



## **SSF Optimist Selection Trial 2023**

11,12,18,19 February 2023

National Sailing Centre, Singapore

### **Notice of Race (NoR)**

The Event Website will be at:

<https://events.sailing.org.sg/events/ssf-selection-trials-optimist/?occurrence=2023-02-11>

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 event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*. Other documents under RRS Definition: Rule (g) includes:

1.1.1 [DP] The Support Team Regulations (STR) in NoR Addendum 3 will apply.

1.1.2 [DP] The Maritime and Port Authority of Singapore (MPA) Regulations wherever they might apply.

1.2 The following National authority prescriptions will apply: For RRS 40 Personal Floatation Devices, add on after the rule the following: "Singapore Sailing Federation prescribes that every boat shall carry life-saving equipment conforming to government regulations that apply in the racing area."

1.3 [DP][NP] Protocols relating to Covid-19 may be published at any time and will state if they have the status of a rule.

1.4 If there is a conflict between languages the English text takes precedence.

## **2 SAILING INSTRUCTIONS**

2.1 The sailing instructions will be available after 1800 hrs on 8 February 2023 at the online official notice board.

### 3 COMMUNICATION

- 3.1 The online official notice board is located at

<https://www.racingrulesofsailing.org/documents/5476/event?name=ssf-optimist-selection-trial-2023>

- 3.2 [DP] While racing, 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 ELIGIBILITY AND ENTRY

- 4.1 The regatta is open to sailors in the Optimist Class with age limits:

Optimist	15 years old or younger (born after 31 Dec 2007)
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- 4.2 [NP] All Singaporean participants are required to have at least a SSF Opti-Racer certification or a Dinghy Proficiency Level 1 for single-handed dinghy sailors.

- 4.3 Eligible boats may enter by completing the form and payment in this link:

[https://singaporesailing.eventsmart.com/events/ssf\\_optimist\\_trial\\_2023/](https://singaporesailing.eventsmart.com/events/ssf_optimist_trial_2023/)

- 4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

- 4.5 Late entries may be accepted at the discretion of the Organising Authority with an additional fee of 25% of the standard entry fee.

- 4.6 Closing date for entries will be on **10 February 2023, 2355hrs** .

### 5 FEES

Entry fees are inclusive of GST as follows:

Optimist	\$50
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### 7 SCHEDULE

- 7.1 Registration will be on 11 February 2023 from 0930 hrs onward at the Race Control Office.

## 7.2 Schedule of Events:

Date	Time	Event	Venue
11,12,18.19 Feb 2023	1200 hours	First warning signal- Optimist	Race area

## 7.3 Number of races:

Class	Number of Races	Races per day (max)
Optimist	12	4

## 8 VENUE

NoR Addendum 2 shows the location of the racing areas.

## 9 COURSES

### 9.1 The course(s) to be sailed will be:

Class / Race	Course	Area
Optimist	Windward Leeward	A

## 10 SCORING

At least 5 races are required to be completed to constitute a series.

## 11 SUPPORT PERSON VESSELS

### 11.1 [DP] [NP]Regatta Support Vessel Regulations shall apply, please see NoR Addendum 2.

## 12 [DP][NP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT

### 12.1 By participating in this event, competitors and their support persons automatically grant to the Organising Authority and any event sponsors, the right in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, taped, or filmed television and other reproductions of them during the period of the event without compensation.

