NOTICE OF RACE

FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP

1st edition

10 - 16 April 2022

Organizing Authority (OA):
Lega Navale Italiana - Sez.Sestri Ponente
Lega Navale Italiana - Sez.La Maddalena

In cooperation with SSI srl. ASD Nastro Rosa and Difesa Servizi SpA
Under the aegis of FIV and the Classe Beneteau Figaro3

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Preamble

"Regatta activities shall be carried out in accordance with the provisions concerning the fight against and the containment of the spread of COVID-19 issued by FIV, which the Organizing Authority shall be obliged to respect and enforce, and to which the participating members shall comply under the supervision of the Organizing Authority itself. Any cases of COVID-19 that may be detected during the event will be reported by the Organizing Authority to the relevant Health Authorities."

The notation '**[DP]**' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

The notation '**[NP]**' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '**[SP]**' in a rule means that a standard penalty can be imposed by Race Committee without a hearing by the Protest Committee (PC)/Jury (J) - amendmends RRS 63.1 and A5.

1. RULES

The event will be governed by:

1.1 The rules as defined in The Racing Rules of Sailing 2021-2024.

1.2 No National Prescriptions will apply.

1.3 RRS and IRPCAS:
Part 2 of the Racing Rules of Sailing is replaced by Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) from 30 minutes before sunset to 30 minutes after sunrise local time**.**

1.5 The The Offshore Special Regulation (OSR) category 2

1.6 The Class Rules of the Figaro3 Class.

1.7 The "**[DP][NP]** Il "PROTOCOLLO DI REGOLAMENTAZIONE DELLE MISURE PER IL CONTRASTO ED IL CONTENIMENTO DELLA DIFFUSIONE DEL COVID-19 NELLE SOCIETÀ E ASSOCIAZIONI SPORTIVE AFFILIATE", current version - hereafter referred to as the "PROTOCOLLO". The penalty for a breach of the "Protocollo" shall be a maximum of 10%, depending on the seriousness of the breach committed. The percentage will be calculated with respect to the finishing position of the boat in all the races of the day in which the infraction was committed, or in case of an infraction while the boat is not racing, the penalty will be applied in the race nearest in time to that of the incident, as per RRS 64.2.

1.8 **[NP] [DP]** RRS 28 [Sailing the course] will be changed in the SI

1.9 If there is a conflict between languages, the English text takes precedence.

1.10 The following racing rules will be changed as described in the Sailing Instructions:
RRS 41 (Outside Help), RRS 45 (Hauling-out, Making fast, Anchoring), RRS 61 (Protest Requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions).

1.11 By entering the Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP , each competitor accepts entirely and without restriction all prescriptions

in this Notice of Race. The OA is entitled to amend this Notice of Race for safety reasons or to maintain the fairness of the race.

2. SAILING INSTRUCTIONS

The Sailing Instructions will be distributed to the crews in Genova upon registration or online earlier if possible.

3. COMMUNICATION

3.1 The online official notice board is located at shorturl.at/nxWX5
3.2 **[DP]** All boats shall carry a VHF radio capable of communicating on channel 72
3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the Sis
3.4 **[DP]** While racing, from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats

4. FLAGS AND PENNANTS

4.1 Each crew shall display the line of flags of the OA and its sponsors, supplied in Genova, on the forestay of the boat. It shall be displayed:

- in Genova and until the orange flag will be displayed on RC vessel,
- during any stopover from arrival and up to leaving the port,
- after crossing the finishing line until the end of prize giving,
- it shall remain on board the boat for the whole duration of the event.

4.2 The event logo as supplied by OA and can be found at www.nastrorosatour.it

4.3 The absence of any equipment or advertising provided by the OA may be subject to money penalties to the benefit of a Rescue-at-sea association. The crew may be charged for the replacement of stickers or other objects.

