



29th april – 1st may 2022

SAILING INSTRUCTION

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.

ABBREVIATIONS and NOTES

In these Sailing Instructions the following abbreviations are used:

CI - International Code of Signals

RC - Race Committee

PC- Protest Committee

TC - Technical Committee

RRS - WS Regatta Regulations 2021/2024

SI - Sailing Instructions

SR - Race Secretariat

OC - Organizing Committee

AO - Organizing Authority

WS - World Sailing

"Protocol" - Protocol for regulating measures to combat and contain the spread of Covid-19

The notation "[NP]" in a rule means that a boat cannot protest another boat for breaking that rule. This changes RRS 60.1 (a).

The notation "[DP]" in a rule means that the penalty for breaking the rule may, at the discretion of the Protest Committee, be less than the disqualification according to the guidelines dictated by World Sailing.

The notation "[SP]" in a rule means that a standard penalty can be assigned by the Race Committee for breaking the rule.

1 – RULES

As per Notice of Race.

2 – NOTICES TO COMPETITORS – SIGNALS MADE ASHORE – CHANGES TO S.I.

2.1 The official notice board will be on the page <https://www.cnsm.org/la-duecento-2022> and repeated in the Telegram channel <https://t.me/laduecento2022>

2.2 Signals made ashore will be displayed on the Darsena dell'Orologio flag pole.

2.3 When flag AP is displayed ashore. "1 minute" is replaced with "not less than 45 minutes" in race signal AP.

2.4 When flag "N" with 3 acoustic signals means: "there will be no regattas during the day".

2.5 The signals will be repeated on service channel 09 VHF.

2.6 Any change to the SI will be posted before 08.00 am on Friday 29 April 2022

3 – START CHECK-IN

3.1 Race Committee will call on 09 VHF channel the "name of the boats" in alphabetical order. Each competitor must respond "is present" saying name of the boat.

3.2 50 minutes before the warning signal the check procedure will start, it can be repeated several times and will end 5 minutes before the warning signal. The check will be completed with the confirmation of receipt by the RC via VHF.

3.3 The boats whose check will not be complete in the indicated time interval will be classified DNC, this changes RRS A4 and RRS A5

4 – TIME TABLE AND STARTING SIGNALS

4.1 Races will be started by using rule 26 of the RRS.

4.2 The warning signal will be scheduled at 10.55 am on Friday 29 April 2022.

4.3 The warning signal will be “La Duecento” class flag.

4.4 The preparatory signal will be the letter “I” of the International Code of Signals.

4.5 All the above signals, including the possible display of the letter “X” (individual recall - RRS 29.1), will be repeated on VHF channel 09.

After an individual recall, the RC will try to transmit the number of boats in OCS (e.g.: 2 OCS boats), without communicating the sail number of the same. The sail number of the boats in OCS will be notified subsequently on the VHF channel 09, within 20 minutes of the departure signal.

4.6 Omission or failure of the transmission of the RC broadcast, will not be ground for redress. This change RRS 62.1 (a)).

4.5 A boat starting later 30 minutes after the starting signal will be scored DNS by the Race Committee without a hearing; this changes rules RRS 35, RRS 63.1, RRS A4, RRS A5.

5 – STARTING LINE

The starting line will be between a staff displaying a orange flag on starting RC boat at the starboard end and the port end orange starting buoy mark. The starting line will be approximately perpendicular to the coast about 0.6 miles E from the port exit (Annex 1).

Controstrater can be positioned outside the starting line on the port starting mark (P).

6 – COURSE

6.1 For all boats except the OPEN 650 class it will be:

Start - gate with two orange buoys located about 1 mile off the Madonna dell'Angelo church (see attached map), which can be replaced by a single buoy which, if necessary, must be left on the right - Foranea di Grado (Lat.45° 39.635 'N and Long 13° 20.844' E) to leave on the right - island of Sansego (Susak) in Croatia to be left on the right (turn clockwise) - Mambo2 buoy (Lat.45° 36.164 ' N Long. 13° 09.038 'E) to leave on the left - Finish in Caorle. The coordinates are to be considered indicative.

6.1.a The theoretical length of the course is 200 miles, on this basis the corrected time for the ORC category will be calculated.

