 – 3 – Finish



**Attachment D: Graded Penalties (CR refers to class rule)**

Minor Technical Penalties

First offence warning, 2nd and subsequent offences 2 points  
Breaches of Safety Regulations if no danger was involved (MEI 0)

Minor Class Rule Penalties

First offence warning, 2nd and subsequent offences 3 points

Bailer not attached to hull (CR 4.3)

Paddle not attached to hull (CR 4.3)

Dagger board not attached to hull (CR 3.3.4)

Painter not attached to mast step or thwart (CR 4.3)

Whistle not attached to personal flotation device (CR 4.2)

One sail tie 5mm or more loose (CR 6.6.3.4)

Two sail ties 3mm or more loose (CR 6.6.3.4)

Accidental loss of sail tie (CR 6.6.3.4)

Intermediate Class Rule Penalties

First offence warning, 2nd and subsequent offences 5 points

No bailer, paddle or painter in boat (CR 4.3)

No whistle (CR 4.2)

No lanyard, locking device or other arrangement to attach mast to hull (CR 3.5.2.11)

Sail outside limits of bands (CR 3.5.2.7)

Two ties 5mm or more loose (CR 6.6.3.4)

Three or more ties 3mm or more loose (CR 6.6.3.4)

Throat, tack or clew eyelet 3mm or more loose (CR 6.6.3.4)

Major Class Rule Penalties (as per RRS)

Penalty up to DSQ subject to protest

Use of uninspected equipment

Use of unapproved fittings

**Attachment E: Sample Supplementary Sailing Instructions**

2021 Gill IOCA UK

[Event Name]

[Inclusive dates of the event]

[Venue]

The Organising Authority is the International Optimist Class Association (UK) in conjunction with  
[Host Club]

**Supplementary Sailing Instructions**

MEI	Description	Details (delete or complete as appropriate)
2.1	Location of Official Notice Board	
4.1	Location of signal mast	
18.4	Additional Safety Information	
MEI	Main Fleet	Details
6.1	Racing in groups	Yes / No
7	Race Area	
8.1	Course Configuration	
9.1	Description of Marks	
15.2	Target time	40-45 minutes
18.5	Tally	Yes / No
18.5.2	Tally Board Location	
F	Zero coaching protocol invoked	Yes / No
MEI	Regatta Fleet	Details
6.1	Racing in groups	No
7	Race Area	
8.1	Course Configuration	
9.1	Description of Marks	
15.2	Target time	20-30 minutes
18.5	Tally	Yes / No
18.5.2	Tally Board Location	

## **Attachment F - Protocol for a zero-coaching Event**

- F.1 This attachment only applies at events where it has been invoked by the NoR, SSIs or an Official Notice.
- F.2 No support vessels will be allowed other than those authorised by or agreed with the race committee. Upon arrival Support vessels must report to the Race Office. They must not launch before this requirement has been met.
- F.3 Competitors shall not approach any vessel other than an official vessel (see MEI 22) from their first orange flag signal of the day until they finish their last race for the day or the Race Committee signal no more racing today, whichever is later.
- F.4 Except when requested by - or agreed with - the race committee, Support Persons (See RRS definitions) may not communicate with competitors afloat, tow competitors to or from the race area, or enter the race area as described in MEI 23.6.
- F.5 All boats associated with an infringing Support Person may be penalised at the discretion of the Protest Committee for the race on which the Support Person failed to comply with this instruction. This changes RRS 63.1
- F.6 Competitors will be able to place food and drink on official support vessels. In exceptional circumstances official support vessels may be called upon by the race committee to undertake other duties and will not be available to competitors for use as support vessels.
- F.7 Competitors will be allocated an official support vessel for the event which will be marked with a coloured identification flag corresponding to the competitor's allocated ribbon
- F.8 Competitors' allocated ribbon colours will be notified on the main notice board (ribbons will be available at registration)
- F.9 All boats will fly a ribbon of their allocated support vessel colour at the peak of their sails.
- F.10 Official support vessels may provide competitors with the following support:
  - Rig alteration (for example alteration and replacement of sail ties, kicker and sprit tensions)
  - Provision and storage of a competitor's food and drink
  - Replacement of equipment – each official support vessel will carry a limited supply of spares (tiller extension, sail ties, rope and sail repair tape).
- F.11 For more extensive repairs, competitors may request additional support from the race committee.
- F.12 Between races, official support vessels will be positioned in the area where the Race Committee have directed boats to congregate. A diagram may be posted on the official notice board providing details.
- F.13 Non-official vessels shall stay outside area described in MEI 23.6 from the time the orange flag is displayed until all boats of all divisions in that race have finished or the Race Committee signal a postponement or abandonment. When a race committee or jury member indicates a Support Person's vessel to move further from the course area, they shall do so immediately.
- F.14 At the time that the orange flags are raised on the Committee Vessel, official support vessels must immediately proceed to the waiting area (50m downwind of the start line, or as marked) and remain there until the orange flags are lowered.
- F.15 Additional requirements may be posted on the official notice board.
- F.16 The penalty for failing to comply with these requirements will be determined by the Race Committee or the Protest Committee, and may be the disqualification of all boats associated with the support personnel who do so.

## Attachment G - Messaging

In addition to the Official Notice Board, the Organising Authority may send message to competitors and support persons via the Instant Messaging Application, Telegram.

Telegram is similar to WhatsApp but has better privacy (phone numbers are not public) and does not limit groups to 250 people.

Please download Telegram for your Smart Phone and/or Laptop prior to the event from the links on <https://telegram.org>



Then join the groups below by following the link or scanning the QR codes:

**Broadcast:** Messages from the Organising Authority and Race Committee:

<https://ioca.uk/broadcast>



**Queries:** Questions to the Organising Authority or Race Committee:

<https://ioca.uk/queries>



The speed of answers may vary and may be sent via the broadcast group. Please use this facility as sparingly as possible and certainly not for chat or it will lose its effectiveness.