



SAILING INSTRUCTIONS

Marina Militare Nastro Rosa Tour

EUROSAF Mixed Offshore European Championship (EMOEC)

5th edition

Jun 19 – 24, 2023

Organizing Authority (OA):
The EMOEC 2023 is organized by:

ASD NASTROROSA Tour La Maddalena, Circolo della Vela ERIX Lerici e LNI Genova Sez Sestri Ponente under the authority of Federazione Italiana Vela and ORC and under the aegis of the European Sailing Federation (EUROSAF).

The MARINA MILITARE NASTRO ROSA TOUR 2023 and the clubs will be coordinated by Sailing Series International srl, Via Ripamonti 44, 20121 Milano (SSI). The Marina Militare Nastro Rosa is a brand of SSI. The event is managed by MARINA MILITARE ITALIANA and SSI in conjunction with Difesa Servizi SpA, Via Flaminia 335, 00196 Roma.

The Nastro Rosa EMOEC 2023 is a non-stop race on Figaro3 boats, double-mixed crew and without on-water assistance from start to finish. No stop-overs are planned. Boats shall provide their own assistance ashore.



Content

1. RULES
 2. CHANGES TO SAILING INSTRUCTIONS
 3. NOTICES TO COMPETITORS
 4. CODE OF ETHICS
 5. SIGNALS MADE ASHORE
 6. SCHEDULE
 7. CLASS FLAG
 8. IDENTIFICATION [DP]
 9. RACING AREA
 10. THE COURSE
 11. MARKS
 12. AREAS THAT ARE OBSTRUCTIONS [DP] [NP]
 13. THE START
 14. THE FINISHES
 15. CHANGES TO THE RULES, PENALTIES IN TIME AND REDRESS
 16. TIME LIMITS
 17. HEARING REQUEST
 18. RANKING
 19. [DP] [NP] SAFETY RULES
 20. [DP] [NP] REPLACEMENT OF EQUIPMENT
 21. [DP] [NP] OUTSIDE ASSISTANCE
 22. [DP] [NP] TECHNICAL STOPOVERS
 23. [DP] [NP] MEASUREMENT AND EQUIPEMENT CONTROL
 24. OFFICIAL BOATS
 25. SUPPORT BOATS
 26. [DP] [NP] LOCATIONS
 27. [DP] [NP] HAUL OUT RESTRICTIONS
 28. [DP] [NP] DIVING EQUIPMENT AND SUBMARINE PROTECTION
 29. PRIZES
- Appendix 1 - Schedule
Appendix 2 – Identification and Advertising
Appendix 3 – The Course and the marks



Preamble

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) - amendments 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 (RRS).
- 1.2 The Italian Sailing Federation prescriptions does not applies.
- 1.3 The Government rules.
- 1.4 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 Offshore Special Rules (OSR) category 2.
- 1.6 The Class Rules of the Figaro3 Class when not in contrast with NOR or SI or Notices.
- 1.7 In case of translation of these Sailing Instructions, the English text twill take precedence.
- 1.8 RRS 90.3(e) will apply

2. CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the sailing instructions will be posted on the online Notice Board at t.ly/F3TV not later that 2 hours before the start of the race in which the change will take effect, except any change to the schedule of race(s) which will be posted by 09 :00 pm on the day before it will take effect.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the digital Official Notice of board available on t.ly/F3TV
- 3.2 Phone details of the Race office contacts

Organizing authority	Riccardo Simoneschi	+39335204339
Race Management & Race Committee Connection	Luigi Bertini	+393804977180
RC at finish line	Maurizio Buscemi	+39 348 330 1075
Safety Manager	Andrea Perone	+39 346 604 8010
Shore Team and Boats Manager	Andrea Perone	+39 346 604 8010



3.4 At sea, the Race Committee intends to watch and communicate with the competitors on VHF Channel 72.

4. CODE OF ETHICS

4.1 [DP] [NP] Competitors and support persons must comply with the justified requests of the officials.

4.2 [DP] [NP] Competitors and support persons must manage the equipment and display the advertising material provided by the organizing authority with care, in a seamanlike manner, in accordance with the use instructions and without interfering with their functioning.

