



**2-4 maggio 2025**

## **SAILING INSTRUCTIONS**

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 2025-2028 / Rule	WS - World Sailing
UVAI - Unione Vela d'Alta Italia	SR – Race Office
CT - Technical Committee	CO – Organizing Committee
DP - Discretionary penalty	SP – Standard penalty

<b>DP</b>	Rules where penalties are at the discretion of the Protest Committee.
<b>NP</b>	Rules that may not be protested boat to boat. This changes RRS 60.1.
<b>SP</b>	Rules providing for a standard penalty applied by the Race Committee without a hearing, or a discretionary penalty applied by the Protest Committee without a hearing. This modifies RRS 60.5(b) e A5.1.

### **1. ORGANIZING AUTHORITY**

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

Strada Sansonessa, 83 - 30021 Caorle (VE), Italy

Tel. +39.336.829581 – Email: [info@cnsm.org](mailto:info@cnsm.org) – Website: [www.cnsm.org](http://www.cnsm.org)

### **2. RULES**

2.1 See Notice of Race (NoR).

2.2 Additionally, the following will apply:

a) [DP] As per RRS 87, ORC Rule 206 is modified as follows:

All sails carried aboard must comply with the maximum dimensions indicated in the measurement certificate. If measured, the sail measurements stamped must be perfectly legible.

b) The maximum number of sails used is defined by ORC Rule 206. The maximum number of sails allowed onboard during the race is stated in the "Sails Limitations" section of each boat's measurement certificate.

c) In accordance with Appendix G of the Racing Rules of Sailing, sail numbers and national letters must be placed on both sides of the sails that require them. Numbers and letters must comply with Appendix G dimensions and must contrast sharply with the sail color. Sail numbers and national letters must match those shown on the measurement certificate.

2.5 [DP] [NP] The Race Committee may require each boat to display an event sponsor's logo or sticker on both sides of the bow pulpit, from the first warning signal of the first day until the end of the event.

2.6 In case of conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail. This includes official notices, without prejudice to the application of rule 63.5(c)(2).

### **3. COMMUNICATIONS**

3.1 The Official Online Notice Board (ONB) is located at: [www.cnsm.org/la-duecento-2025](http://www.cnsm.org/la-duecento-2025) and on Telegram at: <https://t.me/laduecento25>

3.2 [DP] All boats must have an onboard VHF radio capable of transmitting on channels: 16, 09, 72, 74.

3.3 Communications with competitors will be made via VHF channel 09 and through the Telegram channel at: <https://t.me/laduecento25>

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

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

3.6 Errors or delays in publishing notices on the website shall not be grounds for a request for redress. This modifies RRS 61.1(a).

### **4. CHANGES TO SAILING INSTRUCTIONS**

4.1 Any changes to the Sailing Instructions and other Communications for competitors may be made up to 3 hours before the scheduled warning signal, with the exception of any changes to change to the schedule of races which will be communicated by 18.30 on the day before it takes effect.

### **5. SIGNALS MADE ASHORE**

5.1 Signals made ashore will be displayed on the signal mast located at the Darsena dell'Orologio.

5.2 When flag "AP" is displayed ashore, "one minute" is replaced with "not less than 45 minutes" in the race signal "AP". This modifies the race signal "AP".

### **6. SCHEDULE**

6.1 As per NoR section 9.5:

Date	Time	Activity
April 28	18:00	Deadline for final registration
May 1	19:30	Skippers' briefing
May 2	14:55	Warning signal
June 7	19:00	Prize-giving ceremony

### **7. CLASS FLAG**

7.1 The "La Duecento" flag will be used as the warning signal.

7.2 A single start is planned for all boats.

7.3 [DP] [NP] All boats must confirm their presence at the starting area and identify themselves. The Race Committee will call the boats alphabetically via VHF channel 09 by announcing the boat's name. Each competitor must respond with the boat's name and the phrase "is present".

The identification procedure will start 50 minutes before the warning signal and may be repeated until 5 minutes before the warning signal. The identification will be completed once acknowledged by the Race Committee via VHF.

## **8. RACING AREA**

8.1 The race will take place in the Adriatic Sea, starting off the coast of Caorle, as shown in Attachment 2, which is an integral part of these Sailing Instructions.

## **9. THE COURSE**

9.1 A different length than that indicated shall not be the subject of a request of redress. This modifies RRS 61.4 (b)(1).