4.4 All race flags, pennants shall be returned at the end of the event at boat check-out, or as soon as possible for boats that do not cross the finish line. A financial penalty of 25 Euros per flag not returned will be applied.

5. ELIGIBILITY AND ENTRY

5.1 BOATS

5.1.1 The 2022 Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP will be sailed in the boats provided by the OA (Figaro3 Class) .

5.1.2 There will be only one fleet and one final scoring.

5.2 The number of boats entered in the race is limited to 10.

5.3 According to RRS 76.1, the OA may reject or cancel an entry. If needed, it may, with agreement from the Race Director, consult with a committee composed of experts on its choice in order to decide final acceptance or rejection of a boat or a competitor.

5.4 ENTRIES

Registration fees are set at 5000 € (plus VAT if needed). This includes accommodation for the team and one coach in two double rooms for the dates of 10/11/13 April, 2022 in Genova (check-out 13 April, 2022) and from the date of arrival and until 16 April, 2022 (check out on 17 April, 2022 in order to attend the prize giving in the evening of 16 April 2022.

5.4.1 Eligible crews may enter by filling in the form available on the website urly.it/3g04q. The entry form shall be lodged online together with a payment of an admin fee of 600 € (VAT included) to validate the registration.

Means of payment:

Bank transfer ONLY: send the receipt of bank transfer by mail to nastrorosatour@ssi.events

It is mandatory to mention the team name and the family and given names of the crew in the title of the transfer form. Account holder:

SAILING SERIES INTERNATIONAL S.R.L.
20141 MILANO (MI) VIA GIUSEPPE RIPAMONTI 44, ITALIA
Tel. +390263789401
Indirizzo PEC: SSI@ITPEC.NET VAT number: 10517430962
BANK: CREVAL
IBAN: IT91Q0521601614000000014070
BIC/SWIFT: BPCVIT2S

The entry form shall be submitted and the admin fee paid latest until 30th March 2022 (date of receipt of the bank transfer).

5.4.2 Entry forms may be submitted starting from 1 March 2022. Entries will be registered in chronological order of receipt.

5.4.3 The total entry fee shall be paid not later than 30 March 2022 with a receipt of bank transfer of the entry fee balance. Entries received later than 30 March 2022 may be considered by the OA. The entry will be confirmed once the crew will have satisfied all the steps and requirements listed in this Notice of Race. It is up to each competitor to monitor the progress
of their file and to prompt interventions from the organization team.

5.4.4 WAITING LIST

Once the maximum number of entries as per NoR 3.2 is reached, the following entries will be registered on a waiting list. The waiting list will be closed on 30 March 2022 at 00:00 hrs.

5.5 QUALIFICATIONS

Each crew shall present their own record of sailing experiences to be evaluated by the OA.

Each crew shall provide the OA with all documents mandatory for the race.
Documents must be received by the OA before 30 March 2022 00:00 hrs.

5.6 CREW ELIGIBILITY

5.6.1 Each crew member of a club affiliated to the FIV shall hold:

- 2022 license FIV Plus with a medical certificate stating that he or she has no restriction to sailing or competition activity;
- if needed, the authorization to display advertising;
- either a World Sailing certificate (Rescue and Survival and First Aid at Sea) still valid;

5.6.3 For all other crew members:

- either prove that he or she belongs to a World Sailing MNA, and holds a valid third party liability insurance with a cover of at least 1,5 million Euro, and provide a medical certificate not older than 12 months, stating that he or she has no restriction to sailing or competition activity (to be written in English),
- or subscribe to a 2022 license (membership) FIV Plus and provide a medical certificate stating that he or she has no restriction to sailing or competition activity (to be written in Italian or English). In such a case, he or she will be compelled to comply with FIV Regulations, including the rules regarding display of advertising.

