



**26 May – 1 June 2024**

## **ISTRUZIONI DI REGATA**

The following abbreviations are used in these Sailing Instructions:

CIS - International Code of Signals	CdR - Race Committee
CdP - Protest Committee	S.I. – Sailing Instructions
FIV – National Authority	OSR - Offshore Special Regulations
RRS - WS Racing Rules of Sailing 2021-2024 / Rule	WS - World Sailing
UVAI - Unione Vela d'Alta Italiana	SR – Race Office
CT - Technical Committee	CO – Organizing Committee
DP - Discretionary penalty	NP – Standard penalty

The notation, in a rule of Sailing instructions:

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

### **1 ORGANIZING COMMITTEE**

**Circolo Nautico Porto Santa Margherita a.s.d. (CNSM)**

Strada Sansonessa, 83 - 30021 Caorle (VE)

Ph. +39.336.829581 e-mail [info@cnsm.org](mailto:info@cnsm.org) – web: [www.cnsm.org](http://www.cnsm.org)

### **2. RULES**

2.1 See BdR (Notice of Race)

2.2 In addition they will apply:

- a) **[DP]** As per RRS 87, the rule ORC 206 is thus modified:  
All sails carried on board shall be within the maximum dimensions specified in the measurement certificate. If measured, the measurements of the sail shown on the measurement stamp must be perfectly legible.
- b) **[DP]** The maximum number of sails that can be used is that defined by rule ORC 206. The maximum number of sails allowed on board during the race is shown in the "Sails Limitations" section of the measurement certificate of each individual boat.
- c) In accordance with Appendix G of the Racing Rules, sail numbers and country initials must be placed on both sides of the sails that require them. The numbers and the initials must be of the dimensions prescribed by the Appendix G and of a clearly contrasting color with that of the sail. The sail numbers and country code must be the same as those shown on the measurement certificate.

### **3. NOTICES**

- 3.1 The online Official Notice board (AUC) can be found at Telegram Channel: [lacinqcento24](https://t.me/lacinqcento24) and repeated on [www.cnsm.org](http://www.cnsm.org)
- 3.2 **[DP]** All boats must have on board a VHF radio transmitting on channels: 16, 09, 72, 74.
- 3.3 Communications with participants will take place on VHF channel 09.
- 3.4 **[DP]** Each boat must have at least one device connected to the internet.
- 3.5 **[DP]** While racing, 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.
- 3.6 Errors or delays in the publication of the Notices on the website, will not be subject to a request for redress. This modifies the **RRS 62.1(a)**.

#### 4. AMENDMENT TO THE Sailing INSTRUCTIONS

- 4.1 Any modification to the SI will be posted before 09.00 am on the day they take effect, except for any change to the race schedule that will be displayed by 8.00 pm on the day before it takes effect.

#### 5. SHORE SIGNALS

- 5.1 The signals made ashore will be displayed on the signal tree located at the Darsena dell'Orologio.
- 5.2 When the Answering Pennant is displayed ashore, "one minute" is replaced by the words "not less than 45 minutes" in the Racing Signal. This modifies the "Answering Pennant" race signal in the Race Signals.

#### 6. PROGRAM

- 6.1 As per point 9.5 BdR (NoR):

Date	Time	Activity
22th May	6.00 pm	Deadline for completion of registration
25th May	6.30 pm	Skipper Meeting
26th May	1.55 pm	Warning Signal
1rd June	7.00 pm	Prize-giving Ceremony

#### 7. CLASS FLAG

- 7.1 The flag "La Cinquecento" will be used as a Warning Signal.
- 7.2 There will be a single start for all boats racing.
- 7.3 **[DP] [NP]** All boats are required to confirm their presence on the race course and to be recognised. The Race Committee will call the boats in alphabetical order on VHF on channel 09 indicating the "name of the boat", each competitor must respond with the "name of the boat" and the phrase "is present".  
The recognition procedure will begin 20 minutes before the warning signal, can be repeated several times and will end 5 minutes before the warning signal. Recognition will be completed with confirmation of receipt by the CdR via VHF.