9.2 The race course is as follows: CAORLE - GRADO - SANSEGO (Croatia) - CAORLE, theoretical length equal to 197 NM, on which the compensations for the ORC category will be calculated. The diagram in attachment 2, graphically indicates the course.

Description of the course: Start - gate, consisting of two orange inflatable cylindrical buoys, located approximately 1 NM off the coast of the church of the Madonna dell'Angelo with the following coordinates: Lat. 45°35.389' N - Long. 12°54.546' E and Lat. 45.35.547' N - Long. 12°54.389' E (see attachment 1 which is an integral part of these IdR), which may be replaced by a single buoy which, if necessary, must be left on the right - Grado offshore buoy (Lat. 45° 39.635' N and Long 13° 20.844' E) to be left on the right - Island of Sansego (Susak) in Croatia to be left on the right (turn clockwise) - Arrival in Caorle. The coordinates are to be considered indicative.

9.3 Only for boats OPEN 650 class, the race course is as follows: CAORLE – GRADO - HRID PORER (HR) – CAORLE, theoretical length equal to 150 NM on which the compensations for the ORC category will be calculated.

Description of the OPEN 650 class course: Start - gate, consisting of two orange inflatable cylindrical buoys, located approximately 1 NM off the coast of the church of the Madonna dell'Angelo with the following coordinates: Lat. 45°35.389' N – Long. 12°54.546' E and Lat. 45.35.547' N - Long. 12°54.389' E (see attachment 1 which is an integral part of these IdR), which may be replaced by a single buoy which, if necessary, must be left on the right - Grado offshore buoy (Lat. 45° 39.635' N and Long 13° 20.844' E) to be left on the right - Porer lighthouse in Croatia to be left on the right (to be turned clockwise) – Arrival in Caorle. The coordinates are to be considered indicative.

9.4 [NP] – [SP] The race course includes a commercial navigation channel, identified on the nautical charts, whose EAST side is marked by the line joining the points at coordinates Lat. 45°22.512'N – Long. 13°13.291'E and Lat. 45°10.502'N – Long. 13°17.183'E, and the WEST side by the line joining the points at coordinates Lat. 45°19.003'N – Long. 12°56.872'E and Lat. 45°07.498'N – Long. 13°00.363'E. Boats may not enter this commercial navigation channel. This modifies rule 56.2. The penalty for a breach of this SI will be a standard 40% penalty calculated on the score as per RRS 44.3c. This modifies RRS 60.5(b), A4, A5.1, A5.2.

9.5 The official time of the event is CEST.

## **10. THE START**

10.1 Races will be started as per RRS 26 as modified by experimental rule WS DR21-01 ver.2025/2028 with the warning signal displayed 5 minutes before the starting signal. The preparatory signal may be used alternatively by the letter “P” or the letter “I” of the CIS. If the preparatory signal is the letter “I”, the words “during the last minute” are replaced by “during the last 15 seconds”. This partially modifies RRS 30.1.

10.2 To warn boats that a race will start as soon as possible, an orange flag will be displayed with an acoustic signal on the Race Committee vessel at least 5 minutes before a warning signal is displayed. This modifies 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 classified “DNS” without a hearing. This modifies RRS A4, A5.1, A5.2.

10.4 After an individual recall, the Race Committee will attempt to transmit the sail number and/or bow number and/or name of the boat identified as OCS on VHF channel 09. Failure to

transmit or receive this, or its timeliness, shall not be the subject of a request for redress. This modifies RRS 61.4(b)(1).

10.5 In accordance with experimental rule WS DR-21-01 ver.2025/2028 (as provided in the BdR at point 12.1) the definition of START is modified as follows: A boat starts when, after having been with her hull completely on the pre-start side of the starting line and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side towards the course side:

a) on or after the starting signal,

or

b) during the last 15 seconds before her starting signal

When a boat starts as per point (b) of the definition of Start, she may return to the pre-start side of the line to comply with point (a) of the definition of Start, but if she does not do so the starting penalty shall be 30% of the score calculated as prescribed in RRS 44.3(c).

10.6 The decisions of the Race Committee relating to this experimental rule will not be subject to a request for redress (This modifies RRS 61.4 (b)(1)).

## **11. STARTING LINE**

11.1 The starting line will be the ideal line joining the orange flag pole on the Race Committee vessel at the starboard end of the line and the orange inflatable cylindrical starting buoy P at the port end, or the orange flag on the pin vessel at the coastal end of the line.

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 attachments 1 and 2 which are an integral part of these SI).

