



Società Nautica Laguna



under the patronage of



Comune di Duino Aurisina  
Občina Devin Nabrežina

## OPEN EUROPE CLASS ITALIAN CHAMPIONSHIP

### MEMORIAL BRUNO MARSI TROPHY

VILLAGGIO DEL PESCATORE – DUNO-AURISINA (TS)

27th – 28th – 29th AUGUST 2021

## SAILING INSTRUCTIONS

*"The regatta activities must be carried out in accordance with the provisions on combating and containing the spread of COVID 19 issued by the Federation that the Organizing Committees will activate and to which the participating members must comply under the supervision of the Organizing Committee itself. Any cases of COVID 19 that may be detected during the event will be reported by the Organizing Committee to the competent health bodies in charge."*

Annotations:

[DP] the penalty for an infringement of this rule may, at the discretion of the protest committee, be less than the disqualification.

[NP] infringement of this rule cannot be protested by a boat (changing of RRS 60.1(a))

[SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing (changing of RRS 63.1 and A5)

Abbreviations:

CO	- Organizing Committee
CIS	- International Code of Signals
CR	- Race Committee
CT	- Technical Committee
GI	- Jury
SI	- Sailing Instructions
RRS	- World Racing Rules Sailing 2021/2024
UdR	- Regatta Officer
SR	- Regatta Secretary
RO	- Race Officer

### 1. RULES:

The regatta will be governed by

1.1. Rules as defined in World Racing Rules Sailing 2021/2024 (RRS)

1.2. The Requirements of the National Authority (FIV) for the National Organized Sports Activity in Italy in

force, to be considered a Rule including its Prescriptions

- 1.3. "PROTOCOL FOR THE REGULATION OF MEASURES FOR THE CONTRAST AND CONTAINMENT OF THE SPREAD OF COVID-19 IN AFFILIATED SPORTS COMPANIES AND ASSOCIATIONS", current version – hereinafter referred to as "PROTOCOL". The penalty for an infringement of the "Protocol" can be a maximum of 10%, depending on the seriousness of the infringement committed. The percentage will be calculated on the position of arrival of the boat in the day race in which the infringement was committed, or using to the position acquired in the closest race when the infringement was committed. [DP]
- 1.4. The Notice Of Race, Instructions and Rules issued during the regatta. In case of conflict Instructions and Rules and following Official Communication will prevail (change RRS 63.7).
- 1.5. RRS Appendix P will apply (Rules 42 Special Procedure).
- 1.6. Europe Class Rules.
- 1.7. Add to the rule 61.1 (a): "The Protestant boat must inform the Race Committee about the identity of the boat (s) that intends to protest on the finish line immediately after finishing".

## 2. SAFETY [NP][DP][SP]

The CR may protest a boat for an infringement of these safety rules:

- 2.1. Regulation 40 will be in force as amended: competitors must wear personal flotation devices at all times when in the water, except for a limited time when changing or adjusting personal clothing or equipment.
- 2.2. Competitors that do not leave their moorings to race in a scheduled race must promptly inform the SR.
- 2.3. A boat that retires from a race shall notify CR before leaving the racing area or, if it is impossible, shall notify as soon as possible the SR immediately after returning to the shore.
- 2.4. Boats withdrawing from race in accordance with SI 2.3 must complete a withdrawal declaration form and deposit it to the SR before the protest time limit expires.
- 2.5. Not-racing boats must not interfere with racing boats or official boats.
- 2.6. When the CR displays V flag with repeated sounds, all official and support boats must monitor VHF channel 69 and carry out any search and rescue instructions.
- 2.7. Boats that, for any reason, should land far from the organizing club and are unable to reach their assigned seats, must immediately inform the CO by phone calling this number: +39335217481
- 2.8. Competitors who require assistance from rescue boats should wave one arm with hand open. If assistance is not required, the arm should be waved with fist closed. If considered necessary, a competitor may be ordered to abandon his/her boat and get on the rescue boat. In this case, a white and red ribbon will be applied to the abandoned boat so that it is known that the crew has been saved.