5. SIGNALS MADE ASHORE

5.1 A whatsapp or telegram group with at least one member of each team will replace the flag signal ashore. The late or missing view of any message posted shall not be used to lodge any request of redress.

5.2 [DP] AP flag displayed time will be posted in the whatsapp group and means « the start is postponed; boats shall stay in the harbour without leaving their mooring”. This change RRS Race Signals

5.3 When AP flag is displayed ashore, the warning signal cannot be made less than 1 hours after the lowering of AP flag (this changes Races signals).

6. SCHEDULE

6.1 Official schedule

Official schedule is detailed in Appendix 1 – Schedule to these SI.

6.2 Change of the schedule

In the event of force majeure, the Race Committee, in agreement with the Race Management may:

- change the schedule by advancing or delaying the start of a race;
- call a pitstop mooring mandatory for all boats
- change the course of a race. (NoR 8.2).

6.3 Obligation for the crews to attend briefings and activities:

Crews (1 member) shall attend all briefings and activities detailed in the official schedule (appendix 1 - Schedule). A sign-in system will be put in place and any absence will be subject to a 1 hour penalty on course. This changes RRS 63.1.

7. CLASS FLAG

Class Flag is the F I.C.

8. IDENTIFICATION [DP]



8.1 During their permanence in La Spezia and Genova harbours the boats shall show at forestay the line flag given by the OA when docked

8.2 . Any competitor withdrawing from the race shall remove all identification item.

9. RACING AREA

Racing area is between La Spezia and Genova including (if needed) Corsica Island.

10. COURSE

10.1 Courses are described in appendix 3 « Leg » , including the order in which any marks or waypoints or islands or virtual gates are to be passed or rounded and the side on which are to be left.

10.2 No later than the warning signal, the race committee will indicate the course heading to the offset mark if any.

10.3 No later than the warning signal, the race committee will display code flag D if the course includes an offset mark. It will display a red flag to signal that the mark is to be rounded and left on starboard. The absence of red flag means that the mark is to be rounded and left on port (this changes Race Signals).

11. MARKS

11.1 All marks are defined in the Appendice 3 Leg.

11.2 Self-checking

All competitors must self-check when passing/rounding the marks, the virtual gates and at the arrival. They must provide the race committee with these scores on finishing.

12. AREAS THAT ARE OBSTRUCTIONS [DP] [NP]

Areas defined as obstructions are the following:

- 1Nm to THE EDGE SIDE of any (gas/oil/petroleum/..) drilling platform edge;
- 1Nm to THE EDGE SIDE of any sea food/fish area edge;
- 0,5 Nm from THE SHORE SIDE of any island or THE EDGE SIDE of any marine area.

Any infringement will be penalized from 2 hours to disqualification without a hearing.

13. THE START

13.1 The start will made as per RRS 26

13.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the starting mark such as defined in Appendix 3 Leg at the port end. [DP] If a duly identified Race Committee boat is close to the starting mark, competitors shall not pass between the mark and the boat from the preparatory signal till they have started. Any infringement of this rule



will be subject to [NP][DP], the minimum penalty will be 30 min on the time of the race after a hearing.

13.3 When RRS 29.1 or 30.1 applies, if any part of the hull of a boat is on the course side of the starting line at its starting signal and the boat is identified, the race committee shall promptly display flag X, and may communicate the sail number on VHF channel 72 not sooner than 1 minutes after the starting signal. Absence of VHF transmission or reception will not be grounds for redress (this changes RRS 62.1(a).

[DP] [NP] Identified boat not complying with RRS 29.1 or RRS 30.1 by exonerating their premature start, will be penalized by the RC without a protest. The minimum penalty will be 4 hours and maximum could be disqualification.

13.4 A boat which does not start no later than 30 minutes after her starting signal must:

- inform the race committee as soon as possible of its difficulties, its intentions and estimated time to repair;
- go back to the starting harbor.

Race management and race committee may then grant the boat the authorization to start later stating the time at which she will be allowed to start and eventually, the location of the new starting line.