11.2 A vessel may be positioned outside the starting line to act as a counter-starter to control the OCS, which does not constitute alignment. Boats may not pass between the starting buoy (P) and the counter-starter vessel and may not touch the counter-starter vessel. In this case the counter-starter vessel is a “buoy” as defined in the RRS.

## **12. FINISH LINE**

12.1 The finish line will be the line joining the red west light of the entrance to Porto Santa Margherita located on the right side of the line (to be left on the right), and the yellow buoy that may have a flashing light during the night hours located on the left side of the line (to be left on the left). The coordinates of the yellow finish buoy will be Lat. 45°34.750'N, Long. 012°52.700'E. The coordinates are to be considered indicative.

## **13. ARRIVAL REQUIREMENTS – 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 RC on VHF Channel 09, indicating the “name of the boat” and the phrase “approaching the finish”.

13.2 After the end of the race the boat must return the satellite transmitter (Sgs Tracking).

13.3 [DP] After arrival nothing can be unloaded from the boat except the crew.

13.4 Measurement checks may be scheduled. At sea or after arriving at the moorings a boat can receive instructions from the TC and/or the RC to proceed immediately to a measurement check also by radio on VHF channel 09. [DP] [NP] The boat must proceed promptly immediately to the designated area used for inspections.

## **14. TIME LIMIT AND ARRIVAL WINDOW**

14.1 The time limit for arrival is set at 20:00 on Sunday 4 May 2025.

14.2 Boats that have not crossed the finish line in Caorle within the time limit set out in IdR 14.1 (and have not declared retirement before that same moment) will be classified on the basis of AIS and tracker data upon their passage, within the time limit, between the line connecting the lighthouse on the island of Susak (Lat. 44°30.858'N – Long. 14°18.099'E) and the Lateral Beacon on the island of Zabodarski (Lat. 44°33.043'N – Long. 14°24.151'E) and will

be placed in the ranking at the end of the last boat to cross the finish line in Caorle. The tools and method used to obtain this classification cannot be the subject of a request for redress by a boat. This modifies RRS 62.1(a) and modifies RRS 28.1, 35, A4, A5.1, A5.2, A10.

The classification valid for the purposes of the Italian Offshore Championship will be calculated only on the boats that have crossed the finish line in Caorle. Boats that do not arrive within the time limit will be classified DNF without a hearing. This modifies rules 35, 63.1, A4, A5.1, A5.2.

## **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 55 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, retired for an infringement of the rules, or wishes to be considered as having retired (RET) after crossing the finishing line must complete the form available on the Organising Committee website as soon as possible and in any case within her protest time limit. In case of failure to show up, the penalty may also be considered as not having been executed.

## **16. REQUESTS FOR HEARINGS AND REDRESS**

16.1 RRS 60.2 "Intention to Protest" for Part 2 Rules or RRS31 is integrated as follows: "The protesting boat shall inform the Race Committee, regarding the boat(s) it intends to protest, on the finishing line immediately after finishing", on VHF Channel 09; the call will be considered confirmed when confirmation of receipt is given by the Race Committee on VHF.

16.2 Requests for hearings must be sent to the Race Secretariat by email to [info@cnsn.org](mailto:info@cnsn.org) otherwise they will not be valid. This modifies RRS 60.3, 61.1 and 63.7. Forms in Italian and English are available online on the Organizing Committee website.

16.3 The time limit for protests is set at two hours from the arrival of the relevant boat or after a signal of interruption by the Race Committee that ends the day, whichever is the later. The same time limit will apply to requests for hearing or requests for redress concerning incidents seen in the racing area.

16.4 Protests concerning measurement must be lodged within one hour of the arrival of the boat to be protested. This modifies RRS 60.1 and 61.2.

16.5 Possibly within 30 minutes after the expiry of the time limit for lodging, protests will be published on the Official Notice Board to inform interested parties of hearings in which they are parties or indicated as witnesses. Hearings will be held in the Jury Room, located at the headquarters of the Circolo Nautico P. Santa Margherita (CNSM).

16.6 A Protest regarding the measurement is subject to a security deposit of € 500.00 which must be paid at the same time as the request for a hearing. The same amount of security deposit will also be required from the protested boat. At the end of the hearing, the costs will be charged in full to the losing party or the person who lodged the protest, this modifies RRS 65.2.

16.7 The Committees of the event are exempt from paying the security deposit referred to in IDR 16.6.

## **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 AAgadeBBfirstCCseconds 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.