## 3. CODE OF CONDUCT [NP][DP]

Competitors must comply with any Udr request.

## 4. COMMUNICATIONS TO COMPETITORS

- 4.1. Any changes to sailing instructions and other notices to competitors will be available on web site [www.nauticalaguna.it](http://www.nauticalaguna.it) and/or on APP MyFedervela and may also be posted on a phisical Notice Board at the SR at least 2 hours before of the warning signal in the day it will applies, with the exception of any changes to the regatta program which will be displayed before 8.00 pm on the day before it will take effect.
- 4.2. When a visual sign is displayed on a class or fleet symbol, the sign applies only to that class or fleet. This changes the preamble of the Race Signals.
- 4.3. Signals made ashore will be displayed on the signal mast placed in the slipway of Villaggio del Pescatore.
- 4.4. When "AP flag" is displayed ashore, "1 minute" is modified with "not less than 45 minutes referring to the RRS "AP flag". When "AP over H" is displayed ashore, it means that boat shall not leave their berthing places, the warning signal will be displayed not less than 45 minutes after its lowered. This changes RRS signal "AP over H".
- 4.5. [DP] [NP] D Flag displayed with one sound means:"The warning signal will be made not less than 45 minutes after D flag is displayed". [Boats shall not leave their berthing places until this signal is made].

## 5. CHANGES TO SAIL INSTRUCTIONS

Any changes to sailing instructions and other notices to competitors will be available on web site [www.nauticalaguna.it](http://www.nauticalaguna.it) and/or on APP MyFedervela and may also be posted on a phisical Notice Board at the SR at least 2 hours before of the warning signal in the day it will applies, with the exception of any changes to the regatta program which will be displayed before 8.00 pm on the day before it will take effect.

## 6. COMPETITION FORMAT

The format will consists of a single series of races.

## **7. SCHEDULE**

- 7.1. if possible 9 races will be held to be carried out in a maximum number of 3 per day on Friday and Sunday.  
If the weather and sea conditions allow it, it will be possible to carry out 4 races
- 7.2. on Saturday and 2 on Sunday, as indicated by the Class. The Italian Championship will be valid if a minimum of 3 races are held with the presence of at least 15 crews, as per the Fiv Regulations for Organized Sports Activities in Italy in force.
- 7.3. 9 races are scheduled according to this programme, from 27<sup>th</sup> to 29<sup>th</sup> of August:
- |                 |             |                    |   |
|-----------------|-------------|--------------------|---|
| <b>Friday</b>   | <b>27th</b> | <b>August 2021</b> | <b>Registration from 9:00 to 12:00</b>      |
| <b>Friday</b>   | <b>27th</b> | <b>August 2021</b> | <b>Skippers meeting at 11:00</b>            |
| <b>Friday</b>   | <b>27th</b> | <b>August 2021</b> | <b>Races, First Warning Signal at 13:00</b> |
| <b>Saturday</b> | <b>28th</b> | <b>August 2021</b> | <b>Races</b>                                |
| <b>Sunday</b>   | <b>29th</b> | <b>August 2021</b> | <b>Races and Prize Giving</b>               |
- 7.4. The Warning Signal of the following races of the 28th and 29th will be scheduled by means of notice at the web site [www.nauticalaguna.it](http://www.nauticalaguna.it) and/or on APP MyFedervela and at the Official Board at SR before 8 p.m. of the previous day they will take effect. If not, the time of the previous day will be in force.
- 7.5. The warning signal for the following races of the day will be as soon as possible
- 7.6. To alert sailors that a new sequence of starts is soon to begin, the orange flag of the starting line will be displayed with one sound for at least 5 minutes before the first warning signal of the first start of sequence.
- 7.7. On the last day of the regatta no Warning Signal will be made after 4 p.m..

