

2025 GBR Optimist Team Selection Trials

2nd – 5th May 2025

Weymouth

Notice of Race

The Organising Authority (OA) is the International Optimist Class Association (UK) in conjunction with **Weymouth and Portland National Sailing Academy**.

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1.

[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 Protest Committee at a hearing.

1. RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 IOCA (UK) implements the [RYA Racing Charter](#) and competitors will be expected to sail in compliance with it.
- 1.3 RRS 63.5(c) is changed so that in the event of a conflict between this Notice of Race (NoR) and the IOCA (UK) Major Event Sailing Instructions (MESI), the MESI shall prevail. In the event of a conflict between the NoR or the MESI and the Supplementary Sailing Instructions (SSI), the SSI will prevail.
- 1.4 RRS G3 applies. A boat chartered or loaned for the event may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.
- 1.5 This is a zero-coaching event, see MESI Attachment D.
- 1.6 Races shall be umpired, and decisions on protests may be made at the time by umpires who have seen the incident, as specified in Addendum A to this Notice of Race.

2 ELIGIBILITY ENTRY AND FEES

- 2.1 Entry to Selections is capped at 80 Sailors, and entry is by invitation according to a Sailor's position on the rolling ranking. Please see the [IOCA \(UK\)/GBR 2025 IOCA UK Teams Selection Policy](#) for clarification on the process.
- 2.2 Competitors shall be members of IOCA (UK).
- 2.3 Competitors shall complete the online Equipment Declaration [Equipment Declaration- IOCA Selections 2025](#) before the end of registration.
- 2.4 The closing date for entries is 21.00hrs on the 21/03/2025.

- 2.5 Entry shall be made via the IOCA (UK) [OurClubAdmin](#) page, and the official Entry Form shall be submitted with the declaration of the Parent/Guardian prior to midnight on the closing date.
- 2.6 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.
- 2.7 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.
- 2.8 An entry request made after the closing date may be accepted at the sole discretion of the Organising Authority.
- 2.9 The Entry Fee is £225.00 per boat and shall be paid via OurClubAdmin.
- 2.10 An entry made a week prior to the closing date will be subject to an additional late entry surcharge of 20% of the entry fee.
- 2.11 For entries withdrawn before midnight on the closing date 80% of the fee will be refunded otherwise, there will be no refunds.

3 SAILING INSTRUCTIONS

- 3.1 The IOCA Major Event Sailing Instructions (MESI) will apply and are available online at [Class Documents](#).
- 3.2 Supplementary Sailing Instructions (SSI) will be published on the official notice board (ONB).

4 COMMUNICATION

- 4.1 Notices to competitors will be posted on the official notice board (ONB). The ONB will be on-line, on the event page on IOCA OurClubAdmin [[OurClubAdmin](#)].

5 [NP] FLEETS

- 5.1 The fleet will be sailed in ONE fleet and will not be divided into groups.

6 PROVISIONAL SCHEDULE

6.1 Up to 12 races are scheduled for the event.

6.2 Unless stated otherwise in the SSI, the daily schedule will be:

Day	Event	Time, hrs
Friday 2 nd May (Day 1)	Registration	08:30 – 10:00
	Volunteer Briefing & Safety Fleet Briefing	09:30
	Competitor Briefing	10:00
	First Warning Signal	11:55
	Number of Races Scheduled	3
Saturday 3 rd May (Day 2)	Competitor Briefing	10:00
	First Warning Signal	11:55
	Number of Races Scheduled	3
Sunday 4 th May (Day 3)	Competitor Briefing	10:00
	First Warning Signal	11:55
	Number of Races Scheduled	3
Monday 5 th May (Day 4)	Competitor Briefing	10:00
	First Warning Signal	11:25
	Number of Races Scheduled	3

6.3 On the last day of racing there will be no warning signal after 15:00.

6.4 The purpose of the Selection Trials is to select teams for the 2025 World and European Championship, the Development Teams, and the Bermuda Junior Gold Cup. Therefore, the Selectors and the Race Officer have the discretion not to hold races in circumstances that they consider to be inappropriate. Such decisions shall not be grounds for redress; this changes RRS 62.1.

7 RACE AREA

- 7.1 The waters of Portland Harbour and Weymouth Bay may be used.

8 ADVERTISING

- 8.1 Boats may be required to display advertising chosen and supplied by the organising authority.

9 SCORING

- 9.1 One race is required to be completed to constitute a series.
- 9.2 When 6 races or fewer have been completed, a boat's series score will be the total of her race scores.
- 9.3 When more than 6 races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- 9.4 Scoring a Boat that Has Conflicting School Examination Requirements.
- Exceptionally, if a sailor is required to sit school examinations on a maximum of one day of the Selection Trials, then that sailor may request to be scored average points (calculated as in RRS Appendix A9(a)) in races unavoidably missed on that one day. The request shall be made to the OA at time of entry, except that if the examination day is later changed, it shall be made as soon as this change is announced.
- The Selectors have received and accepted a request from Josh Ayling for Friday 2nd May 2025.