#### 8. LOCATION

- 8.1 The race will take place in the Adriatic Sea area starting in the waters in front of the city of Caorle as shown in Annex 2, which is an integral part of these SI.

#### 9. ROUTE, LENGTH, BUOYS

- 9.1 Start - gate, consisting of two inflatable cylindrical orange buoys, located about 1 NM off the church of the Madonna dell'Angelo Lat. 45°35.389' N – Long. 12°54.546' E e Lat. 45.35.547' N - Long. 12°54.389' E (see Annex 1 that is an integral part of the present SI), which can be replaced by a single buoy that, in case, will have to be left on the right - island of Susak (Lat. 44°31.294' N – Long. 14°17.295' E coordinates indicating Rt. Segarina a north of island) to leave on the right - Tremiti Islands 42°06',89N 15°29',73E to keep left and turn counterclockwise, island of Susak (HR) to keep on left, Arrival in Caorle (see SI point 12). The coordinates are to be considered indicative. The diagram in Annex 2 and the map of the Tremiti Islands are an integral part of the present SI indicate the route, the order in which the points of the route must be passed and the side where the buoys must be left.
- 9.2 The theoretical length is equal to 500 NM, on which compensation for the ORC category will be calculated. A length other than that indicated cannot be the subject of a repair request. This modifies the RRS 62.1(a).
- 9.3 No course changes will be made (this modify rule RRS 33).
- 9.4 **[NP] – [SP]** In the course of the race there are two separate commercial navigation channels identified in the charts. Boats cannot enter the one located between the Istrian and the Italian coast and must pass only east of the line joining the points at the following coordinates: Lat. 45°22.512' N - Long. 13°13.291' E and Lat. 45°10.502' N - Long. 13°17.183' And, while they can only cross with orthogonal route the one placed off the Croatian coast between the Brijuni Islands and the island of Premuda, whose east side is marked by the line joining the points at the following coordinates: Lat. 45°56.855' N - Long. 13°24.467' E and Lat. 44°07.757' N - Long 14°09.145' E. The penalty for 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 e A5
- 9.5 The official time of the event is CEST.

#### 10. STARTING

- 10.1 Races will be started as from RRS 26 with the warning signal exposed 5 minutes before the starting signal.
- 10.2 To alert boats that a race will begin as soon as possible, an orange flag will be displayed with an acoustic signal on the CdR boat at least 5 minutes before a warning signal is displayed. This changes the race signal "Orange Flag" in the Race Signals.
- 10.3 A boat that does not start within 30 minutes of the starting signal will be scored "DNS" without a hearing. This changes **RRS A4 , A5.1 and A.5.2**.

- 10.4 If any part of a boat's hull is on the course side of the start line at its starting signal, and it is identified, the race committee will try to call its sail number. Failure to transmit or receive, its timeliness will not be able to be the subject of a request for redress. This changes the **RRS 62.1(a)**.
- 10.5 As described in bdr in point 12.1 the "World Sailing Test Rule DR21.01" is applied and thus the definition of "Starting" is modified:  
"Start" a boat starts when, having been with her hull entirely on the pre-starting side of the starting line and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line on the pre-starting side departure at the side of the route as an alternative:  
a) at or after her starting signal  
b) during the 15" before her starting signal.  
When a boat starts under b) of the definition "Start" above she must return to the pre-start leg to comply with b) of the definition "Start" above, but if she does not, the start penalty will be a 30% penalty on one's finishing position, calculated as provided for in RRS 44.3.c.

## 11. STARTING LINE

- 11.1 The starting line will be the ideal joining rod with orange flag placed on the boat CdR at the right end of the line and the starting buoy P inflatable cylindrical orange at the left end.  
11.1.a The starting line will be positioned approximately perpendicular to the coast at about 0.6 miles E from the port exit (see Annexes 1 and 2 which are an integral part of these IdR).
- 11.2 A counterstarter boat may be positioned outside the starting line. The boats will not be able to pass between the starting buoy (P) and the counter-starter boat and will not be able to touch the counter-starter boat. In this case the counterstarter boat is "buoy" as defined in the RRS..