## **8. RACING AREA**

The racing area is shown in the Addendum A of the SI.

## **9. THE COURSES**

The diagram of the Addendum B shows the courses, the order in which marks are to be rounded and the side on which each mark is to be left.

## **10. MARKS**

The marks are:

Racing area	Marks 1, 2, 3	Starting mark	Finishing mark
Addendum A	Orange cylinder	Orange cylinder or CONTROSTARTER boat	Red buoy with a SNL burgee on its staff

## **11. CLASS FLAG**

Flag with class logo or Echo Flag of the CIS.

## **12. THE START**

- 12.1. The starting line will be between a mast displaying an orange flat on the Race Committee boat at the starboard end and, in alternative:  
(a) the course side of a mark placed on the left side of the line (port end), or  
(b) a staff or mast displaying an orange flag on a pin-end boat at the port end.
- 12.2. A boat starting 4 minutes later the starting signal will be scored DNS. This changes RRS A4 and A5.

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

Changes of courses are not planned.

## **14. THE FINISH**

The finishing line will be between the staffs displaying blue flags on the Race Committee boat and the finishing mark.

## **15. TIME LIMIT AND TARGET TIME**

- 15.1. The time limit and the target limit are as follows:

Class	Time limit (min)	Time limit mark 1 (min)	Finishing window (min)	Target time (min)
Europe	60	15	15	45

- 15.2. Failure to meet the target time for the mark 1 (for at least one boat) will cancel the race.
- 15.3. Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a)
- 15.4. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored DNF. This changes RRS 35, A4 and A5.

**16.** ...

**17. MEASUREMENT CERTIFICATE, EQUIPMENT INSPECTION AND REPLACEMENT [NP][DP][SP]**

- 17.1. Each boat (equipment and sails too) entered shall have a valid measurement certificate to be given to the Secretary;
- 17.2. Boat, sails and equipment must be already measured;
- 17.3. Substitution of damaged or lost equipment will not be allowed unless approved by Technical Committee or by the Race Committee.
- 17.4. If the replacement take place between 2 races, damaged equipment and replaced equipment must be authorized by the CT at the end of the racing day. In this case, replacement will work retroactively.
- 17.5. A boat or its equipment can be checked at any time, also not ashore, in a specific area.
- 17.6. All the boat must race using its own sail number (written on the measurement form). Any change of equipment for damages only if authorized.
- 17.7. If an infringement of Class Rules will be found, penalty will be applied without hearing.[SP]

**18. HELSMAN SOSTITION [DP]**

Helsman sostition is not allowed.

**19. SUPPORT BOATS**

- 19.1. Support boats are defined as follows:

Technical Committee (if exists)	White flag with M flag
Starting boat CR	Orange Flag and SNL burgee
Medical assistance (if exist)	White flag with red cross
Finishing boat CR (if different from the starting boat)	Blue flag
Jury	Yellow flag with black "J"
Media	White flag with P letter
Support boats	White flag with S letter and SNL burgee
Coaches boat, team leader and support personnel	White flag with S letter and identification number

- 19.2. Actions taken by official boats, elicopter or drone could not be ground for a regret request . This change RRS 60.1(b).

**20. SUPPORT BOATS AND BEHOLDERS [DP] [NP]**

- 20.1. Addendum C-Rules for support boats.
- 20.2. Addendum C- Rules for beholders (4 & 5 sections).

**21. MEDIA AND ADVERTISING [DP] [NP]**

Boats must display, if required, the advertising of the event's sponsor. The CO will offer advertisements or numbers and instructions for their use..

**22. SCORING**

Minimum score will be applied according to RRS Appendix "A".

Discards:

- From 1 to 3 races, no discards,
- From 4 to 8 races, 1 discard,
- From 9 races, 2 discards

Final results will be drawn up on the basis of Annex "A" to the RRS and FIV Regulation: results actually achieved in the races count, without purifying the results of any foreign crews.

