

## MARCELLO CAMPOBASSO TROPHY 2022 OPTIMIST CLASS

organized by

 **REALE YACHT CLUB CANOTTIERI SAVOIA** 

On behalf of F.I.V.

In case of conflict between the Italian and English version, the Italian version shall prevail

### 28th Trofeo Marcello Campobasso

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#### ABBREVIATIONS

The following abbreviations are used in these Sailing Instructions:

- C.I.S - International Code of Signals
- RC - Race Committee
- PCPC - Protest committee
- CT - Technical Committee
- SI - Sailing Instructions
- RRS - Racing rules of sailing. W.S. 2021/2024
- RO - Race Office
- OCR - Optimist Class Rules
- OA - Organizing Authority

<b>SP</b>	Rules for which a Standard Penalty can be applied by the RC without a hearing (this changes RRS 63.1 and A5).
<b>DP</b>	Rules for which penalties are at the discretion of the PC
<b>NP</b>	Rules that cannot be the subject of boat vs. boat protest (this changes RRS 60.1(a))

#### 1 RULES AND ORGANIZATION

- 1.1 The event will be governed by the "Rules" as defined in the Racing Rules of Sailing (RRS) 2021 - 2024.
- 1.2 The FIV Regulation "Attività Sportiva Nazionale Organizzata in Italia 2021" is to be considered a Rule, as well as the FIV prescriptions.
- 1.3 **[DP][NP]** The current version of FIV "Protocol to Regulate the Measures to Combat and Contain the Spread of Covid-19 in Affiliated Sports Clubs and Associations" will apply – hereinafter referred to as "PROTOCOL". The penalty for breaking a rule in the Protocol may be at least 20% up to disqualification, depending on the seriousness of the breach committed. The percentage will be calculated on the finishing position of the boat in all the races of the day in which the breach was committed, or on the day closer to the infringement.
- 1.4 Add to RRS 61.1(a) 'The Protestor boat **shall** inform the RC about the boat/boats she intends to protest

on the finish line immediately after finishing”

- 1.5 RRS 40 and the preamble to Part 4 are amended as follows:
  - 1.5.a The first sentence of RRS 40 is deleted and replaced by: "Each competitor shall always wear a personal flotation device (PDF) when he is afloat, in accordance with OCR 4.2(a), except for a short time while changing or arranging personal clothing or equipment. Diver's suits or dry suits are not personal PDF's.
  - 1. 5. b adds to the preamble to Part 4 after "racing": "except RRS 40 as amended by Instruction 1. 5.a."
- 1.6 Appendix "P" of the RRS (Special Procedures for Rule 42) will apply.
- 1.7 Appendix "T" of the RRS (Arbitration) will apply.
- 1.8 No individual advertising is allowed in the event. Boats may be required to display advertising chosen or provided by the OA within the limits set by Regulation 20 World Sailing.
- 1.9 The race is organized under the authority of the Affiliate Club : Reale Yacht Club Canottieri Savoia A.S.D. on behalf of FIV
- 1.10 Reasonable actions by race officials and organizing authority to implement COVID-19 regulations, guidelines, protocols, or legislations shall not be grounds for requesting redress by a boat/board even if they later prove to have been unnecessary. This changes RRS 60.1(b).

## 2 CAMERAS AND ELECTRONIC DEVICES [NP][DP]

- 2. 1 The OA may require boats to bring on board cameras, sound equipment or tracking. Information resulting from this devices shall not be used by a boat as evidence during a hearing. This changes RRS 63.6.
- 2.2 [DP][NP] The equipment supplied, once installed on board in accordance with the instructions of the OA, shall not be handled in any way by the competitor or a support person, unless if required by the OA.

## 3 NOTICES TO COMPETITORS AND CHANGES TO SI

- 3.1 The Official Notice Board can be found at the web address <https://www.racingrulesofsailing.org/documents/2686/event>

From this address it will be possible to see notices, send requests for hearings (eg: protests), see the protest time limits, see the list of penalties for RRS42, see the hearings schedule and decisions, lodge scoring inquires, penalty reports etc.



- 3.2 There is a WhatsApp group available via this link: <https://chat.whatsapp.com/ElkZor3k55aEcFIO63TIs>

The group is read-only, and you will therefore only be able to receive messages.

The messages sent on the group are no official and will be sent when and if possible; the absence of one or more on this group or the presence of incorrect communications shall not be grounds for a request for redress (this changes 60.1(b) and 62.1(a) RRS).