6.2 Only for boats belonging to the OPEN 650 class will be:

Start - gate with two orange buoys located about 1 mile off the Madonna dell'Angelo church (see attached map), which can be replaced by a single buoy which, if necessary, must be left on the right - Foranea di Grado (Lat. 45° 39.635 'N and Long 13° 20.844' E) to leave on the right - Porer lighthouse in Croatia to leave on the right (to be turned clockwise) - Mambo2 buoy (Lat. 45° 36.164 'N Long 13° 09.038 'E) to leave on the left - Finish in Caorle. The coordinates are to be considered indicative.

6.2.a The theoretical length of the course is 161 miles, on this basis the corrected time for the ORC category will be calculated.

6.3 No course changes will be made. See attached explanatory diagram.

6.4. In the Upper Adriatic there are two distinct commercial navigation channels identified in the nautical charts; boats can cross the orthogonal route between Grado and Capo Salvore and cannot enter the one between the Istrian and Italian coasts, whose EAST side is marked by the coordinates 45° 22.512' N - 13° 13.291' E and 45° 10.502' N - 13° 17.183' E, according to RRS 56.2.

7 – FINISHING LINE

The finish line will be a gate approximately perpendicular to the coast and will be the junction between two yellow buoys which may have a flashing light at night. The distance between the two arrival buoys will be approximately 50 meters. The coordinates of the buoys will be: Buoy 1 Lat 45° 34.750'N, Long 012 ° 52.700'E and Buoy 2 Lat 45° 34.788' N, Long 012 ° 52.649' E; the coordinates are to be considered indicative. The Buoy 1 can be hoisted aboard a boat or tied to it.

After finish the boat shall give back the SGS-Tracking.

8– CHECK POINT ON ARRIVAL

- 8.1 [DP] Before finishing and at a distance of at least 2.0 NM from the finish line, the boat must call the RC on Channel VHF 09, indicating the "boat name" and the phrase "approaching the finish".
- 8.2 [DP] After the finish nothing can be unloaded from the boat except the crew.
- 8.3 The boat or its equipment can be checked at any time, before or after the race. The measurer or an equipment inspector may ask a boat to go immediately to a designated area used for inspections. [DP] The boat must go promptly where indicated.

9 – TIME LIMITS

Boats failing to finish until 6.00 p.m. on Sunday 1st May 2022 will be scored DNF (This changes rules 35, 63.1, A4 and A5.)

10 – COMPLIANCE DECLARATION

The skipper must complete and sign the declaration of compliance form carefully in all parts within 2 hours after the finish and deliver it to the Santa Margherita Nautical Club in one of the following ways:

- by email to info@cnsn.org
- by Whatsapp at +39.336.829581

11 – PENALTY SYSTEM

11.1 [NP] [DP] A boat that has self-penalized or retired in accordance with RRS 44.1 will have to fill in and deliver to the Race Secretariat by email to info@cnsn.org or by Whatsapp at +39.336.829581 the relative form within the time limit for protests.

11.2 The penalty [DP], for an infringement of "Protocol", can be from a minimum of 10% of the score up to disqualification, depending on the seriousness of the infringement committed. This changes RRS A4 and A5.

11.3 The penalty [SP] for incomplete and / or incorrect completion of the declaration will result in a penalty on the score of 10% as provided for in RRS 44.3 (c). This changes RRS A4 and A5

12 – PENALTY TO BREACHES OF THE OSR

For minor breaches of the Offshore Special Regulations 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 calculated in accordance with RRS 44.3(c). This changes RRS A4 and A5.

13– PROTESTS AND REQUESTS FOR REDRESS

13.1 A boat that intends to lodge a protest, shall report this to the Race Committee on the Finishing line after finishing by calling the RC on 09 VHF channel. This added to rule 61.1

13.2 Protest form are available at Race Office located on the regatta secretariat.

The protest time limits is 180 minutes after protesting boat has finished; The same times limit applies to protests by the race committee and protest committee about incidents they observe in the racing area and to requests for redress. this changes RRS 61.3. The protest must be delivered by email to info@cnsn.org. The forms in Italian and English are available online on the website of the Organizing Committee.

