



3 - 5 May 2019

SAILING INSTRUCTION

ORGANISING AUTHORITY:

The regatta is organised by Circolo Nautico P. Santa Margherita (CNSM) in collaboration with Unione Vela Altura Italiana (UVAI) and the Marina 4 port.

1 – RULES

Racing Rules World Sailing 2017-2020.

All included in the definition of rules in the RRS.

From 30 minutes before the hours of Sunset to 30 minutes after the hours of Sunrise, the rules of Part 2 of the RRS are replaced by the right-of-way rules of the International Regulations for Preventing Collisions at Sea (ColRegs)

Competitors shall comply with National disposals and Maritime obligations (i.e. the Croatian civil and maritime rules regarding the forbidden areas, port approaching, with the obligation to carry a valid passport or Identity card valid to expatriate).

All competitors must show the national flag astern and the flag of the hosting country on the right shroud.

Sailing vessels shall not impede the safe passage of commercial vessels following traffic lanes and shall cross this lanes at right angles only.

[NP] denotes that a breach of this rule will not be grounds for protest by a boat

[SP] denotes a rule for which a standard penalty may be applied by the RC without hearing

2 - NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at race office.

Notices will also be posted on the event website. Failure or delay to post the notice on the event website will not be ground for request for redress by the boat. This changes RRS 60.1(b).

3 - CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 08.00 am of 3 May 2019.

4 – TIME TABLE AND STARTING SIGNALS (modifying the Notice of Race)

The warning signal is scheduled for Friday 3rd May at 09.55 am.

There will be one starting procedure, using rule 26 of the RRS with the warning signal made 5 minutes before the starting signal.

The warning signal will be "LA DUECENTO" flag.

The preparatory signal will be "I" flag of CSI. Rule 30.1 is changed replacing the last word "starting" with "crossing the starting line again".

Rule 28 of RRS is changed as follows:

(a) In rule 28.1, delete the first sentence and replace with:

'A boat shall cross the starting line after having been entirely on the pre-start side at or after her starting signal and sail the course described in the sailing instructions and finish.'

(b) In rule 28.2, delete the first sentence and replace with:

'A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to cross it until she finishes shall, when drawn taut, ...'

(c) Add new rule 28.3 Penalty:

A boat that does not cross the starting line as required by rule 28.1 will receive the 30% scoring penalty as defined in RRS 44.3. This changes RRS A4, A5 and A11.

A boat deliberately crossing the starting line significantly long before the starting signal may be subject to a protest and penalty under rule 2.

A boat that does not cross the starting line as required by rule 28.1 within 60 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

The Race Committee may give verbal confirmation of any race signal over VHF Channel 9.

A breach of rule 28.1 by a boats could be communicate on VHF Channel 9.

Any omission or failure in the emission or reception of broadcast, will not be grounds for granting redress. This change RRS 62.1.

5 – START CHECK-IN

All boats shall check in with the Race Committee on VHF Channel 9 between the hours of 09.10 and 5 minutes before the warning signal. Check in is not complete until a boat receives confirmation from the Race Committee on the same VHF channel.

Failure to complete this communication successfully shall result in a score of DNC. This changes rules A4 and A5.

6 – STARTING LINE

Starting line will be between the orange flag on the committee boat on the right and the orange mark with on the left end.

Starting line will be perpendicular to the coast approximately 0,75NM offshore.

7 - COURSE

A Boat shall cross the starting line, then a gate with 2 marks in front of the Madonna dell'Angelo of Caorle's church approximately 1 NM offshore, then pass and leave on the right side a "safe water mark" (red and white vertical strings) offshore Grado, then turn around keeping it right Susak island (HR), then finish in Porto Santa Margherita - Caorle.

[NP] – [SP] - in the High Adriatic See, there are two traffic separation schemes showed on the nautic charts. Boats can cross the scheme between Grado and Salvore following a route orthogonal to the channel and can not enter in the scheme between Istria and Italy, delimited on the East by the following coordinates 45°22.512 N – 13° 13.291 E e 45°10.502 N – 13°17.183 E. The standard time penalty is 10% of his time.