### 12.2 Competitors and their support persons may be required for media interviews during the period of the event.

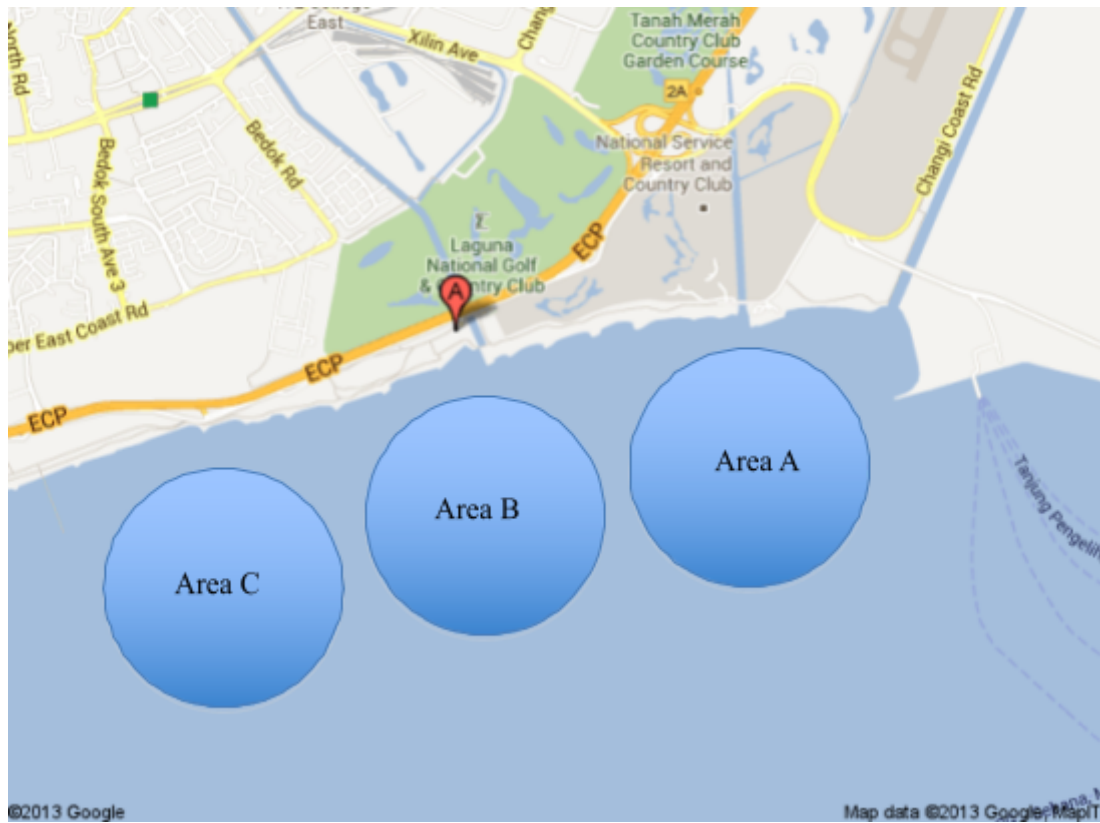
### **13 RISK STATEMENT**

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.

### **14 [NP] LIABILITY AND INSURANCE**

- 14.1 To the fullest extent permitted by law, each competitor agrees to indemnify and hold Singapore Sailing Federation, owners, affiliates, officers, employees, agents, committee persons and race officials acting in the official capacities, harmless from any third-party claim to the extent arising from a competitor’s acts or omissions.
- 14.2 The establishment of the Notice of Race and Sailing Instructions in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 14.3 All competitors shall maintain their boats in a safe and seaworthy condition.
- 14.4 A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.
- 14.6 At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the Organising Authority and should provide their own coverage for personal goods and liability protection. The Organising Authority recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 14.7 A competitor is recommended to have personal accident and health insurance that covers him while attending the event and while racing.
- 14.8 The Organising Authority is not responsible for verifying the status or validity of cert

## Addendum 1



## **Addendum 2**

### **Support Team Regulations (STR)**

#### **1. GENERAL**

- 1.1 These Support Team Regulations (STR) shall apply at all times during the period of the event while support persons are at the venue, ashore or afloat on the field of play (Racing Area).
- 1.2 For the purposes of these STR, a support person vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to a competitor, including the gathering of data that may be used at a later time.
- 1.3 The Organising Authority may inspect a support person vessel at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 An alleged breach of any of these STR may be referred to the Jury for a hearing under RRS 60.3(d). Note also, action may be taken under RRS 69.
- 1.5 The Organising Authority may change these STR at any time. Any changes will be posted on the official notice board.
- 1.6 All support person vessels and their designated drivers shall register at the Race Office on the first racing day before the first race and collect a Green identification flag which is to be conspicuously displayed at any time whilst afloat.
- 1.7 Designated drivers of all support person vessels shall attend any Coach or Team Leaders meetings scheduled by the Organising Authority.
- 1.8 The person registering the support person vessel shall confirm that:
  - 1.8.1 A valid insurance certificate showing proof of third-party liability coverage has been obtained; and
  - 1.8.2 Each designated driver has a motorboat-driving license recognised by a national authority appropriate to that vessel or a valid MPA Powered Pleasure-Craft Driving Licence (PPCDL).

#### **2. SAILING VENUE**

- 2.1 Support person vessels shall use the areas designated by the Organising Authority for launching and recovery.
- 2.2 Priority for the use of the pontoon within the harbour of the National Sailing Centre (NSC) Singapore, is reserved for official vessels designated by the Organising Authority. Support person vessels may use the pontoon such as loading and unloading of equipment under the permission of the Organising Authority but shall not interfere with the operations of any official vessels using the pontoon.

### **3. SAFETY**

- 3.1 Life jackets or Personal Floatation Devices shall be worn at all times when afloat. The kill cord shall be securely attached to the driver at all times when the engine is running and in gear.
- 3.2 The maximum plated / certified passenger limits for the vessel shall not be exceeded.
- 3.3 At all times, support persons including the registered driver(s) of a support person vessel shall comply with directions given by or under the authority of a Race Official. This includes assisting in rescue operations when requested to do so. See RRS 1.1.

### **4 GENERAL RESTRICTIONS**

- 4.1 The driver(s) of a support person vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of the event.
- 4.2 Support person vessels shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.3 Support person vessels should take particular care to minimise their wash when transiting the Race Areas.

### **5. DRONES**

The use of drones is prohibited.

### **6. SUPPORT PERSON VESSELS RESTRICTED AREAS**

- 6.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. Such areas are defined as:
  - (a) not closer than 50m to any boat racing (*except a boat in distress or requiring assistance*);
  - (b) within 50m of the starting line and marks;
  - (c) between any boat racing and the next mark of the course;
  - (d) between the inner and outer trapezoid courses when boats are racing on both courses;
  - (e) within 50m of any mark of the course while boats are in the vicinity of that mark;
  - (f) within 50m of the finishing line and marks while boats are finishing; and
  - (g) Support person vessel exclusion zone or boundary – 50m outside the area where boats may be racing bounded by all racing marks.
- 6.2 Support person vessels should proceed around the racing area in such a way to minimise the effect their wash will have on boats racing. Vessels that are motoring above five knots shall remain at least 100m from any boat racing.

- 6.3 When a Race Committee or Jury member instructs a support person vessel to move further away from the Race Area, the support person vessel shall do so immediately.

