

Optimist Guidelines

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Optimist Guidelines

TENDERS

- To ensure safety of our young sailors, tenders will be required for inexperienced sailors until they have demonstrated proficiency by completing four races unassisted.
- A tender is defined as a supervising adult in a motorboat who is capable of extracting the sailor(s) from the water in the event of an emergency.
- Tender must be insight of Opti at all times, from launching to lifting out. The harbormaster will not allow the Opti sailor to launch if tender is not in sight.
- A list of sailors not requiring a tender will be posted on the Opti bulletin board located near the rigging area.
- A single boat cannot function as both tender and patrol

Optimist Guidelines

HARBOR MASTER

Optimists will be starting on a delayed starting sequence providing extra launching time.

An Opti harbor master (Opti family) will be assigned each day of weekend to organize Opti launch.

Responsibilities include:

Pre-launch (9:00 am to 9:30 am)

- Assist rigging in staging area near flagpole, (not on the floats).
- Ensure each sailor is equipped with a life jacket with a whistle attached to it.
- Ensure each boat has a 20' painter (bow line) with a loop large enough to fit over patrol boat cleat for towing.
- Ensure boats are launch ready.
- Encourage sailors to be organized to minimize time on float.

Launch (After FJ's launch, approx. 9:30 am)

- Ensure proper timing of Opti launch.
- Sequence launching based on readiness and tender presence. Maintain order!
- Opti patrol and tenders **must** be present prior to launch.
- Sailors requiring a tender are not allowed to launch without the tender insight.
- Assist in moving boats to the floats and push off.
- Remind sailors not to leave the harbor (islands) without an Opti patrol and to stay within sight of the Opti patrol before and after the race.

Optimist Guidelines

RACE COMMITTEE

Start

- 15 minute delayed starting sequence providing extra launching time.
- Starting line will be on the other side of committee boat from other fleets
(To facilitate starts, roundings and finishes of other fleets).
- Races shall not start in less than 5 knots of wind
- 3,2,1 start sequence:
 - 3 minute – 3 long horns
 - 2 minute – 2 long horns
 - 1 minute – 1 long horn
 - 30 seconds – 3 short horns
 - 20 seconds – 2 short horns
 - 10 seconds – 1 short horn
 - Start – 1 long horn (Yell GO!)
- Abandon races above 20 knots.

Courses

- Two short courses each day, 20-30 minutes each.
- Separate buoys will be used, visually distinct from other fleets.
- Windward leeward course, once or twice around indicated by a 1 or 2 on committee boat. Additional courses may be added later in season.
- 0.25 nm windward leg, twice around is recommended

Second Race

- Second race to be held if first race was less than 45 minutes and time permits.
- Second race to be indicated by Opti Insignia and Course on Committee boat.
- Starting sequence of the next race should begin no later than 20 minutes after the first boat finishes.
- Boats not finishing within 20 minutes can continue to finish first race, or choose to be towed to starting line for next race. (Safety and race maximization).

Optimist Guidelines

RACE COMMITTEE (con't)

Proficiency

- To ensure safety of our young sailors, tenders will be required for inexperienced sailors until they have demonstrated proficiency by completing four races unassisted (See Section on Tenders).
- For proficiency qualification, a sailor must complete the race within 20 minutes of first boat finishing. A sailor must be able to keep up with the fleet, to be safely patrolled.
- Race Committee will record qualifying races, Opti representative will post list of sailors who no longer need tenders. It is the responsibility of the Opti harbormaster to ensure sailors requiring a tender do not launch without tender.

Awards

- Top two finishers in each fleet:
 - White Fleet – 10 years old and under
 - Blue Fleet – 11 or 12 years
 - Red Fleet – 13 to 15 years
 - Green Fleet – (if we get big enough)

Coaching

- Coaching is only allowed for boats in the lower half of the fleet. Opti rules state this is allowed only for Green fleet, since all our sailors are new they qualify as Green.

Optimist Guidelines

PATROL

Two patrols will be assigned to the Opti Fleet each day. More patrols may be added to maintain a 10:1 ratio as recommended by USODA.

Each Patrol must have two people: one to drive, one capable of pulling sailors from the water. Small boats are more maneuverable and therefore better suited for patrolling and Opti rescue. Stay within sight and don't leave a wake.

Opti Patrol reports to the Yacht Club (Not Committee Boat). The Opti harbor master will not allow Opti's to be launched without the patrol present in the harbor.

Opti sailors are instructed to stay within the harbor until the patrol leaves the harbor. When all Opti's are launched, the patrol can then lead the Opti fleet to the starting area. This avoids having un-patrolled Opti sailors on the broad lake. Patrols need to stay until all Opti's are in the harbor.

TOWING

Opti's are requested to have a 20' bow line (painter) with a loop in the end for towing. Many Opti's can be towed simultaneously and picked up quickly using the loop:

This technique may be new for some patrollers...

1. Come along side the first boat to be towed, put the loop of the bow line over patrol boat's stern cleat.
2. Come along side the second boat to be towed, take the first's loop off the stern cleat and pass it through the loop of the second boat's bow line and put the loop of the second boat's bow line on the stern cleat.
3. Continue adding new boats to the FRONT of the tow.
4. Instruct Sailor to pull dagger board half way up and steer Sitting near the dagger board trunk. Sitting in the very back causes the bow to lift and create drag.
5. If you get brave you can pull two Opti Tows, one off each corner of your transom.

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SAILORS

Sailors need to arrive in time to have their boat out of the rack, rigged and ready for launch by 9:30 am. Boats sailed to/from the club are responsible for their own patrol to/from the club.

An Opti Harbor Master will organize the launching of the Opti's shortly after FJ's.

Always wear your Life Jacket with the class required Whistle, Use the whistle only for emergencies. Test it on shore, not in the boat.

Sailors need to stay within the harbor (islands) until an Opti patrol leaves the harbor. Opti's need to stay within sight of the Opti patrol before and after the race.

Understand and follow racing rules, in addition:

Avoid larger boats from other fleets, even if you have right away.

- Ton-age over rules Starboard and Port
- Opti's can change course much faster than a Star or Thistle
- A collision with a Star or Thistle will result in severe damage to the Opti
- Avoid collision at all cost even if you have right away, collision may result in disqualification of both boats.

An remember to have fun...

Optimist Guidelines

Change List

V1.0 – 6/20/02 Original, John and Tracey Barth

V1.1 – 6/28/02 Patrol cannot double as tender
Boats sailed from home (Parents responsibility)
John Barth