These competitors shall hold:

- either a World Sailing certificate (Rescue and Survival and FirstAid at Sea) still valid
- or a WS Rescue and Survival certificate and a valid First aid certificate as required by OSR 6.01 and 6.05.2. This/These training(s) shall be "RYA Approved". If the OA receives a certain number of requests, it may evaluate the opportunity to organize a Yacht Master Course in Genova right before the event

5.6.4 MEDICAL FILE

Each team member including the OMP shall provide the OA with a medical record before 30 March 2022 issued by their own personal doctor or by a “sport medical institution” certifying that their health and physical condition are fully suitable for long distance competitive racing.

6. FEES TO BE PAID

6.1 Entry fee as per NoR. 3.4.
The total entry fee will be reimbursed if the OA rejects the entry of a team (including teams on the waiting list and not eligible).

6.2 The entry fee includes the supply of a positioning beacon.

Entry fees include the loan of a second transceiver beacon allowing, via data, contact with the race management. Terms and restriction of use of this second beacon will be specified in the sailing instructions.
The beacons must be given back at the finish of the race. Any missing or damaged beacon will be automatically billed to the crew (900€ per beacon).
In case of retirement, or non-return to Italian territory, the beacon shall be sent back by the crew, at their own expenses, to the providing company or to the OA.
A 1000€ deposit will be requested at the registration in Genova.

7. ADVERTISING

7.1 All boats are required to display the advertising chosen and supplied by the OA. Each team is entitled to display its own sponsorship in agreement with the OA.

7.2 RACE FLAGS: Each team entering the event will receive a race flag upon arrival in Genova that shall be displayed on the port backstay in a height of not less than 1,5m above the deck from 10 April, 2022 17:00 hrs. until the end of prize giving.

8. SCHEDULE

The official time for the event will be local time

(*) = Mandatory attendance of the crews.

A boat not controlled due to the absence of the crew will not be permitted to start.

8.1 Provisional Schedule in Genova

Date	Time	
Sunday, 10 April 2022	15:00 hrs.	Boats assignment and boat check (*)
Monday, 11 April 2022	09:00 hrs.	Free training
Thursday, 12 April 2022	09:00 -17:00 hrs. 17:30 hrs.	Free training Opening Ceremony (*)
Wednesday, 13 April 2022	11:30 hrs.	Starting time in front of Genova

8.2 Depending on weather conditions, the Race Direction may move the starting time on 12 April. Crews will be informed of this change of schedule by an amendment published at the latest on 10 April not later then 20:00 hrs.

8.3 The 2022 Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP Prize Giving will be held at the Finish harbour on April 16th or earlier if all boats finished already. Attendance of all teams arrived in Finish at that time is mandatory.

8.4 In case of non-attendance at official events, crews will be subject to a report to the jury except when the non-attendance is authorized by the Race Director.

9. SEALS

Some parts of the boat and equipment will be sealed before the start in Genova. The efficiency and quality of the seals shall be checked and endorsed by the crew. The number and definition of the seals will be specified in the Sailing Instructions.

10 THE COURSES

10.1 The 2022 Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP is sailed in one leg.

10.2 The crews may welcome on board Sponsors or Officials, or youth members of local sailing schools during their stay in Genova.

10.3 TIME LIMIT TO FINISH

10.3.1 The finishing time limit for each possible course shall be 100h after the start:

Course	Waypoints	Nautical Miles	Time limit to finish
Course Alpha	Start - Giraglia Is. left on starboard (Corsica FRA) - St.Marguerite Is left on port (FRA) - St.Honorat Is left on port (FRA) - Les Moines Lighthouse left on port (FRA) - La Giraglia Is left on port (FRA) - finish in Genova	390 Nm	100h after the start
Course Bravo	Start - Giraglia Is. left on starboard (Corsica FRA) - St.Marguerite Is left on port (FRA) - St.Honorat Is left on port (FRA) - Les Moines Lighthouse left on port (FRA) - La Giraglia Is left on port (FRA) - finish in La Maddalena	380 Nm	100h after the start
Course	Start -Capraia Is left	375 Nm	100h after the start

