

- There are six club optimists, most commonly called 'oppies' in the UK. Three plastic red, orange and yellow ones for training, and three white fibreglass ones for racing.
- All equipment for the oppies are stored in the shed. The foils, spars and sails are specific to each type of boat, with two distinct 'sets'.
- The training oppies have wooden foils and sails that have sleeves for the mast and boom – all three look exactly the same. The training hulls also have buoyancy tanks and bungs and are a simpler design.
- The racing oppies have epoxy fibreglass foils with sails attached to the spars via sail-ties. These oppies have buoyancy bags which must be fully inflated prior to going afloat and no hull bungs.

Pre-Launch Checks & Rigging Ashore:

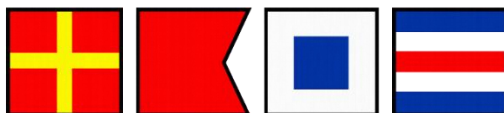
1. The oppies are often stored upside down, requiring two people to get it right-side up on the trolley.
2. Consider what activity you will be using the boat for. The 'training' oppies are of durable construction while the fibreglass oppies for racing are more fragile.
3. Turn the boat head to wind and lay the daggerboard and rudder carefully in the cockpit, make sure the mainsheet is on top.
4. The mast, boom and sail are all attached together, lift them up vertically and insert them into the hole in the front thwart. **If unsure how to rig, check the guides poster or ask a member for help.**
5. The boom will fall down so attach this to the mast, leaving the kicker loose at this stage.
6. Attach the sprit and hoist it with the halyard, it should be tight enough that there is no crease in the sail. If it is windy, you can sail without the sprit, the top part of the sail will just be a bit flappy.
7. Tie the mast in with the retaining rope or use a mast clamp. This stops the rig detaching from the boat in the event of a capsize.
8. Tension the outhaul and kicker, the sail ties should not be overly tight. You can leave the mainsheet unclipped from the boom, this makes it easier to launch.

Launching:

1. Tie the boat up to the jetty and make sure the boat is facing into the wind. You may need to take your boat for a walk!
2. Carefully climb into the cockpit without standing on the thwart. Put the daggerboard in and loop the retaining elastic over and around.
3. Line up the rudder pintles and push down the rudder into place. The retaining clip should make a nice clunking sound but it may take a few tries to line up the pins and holes!
4. Attach the mainsheet to the boom, making sure there are no twists in the falls. Tighten the control lines for the prevailing conditions and untie from the jetty.

Recovery and Storage:

1. Moor up to the jetty, making sure the boat is able to face head to wind. Unclip the mainsheet from the boom and keep your head down!
2. Detach the rudder from the transom, press the retainer clip in and lift up vertically. Take out the daggerboard and lay both foils carefully in the cockpit.
3. Derig ashore, loosen all the control lines and take down the sprit.
4. Sandwich the spars together and roll the sail loosely.
5. Return the boat to the condition it was found – Clean and Tidy!
6. Let some air out of the buoyancy bags (if equipped) and empty out all the water by turning the hull over (or opening bungs if equipped).





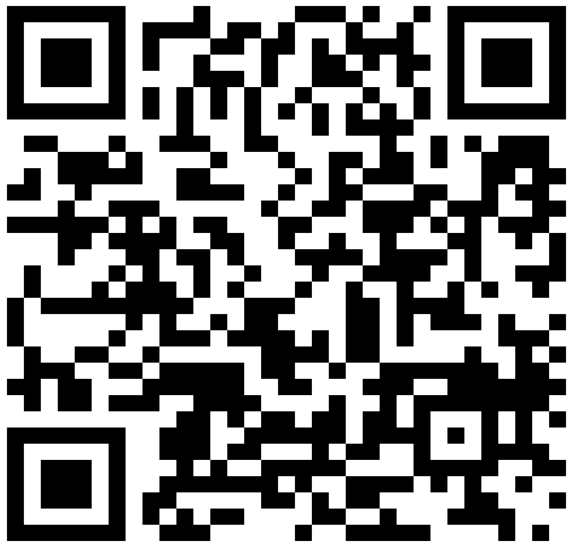
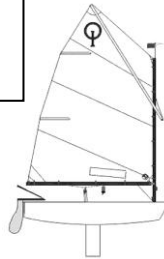
Scan the QR codes or click on the links below for more information.



<https://www.cautionwater.com/article.aspx?articleid=90> – OPPIE RIGGING (article)



https://www.cautionwater.com/uploads/PDF/cw-optimist_rigging_guide.pdf - OPPIE RIGGING (article)



<https://www.youtube.com/watch?v=xceNNIyaQUw>
– OPPIE RIGGING (video)



<https://www.youtube.com/watch?v=C8kgHuwPFas>
– OPPIE CAPSIZE & RIGGING (video montage)

Note the risk of entrapment during a capsize.

TOP TIP - As oppies do not have any self-bailers, you will be unable to drain any water from the cockpit whilst sailing. Therefore always bring a scoop bailer with you, especially on a windy day as you don't want to be racing in a bathtub!