



**2022 BODA WORLDS & EUROPEAN TRIALS**  
**Bermuda Optimist Dinghy Association (BODA)**  
**Feb 26-27, Mar 5-6 2022**  
**Spanish Point Boat Club**

**ORGANISING AUTHORITY**

The regatta is organized by the Bermuda Optimist Dinghy Association (BODA); hosted by the Spanish Point Boat Club (SPBC).

**SAILING INSTRUCTIONS (SIs)**

*The notation '[NP]' means Rules that are not grounds for protest by a boat (This changes rule 60.1(a)).*

*The notation '[DP]' means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.*

**1. RULES**

- 1.1. The series will be governed by the 'rules' as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2. RRS 61.1 "Informing the Protestee" is changed as follows: Rule 61.1 (a) is amended by adding the following at the end of paragraph (a), before the word "However"; A boat intending to protest from an incident on the race course shall immediately after finishing proceed directly to the RC Finish Line Boat, sail on the starboard side of the RC boat and notify the RC that she intends to protest, hail her sail number and the number of the boat she is protesting before leaving the finish line area.
- 1.3. If there is a conflict between the NOR and these SIs, the rules in these SIs will take precedence. This changes RRS 63.7.

**2. NOTICES TO COMPETITORS**

- 2.1. Notices to competitors will be posted on the official notice board located at:  
<https://www.racingrulesofsailing.org/documents/3279/event>.
- 2.2. On the water, the Race Committee (RC) intends to monitor and communicate with Support Persons on VHF channel 69.

**3. CHANGES TO SAILING INSTRUCTIONS**

Any change to the SIs will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 the day before it will take effect.

**4. CODE OF CONDUCT**

[DP] Competitors and support persons shall comply with reasonable requests from event officials. 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 be unnecessary, are not improper actions or omissions.

**5. SIGNALS MADE ASHORE**

- 5.1. Signals made ashore – **including the 'D' Flag** – will be displayed on the virtual 'Official Notice Board'.
- 5.2. Flag AP displayed with one sound means: '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP.  
The AP flag will not be used ashore except for long postponements.

**6. SCHEDULE OF RACES**

- 6.1. As described in NOR 7.
- 6.2. To alert boats that a race will begin soon, an orange flag defining the starboard end of the starting line will be displayed with one sound 5 minutes before a warning signal is displayed.

**7. CLASS FLAGS**

Class flag will be white with class logo.

## **8. RACING AREAS**

The racing area will be communicated each day at the Competitor Briefing.

## **9. THE COURSES**

Attachment #1 – Course Card 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.

## **10. MARKS**

The starting mark shall be an orange tetrahedron.

Rounding mark 1 shall be a green tetrahedron.

Rounding marks 2, 3S, 3P shall be yellow tetrahedrons.

The finishing mark shall be a pink ball.

## **11. THE START**

11.1. Races will be started by using RRS 26.

11.2. The starting line will be between a staff displaying an orange flag on the RC Signal Boat at the starboard end and the course side of the port end starting mark.

11.3. A boat that does not start within 4 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A5.1 and A5.2.

## **12. CHANGE OF THE NEXT LEG OF THE COURSE**

Minor mark moves (up to approximately 150m) may be made without signaling the change. This changes RRS 33.

## **13. THE FINISH**

The finishing line will be between a staff displaying a blue flag on the RC Finish Line Boat at the starboard end and the course side of the port end finishing mark.

## **14. TIME LIMITS AND TARGET TIMES**

14.1. All times will be taken from GPS.

14.2. Time limits for each race shall be 90 minutes. If no boat has passed Mark 1 within 30 minutes the race will be abandoned.

14.3. The target time for each race shall be 45 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

14.4. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.

## **15. HEARING REQUESTS**

15.1. The protest time limit is 90 minutes after the last boat finishes. The end of protest time limit will be posted on the official noticeboard.

15.2. Hearing request forms are available on the official noticeboard.

15.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held online. Participants in any hearings (parties, party representatives and witnesses) must have access to a device that has internet accessibility with audio and video capability. Participants must use audio and video to appear before the protest committee unless advised otherwise by the protest committee. See Virtual Hearing Addendum VH to these sailing instructions.

15.4. The posting of hearing notices shall be considered notices as required by RRS 61 and 62.2.

15.5. On the last day of racing a request for reopening a hearing shall be delivered:

15.5.1. within the Protest time limit if the requesting party was informed of the decision on the previous scheduled day;

15.5.2. no later than 30 minutes after the party requesting reopening was informed of the decision on that day.

15.6. On the last day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## **16. SCORING**

Scoring shall be as described in NOR 12.

## **17. SAFETY REGULATIONS**

17.1. [DP] Competitors shall check in with the RC signal boat before the warning signal of the first race each day by sailing on starboard tack past the stern of the signal boat and hailing their sail number until they are acknowledged.

17.2. [DP] A boat that retires from a race shall notify the RC at the first reasonable opportunity.

#### **18. REPLACEMENT OF CREW OR EQUIPMENT**

18.1. [DP] Substitution of competitors is not allowed.

18.2. [DP] Substitution of equipment (damaged or lost) is not allowed unless authorized in writing by the RC. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.

#### **19. OFFICIAL BOATS**

Official RC boats shall be described to competitors at the Competitor Briefing and may fly a blue or yellow RC flag.

#### **20. SUPPORT BOATS**

[DP] Support boats, including spectators, shall not be in the racing area from the time of the warning signal until the race has finished or the RC signals a postponement, general recall, or abandonment, unless specifically authorized by the RC as a matter of safety. Attention is drawn to Attachment #1 – Course Card.

#### **21. RADIO/TELEPHONE COMMUNICATIONS**

[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.

#### **22. TRASH DISPOSAL**

Trash shall not be placed aboard official boats.

#### **23. RISK STATEMENT**

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 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.**