13.3 Protests and requests for redress will be discussed online or at the headquarters of the Circolo Nautico P. Santa Margherita (CNSM)

13.4 The security deposit for tonnage protests is set at € 500.00 and must be paid upon presentation of the protest. The same amount of security deposit will also be required from the protested boat. At the conclusion of the protest, the costs will be fully borne by the losing party or whoever presented the protest.

13.5 The official bodies of the event are exempt from paying the deposit

14 – RESPONSIBILITY

14.1 As RRS 3 "DECISION TO RACE" (Part 1 - Fundamental Rules), the boats and participants in the regatta, referred to in these IDR, take part in it under their full and exclusive responsibility and are solely responsible, based on to their abilities, the strength of the wind, the state of the sea, the weather forecasts and all that must be foreseen by a good sailor, for the decision to take part, continue or give up the regatta.

14.2 The OC, the RC, the Jury and those who collaborate in any capacity in the conduct of the regatta decline all responsibility for damages, injuries, losses that people and / or things may suffer, both on land and in water caused as a result of participation in the regatta. .

14.3 Sailing is by its nature an unpredictable sport, and therefore involves an element of risk. By taking part in the event, each competitor accepts and acknowledges:

- a) to be aware of the intrinsic element of risk characteristic of sport and accept responsibility for exposure to this risk towards themselves, their crew and boat inherent in the event;
- b) to be responsible for their own safety, their crew, the boat and their other property both at sea and on land,
- c) to accept responsibility for any injury, damage or decrease in value caused by one's actions or omissions;
- d) that by participating in any regatta, they have ascertained that their boat is in good condition, suitable for sailing and with all the safety equipment required for the type of navigation to be carried out and themselves with the ability to participate.
- e) that having at their disposal a team that manages the regatta, patrol boats, judges and other volunteers do not relieve them of their responsibilities.
- f) that the possibility of the intervention of a patrol boat is limited to the possible assistance, especially in extreme climatic conditions.

15- SPECIAL RULES AND PRESCRIPTIONS

15.1 [NP] Withdrawal: A crew member must immediately inform the RC by VHF channel 09 or by telephone at +39.336.829581, or by reporting communication with other boats (relay), or by text message indicating: " boat XXX <withdrawn at coordinates: AAgradesBBfirstCCsecond Nord and AAgradeBBfirstCCseconds Est ".

If no solution is possible, a crew member must inform as soon as possible, at tel. 336.829581, the club secretariat as soon as it reaches the mooring point. Failure to comply with this requirement will result in the cost of searching and recovering the Coast Guard being charged.

