

NOTICE OF RACE

OFFSHORE RACE VALID FOR THE ASSIGNMENT OF THE TITLE OF "CAMPIONE ITALIANO OFFSHORE"

ABBREVIATIONS

The following abbreviations are used in this Notice of Race (and in the subsequent Sailing Instruction):

- AN/FIV National Authority
- AUC Official Notice Board
- AO Organizing Authority
- CO Organizing Committee
- BdR Notice of Race
- CdR Race Committee
- CdP Protest Committee
- CI International Code of Signals
- CT Technical Committee
- IdR Sailing Instruction
- PRO Principal Race Officer
- RRS WS Racing Rules of Sailing 2021-2024 / Rule
- SR Race Office
- WS World Sailing

Notes:

[NP] an infringement of this rule cannot be object of protest by a boat (this modifies the RRS 60.1).

1 ORGANIZING COMMITTEE

The race is organized, under the aegis of the Italian Sailing Federation, by the Circolo Nautico P. Santa Margherita a.s.d.

RULES

2.1 The race will be governed from the current version by the following rules:

- a) The Rules as defined in the Racing Rules of Sailing (RRS), RRS 90.3(e) applies.
- b) Unless otherwise stated in the Sailing Instructions, the Rules of Part 2 of the Racing Rules of Sailing WS will not be valid from 08.00 p.m. to 07.00 a.m.CEST and will be replaced by the IRPCAS.
- c) WS Offshore Special Regulations (OSR) for races cat. 3 with liferaft.
- d) Italian Sailing Federation "Normativa d'Altura".
- e) IMS-ORC, IRC, MOCRA Regulations.
- f) National prescriptions for each state in which the boat is sailing.
- g) The experimental rule DR21-01 of World Sailing will be in force and the boats classified OCS, UFD, BFD will receive a penalty of 30% on their arrival position, calculated as provided in RRS 44.3. A boat classified TLE (time limit expired) will have a score equal to that of the last boat arrived +1, except for the boats that will be classified according to point 14.6 of this Notice of Race.
- h) This Notice of Race and any changes; the CO reserves the right to modify this NoR until 20.00 on the day before the race start, either by publishing the new version on the website of the event www.cnsm.org, or by sending it to the yachts already registered. This notification shall be deemed to comply with RRS 89.2(a)
- i) Sailing Instruction and any changes.

2.2 In case of conflict between Notice of Race and Sailing Instruction, Sailing Instruction will prevail. This includes official notices, subject to the application of Rule 63.7.

2.3 The official language of the race is Italian.

2.4 COVID-19

The Organizing Authority may postpone or cancel the event at any time if it considers that this is required by reasons related to COVID-19. Competitors are not entitled to claim any compensation for any costs incurred for their participation or preparation for participation in the event.

3 SAILING INSTRUCTIONS (SI)

SI will be available from 27th April 2023 on the website: www.cnsm.org and on the Telegram channel "laduecento2023"

4 NOTICES

4.1 Official online Notice Board (ONB) is on Telegram channel "laduecento2023" and repeated on the site: www.cnsm.org

4.2 [DP] All boats must have on board a VHF radio that receives and transmits on the channels: 16, 72, 9.

4.3 Communication with participants will be via the VHF channel indicated in Sailing Instructions.

4.4 [DP] Each boat must have at least one device connected to the internet.

4.5 [DP] During the race, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats.