- 3.3 Any changes to the SI, made by the RC, CT and / or PC and other Notices for the competitors will be published to official notice board up to 2 hours before the warning signal of the first race scheduled for the day. These notices shall constitute an official notice for all competitors who have the responsibility to read it.
- 3.4 The schedule of the warning signal of the first race for the days following the first will be posted on the Official notice board within 19.00 of the day before the day in which it will take effect; if nothing has been posted, the time will be the same as for the previous day
- 3.5 The signals made ashore will be hoisted on the official flagpole located on the terrace of the Club
- 3.6 [DP][NP][SP] On the days of the event when races are scheduled, the boats must not leave the Area assigned to them until the D flag is displayed. If the D flag is displayed with the identification of a fleet, only the boats of that fleet will be able to leave their allocated spaces and go afloat. The warning signal or other signal will be hoisted not less than 45 minutes from the display of the D flag and in any case not before the scheduled or deferred time, which one of the three is the later. If a boat breaks this rule, she will receive a penalty of 5% in the race closest to the breach calculated as written in RRS 44.3(c).
- 3.7 Competitors and support persons shall comply with any reasonable request made by a Race Official or a member or employee of the OA.

## 4 FORMAT AND CONDUCT OF THE RACES

- 4.1 **Division A:** The race will take place with the split-fleet system as described in Addendum A of these SI.  
**Division B:** single fleet race.

4.2 8 races are scheduled. No more than three races per day will be sailed.

## 5 RESULTS AND SCORING

- 5.1 As per Appendix "A" RRS Low point system and the "Normativa FIV per l'Attività Sportiva Organizzata in Italia 2021".
- 5.2 In case of split-fleet system races, RRS A4.2 is modified so that the scores are based on the number of boats assigned to the largest fleet. If at the end of the last day of the race some boats have run a higher number of races than the others, the score of the most recent race will be excluded so that the score for all the boats will be based on the same number of races.
- 5.3 Discards will be applied as follows:
- from 1 to 3 races: no discard
  - from the 4th race: 1 discard.

## 6 MEASUREMENT CERTIFICATE AND CONTROLS [NP] [DP]

- 6.1 All boats must have a valid measurement certificate.
- 6.2 Hull, sails, and equipment used during the race must already be measured.
- 6.3 All boats must race with the sail number shown on the measurement certificate. Any changes may be authorized by the CT only for breakage or damage after the check of the damage by the same CT.
- 6.4 A boat or equipment can be checked at any time, to verify compliance to the rules class, the notice of race or the SI. If present, the first 10 boats finishing in each race will have to pass near the boat of the CT, located on the right side of the finish line (see drawing in Appendix 1 of the SI). Modifications are not allowed on the boat before the inspection.
- Measurement checks may also be carried out before or after individual races.

## 7 REPLACEMENTS OF DAMAGED MATERIAL

- 7.1 The replacement of damaged or lost equipment can be allowed only upon request, presented in writing and motivated and approved in writing by the CT or, in its absence, by the Race Committee. Requests for replacement must be submitted to the CT or, in its absence, to the Race Committee at the first reasonable opportunity;
- 7.2 The replacement of damaged material can be allowed provided that both the damaged material and the replacement material has been checked by the CT or, in its absence, by the RC.
- 7.3 If the substitution should take place between one race and another, the CT or, in its absence, the RC afloat must be informed; both the damaged and the replacement material must be presented to the CT by the end of protest time limit of the day. In this case the replacement is subject to the approval of the CT or, in its absence, of RC in retroactive form.
- 7.4 The hull can be replaced only as a result of non-repairable damage that affects the safety of sailing (you must in any case follow the requirements of SI 7).

## 8 LOCATIONS AND SCHEDULE OF THE RACES

The race will take place in the Gulf of Naples on 4th, 5th and 6th January 2022 with the following schedule:

4 January – RACES at 12.00

5 January – RACES

6 January – RACES

No Warning signal can be given after 15:00 on 06/01/2022

## 9 CLASS FLAGS

- 9.1 The warning signal will be:
- Division A** – Yellow or Blue flag to identify the color of the fleet as provided by Addendum A.
- Division B** – White Flag
- 9.2 **[NP] [DP] [SP]** All boats sailing in split-fleets shall display a colored ribbon corresponding to the color of their warning signal, permanently fixed during the day's races and free to wave from the rear end of the **peak**. The ribbons will be provided by the OA. If a boat breaks this rule it will receive a penalty of 5% in the race closest to the breach calculated as written in RRS 44.3(c).