[DP] On arrival of the race, the crew shall lodge to the jury a written report about the circumstances of the delay within the time limit stated in SI App 1 A3.5. The jury may decide to open a hearing and may penalize the boat in time up to a DNS ranking for the race.

14. FINISHES

14.1 Finishing area including the definition of the finishing line are defined in Appendix 3 Leg.

14.2 [DP] If the race committee is missing when a boat finishes, such boat must declare her time of arrival and her position in relation to the close boats to the race committee at the first reasonable opportunity.

14.3 All competitors shall inform the race committee by VHF (channel 72) or mobile of their approach not less than half an hour before crossing the finishing line of each leg. At night, crews shall light their sail number when crossing the finishing line.

15. CHANGES TO THE RULES, PENALTIES IN TIME AND REDRESS

15.1 Changes to the rules

When RRS Part 2 rules do not apply and are replaced with Part B of the Section II of the IRPCAS, RRS 44.1 applies. This changes RRS 44.1.

15.2 Redress



A boat having been stopped for a control by the national authority (customs, maritime affairs....) may be entitled to redress. This changes RRS 62.1.

16. TIME LIMITS

16.1 For the whole race, including any pitstop or technical stop or repair stop or crew replacement, the finishing delay will be 80 hours after the starting signal (NOR 10.3.1 and SI App 3).

16.2 Time to finish is the time the boats have to arrive. Boats which do not finish within this time limit and which subsequently do not retire, are not penalized or are not granted redress will be scored as TLE without a hearing. A boat scored as TLE (Time Limit Expired) and her scoring time will be 101 hours. This changes RRS 35, A5.1, A5.2 and A10.

17. HEARING REQUEST

17.1 For each competitor, the protest time limit is 90 min after finishing.

17.2 Forms are available online at t.ly/F3TV

17.3 Notices will be posted on the digital notice board (not later the 09:00pm and not before 07:30am) as soon as possible to inform the competitors about the hearing in which they are parties or witnesses. These notices may be posted on the ONB at t.ly/F3TV. Hearings will take place in the protest committee room (location defined in the Appendix 3 "leg"). They will start at the time specified on the board.

Intentions to protest from the race committee, technical committee or jury will be posted to inform the boats in accordance with RRS 61.1 (b). Should the race committee, technical committee or jury be unable to lodge the protest within the time stated in SI 17.1, competitors will be informed by posting of the extended time (this changes RRS 61.1 (b) and 61.3).

17.4 Breaches of the Rules set out below may not be the subject of a protest by a boat (this changes RRS 60.1(a)), [DP]NP] will apply:

- Programme
- Sailing the course
- Areas ranked as obstructions
- Course limit areas
- Measurement and equipment inspections
- Advertising
- Competitors' assistance RIBs
- Skippers' obligations
- Evacuation of waste
- RRS 48.2
- Communications

This changes RRS 60.1.



17.5 A party to a hearing may request reopening within 30 minutes after having been informed of the decision.

17.6 The International Jury decisions will be final (RRS 70.5).

18. SCORING

18.1 Real Time plus or minus any penalty or redress given by the Int.Jury will determinate the final scoring. This changes RRS A8.

18.2 A competitor penalized for misconduct (RRS 69) will automatically be excluded from the event.

19. [DP] [NP] SAFETY RULES

19.1 Retirement

A boat retiring from the race or recovering ashore or using a pitstop option shall inform the safety management by VHF, by phone, or any other way as soon as possible.. In case of non-compliance with this rule, the protest committee may open a hearing.

SAFETY MANAGEMENT: Andrea Perone +39 346 604 8010

19.2 Radio watch - AIS - tracker

VHF channel for the race is VHF 72.

Competitors shall keep permanent watch on both 16 and 72 channels.

AIS transponders of each boat (mandatory) shall be on function (transmission and reception) from the start until the crossing of the finishing line of the whole race.

Trackers must be put in place according to the race management recommendations and kept in operation during the whole race.