10 [NP][DP]SUPPORT VESSELS AND SUPPORT PERSONS

- 10.1 All support vessels shall be registered with the Organising Authority. Registration shall include a list of the boats which any Support Persons on board will be supporting.
- 10.2 Support persons and support boats shall familiarise themselves with and observe MESI 18 and 19 at all times during the event.

11 DRONES [NP][DP]

- 11.1 Coaches, support persons or their representatives, shall not fly drones over the boat park or race area without complying with local legislation and without prior written approval by the Organising Authority. Any approval granted by the Organising Authority may impose limitations on where and when drones may fly.
- 11.2 At any time, the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the Organising Authority, Race Committee, Jury, or competitors upon reasonable request.

12 DATA PROTECTION

- 12.1 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, OurClubAdmin 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 Class documents page of <http://www.optimist.org.uk>.
- 12.2 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 purposes and will not be published.

13 RISK STATEMENT

- 13.1 RRS 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".
- 13.2 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:
- 13.2.1 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;
- 13.2.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 13.2.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 13.2.4 Their boat is in good order, equipped to sail in the event and they are fit to participate;
- 13.2.5 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;
- 13.2.6 The provision of patrol vessel cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 13.2.7 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.

14 INSURANCE

- 14.1 Each participating boat shall be insured with valid third-party liability insurance with adequate minimum cover per incident.

14.2 The Organising Authority is not responsible for verifying the status or validity of a boat's insurance.

15 PRIZES –

15.1 Prizes will be awarded as follows:

Fleet Size	Prizes awarded to
One Fleet	First Optimist sailor overall – Musto Trophy

Perpetual trophies will be awarded as detailed on the Class website.

The Organising Authority may award additional prizes at its discretion.

16 FURTHER INFORMATION

16.1 For further information please contact admin@optimist.org.uk.

Addendum A to Notice of Race: On-the-Water Umpiring

This addendum publishes the **rules (in bold)** with *explanatory notes (in red)* for the on-the-water umpiring. The rules will be repeated in the Sailing Instructions.

The purpose of umpiring is to provide sailors with a quick, simple and immediate response to protests. This enables a penalised boat to take a penalty on the water and removes the need for a later hearing ashore.

Umpires do not respond to requests for redress. They are heard ashore by the protest committee.

The process is based on World Sailing's Addendum UF for umpired fleet racing.

A1 Races will be umpired as follows:

A1.1 RRS 44.1 applies. A boat may take a Two-Turn Penalty when she may have broken one or more rules of Part 2 in an incident while racing.

As normal, if a boat thinks she might have broken a rule, she should promptly take a Two-Turn Penalty (2TP), whether or not there is a protest.

A1.2 Following a protest, an umpire may penalise any boat that has not taken an appropriate penalty (signalled by identifying the boat, and displaying a red flag with a sound signal), or may signal that no boat is penalised (by displaying a green-and-white flag with a sound signal). When an umpire makes such a signal, the protesting boat is not entitled to a hearing. This changes rule 63.2(a).

After a protest, if all boats that broke a rule in the incident take a 2TP, the umpire makes no signal.

If a boat that broke a rule does not take a 2TP, the umpire will penalise that boat with a red flag.

If no boat broke a rule, the umpire will signal 'no penalty' with a green-and-white flag.

The umpire decision (red or green-and-white flag) closes the protest. There will not be a hearing. But if the incident has not been seen well enough for an umpire to make a decision, A5 applies instead.

A1.3 A boat penalised with a red flag shall take a Two-Turn Penalty. However, when the umpires decide the boat has committed a breach of sportsmanship or gained advantage by her breach, the umpire may further penalise the boat with another red flag signalled at the end of the penalty. A boat that knows she has broken a rule and is not exonerated, and does not take a penalty, commits a breach of sportsmanship.

A boat penalised with a red flag is required to take a Two Turn Penalty (2TP).

If an umpire also decides the penalised boat knew she had broken a rule, so should have voluntarily taken a 2TP, the boat has also committed a breach of sportsmanship. She will therefore be penalised twice (two red flags, so two 2TPs). A boat will also be

penalised a second time if, despite taking a 2TP, she has gained an advantage by breaking a rule.

A1.4 An umpire may also signal a red flag penalty on a boat for a breach of rule 31 (Touching a Mark), or rule 2 (Sportsmanship), and for failure to take an umpire-signalled penalty or gaining advantage despite taking a penalty. No protest is required.

An umpire may penalise a boat for touching a mark, breach of sportsmanship, failure to take an umpire-signalled penalty and gaining an advantage despite taking a 2TP, even if there is no protest.

A1.5 If a boat protests, and either no umpire makes a signal, or an umpire displays a white flag to indicate “no umpire decision”, the boat is entitled to a hearing.

***A white flag** means the umpire did not see the incident well enough to make a decision. If there is either a white flag, or no umpire signal, the boat may request a protest hearing after the race by completing a protest form in the normal way.*

A1.6 No proceedings of any kind may be taken in relation to any action or non-action of an umpire.

Umpire decisions are final. A boat cannot request redress or appeal an umpire decision or action.