## 10 RACE AREA

- 10.1 The races will sailing in the area indicated on the map of Appendix 1 of these SI.

## 11 COURSE

- 11.1 The drawing in Appendix 1 of this SI shows the course in the order in which the marks are to be turned and the obligatory side of each mark.
- 11.2 While sailing the run on leg 2 - (3s/3d) competitors shall leave the finish line on the left.
- 11.3 If a gate mark is missing and is not replaced as described in RRS 34 then the remaining mark must be left on the left side. This changes the RRS 34.
- 11.4 The RC will try to have races of around 50 minutes each. A different duration cannot be grounds for requesting redress (this changes 60.1 (b) and 62.1 (a) RRS).
- 11.5 A partial change of RRS 32: the course can be reduced but only at the end of the third leg .

## 12 – TIME LIMIT AND TARGET TIME

- 12.1 The time limit and the target in minutes are as follows:

Time Limit	Time limit mark 1	Target time
90 minutes	30 minutes	50 minutes

- 12.2 If the first competitor does not round mark 1 in the time limit of mark 1 the race will be abandoned. Errors in the measurement of the time limit cannot be grounds for requesting redress, this changes the rule 62.1(a).
- 12.3 Boats not finishing within 20 minutes after the first boat of their fleet finished will be scored DNF without a hearing. This changes Rules 35, A4 and A5.

## 13 MARKS

- 13.1 Marks 1, 2, 3s and 3d will be: cylindrical yellow inflatable marks
- 13.2 The finish mark will be: an inflatable yellow mark. The starting mark will be a RC vessel.
- 13.3 The finish mark may be replaced by a counter-finish vessel that will display a blue flag ;
- 13.4 The Course Change Mark will be cylindrical orange

## 14 START

- 14.1 The starting line will be between the ORANGE flags placed on the RC boats.
- 14.2 A boat that starts more than 4 minutes after its starting signal will be scored as DNS without hearing (this changes. 63.1, A4 and A5 RRS).
- 14.3 The warning signal will be given as provided in SI 9.
- 14.4 To inform boats that a race or race sequence will begin soon, the orange flag defining the starboard end of the starting line will be displayed with a sound signal at least five minutes before the warning signal is displayed.
- 14.5 The Preparatory Signal may only be the "U" Flag or the "Black" Flag (this changes RRS 26).
- 14.6 **[DP]** After the display of the warning signal of the first fleet, in the case of split-fleets racing, non-starting boats shall wait in the waiting area. Boats will be allowed to approach the starting line after the starting signal of the previous fleet.
- 14.7 **[DP]** Boats that have finish shall return directly to the waiting area or ashore, keeping well away from the boats still racing and from those for which the warning signal has been displayed.
- 14.8 **[DP]** A mark may be attached on the chain or spun at the stern of the RC starting vessel. Boats shall not pass between this mark and the RC starting vessel. This mark(s) shall be considered as a part of the committee vessel anchoring system.

## 15 COURSE CHANGE

- 15.1 To change the next leg of the course, the RC will place a new mark (or move the finish line) and remove the original mark as soon as possible.
- 15.2 With the exception of the gate, the boats will have to pass between the Committee vessel signaling the course change and the nearby mark, leaving the mark on the left and the committee vessel on the right.

## 16 FINISH

- 16.1 The finishing line will be between the blue flag on the finish vessel and the finish mark on the left (or the blue flag on the other finish vessel).

## 17 PENALTY SYSTEM

- 17.1 The penalty for breaches of the OCR will be a standard penalty [SP] which changes the RRS 63.1 and may also be less than the disqualification.
- 17.2 SIs marked with [DP] may be less than disqualification if the PC so decides.