Charlie	on port - Elba Is left on port - Giglio Is. left on starboard - La Giraglia Is left on starboard - finish in La Maddalena		
Course Delta	Start -Elba Is left on starboard - Giglio Is left on starboard - Pianosa Is on starboard - Gorgona Is left on port - finish in Cannes	385 Nm	100h after the start

10.3.2 Boats failing to finish within the time stated in NoR 8.3.1, taking into account time penalties or redresses (if any) decided by the jury, will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

11. PENALTY SYSTEM

Penalties for breaches of rules in the Notice of Race or Sailing Instructions marked [DP], or class rules, or rules other than those of RRS Part 2 are at the discretion of the protest committee.

12. SCORING

12.1 The event will be scored in real time, taking into account time penalties or redresses, if any, decided by the jury.

12.2 The team with the lowest total time will be the winner.

12.4 The OA may decide to award other rankings or trophies. This will be described in the Sailing Instructions.

13. MANDATORY SAFETY AND POSITIONING EQUIPMENT

Reminder: it is highly recommended for each crew to have on board a hand-held VHF available, in addition to the required VHF.

Team members, including the OMP, shall wear a certified PFD at all times on deck.

SYSTEM OF POSITIONING BEACON:

In Genova, on each boat, the OA will set up a positioning beacon for Race Direction and Race Committee use, for the follow- up of each boat's route.
A second beacon will be given to each competitor upon registration in Genova. This second beacon will permit text communication between crews and Race Management. These messages will be strictly limited to boat and crew safety. Any misuse will be the subject of a report to the jury.

14. BERTHING

The OA will set up a berthing plan that boats and crews have to comply with from 9 April 2022 at 18:00 hrs.

Boats are not allowed to leave the port, unless authorized in writing by the race committee or the race director, after 11 April 2022 at 17:00 hrs. and shall remain at the disposal of the OA until the start.

15. HAUL-OUT RESTRICTIONS

From 10 April 2022, 18:00 hrs., boats shall not be hauled out unless with and according to the terms of prior written authorization from the race director or the race committee.

16. OUTSIDE HELP

16.1 The race shall be sailed double-handed female and without on water assistance. Any boat shall have at any time only two persons .

16.2 Boats shall sail the entire course independently and shall not, deliberately, sail along together with another boat, and shall not make any provision in order to get accompanied by another boat or vessel. During the race, a boat cannot have physical contact with any vessel or aircraft. She shall not receive any outside support in any way unless authorized in this NOR.

16.3 During the race, a boat may anchor or moor and may get assistance in the following circumstances, all considered as technical stops:

a) The boat may be towed to enter or leave a port or a mooring on a maximum distance of 1 NM, provided it can be proven that she did not gain on the distance to the finishing line as a result of having been towed. When the boat is towed, and only during this time, persons can come on board.
b) When the boat is anchored or moored on a buoy or alongside a vessel anchored or moored on a wharf or in a shelter, repairs may be made and the boat may receive support/supplies. The crew shall not leave the boat.
c) When repairs are done, to continue racing, the boat may be towed on a maximum distance of 1 NM provided it can be proven that such a towing did not result in a gain on the distance to the finishing line. As soon as the boat continues racing, only the crew shall be on board.
d) Any stop (technical stop), or during which the crew, even only for a very short time, shall not be counted for less than 2 hours. All the time of the stop will count to the total sailing time of the boat.
e) The time limit for any technical stop cannot go beyond a 48 hours cumulated period for the whole race, whatever the number of stops. From the time the boat is moored or anchored for repairs or supplies, she will be considered in a technical stop until the time she will

continue racing. Should the time of stops exceed 48 hours in total, the boat will be scored DNF without a hearing. This changes RRS A4 and A5.

16.4 Any stop shall be reported to the Race Direction (phone and email) and reported in writing with circumstances, description of the situation, and description of damages. The crew shall inform the race director before continuing racing.