17.3 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.

17.4 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 61.4(b).*

## **20. HAUL-OUT RESTRICTION AND DIVING**

20.1 [DP] During the event, boats shall not be hauled out from 06:00 am of 3 of May, except with and according to the terms of prior written permission of the Race Committee.

20.2 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats out from 6:00 am of 2 of May.

20.3 According with Italian maritime law, it is strictly forbidden to dive in the waters surrounding the berth.

## **21. RADIO-COMMUNICATION**

21.1 All radio communications will be made on VHF channel 09. All flag signals made by the RC 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. RANKINGS**

22.1 See Notice of race point 15.

## 23. PRIZES AND TROPHIES

23.1 See Notice of race point 16.

## 24. DISCLAIMER OF LIABILITY

24.1 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.

## 25. INSURANCE

25.1 Each participating boat must be insured with valid third party liability insurance with a minimum coverage of Euro 1.500.000,00 per accident with the "extension for regattas" clause.

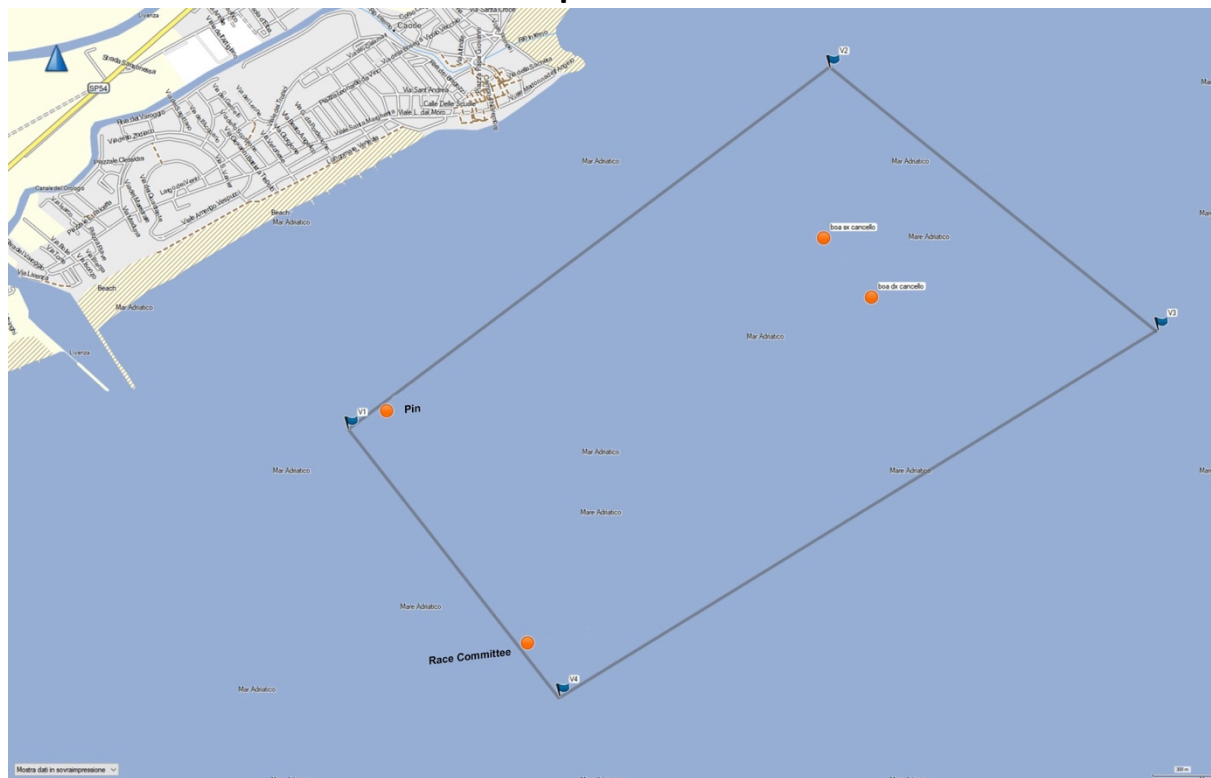
## 26. WASTE DISPOSAL

26.1 Recalling point 24 of the Notice of race, it is specified that the wool threads used to splice spinnakers or gennakers that have fallen overboard will not be considered waste. *This modifies the RRS 47.*

### Attachments

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

### Attachment 1: map of the start of the race





## Attachment 2 : Course