**18 HEARINGS**

- 18.1 Requests for hearings shall be lodged using the online form accessible by clicking on the "+" symbol on the Official notice board, otherwise they will not be valid; once the request has been received, it will immediately appear on the Official notice board. If the system is not working, contact the RO to receive permission to send the request by email.  
This changes RRS 61.2, 62.2 and 66.
- 18.2 Scoring inquiries or any questions to the PC can be sent through the online form accessible by clicking on the "+" symbol on the Official Notice board.
- 18.3 **[NP] [DP]** Any competitor who has made a penalty under RRS 44.1, who has retired for breaking a rule, who wishes to be considered as retired (RET) after crossing the finish line or who has failed to retire after receiving a penalty under RRS P2.2 or P2.3 (second or further penalties for breaking of rule 42), shall fill out the online form accessible by clicking on the "+" symbol on the Official notice board. Failing to do so the penalty could be considered as not taken.
- 18.4 The time limit for the protests and/or the forms referred to in the previous points is 60 minutes after the finish of the last boat in the last race of the day or by the RC signal indicating that there will be no other races today, whichever is the later time.
- 18.5 The schedule of the hearings can be found in the appropriate section of the Official notice board. The hearings will be held in the PC room, located in the club's reading room. No hearing will begin after 9 p.m.
- 18.6 A list of boats penalized or disqualified according to Appendix P for breaking RRS 42 will be posted in the appropriate section of the ONB.
- 18.7 Breaches of the SI marked with [NP] shall not be the subject of protest by a boat against a boat. This changes RRS 60.1(a).

**19 SAFETY REQUIREMENTS [NP] [DP] [SP]**

- 19.1 A boat that retired must inform the RC or RO as soon as possible and fill in the appropriate "penalty declaration" form available online on the official notice board.
- 19.2 **[SP]** Before leaving and immediately upon return ashore, each support person must fill in the check-out and check-in forms available at the following link:  
<https://forms.gle/tDrZAtWmL6BzbrdHA>  
  
if the form is successfully received, the system will show the message "*We recorded your check-in/check-out. Abbiamo registrato la comunicazione di uscita o rientro.*"  
If a boat breaks this rule it will receive a penalty of 5% in the race closest to the breach calculated as per RRS 44.3(c).
- 19.3 Competitors who require assistance from rescue boats must whistle to call attention and wave an arm with their open hand. If assistance is not required, the arm should be shaken with the fingers of the hand closed in a fist. If considered necessary, the competitor can be forced to abandon the boat and get on the rescue rib. In this case a white and red ribbon will be applied to the abandoned boat so that it is known that the crew has been rescued. The RC reserves the right to assist competitors who in its opinion need assistance, regardless of whether this has been requested by the competitor. This cannot be the subject of a request for redress and changes RRS 62.1(a).
- 19.4 When the RC displays the letter "V" of the CIS with repeated sounds, all official and support boats must listen to the RC on channel 74 **VHF** for any search and rescue instructions.
- 19.5 The meeting point in case of emergency is located near the terrace of the Club, where assistance will be given. If for any reason a boat should come ashore in a different point of the coast than the area provided near the Organizing Club, they must immediately inform the Coordinator / Manager of Safety at sea, Mr. Francesco Torre at the telephone number +39 3939783713 or the RO at the following telephone number: +39 081 7646162 - 7646266.
- 19.6 **[DP] [NP] [SP]** If the signals "AP over H" or "N over H" are displayed afloat, all boats must return ashore and wait for instructions and the display of the "D" flag before returning afloat. This changes the signals of RRS racing. In the event that a boat breaks this rule he will receive a penalty of 5% in the race closest to the breach calculated as written in RRS 44.3(c).



**20 OFFICIAL AND SUPPORT BOATS**

20.1 The official boats will be identified as follows:

BOAT	FLAG
RC Vessel	White flag with black or red "RC"
Other RC vessels (mark-ribs, safety)	White flag with black or red "S"
PC Boats	Yellow flag with black "J" or ciS letter "J"
Med Care	White flag with red cross
TC vessel	White flag with black "M"

Support boats	Numbered accreditation flag
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20.2 Other accredited boats will be identified as follows:

Press	White flag with black "P".
Spectators and parents	Numbered accreditation flag