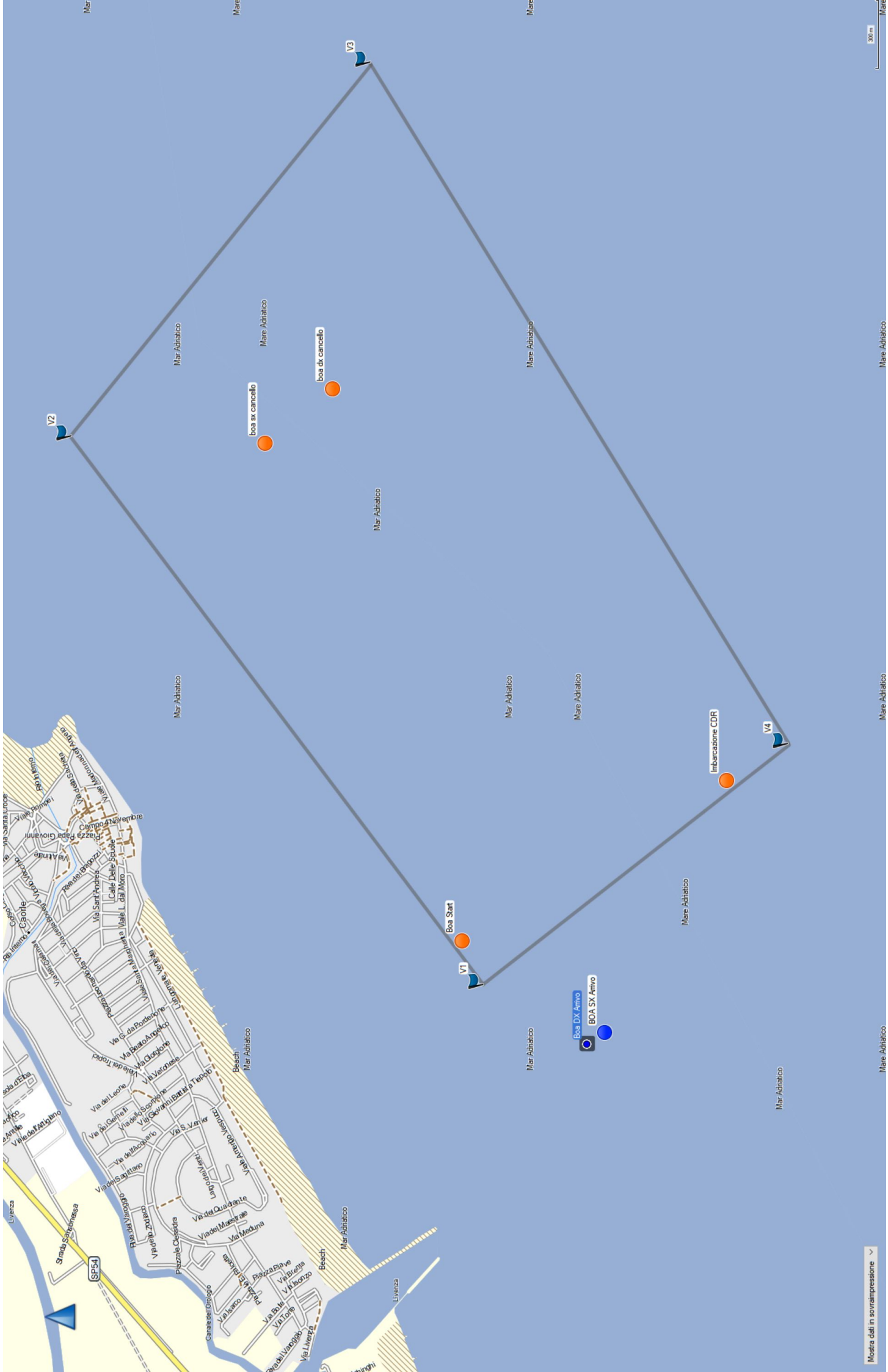
15.2 Procedure For Unforeseen Circumstances: [NP] If a boat is in danger of life for any reason, it must follow the procedures provided for by the NIPAM, subsequently if possible it must inform the organizing authority (VHF, sms, whatsapp, mail, etc.) with the following information: (Boat, position, in Danger), to speed up the activation of SAR (Search and Rescue) procedures. When the crew is safe, the boat MUST send a written note: (Boat, Position, SALVI / SAFE) to complete the search procedure.