5 ELIGIBILITY

- 5.1 The race is open to Offshore boats (*) with a valid ORC (International or Club) certificate, IRC, simplified IRC or MOCRA, that satisfy the OSR category 3 requirements with life raft and have onboard the equipment required by the Italian legislation for navigation up to 50 nautical miles:
- Monohulls MUST have LOA longer than 9.00 mt. And if not plated, MUST have CE classification NOT LESS than B or if has an SSS base value of at least 15 as stated on its IRC rating certificate or a Stability Index of at least 103 as stated on its ORC certificate.
 - Multihulls MUST have LOA longer than 8.25m., and if not plated boats MUST have CE classification NOT LESS than B. If Monohulls or Multihulls are not plated CE B or are without CE certification, admission will be decided by Organizing Committee
- 5.2 **Yachts will be divided into BOATS GROUPINGS as follows:**
- 5.2.1 **ORC** is formed by boats, as stated in point 5.1, having a valid ORC or ORC Club rating and will be divided into Categories as follows:
- **ORC XTUTTI** boats sailed by more than two members
 - **ORC X2** boats sailed by two members only
 - **ORC GRAN CROCIERA** boats sailed by more than two members that meet the requirements of the "Normativa Vela d'Altura 2023".
- ORC Categories will be divided into Groups as stated in the "Normativa Vela d'Altura 2023".
- 5.2.2 **IRC** is formed by boats, as stated in point 5.1, having a valid IRC or IRC Simplified rating and will be divided into Categories as follows:
- **IRC XTUTTI** boats sailed by more than two members
 - **IRC X2** boats sailed by two members only
- 5.2.3 **MULTIHULLS** is formed by boats, as stated in point 5.1, having a valid MOCRA rating
- 5.3 Monohull can enter only one group.
- 5.4 CO reserves the right to accept entries or classes that are not listed above.
- 5.5 Eligibility boats may enter by completing the online entry form at : www.cnsm.org not later than **11.59 pm** of 19th April 2023 together with the requested admission fee by bank transfer to IBAN IT02 I (india) 0835636020000000076773
writing: entry 200 "sailing number and boat name")
- 5.6 [NP] The subscription must be completed within 6:00 pm of 26th April only by sending the following documents possibly in a single email:
IRC/ORC/MOCRA certificate
- IRC/ORC/MOCRA certificate or "Navigation booklet (or Certificate of conformity for boats)"
 - Team list.
 - Sailing National authority association certificate, with medical certification where applicable for all crew members (skipper declaration for foreign crew)
 - Parental Consent Form for all crew members under the age of 18 (NoR 7.4);
 - Adequate insurance policy for civil liability towards third parties, minimum amount of Euro 1.500.000,00;
 - Advertising licence where applicable;
 - Risk Recognition Form, according to RRS 3, signed by all the crew members;
 - Disclaimer module, concerning mandatory safety equipment in accordance with current WS OSR Category 3 (Entry Form);
 - Licence to sail (at least 1 member of the crew).
 - Copy of one Training Topics certificate as per OSR 6.02 (only for doublehanded).
 - Declaration of Responsibility and Discharge of the Organizing Committee and the Race Committee (Entry Form);
- 5.7 The registration of the nationality of a boat must be indicated in the entry form. If not indicated the sailing number or nationality of the shipowner will be valid .

6 FEES

- 6.1 The not refundable fees are as follow:

FEES	LOA in meters
Euro 200,00	6,50 mt
Euro 330,00	<= 10,00
Euro 385,00	>10,00 <=11,00
Euro 440,00	>11,00 <=12,20
Euro 495,00	>12,20 <=13,70
Euro 550,00	>13,70 <=15,20
Euro 660,00	>15,20 <=18,00
Euro 770,00	> 18,00

DISCOUNT OF 10% for REGISTRATION at both LA DUECENTO + LA CINQUECENTO within 5th April 2023.

7 CREW AND MEMBERSHIP REQUIREMENTS

- All the Italian crews must be registered FIV (with a valid medical examination).
- Foreign crews must comply with the rules laid down by their national authorities.
- Participants must be 14 years old at 11.59 pm on 28th April 2023
- Participants under the age of 18 must submit the Parental Consent Form upon registration.

- 7.5 At least one crew member must have the licence to sail.
 7.6 At least one crew member of X2 class must have a valid Training Topics certificate as per OSR 6.02.

8 ADVERTISING

- 8.1 Boats may be required to display advertising chosen and supplied by the Organizing Authority.
 8.2 All Italian boats must attach to the registration form of the advertising licence issued by the FIV, if applicable.
 8.3 Foreign boats shall comply with the advertising rules laid down by their national authorities, where applicable .
 8.4 Boats wishing to display advertisements during the race, whether or not they are racing yachts, support boats, or on land within the race area, must indicate in the registration form the nature of such advertising. The CO may refuse the registration or withdraw the registration if the advertising does not comply with the World Sailing Advertising Code.