## 21 SUPPORT BOATS

- 21.1 All support person who wishes to go afloat and be authorized to sail within the areas where they are allowed as detailed in Appendix 1, shall be accredited at the AO declaring to which boats they are connected, that they accept the rules as written in this sailing instructions. After that they will receive an identifying signal that shall be clearly visible on their boats. Starting from the first warning signal and until all boats of all divisions in that race have finished or the Race Committee signal a postponement or abandonment all support boats shall stay within the waiting areas 100 meters to leeward of the starting line, possibly identified by two small buoys.
- 21.2 **[DP]** Misbehaviour may lead to a verbal warning notified immediately in water and, upon returning ashore, a notice in the official notice board or to the withdrawal of the accreditation with the consequent prohibition to go offshore or to the referral of the support person to the Italian MNA Federal Prosecutor..
- 21.3 **[NP]** In addition to the provisions of SI 21.1, Support person shall either remain outside the areas until all the fleets in that race have finished or the RC signals a postponement or abandonment. To observe a race, the support boats can move from downwind to upwind through the left side keeping well outside the boundary of the exclusion zone, i.e. at least 100 meters from the race area. Support boats may, after the last start of the last fleet, move between the waiting area and the areas placed at the finishing via the central channel. Support boats shall not pass nor stop either above the finish line or within the inspection and parking area (rectangle 50x100 mt. see drawing). When a RC member or PC member signals a support boat to move farther away from the racing area, it shall do so immediately. This does not apply if there is a need to provide assistance or to rescue a boat in troubles.
- 21.4 **[DP]** All boats associated with a support person that break these rules may be disqualified or subject to other sanctions at the discretion of the PC as provided by RRS 64.5(b).
- 21.5 **[NP] [DP]** Competitors shall not approach any vessel except than an official vessel (see SI 20.1) from their first warning signal of the day and until they have finished the last race of the day or the RC has displayed that no races will be sailed on that day, whichever is the later term.
- 21.6 Coaches are required to have a working VHF .
- 21.7 RRS 64.5(b) is changed as follows:  
The protest committee may also penalize a boat that is a party to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by changing the boat's score in a single race, up to and including disqualification, especially when the protest committee decides that
- (1) the boat may have gained a competitive advantage as the result of the breach by the support person, or
  - (2) the support person committed a further breach after having been warned by the protest committee, that a penalty may be imposed.

## 22 ECOLOGICAL RULE **[NP][DP]**

- 22.1 Emphasizing the Basic Principle of RRS "Environmental Responsibility" and according to RRS 47 every competitor is invited to deliver its waste to its support person or to the official boats.

## 23 ALLOCATION OF AREAS ASHORE **[NP][DP]**

- 23.1 Where provided, boats must be kept in the places assigned to them in the competing boats park.

## 24 RADIO COMMUNICATIONS.

- 24.1 A boat shall neither receive nor transmit radio communications that are not available to all competitors, except in emergency conditions or when using equipment made available by the CR. This restriction also applies to mobile phones and smartphones. A breach of this Rule may cause a hearing under RRS 69 for misconduct.

## 25 LIABILITY

As per Fundamental Rule 3 the participants in the regatta are taking part under their full and exclusive responsibility, the Competitors, or those who exercise parental authority, are solely responsible for the decision to take part or to continue the regatta. The Organizers decline any and all responsibility for damages that may be suffered by persons and / or things, both on land and in water, as a result of their participation in the regatta referred to in this SI. It is the Competitors' competence to decide on the basis of their ability, the strength of the wind, the state of the sea, the weather forecasts and everything else that must be foreseen by a good sailor, if they go out to sea and participate in the regatta to renounce.



## **26 PHOTOGRAPHIC AND/OR TELEVISION RIGHTS.**

Competitors grant full right and permission to OA to publish and/or scrape through any media medium, any photograph or filmed footage of persons or boats during the event, including but not limited to, television commercials and anything that may be used for its own editorial or advertising purposes or printed information.

## ADDENDUM – A

### Special Instructions for Split-Fleet Races

*These rules apply only to Division A.*

#### A1 - CONDUCT

- The race will take place with the "A" split-fleet system (two colors) provided by the FIV Regulations.
- Competitors will be divided into two fleets by draw (if programs, such as ZW or SailWave, have a random sply function this is accepted as a draw).
- The RC helped by Federal Technicians or by Coaches appointed for this purpose may move the competitors if the system leads to an unbalanced presence of athletes from the same Club or the same Zone or for any other technical reason. Against any situation created by the above it will not be possible to request redress (change to reg. 60.1.b RRS).
- For the purposes of the results, each race consists of two fleets. For the race to be valid both fleets must result with a race regularly disputed and classified. If it is not possible to complete one of the two fleets, the race will be automatically canceled for the other fleet as well.
- The boats will re-assigned in the groups after each day of the race following the scheme described below, using the Provisional Classification available at 20.00, without taking into account protests or requests for redress decided or modified after that time. If the number of races is not equal, the groups will be redone on the basis of a provisional classification calculated until the last race completed by both groups.