16.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats [DP].

16.6 At the finish of the race, each crew may be required to make their logbook available to the race direction, the race committee, or the jury.

17. PRIZES

The 2022 Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP will award the following prizes:

1st overall and first record of the race: trophies + € 3.000 (Threethousand)

2nd overall: trophies + € 2.000 (twohousand)

3rd overall: trophies + € 1.000 (onehousand)

Top speed record: trophy

N.B: all trophies and money prizes will be assigned only to teams finishing the race by crossing the finish line in Finish after sailing the course.

Only boats having crossed the finishing line of the 2022 Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP and finished within the time limit stated in NoR 8.3 will be eligible for prizes and trophies.

18. [DP][NP] ENVIRONMENTAL RESPONSIBILITY

It is recalled the Basic Principle which states: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing", it is recommended that care be taken to protect the environment at all times during and after the event. Especially attention is drawn to RRS 47 -TRASH DISPOSAL- which states: "Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification".

19. DECISION TO RACE

The responsibility for a team's decision to participate in a race or to continue racing is theirs alone. Consequently, by entering the race, each competitor accepts the risks and shall not challenge the organizers responsibility in case of damage, injury or death.

20. RESPONSIBILITY OF THE OA

20.1 The OA may, in case of force majeure or if the safety of competitors requires so, at its sole discretion, decide to cancel the continuation of the race. Cancellation for force majeure or for safety reasons or for any reason independent of the organizers' powers shall not be ground for any reimbursement of entry fees or for any other financial allowance. This will apply in case of, but not limited to, exceptional weather conditions, war actions, attacks, rapt, fire, floods, strike or block- out of maritime equipment, for which the origin is completely independent of the powers of the OA.

20.2 Responsibility of the OA:

Sailing is an activity presenting some risks and offshore racing is an activity incidentally perilous. Any person considering to participate in the race either as a competitor or other, shall do it in accepting the risks resulting from such an activity and knowing that this participation might incur damages or loss, injury or death.

The organizers' responsibility is limited to ensure the fairness of the competition. Any other responsibility that the organizers would accept should be only contractual and explicit.

In particular:

The checks performed by the OA, either from its own initiative or on request of competitors or any other body, are aimed only to ensure that rules and race documents have been complied with.
The watch, and specially radio watch, and the follow-up with the beacons that the OA may organize and perform, are to be considered by crews as aleatory and not compulsory, and in no way as an additional security on which they can rely.

Any request made to a member of the OA will not imply any civilian liability except if the OA explicitly accepted this responsibility, either by itself or by one of its officers, officially accredited to that effect. This is in particular the case for any request for help, including at-sea assistance.

20.3 The OA shall not be considered as responsible for any indirect loss, real or alleged, whatever would be the situation, faced by whoever, participant, owner, sponsor, patron or other interested party, and this total absence of responsibility will not be limited to the only loss of benefits, of opportunities, of business, of publicity, of reputation (or the opportunity to improve the reputation) or any financial loss, whatever.

20.4 The OA shall not be considered responsible towards the participants in the race or other persons for any loss, damage or expenses of any kind, real or supposed, resulting from a force majeure, including, but not limited to, any natural disaster, war, military action, earthquake, accident, material failure, insurrection, exceptionally bad weather, tsunami, flood, hurricane, tornado, drought, thunder hit, fire, explosion, workers strike, social conflict,

or permit refusal from the government, from national or international sailing bodies, from administrations of Equipment, telecommunications, or delay in delivery, production, or transport, due to bodies or companies, of information, goods or services.

The OA has no obligation to organize operations of rescue either onshore or at sea. Participants are also reminded of the obligation to give help to another boat or competitors in distress (Fundamental RRS 1.1). As much as possible, Rescue and Assistance at sea are governed by the international conventions.