9 LOCATION & SCHEDULE

- 9.1 The race will take place in the Upper Adriatic Sea starting in the waters in front of the city of Caorle as shown in Annex 1.
 9.2 The course to be sailed will be as follows: CAORLE - GRADO - SUSAK (CRO) - MAMBO 2 Buoy -CAORLE.
 Open 650 course: CAORLE – GRADO - HRID PORER (HR) –MAMBO 2 Buoy - CAORLE
 The diagram in Attachment 2 show the courses, the order in which marks are to be passed and the side on which each mark is to be left.
 9.3 [NP] – [SP] In the course of the race, there is a commercial navigation channel identified on nautical charts; boats cannot enter the one between the Istrian coast and the Italian coast, 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.
 This changes the Rule 56.2
 The penalty for the infringement of this rule will result in a standard penalty of 40% calculated on the score as per rule 44.3c .
 This changes the Rules A4 and A5
 The official time of the event is CEST
 9.4 The preliminary schedule is as follows:

Date	Time	Activity
26th April	6.00 pm	Deadline for completion of registration
28th April	6.00 pm	Skipper Meeting
29th April	8.55 am	Warning Signal
3rd June	7.30 pm	Prize-giving Ceremony

10 TYPE AND VALIDITY

- 10.1 The course will be 202 nm.
 10.2 In the case of adverse weather conditions the CO can agree with the CdR a replacement route that will be the subject of a communication.

11 EQUIPMENT AND RATING CHECKS

- 11.1 Each boat must have a valid rating certificate issued before 3:00 p.m. on the day preceding the start .
 11.2 The Technical Committee (CT) may inspect a boat before and after the race.
 11.3 [DP] The owner/must complete and sign the Disclaimer Form regarding the boat in which he declares that all safety equipment is on board and that the yacht complies with the rating requirements. The Form must be presented to the race office by 3.00 pm on the day before departure.

12 PENALTY SYSTEM

- 12.1 ALTERNATIVES PENALTY AT STARTING
 According to the "World Sailing Test Rule DR21.01" the definition of "Starting" is amended as follows:
 "Starting" a boat starts when, having been with its hull entirely on the pre-starting side of the starting line and having complied with rule 30.1 if it applies, any part of the hull cuts the starting line from the pre-starting side to the route side alternatively:
 a) at the time or after its starting signal
 b) during the 15" before his starting signal .
 When a boat starts according to point b) of the definition of "Starting" it must re-enter on the pre-starting side to respect the previous point a) of the definition of "Starting" but, if it does not, the penalty at the start will be a penalty of 30% on your arrival position, calculated as provided in RRS 44.3.
 12.2 The penalty system will be detailed in SI.

13 PROTEST

- 13.1 A Protest Committee (CdP) will be appointed.
 13.2 Procedures will be detailed in SI.
 13.3 Measurement protest fee € 500,00 (each party -protestor and protestee).
 The costs shall be paid by the unsuccessful party.
 A part of the amount will be retained to pay back the cost of the measurer also in case of invalid or rejected protest.

14 SCORING

- 14.1 APH scoring system for ORC XTutti and ORC GRAN CROCIERA
 14.2 APH Double Handed scoring system for ORCX2.

- 14.3 BSF scoring system for IRC Class.
- 14.4 TCF scoring system for MOCRA Class.
- 14.5 Real Time for Classes not listed above.
- 14.6 Boats that have not crossed the finish line within the time limit specified in the sailing instructions (and have not declared their withdrawal before that time) will be ranked based on the data obtained from their AIS transponder and tracker at their passage, within the time limit, between the lighthouse on the island of Sansego and the lateral mark on the island of Zabodarski. They will be ranked behind the last boat to cross the finish line in Caorle. The tools and methods used to obtain this ranking will not be subject to requests for redress by a boat. This amends RRS 62.1(a). This amends RRS 28.1, 35, A4, and A5. The ranking valid for the Campionato Italiano Offshore will be calculated only for the boats that have crossed the finish line in Caorle.

15. RANKINGS

To calculate the results, a software chosen by the CO among the official ones will be used. Different interpretations cannot be subject to a repair request. This modifies RRS 62.1(a).

16. PRIZES

The following trophies and prizes will be awarded :

ORC: First Overall X2, First Overall XTutti.

First, Second and Third for each class if the class counts more than 6 boat. At least 5 boats: first and second place. Only First place for the classes with less than 5 boats.

ORC GRAN CROCIERA: First, Second and Third for each class if the class counts more than 6 boat. At least 5 boats: first and second place. Only First place for the classes with less than 5 boats.

IRC: First, Second and Third place for each group.

MOCRA: First, Second and Third

Classes not mentioned above: will be awarded to the first in corrected time or in real time for O.D. classes.

LINE HONOUR: The first X2 boat and the first XTutti boat that arrives in Caorle.