To request the correction of a presumed error in the result displayed, a boat must fill out a request form for inclusion in the classification available from the SR.

**23. PROTEST, PENALTY SYSTEM AND REQUEST FOR REDRESS**

- 23.1. Hearing request forms are available at the race office (SR). Protest, requests for redress or reopening shall be delivered there or sent to info@nauticallaguna.it within the appropriate time limit.
- 23.2. The time limit is 60 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing today, whichever is later (AP over A or N over A)
- 23.3. Notices will be posted within 30 minutes of the protest time to inform competitors of hearings in which they are parties or named as witnesses. The hearings will be held in compliance with the rules and protocols to deal with the health emergency from COVID19 in the protest room located at the club, possibly at the

scheduled time. Hearings can be scheduled to begin up to 30 minutes before the protest time limit expires..

- 23.4.** A list of boats penalized by the Jury will be posted on website [www.nauticalaguna.it](http://www.nauticalaguna.it) and/or on App MyFedervela and at the SR according to RRS 61.1 (b) to inform competitors involved.
- 23.5.** A list of competitors penalized under Appendix P for RRS 42 and SI 23.8 will be posted.
- 23.6.** Penalties for infraction of the SI marked [DP] are at the discretion of the CdP. A boat can accept a discretionary penalty before a hearing and concerning the same incident by filling out a form available from the SR.
- 23.7.** Infringements of the rules marked with [NP] in the SI cannot be object of protest by a boat. This changes the RRS 60.1(a).
- 23.8.** For infractions of the SI marked with [SP], the CdR can apply a standard penalty without a hearing. A list of these infractions and the associated standard penalties will be posted on the site [www.nauticalaguna.it](http://www.nauticalaguna.it) and/or on App MyFedervela and at SR. However, the Race Committee may still protest a boat when it deems the standard penalty inadequate. This changes RRS 63.1 and Appendix A5.
- 23.9.** On the last day in which the tests are scheduled, a request for repair based on a decision of the CdP must be delivered no later than 30 minutes from the moment the decision is posted.

## **24. RADIO COMMUNICATIONS [DP] and ELECTRONIC DEVICES**

- 24.1.** A boat shall neither receive nor transmit radio communications that are not available to all competitors, except in emergency conditions or when using equipment made available by the CR. This restriction also applies to mobile phones and smartphones.
- 24.2.** As a partial modification of the provisions of the class regulations, racers are allowed to use electronic devices on board (such as cameras / action cameras, etc.) as long as they are not equipped with a GPS signal / locator. The same devices and related recordings cannot be used in the event of any protests.

## **25. PRIZES**

As in the NOR.

## **26. DISCLAIMER OF LIABILITY**

According to Fundamental Rule 3, the participants in the regatta take part in it under their full and exclusive responsibility, the Competitors and their support staff are the only responsible for the decision to take part or to continue the regatta. The Organizers, the CdR, the Jury and all those who collaborate in the running of the event, decline any responsibility for damages that people and / or things may suffer, both on land and in water, as a result of their participation in the regatta. Competitors and their support people are in charge of deciding on the basis of their abilities, the strength of the wind, the state of the sea, the weather forecast and everything else that must be expected by a good sailor, whether to go out to sea and participate. to the regatta, to continue it or to give up.