## 12. FINISHING LINE

- 12.1 The finish line will be between the red light west of the entrance of Porto Santa Margherita to leave on the left and the yellow buoy that will have flashing light at night to leave on the right. The coordinates of the arrival yellow buoy will be: 45°34',750 N e 012°52',700 E. The coordinates are to be considered indicative.

## 13. REQUIREMENTS UPON ARRIVAL - MEASUREMENT CHECKS

- 13.1 [DP] Before arriving and at a distance of at least 2.0 Miles from the finish line, the racing boat must call the CDR on Channel VHF 09, indicating the "boat name" and the phrase "approaching arrival".
- 13.2 After the end of the race the boat must return the satellite transmitter (Sgs Tracking) and will receive instructions for removing the engine seal.
- 13.3 [DP] After arrival nothing can be unloaded from the boat except the crew.
- 13.4 Measurements checks may be expected. At sea or after arriving at the moorings, a boat can receive instructions from the CT and/or the Race Committee to immediately proceed with a measurement check, also via radio on VHF channel 09. [DP] [NP] The boat shall proceed to the designated inspection area immediately.

## 14. TIME LIMIT

- 14.1 The time limit for arrival is set at 10:00 am of Saturday 1<sup>st</sup> June 2024.
- 14.2 Boats that have not cut the finish line in Caorle within the lapse of the time limit provided for idr 14.1 (and have not declared withdrawal before that time) will be classified on the basis of the data of the AIS and the tracker in their passage, within the time limit, between the joining of the lighthouse placed on the island of Susak (Lat. 44°30.858' N – Long. 14°18.099' E) and the Lateral Meda placed on the island of Zabodarski (Lat. 44°33.043' N – Long. 14°24.151' E) C arriving from the Tremiti Islands and placed in the queue at the last arrival line of Caorle.  
Vessels that have not passed within the time limit of idr 14.1 (and have not declared withdrawal before that time) the transit line to Susak as described above will be classified on the basis of the AIS data and the tracker on their passage, within the time limit, between the junction the bright pylon placed on the eastern part of the island Caprara (Lat. 42°08.323' N – Long. 15°31.154' E) and the headlight on the west side of the island Pianosa (Lat. 42°13.533' N - Long 15°44,772' E) and placed at the end of the last arrived at the passage between Susak and Zabodarski, as previously described. This modifies RRS 28.1 35, A5.1, A5.2 and A10. Tools and method used to obtain this classification will not be subject to requests for repair by a boat. This is a modification of RRS 62.1(a).  
The classification valid for the purposes of the Italian Offshore Championship will be calculated only on the boats that have crossed the Caorle finish line. Other boats will be classified DNF. ***This modifies the rules 35, 63.1, A4 and A5.***

## 15. PENALTY SYSTEM

- 15.1 The penalty for the infringement of a rule of Part 2 outside the Zone will be the Penalty of a turn, including a turn and a downed. ***This modifies RRS 44.1.***
- 15.2 [DP] Minor infringements of the OSR, RRS 47 and for each SI marked, the Protest Committee may assign a penalty different from DSQ, or not impose any penalty, at its discretion. The maximum penalty for a minor OSR infringement will be a penalty on the 10% score calculated in accordance with RRS 44.3(c).

15.3 A boat that executes a self penalty or their retires in accordance with the RRS 44.1 must complete the relevant form within the time limit for protests at link <https://www.racingrulesofsailing.org/documents/8798/event>.

15.4 **[DP]** The OC will provide the material to ensure that the transmission components of the engines are sealed with an appropriate system to detect any forward propulsion and easy removal in case of need, as best reported in the appropriate appendix. Tampering or breaking for any cause, even accidental of the seals will result in a penalty at the discretion of the Protest Committee.

## 16. REQUESTS FOR HEARINGS AND REQUESTS FOR REDRESS

16.1 RRS 61.1 "Informing the Protested" is as follows: "The protesting boat shall inform the Race Committee, about the boat/boats that it intends to protest, on the finishing line immediately after having arrived", by calling the Race Committee on the VHF Channel 09.