20.5 Acceptance of the rules:
The event is a sport event. Any problem will be dealt with in accordance with the RRS. The fact to lodge an entry form implies that the crew and their family and entourage renounce to resort to any jurisdiction not provided by the RRS. (See fundamental rule 3). No request for damage compensation would be valid and granted.

Consequently, the OA shall accept no responsibility for any implied breach of contract along usual lines, written or otherwise, nor for negligence; and shall not be held responsible for any loss or injury (whatever the cause or circumstance), or for any dereliction of duty, misrepresentation and so on.

20.6 Person in charge:

Whatever would be the judicial links between the crew and the boat owner(s), only the crew officially identified on the entry form will be the person in charge responsible towards the OA (See RRS 46).

20.7 Decision to participate:

Each crew participates in the race at their own risks and acknowledges that the responsibility for the decision to participate or to continue racing is his or hers sole responsibility. It is the only responsibility of the crew to decide to participate in the race in function of his or her competence, of the state of the boat and rig, of the weather conditions predicted or met during the race, of his or her own fitness and medical state and so on.

Any advice or information supplied by the OA, e.g. weather forecast or advice consequent to boat inspection, is given purely indicatively and it remains the only responsibility of the crew to check the predicted weather conditions and their equipment.

Neither the OA nor its associates shall accept any liability regarding advice or information they might be subject to supply.

20.8 Crews responsibility:

The crews are, each of them for what they are concerned for, personally responsible for any accident, material or human, that may occur to themselves, to the boats, or that they can cause to any third party or to any good belonging to a third party. They must subscribe all insurances necessary to cover possible injury, loss, damage or other consequence. In

addition, each participant must be able to present proof of such insurance stating the possible clause of exclusion and details of compensation to any third party with whom he or she may be subject to make contact in the scope of the race or other associated events. The crew is responsible towards the OA for the subscription of all the insurances needed to cover the third party liability for a minimum total amount of 1,5 million euros.

Without this insurance, the crew shall not be permitted to start the race and the entry fee of the team will remain the OA's property. The absence of a third-party liability insurance shall not transfer any responsibility to the OA or its associates.

20.9 As an essential requirement to enter the race, the crew shall provide the OA with the waiver form duly signed, through which he or she renounces to any resort against the OA, its mandated agents, and its insurers, as worded in the **appendix**.

20.10 Retirement from the race

In case of retirement of a competitor, and as soon as this competitor is safe in a port or shelter, confirmed by the race director, the OA will not accept any more responsibility regarding the repatriation of the crew and of their boat.

21. USE OF THE LOGO - MEDIA COMMUNICATION - IMAGE RIGHTS

21.1 Name: The official name of the race is " Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP 2022 "

The OA shall change or complete the race name. In this case, crews will be informed and shall update their communication. Any registered team in the race agrees to respect the name of the race when communicating and promoting. The logo of the race is free of rights for the registered teams to use. The organization of the race shall be informed of such a use. A graphic chart shall be provided and shall be respected. [DP]

21.2 Audio-visual rights

For competitors, entering the Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP 2022 means that their image and name, the image of their boat, of their sponsor(s), their partners and technical crew(s) and family members present in Venice, and at any stopover and in Finish, at sea or at any public place, press room, pontoons, support boats, social networks (Facebook, Twitter etc.) may be used, free of charge, and adapted, by the OA or their representatives, to communicate on or enhance the Nastro Rosa FEMALE OFFSHORE MEDITERRANEAN CHAMPIONSHIP 2022 and their partners, on any territory or any media support whatsoever without any time limitation. It is understood that these images will only be used in normal predictable conditions, without any ill will.

22. CONTACTS

Secretary: Francesca Fedrigucci, amministrazione@ssi.events

RACE MANAGEMENT : Luigi Bertini, racemanager@nastrorosatour.it

SAFETY: Matteo Sangiorgi, safety@nastrorosatour.it