## **27. RIGHT TO USE NAME AND LIKENESS**

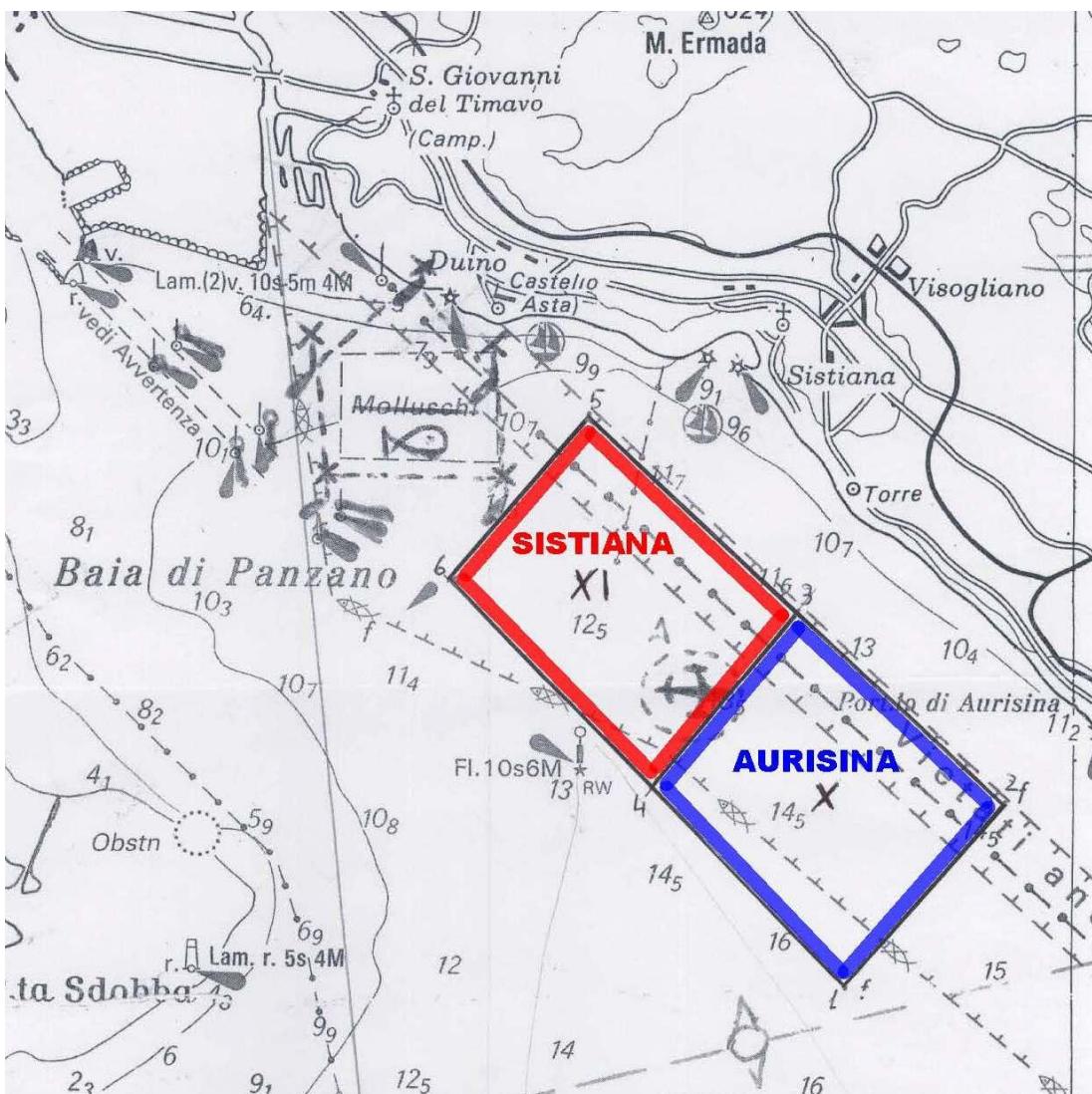
Competitors automatically grant to the Organising Authority the right in perpetuity to make, use and show from time to time and at their discretion any motion pictures and live, taped or film television and other reproductions of him/her during the period of the competition.

## **28. ECOLOGICO MANAGER AND TRASH DISPOSAL [DP]**

The helmsman will be the "Ecological Manager" (R.Eco) in charge of promoting sustainable participation in the regatta in compliance with the decalogue attached to this Notice of Race, changing the RRS 4.4.