16.2 Protests and requests for redress or reopening can also be write within the time limit at link <https://www.racingrulesofsailing.org/documents/8798/event>.

16.3 The time limit for protests is set at two hours from the arrival of the relevant boat or after a signal from the Race Committee which ends the day, whichever is later. The same time limit will apply to requests for a hearing or requests for redress regarding incidents seen in the racing area. ***This modifies the RRS 61.3 and 62.2.***

16.4 Measurement protests will not be accepted after the protest time limite. ***This modifies the RRS 60.1(a) and 61.3.***

16.5 Notices will be published no later than 30 minutes after the expiry of the time limit for requests for hearings, to inform the "parties" or those named as witnesses. The hearings will be discussed online or at the headquarters of the Circolo Nautico P. Santa Margherita (CNSM) at the scheduled time. Hearings can be scheduled to begin up to thirty minutes before the hearing time limit expires.

16.6 The security deposit for measurement protests is set at € 500.00 and must be paid when the protest is presented. The same amount of security deposit will also be required from the protested boat. At the conclusion of the protest, the costs will be totally borne by the losing party or by the person who filed the protest.

16.7 The official bodies of the event are exempt from the deposit.

## 17. SAFETY RULES

17.1 **[NP] Withdrawal:** A member of the crew must immediately inform the race committee on VHF channel 09 or by telephone at +39.336.829581, or by reporting communications with other boats (relay), or by text message indicating: "boat XXX <withdrawn at coordinates: AAgradesBBfirstCCsecond North and AAgradeBBfirstCCseconds East".

If no solution is possible a member of the crew must inform as soon as possible, at +39.336.829581, the secretariat of the club as soon as it reaches the mooring point. Failure to comply with this requirement will result in the charge of the costs of research and recovery of the Coast Guard.

17.2 **Procedure For Unforeseen Circumstances: [NP]** If for any reason a boat is in danger of life, it will have to follow the procedures established by the NIPAMs, then if possible it will have to inform the organizing authority (VHF, sms, whatsapp, email, 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, SAFE) to end the search procedure.

17.4 The Regatta, according to current regulations, does not have assistance in the water except in the event of an emergency, for which the local Maritime Authority is responsible. For this reason all boats must have a VHF radio capable of transmitting and receiving on channels 16 (distress channel), 09, 72 and 74.

As a result of a violation of behavior or sportsmanship, the Protest Committee can apply disciplinary actions also for actions occurred ashore. The owner or his representative shall be responsible for the behaviour of the crew.

17.3 **Radio communications:** if the VHF system loses efficiency during the race the boat not able to communicate must withdraw.

## 18. CHANGE OF CREW AND EQUIPMENT

18.1 **[DP]** The replacement of crew members can only take place after authorization by the Race Committee to the request presented by the Skipper no later than 2 hours before the scheduled starting time.

## 19. RACE COMMITTEE BOATS

19.1 The Race Committee vessel will be identified by the CNSM flag

19.2 The Buoy-laying and Assistance boats will be identified by La Duecento flag

19.3 Boats used by the press, photographers, video operators or spectators are not under the jurisdiction of the Race Committee. Any action by these boats cannot be the subject of a request for redress. ***This modifies the RRS 62.1(a).***

## 20. ADVERTISING

**[DP] [NP]** The CO can ask each boat to display on the bow a logo or brand of the sponsor of the event. The panel must be placed both on the starboard and on the left side of the PRUA pulpit from the first warning signal of the first day until the end of the event.

## 21. RADIO-COMMUNICATION

21.1 All radio communications will be made on VHF channel 09. All flag signals made by the CdR will possibly be repeated by radio on VHF channel 09. Failure to communicate or receive cannot be the subject of a request for redress. ***This modifies the RRS 62.1(a).***

21.2 **[DP]** A racing boat may not make radio communications of any kind except to notify the Race Committee of its withdrawal, any emergencies or to respond to calls directed to it by the Race Committee. This restriction also applies to voice or data transmissions and receptions which are not public and available to all boats. ***This modifies the RRS 41.***

## 22. DISCLAIMER OF LIABILITY

22.1 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.