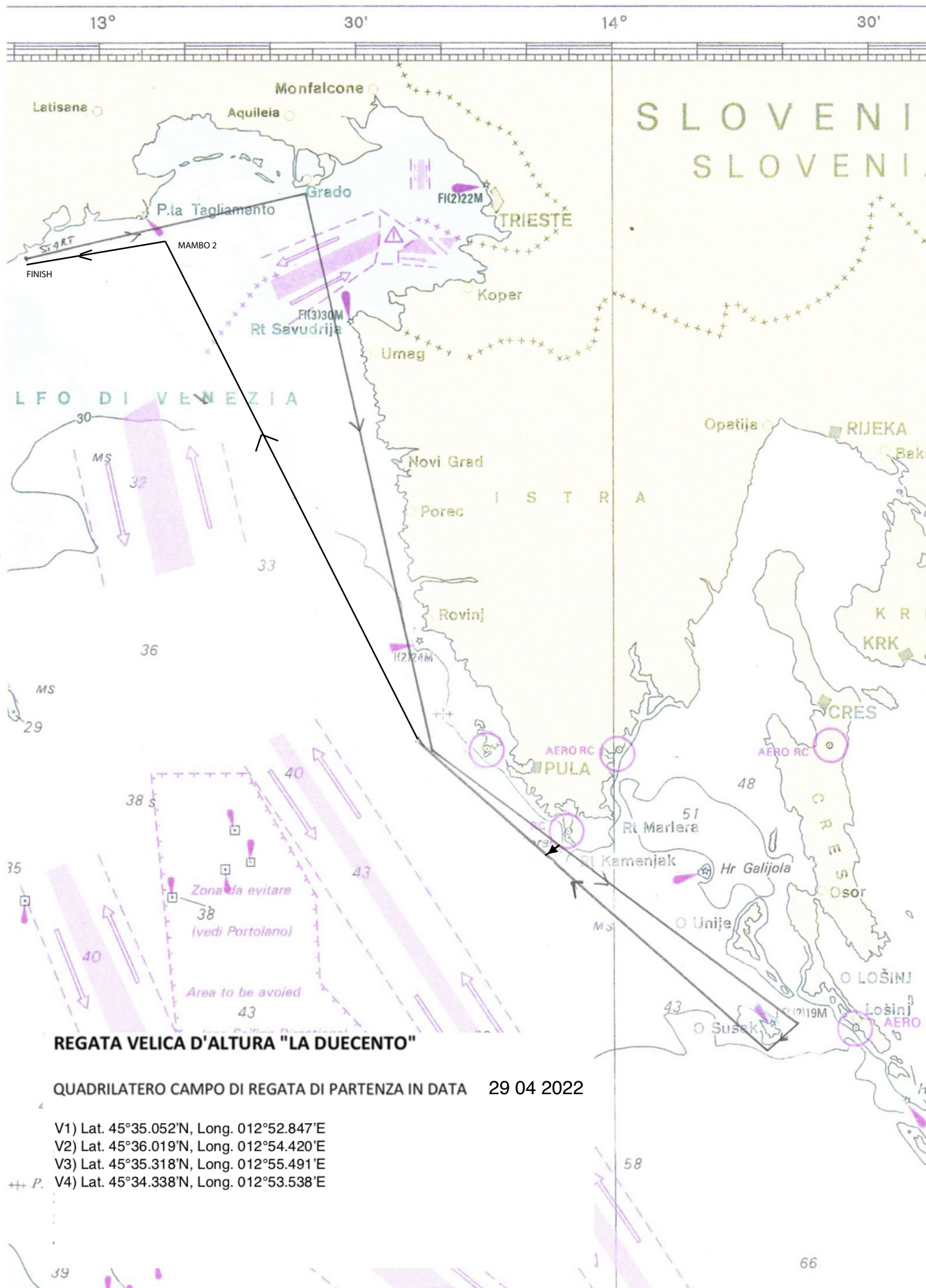
15.3 [NP] [DP] Logos and identification numbers: the Organization may ask to display a logo or brand of the sponsor of the event on the bow.

15.4 Radio communications: if the VHF equipment should lose efficiency during the race, the boat unable to communicate will have to retire.

16. ATTACHMENTS

- map of the start and the race
- Authorization of the Croatian authority
- Declaration of Observance and Withdrawal







REPUBLIKA HRVATSKA
Ministarstvo mora, prometa
i infrastrukture
Uprava sigurnosti plovidbe
Lučka kapetanija Pula



KLASA: UP/I-342-04/22-01/114
URBROJ: 530-04-4-1-22-2
Pula, 19. travnja 2022. godine

Lučka kapetanija Pula nadležna temeljem članka 12. stavak 1. točka 1. Zakona o lučkim kapetanijama (NN 118/18), članka 54c. Pomorskog zakonika (NN 181/04, 76/07, 146/08, 61/11, 56/13, 26/15, 17/19), članka 43. Pravilnika o uvjetima i načinu održavanja reda u lukama i na ostalim dijelovima unutrašnjih morskih voda i teritorijalnog mora Republike Hrvatske (NN 72/21) i članka 10. Uredbe o uvjetima za dolazak i boravak stranih jahti i brodica namijenjenih sportu i razonodi u unutarnjim morskim vodama i teritorijalnom moru Republike Hrvatske (NN 97/13), odlučujući povodom zahtjeva Circolo Nautico Porto S. Margherita iz Caorle, Italija, od 19. travnja 2022. godine, sa stanovišta sigurnosti plovidbe donosi

RJEŠENJE

Odobrava se Circolo Nautico Porto S. Margherita iz Caorle, Italija održavanje jedriličarske regate "LA DUECENTO", u vremenu od 29. travnja – 1. svibnja 2022. godine, na relaciji Caorle – Grado-Susak – Mambo 2 – Caorle, uz slijedeće uvjete:

- organizator je dužan poduzeti sve mjere osiguranja učesnika u regati,
- učesnici regate mogu tijekom regate koristiti sredstva radio veze u skladu s propisima;
- učesnici regate u obalnom moru Republike Hrvatske ne smiju doći u doticaj sa drugim osobama ili plovilima, osim u slučaju više sile, a ako dođu, dužni su najkraćim putem uploviti u najbližu luku otvorenu za međunarodni promet,
- vlasnici stranih plovila učesnika u natjecanju oslobođeni su plaćanja pristojbi propisanih u članku 4. i 5. Uredbe o uvjetima za dolazak i boravak stranih jahti i brodica namijenjenih sportu i razonodi u unutarnjim morskim vodama i teritorijalnom moru Republike Hrvatske, za vrijeme trajanja natjecanja, **pod uvjetom** da najkasnije 5 (pet) dana prije početka natjecanja dostave popis plovila i osoba učesnika regate;
 - Lučkoj kapetaniji Pula na fax broj: +385 (0)52 222-037 ili na e-mail: Pula.pomorskipromet@pomorstvo.hr
 - Lučkoj kapetaniji Rijeka fax br: +385 (0)51 214-031 ili na e-mail: Rijeka.pomorskipromet@pomorstvo.hr
- organizator je dužan zatražiti mišljenje Policijske uprave Istarske, Sektor za granicu, 52100 Pula, Trg Republike 1, fax broj: +385 (0)52 532 303 ili e-mail: istarska@policija.hr i Policijske uprave Primorsko – Goranske, fax br: +385 (0)51 430-764,
- organizator je dužan ishoditi ostala odobrenja prema posebnim propisima.

Obrazloženje

Jedriličarski klub Circolo Nautico Porto S. Margherita iz Caorle, Italija, podnio je dana 19. travnja 2022. zahtjev za izdavanje odobrenja za održavanje jedriličarske regate u vremenu od 29. travnja – 1. svibnja 2022. godine, na relaciji Caorle – Grado-Susak – Mambo 2 – Caorle.

Temeljem uvodno citiranih propisa sa stanovišta sigurnosti plovidbe nema zapreka za izdavanje odobrenja za održavanje jedriličarske regate uz ispunjavanje uvjeta navedenih, te je riješeno kao u izreci.

UPUTA O PRAVNOM LIJEKU:

Na temelju članka 54. c Pomorskog zakonika žalba protiv ovog odobrenja nije dopuštena, ali se može pokrenuti upravni spor.



DOSTAVITI:

1. Circolo Nautico Porto S. Margherita, elektronički
2. PU Istarska, elektronički
3. PU Primorsko-Goranska
4. Odjel za upravljanje i nadzor pomorskog prometa, poslove traganja i spašavanja LK Pula, elektronički
5. Odjel za upravljanje i nadzor pomorskog prometa, poslove traganja i spašavanja LK Rijeka, elektronički
6. Lučka ispostava Lošinj, elektronički
7. VTS Rijeka, elektronički
8. Odjel inspekcijskih poslova, elektronički
9. Pismohrana



COMPLIANCE DECLARATION

Competitors must and sign the form given in all parts and deliver it to race office in Strada Sansonessa, 83 Caorle within 2 hour from the finish time, in one of the following ways:

- entering it in the mailbox at the CNSM Headquarter in Strada Sansonessa 83, Caorle
- by given to assistance rib at sea
- by email to info@cnsm.org
- by Whatsapp on +39.336.829581

To the Organising Authority of :

LA DUECENTO 2022

The competitoras skipper of

declare

to have completed the race complying all rules in the notice, sailing instruction and notices and I assume the responsibility of the trustiness of the inherent information regarding the time of rounding the check points and about the use of the engine to produce electricity to recharge the flat batteries.

Mark	DATE	HOUR	PREVIOUS BOAT	FOLLOWING BOAT
Grado				
Susak				
MAMBO 2				
Finish Caorle				

Retire area

The retire happend close toGPS point

Cause

Engine Use book

DATE	From hour	To time	Area

date.....

The Skipper.....