As sailors, we must seek to protect the oceans, coastal and inland waters. See RS 47. Non-recyclable boats in water intentionally discard. The waste can be delivered to the support boats or to the CR. No detergents of any kind may be used both on the beach and in the marina area.

# ADDENDUM A



XI	Sistiana	3	45° 44',90 N	013° 38',20 E
		4	45° 44',12 N	013° 37',24 E
		5	45° 45',76 N	013° 36',81 E
		6	45° 45',00 N	013° 36',00 E

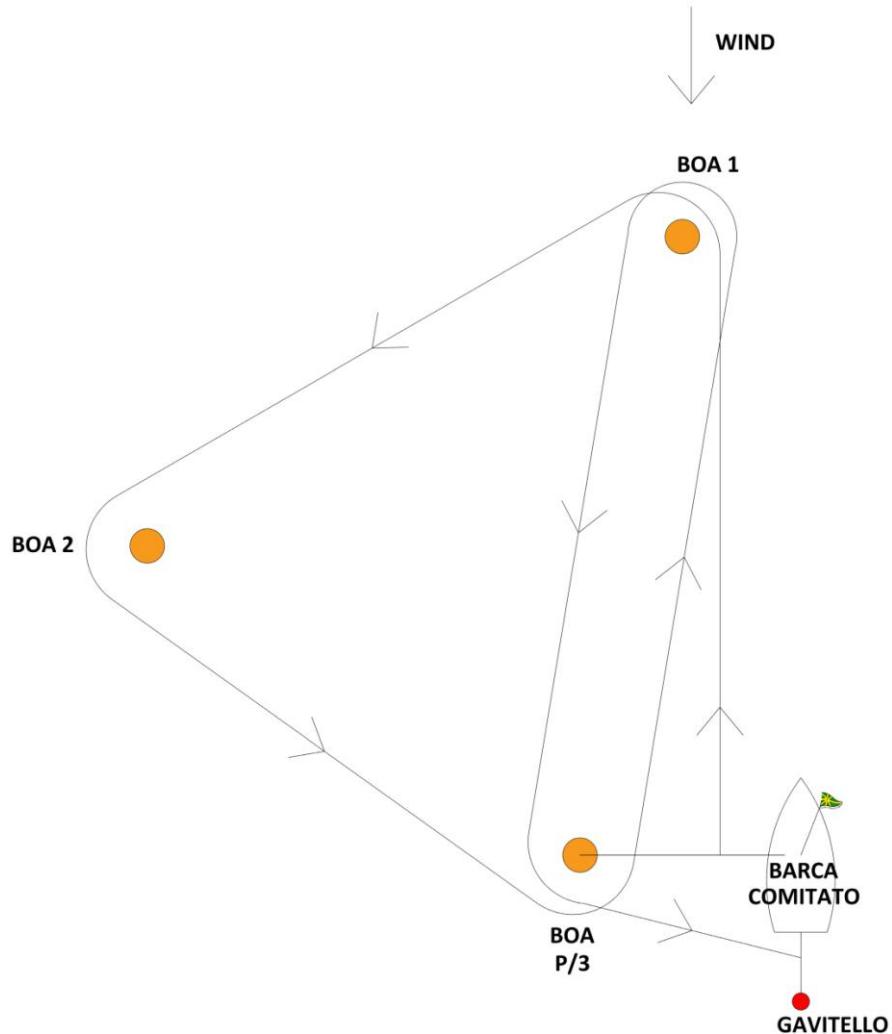
Le coordinate geografiche indicate a fianco di ciascuna area nautica sono riferite al datum WGS 84.  
Lo stralcio cartografico sotto riportato indica la zona del Circondario Marittimo di Monfalcone.