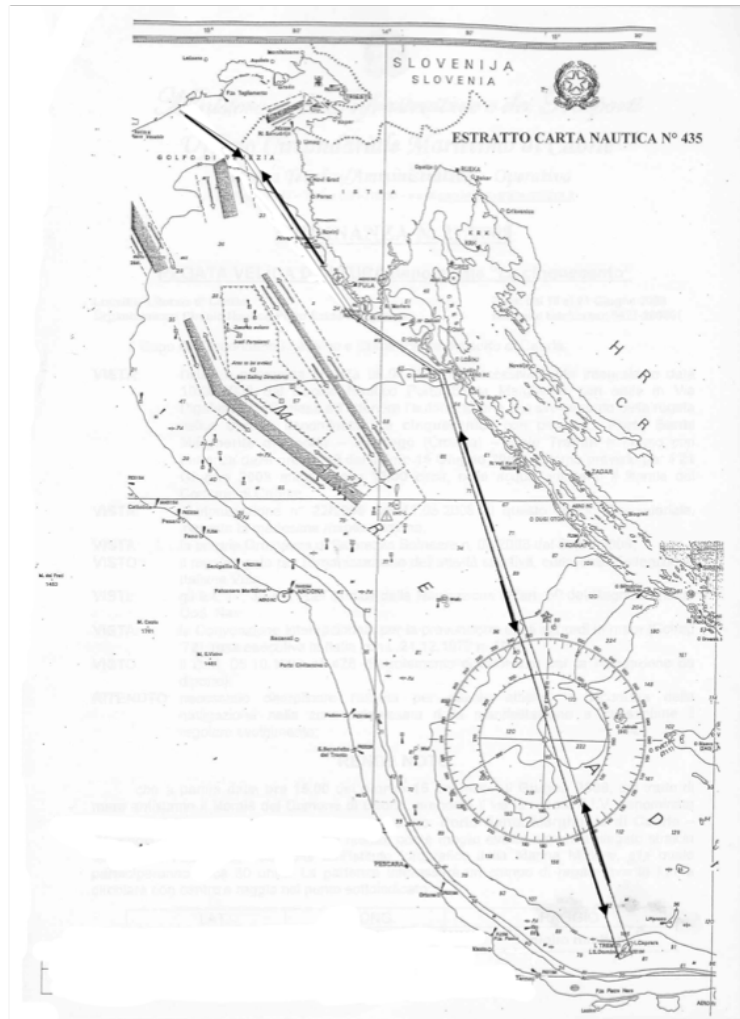
## Attachments

- Attachment 1: map of the start of the race
- Attachment 2 : Course
- Map of Tremiti Islands
- Croatian authority authorization