GROUP	A	B
TAPE	BLUE	YELLOW
Provisional Ranking	1	
		2
		3
	4	
	and so on	

- In practice, the fleets will be re-ordered by assigning the first in the class to group A, the second to group B, the third to group B, the fourth and fifth to group A, the sixth and seventh to group B, and so on.
- If the number of races per fleet is not the same, the following day you will start with completing the missing races by recovering the fleet in arrears. We will then continue with the new groups by changing the ribbons afloat.
- In case of only one race on the first day, the competitors will be randomly reassigned.
- A boat declared BFD in a race not completed, for any reason, will not be allowed to start in the following race even if the colors are re-assigned.
- If a fleet does not end the series, the missing race for that fleet will be sailed the next day. This additional races shall not be considered when counting the maximum scheduled races for that day.

#### A2 - MAXIMUM TIME

**A2.1 Per each fleet see point 12 of these SI.**

#### A3 - STARTING SIGNALS

- The WARNING signal of the 2nd fleet (of the race) will be displayed as soon as possible after the valid start of the 1st fleet (of the race); the starting boats must therefore be kept near the starting area.
- Please pay attention to the signals because the CR has the authority to reverse, for any reason, the starting order.

#### A4 - DISTINCTIVE FLAGS OF THE FLEETS (the OA can change the colors)

The fleets will be identified as follows:

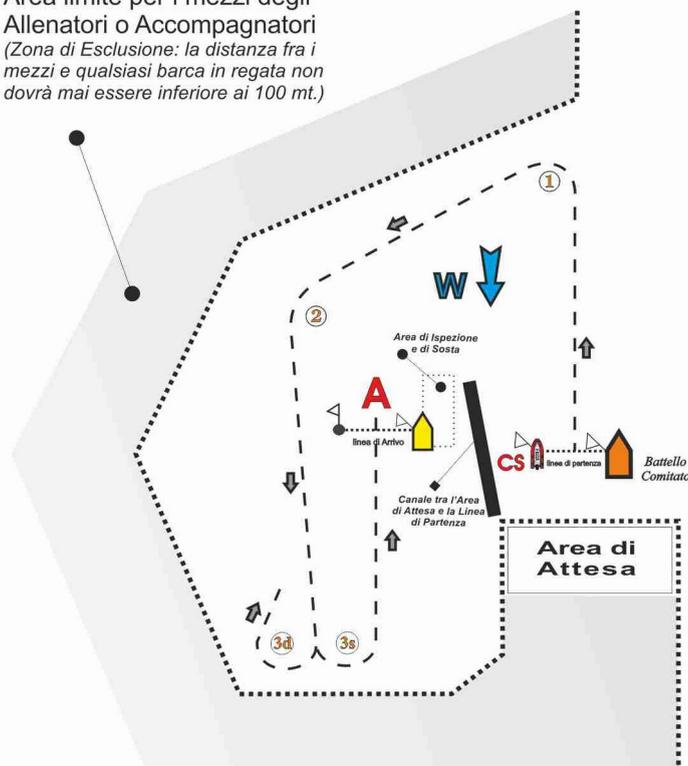
- **Group "A" DIVISION A**  
BLUE rectangular flag as Warning Signal; BLUE ribbon to be applied to the back of the **peak** as fleet identifier.
- **Group "B" DIVISION A**  
YELLOW rectangular flag as Warning Signal; YELLOW ribbon that should be applied to **the back of the peak** as fleet identifier.
- **Group "A" DIVISION B**  
WHITE flag as Warning Signal; white ribbon that should be applied to **the back of the peak** as fleet identifier.

# APPENDICE 1

(alle istruzioni di regata)

## PERCORSO

Area limite per i mezzi degli Allenatori o Accompagnatori  
(Zona di Esclusione: la distanza fra i mezzi e qualsiasi barca in regata non dovrà mai essere inferiore ai 100 mt.)



### Sequenza Percorso: P-1-2-cancello(3s/3d)-A

- Boe 1-2 → lasciare a sinistra
- Mentre compiono il lato di poppa 2-(3s/3d) i concorrenti dovranno lasciare a sinistra la boa di arrivo. In questo caso la boa di arrivo è "boa" come da definizione nel RRS e la linea di arrivo viene definita come "ostacolo continuo"
- Il Cancello (3s/3d) potrà essere sostituito da una boa singola che dovrà essere lasciata a sinistra.

Il CR cercherà di posizionare il Percorso in modo che abbia una durata approssimativa di 50 minuti. Una durata differente, (minore o maggiore) non potrà essere causa di richieste di riparazione.

Disegno indicativo  
non in scala

## AREA DI REGATA