Area nautica		Vertice	Latitudine	Longitudine
1	Baia di Panzano – Marina Julia	A	45° 43 . 9069' N	013° 34 . 7917' E
		B	45° 45 . 2960' N	013° 33 . 0717' E
		C	45° 45 . 3120' N	013° 34 . 0036' E
		D	45° 45 . 4702' N	013° 34 . 8484' E
2	Baia Panzano - Caregoni	E	45° 46 . 0325' N	013° 32 . 2477' E
		F	45° 46 . 5893' N	013° 33 . 2777' E
		C	45° 45 . 3120' N	013° 34 . 0036' E
		B	45° 45 . 2960' N	013° 33 . 0717' E
3	Cassa di Colmata	M	45° 45 . 8601' N	013° 34 . 8278' E
		N	45° 46 . 5534' N	013° 33 . 7721' E
		O	45° 46 . 3594' N	013° 34 . 8535' E



**CAMPI A DISPOSIZIONE: n° 1 e n° 3**

## ADDENDUM B



# ADDENDUM C

## Regole per le Barche delle Persone di Supporto (BPS)

### C1 GENERALE

C1.1. Queste Regole per le barche delle Persone di Supporto (BPS) dovranno essere rispettate per tutta la durata della manifestazione.

C 1.2. Per quanto riguarda lo scopo di queste Regole, per BPS si intende qualsiasi barca che sia sotto il controllo o la direzione di una “Persona di Supporto” come da Definizione RRS.

C 1.3. Il CO può ispezionare le barche in qualsiasi momento per assicurarsi che queste Regole vengano rispettate, e la Persona di Supporto della barca dovrà collaborare per questa ispezione.

C 1.4. Una presunta violazione di qualsiasi di queste Regole può essere riportata al CdP che potrà convocare un’udienza e agire in base alla regola 64.5 RRS.

C 1.5. Il CO può modificare le presenti Regole in qualsiasi momento. Qualsiasi modifica verrà esposta all'albo ufficiale per Comunicati

C 1.6. Il CO potrà, a sua discrezione, rifiutare di registrare BPS non ritenute idonee. In generale sono considerate idonee barche di lunghezza compresa fra 4,0 e 7,5 metri con sovrastrutture assenti o minimali.

C 1.7. Le barche e il Personale di Supporto designato dovranno:

C 1.7.1 Essere registrati e accreditati presso la segreteria regate prima dell’evento che si verifica per primo fra i seguenti:

- a) le 18:00 del giorno che precede la prima regata della manifestazione,
- b) il tempo limite per l’iscrizione dei concorrenti.

C 1.7.2. Ogni barca dovrà essere assicurata per danni contro terzi per una copertura minima di € 1.500.000,00(o equivalente) per incidente.

C 1.7.3. Solo una Persona di Supporto che si sia accreditato può essere il Timoniere designato.

C 1.7.4. La persona che registra la barca dovrà firmare per confermare che:

È in possesso di una valida polizza di assicurazione da cui risulti la copertura della responsabilità civile per danni come richiesto al punto C1.7.2;

che il Timoniere designato è in possesso di una regolare patente (ove ricorra) per la guida dell’imbarcazione idonea alla guida della stessa;

che chiunque usi un apparato radio a bordo sia in possesso di una licenza per l’uso dell’apparato radio come richiesta per legge.

C 1.8. Le barche BPS dovranno essere identificate con la bandiera fornita dal CO che deve essere esposta in maniera ben visibile.

C 1.9 Le regole precedenti si applicano anche ad eventuali barche di spettatori, con l’eccezione che la regola C 1.4 potrà, in questo caso, limitarsi al ritiro dell’accreditamento e dell’autorizzazione a seguire la regata.

### C 2. REGOLE DA RISPETTARE NELLA LOCALITA’ DELLA MANIFESTAZIONE

C 2.1. Le BPS dovranno utilizzare le aree destinate all’uopo per essere messe in acqua. Una volta messe in acqua, i carrelli dovranno essere immediatamente portati nel luogo loro destinato o in base alle istruzioni di volta in volta fornite dal CO.

C 2.2. Solo le BPS registrate potranno accedere alla località della manifestazione.