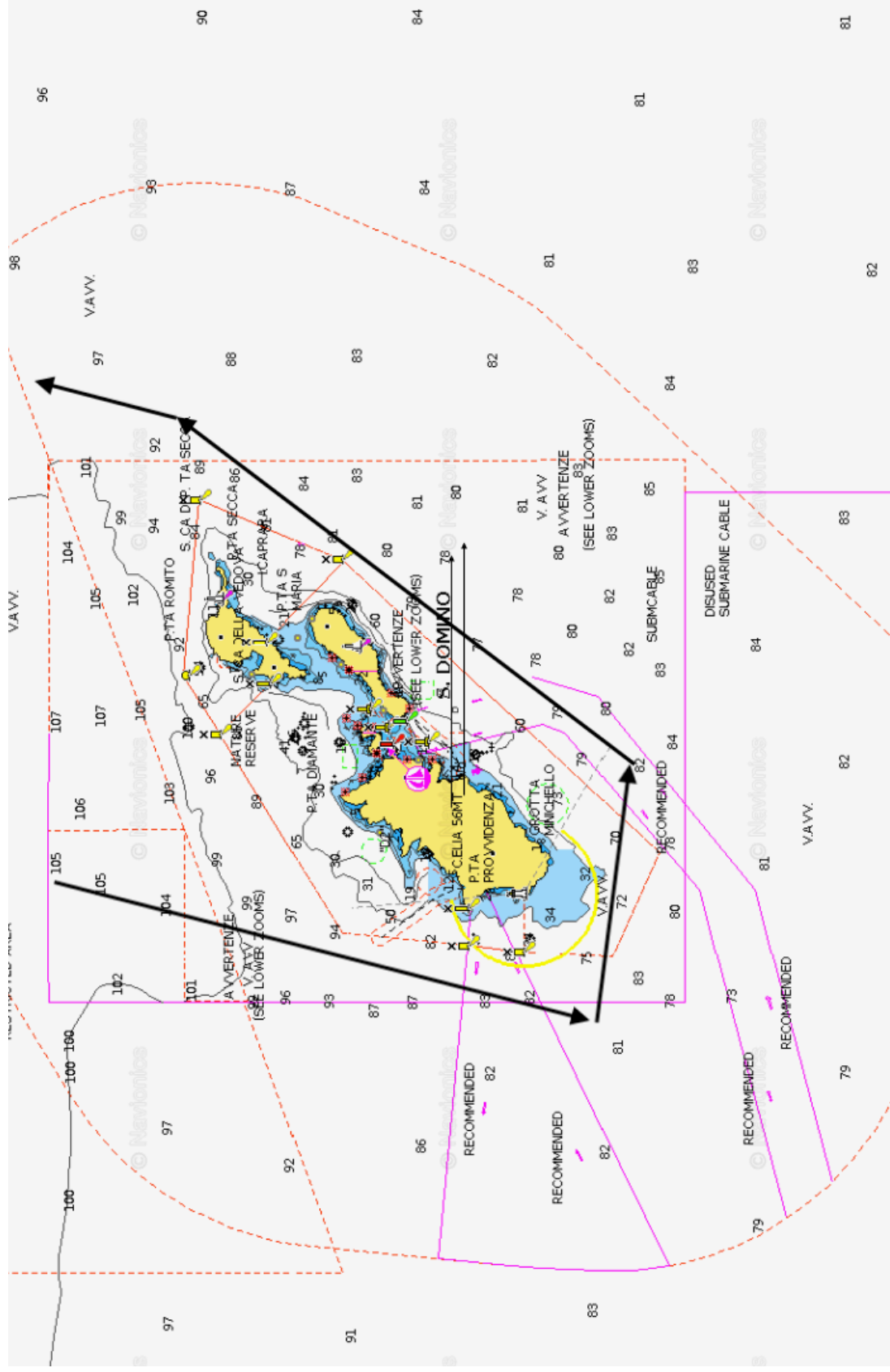
# ATTACHMENT 1



# ATTACHMENT 2



# MAPPA ISOLE TREMITI





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



KLASA: UP/I-342-04/24-01/76  
URBROJ: 530-04-4-1-24-3  
Pula, 19. ožujka 2024. 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 18. ožujka 2024. godine, sa stanovišta sigurnosti plovidbe donosi

### R J E Š E N J E

**Odobrava se Circolo Nautico Porto S. Margherita iz Caorle, Italija održavanje jedriličarske regate "LA CINQUECENTO", u vremenu od 26. svibnja – 02. lipnja 2024. godine, na relaciji Caorle -Susak – Isole (otoci)Tremiti – Susak - 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](mailto:Pula.pomorskipromet@pomorstvo.hr)
  - Lučkoj kapetaniji Rijeka fax br: +385 (0)51 214-031 ili na e-mail: [Rijeka.pomorskipromet@pomorstvo.hr](mailto: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](mailto: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 18. ožujak 2024. zahtjev za izdavanje odobrenja za održavanje jedriličarske regate u vremenu od 26. svibnja – 2. lipnja 2024. godine, na relaciji Caorle -Susak – Isole Tremiti – Susak-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 rješenja nije dopuštena, ali se može pokrenuti upravni spor.

Lučki kapetan

kap. Dolores Brenko-Škerjanc



### 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