RECORD: The boat that will determine the new course record; the current record of 200XTutti is 26h31'54", detained by E1.

Organizing Authority may institute more prizes.

17 SUPPORT BOATS

[DP] The support boats must be registered with the AO and marked with the official flag provided by the AO.

18 DRONES OF THE PARTICIPANTS

- 18.1 [DP] Crews or other boat support members will not be able to fly with drones over the ground areas of the event or the racing area without respecting local legislation and without prior written approval of the CO.
- 18.2 Approval, granted at the sole discretion of CO, may impose limitations on where and when drones can fly .
- 18.3 At any time the risk and responsibility for the flight of a drone shall be borne by the pilot and the images taken within the race area shall be shared with the Organizing Authority, the Race Committee or the Protest Committee following a reasonable request.

19 BERTHING

- 19.1 Boats may have moorings at Darsena dell'Orologio and Marina S.Andrea
- 19.2 Boats will be moored, free of charge, until the available places are exhausted, at the above marinas under the responsibility of the owner or skipper from 23rd April to 2nd May.
- 19.3 The boats in hospitality must send before their arrival the Mooring Form indicating the date and time of arrival.

20 HAUL-OUT RESTRICTION AND DIVING

- 20.1 [DP] During the event, boats shall not be hauled out from 06:00 am of 29th April, except with and according to the terms of prior written permission of the Race Committee.
- 20.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats out from 6:00 am of 29th April.
- 20.2 According with Italian maritime law, it is strictly forbidden to dive in the waters surrounding the berth.

21 DATA PROTECTION

- 21.1 In participating in the event, competitors automatically grant the CO and their Sponsors, the right in perpetuity, without compensation, to make, use and show, from time to time at their discretion, any photo, film and live television reproduction, recorded or filmed and other reproductions of athletes during the racing period.
- 21.2 Competitors may be asked to be interviewed during the event.

22 DISCLAIMER OF LIABILITY

The RRS 3 quotes: "The responsibility for a boat's decision to participate in a race or to remain in the race is his own." Therefore the participants are aware that the sailing activity is one of those regulated by art.2050 of the Italian law (C.C.) and that all participants must be equipped with a valid membership card that guarantees accident coverage, including death and permanent disability.

Foreign competitors must comply with any requirements of their MNA and be in possession of accident coverage including death and permanent disability, as per current FIV rules.

23. [DP][NP] SAFETY RULES

The Race, according to current rules, does not have assistance in the water except in case of emergency, which is responsible for the Maritime Authority (Capitaneria di Porto). For this reason all boats must have a VHF radio capable of transmitting and receiving on channels 16 (rescue channel), 72 and 9. As a result of a violation of behavior or sportsmanship, the Protest Committee (CdP) can apply disciplinary actions also for actions occurred on the ground. The owner or his representative shall be responsible for the behaviour of the crew.

24 [DP][NP] ENVIRONMENTAL RESPONSIBILITY

Recalling the Basic Principle that quotes: "Participants are encouraged to minimize any negative environmental impact of the sport of sailing". The maximum care is recommended for the protection of the environmental at all the times that accompany the practice of the sport of sailing before, during and after the event. In particular, attention is drawn to RRS 47 – Waste Disposal- which quotes verbatim: "Competitors and support persons should not deliberately throw waste into the water. This rule always applies when in the water. The penalty for an infringement of this rule may be lower than the disqualification".

25 INSURANCE

Each participating boat must be insured with valid third party liability insurance with a minimum coverage of Euro 1.500.000,00 per accident.

26 CHECKS AND TRACKER

26.1 The Organizing Committee may carry out any checks deemed useful and appropriate on participating boats and their safety equipment.

26.2 An electronic satellite tracking system (TRACKER) and AIS will be used to monitor the position of participating boats. The Organizing Committee may use information received from the system for media coverage of the race as well as for technical and safety purposes.

26.3 Participants will be responsible for the integrity and any damage to the satellite tracker (TRACKER) and at the end of the race or after retirement they are required to return it to the CO at their expense no later than 6:00 pm on Tuesday, May 2, 2023.

26.4 The owner/skipper must complete the appropriate form and take responsibility for the cost of the satellite tracker of € 400.00 (four hundred) in case of damage or failure to return it.

26 EVENTS

Any collateral events will be communicated to participants after publication on the event platform.

27 AGREEMENTS

Will be published on the website www.cnsm.org.