C 2.3. Quando non utilizzate, le BPS dovranno essere ormeggiate in maniera appropriata nella località della manifestazione nei posti loro assegnati, per l’intero periodo in cui queste regole si applicano.

C 2.4. Le BPS non dovranno utilizzare gli scivoli destinati alla messa in acqua delle barche dei regatanti per nessuna ragione, incluso l’ormeggio, la messa in acqua o il recupero o l’imbarco o lo sbarco di qualsiasi tipo di apparecchiatura.

### C 3. SICUREZZA

C 3.1. Ogni accompagnatore o allenatore accreditato dovrà obbligatoriamente sottoscrivere l’apposito modulo FIV presso la SR dichiarando:

le caratteristiche del proprio mezzo di assistenza;

l'accettazione delle regole per il Personale di Supporto accreditato descritte in queste Regole;

i nominativi dei concorrenti/accompagnati.

Qualora si verificassero condizioni tali da richiedere il rientro immediato delle imbarcazioni, il CdR isserà la bandiera V accompagnata da un lungo segnale acustico. Da questo momento gli accompagnatori ufficiali accreditati dovranno collaborare con il CDR i mezzi di assistenza per il recupero ed il rientro a terra dei concorrenti.

C 3.2 Le BPS dovranno avere a bordo, oltre ai dispositivi previsti dalla Legge per il tipo di navigazione effettuata, le seguenti dotazioni:

radio VHF;

cima di traino (minimo 15 me 10 mm di diametro);

funicella di stop del motore

Si raccomanda di utilizzare sempre la funicella di sicurezza (kill cord) quando il motore è in moto

C 3.4. Il Personale di Supporto dovrà sempre eseguire le richieste degli Ufficiali di Regata. In particolare quelle riguardanti operazioni di salvataggio.

C 3.5. Le BPS dovranno inoltre adeguarsi a tutte le prescrizioni dell'Autorità Marittima competente per la sede della manifestazione.

#### C 4. LIMITAZIONI GENERALI

C 4.1. I Timonieri designate di ogni BPS saranno ritenuti responsabili del controllo della barca in ogni momento e saranno inoltre ritenuti responsabili per qualunque comportamento inappropriato, azioni pericolose e, in genere, di qualsiasi azione che possa compromettere l'immagine o la sicurezza della manifestazione.

C 4.2. Le BPS non dovranno lasciare nessun dispositivo, pezzo di apparecchiatura, boe, segnali, correntometri o altri dispositivi simili, permanentemente in acqua. L'uso temporaneo di oggetti galleggianti è consentito solo per effettuare eventuali misure. Questi oggetti dovranno essere rimossi non appena la misura sia stata effettuata.

C 4.3. Le BPS dovranno porre particolare cura per minimizzare la loro onda di scia quando transitano nell'area di regata.

#### C 5. ZONA DI RISPETTO

C 5.1. Le BPS non dovranno mai trovarsi:

A meno di 100 metri da ogni imbarcazione in regata

Entro 100 metri dalla linea di partenza a partire dal segnale preparatorio e finché tutte le imbarcazioni non abbiano lasciato l'area di partenza o il CR non abbia segnalato un differimento, un richiamo generale o un annullamento.

Fra qualsiasi imbarcazione in regata e la successiva boa di percorso.

Fra il bastone di percorso interno e quello esterno quando le imbarcazioni stanno regatando su entrambi i percorsi.

Entro 100 metri da qualsiasi boa del percorso quando le imbarcazioni in regata siano in prossimità di quella boa.

Entro 100 metri dalle boe che delimitano la linea d'arrivo quando le imbarcazioni in regata si avvicinano alla linea per arrivare.

Altre limitazioni particolari applicabili nella località della manifestazione ed espressamente richiamate dal CO.

C 5.2 In aggiunta, le BPS che dovessero procedere ad una velocità superiore ai 5 nodi, dovranno tenersi ad almeno 150 metri da qualsiasi imbarcazione in regata.