8 – FINISHING LINE

The finishing line will be between the west light of the entrance of the port of S. Margherita di Caorle (to keep on the left side) and the Orange mark that might have a white lightning light during the night hours (to keep at the right side of the boat). Finishing orange mark is located at 45°34',815N and 012°52',719 E.

After finish boat shall give back the SGS-Tracking and receive the check or credit card guarantee as receipt to the Organising Authority Rib

9 – ARRIVAL AND EQUIPMENT AND MEASUREMENT CHECKS

At the arrival in Porto Santa Margherita a boat shall start to call Race Committee 3 miles away from the finishing line with VHF channel 9. A boat or its equipment may be inspected at any time, before or after the race, for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

10 – TIME LIMITS

Boats failing to finish within 06:00 pm of Sunday 5 May 2019 will be scored DNF. This changes RRS 35, A4 and A5.

11 – COMPLIANCE DECLARATION

Competitors must fill in and sign the Compliance declaration form in all parts and deliver it to the Race office in Strada Sansonessa, 83 Caorle within 2 hours after the finish, by one of the following ways:

- dropping it in the mailbox at the CNSM Headquarters in Strada Sansonessa 83, Caorle;
- giving it to the assistance rib upon arrival;
- email to info@cnsm.org;
- fax to +39.0421.1880234;
- Whatsapp on +39.336.829581

A boat that deliver uncorrected, uncompleted or does not deliver the form as required above will receive the 10% scoring penalty as defined in RRS 44.3. This changes RRS A4 and A5.

12 – PENALTY TO BREACHES OF THE OSR

For minor breaches of the Offshore Special Regulations and Sailing Instruction 6, 7, 9, 10, 11 the jury may impose any penalty different from Disqualification, or not impose a penalty, at its discretion. The maximum discretionary penalty for the minor infringements of the Offshore Special Regulations will be the scoring penalty of 10% calculated in accordance with RRS 44.3(c). This changes RRS A4 and A5.

13 – PROTESTS AND REQUESTS FOR REDRESS

The time limit for lodging a Protest or a Request for Redress is 2 hours after the protesting/requesting yacht finishes. If a boat finishes by night or when the race office is temporarily closed must deliver the protest form in the mail box, writing the posting time, with the Compliance Declaration, informing the race committee at the finish line.

A deposit of € 500 to cover all measurement expenses shall be lodged together with every measurement protest lodged by a boat. No measurement protest will be accepted without such deposit (Addition RRS 61). The protestee shall deposit the same amount. The measurement costs shall be paid by the unsuccessful party. The deposit shall be given back to the protestor when the protest boat a penalty is decided.

14 – SPECIAL RULES AND PRESCRIPTIONS

Competitors and support team participate in the regatta entirely at their own risk and they are reminded of the provisions of RRS 4, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event and they are fit to participate;
- e) The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities;
- f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

Retired boats shall give immediate communication to the RC, with VHF channel 9 or by mobile phone to one of the following numbers: +39.336.829581 or with relè with other boats or through sms writing "boat XXX retire with coordinates AgradesBBfirstCCsecond North e AgradeBBfirstCCseconds East".

If this would not be possible they have to inform the secretary office by fax +39.0421.1880234 when they inshore a port.

Failing this point will give to OA to charge the costs for search and rescue.

- **Logos and Identification numbers:** the Organising Authority can ask to competitor to show in the front side of the boat a logo or a brand of the sponsor.
- **Radio Communications:** if the VHF of the radio transmitter stop working during the race the boat is obliged to retire.
- **If any boat will need assistance after the race (ie. flat batteries, engine issues, enter the port etc.) has to call the Marina 4 Rescue Boat Service tel. 0421.260469 (Payment is required)**

Attachments:

- Map of the course and start of the race
- Map of Susak
- Authorization of The Hraska National Authority
- Compliance declaration