19.4 Safety radio calls

Crews shall text (primary using mobile phone and then, if no network, the satellite phone) the Safety Manager the following data each day from 07:00 am to 08:00 am and from 6:00 pm to 07:00 pm local time the following information:

- Boat name – Lat Long – Heading – Crew status – Boat status.

Except then in an emergency these information's will be considered reserved and not shared

In case of failure to receive the calls, competitors shall give their position to another competitor who shall forward the information.

19.5 Logbook

All competitors shall keep his/her logbook up to date by noting the following data at least twice a day:

- heading;
- speed (log);
- weather observations;
- estimated position;
- radio contacts with any other competitor or support boat.



On arrival of the race, competitors shall provide the race management with their logbook used for the navigation.

19.6 Beverage reserves

Authorized quantity of beverage on board are minimum volume 20 litres, maximum 140 litres

20. [DP] [NP] REPLACEMENT OF EQUIPMENT

20.1 Requests for replacement shall be written and lodged as soon as possible using online ONB.

Unjustified replacements or technical interventions which may provide a significant advantage may be subject of a protest by the technical committee. After a hearing, the minimum penalty will be 4 hours and maximum could be disqualification.

20.2 Boats shall remain in compliance with the start configuration during the whole event. Any infringement noted by the technical committee may be subject to a protest. After a hearing, the minimum penalty will be 4 hours and maximum could be disqualification from the race.

20.3 Only the set of sails declared at the start shall be used during the event. Any sail replacement during the event shall be subject to approval by the race management. After a hearing, the minimum penalty will be 4 hours and maximum could be disqualification from the race.

21 [DP] [NP] OUTSIDE ASSISTANCE

21.1 VHF communications between boats shall be done on the race channel (72).

21.2 According to fundamental rule 1 and RRS 41, medical assistance will not be considered as outside assistance. However, should this assistance be provided by another competitor, it shall be subject to a report to the race committee lodged on arrival.

22 [DP] [NP] TECHNICAL STOPOVERS

22.1 Each boat can stop anywhere anytime. Once anchored or docked, other people can come on board. Provision and repairs are allowed. Towing to enter and exit the harbour is allowed with a 1 nm limit and must not advance the boat towards the finishing line, in accordance with RRS 42.3(i).

22.2 Technical stopover or pitstops cannot be longer than 4 hours for the whole race, all stopovers combined. Minimum time for each stopover or pitstop is 1 hours. Time is counted from the moment the boat is ashore until the moment it resumes the race. Competitors who do not respect these durations will be scored as DNF without a hearing. The minimum penalty in time will be from 3 hours to maximum will be disqualification.

23. [DP] [NP] MEASUREMENT AND EQUIPEMENT CONTROL



23.1 Boats and their equipment may be controlled at any time.

23.2 Measurement and safety equipment controls will be performed according to the schedule defined in Appendix 1 – Schedule.

Once the scheduled time is over the controls, the list of non-compliant competitors will be submitted to the jury. After a hearing, the jury may decide a time penalty on the related leg.

23.3 Competitors shall turn on the navigation lights of their boat from 5:30 pm to 07:00 am (local time) each day

23.4 It is each crew’s responsibility to facilitate the sealing operations and to check the integrity of the seals. Any complaint about sealing shall be made as soon as possible after the sealing and no later than 2 hours of the scheduled hour to leave the pontoon.

Sealings

Sealing in their location	Sealings closed
Life raft Anchor/Chain bag Engine Throttle	Survival water jerrycan Survival container

23.5 At the stopover(s), unsealing shall be limited to what is strictly necessary and will be subject to prior authorization from the technical committee.

23.6 At the finish of a leg, competitors shall be responsible to maintain the compliance of their boat with the race’s rules and to keep the sealing in proper state until the control of the boat by the technical committee. Crews shall make sure that seals are easy to access and control.

23.7 Before leaving the pontoons, boats must be in race configuration from 09:00 am the day of the start.

24. OFFICIAL BOATS

Official boats will be identified such as defined in Appendix 3 Leg if needed.

25. SUPPORT BOATS

These boats will ensure in particular the radio calls with the competitors. Their role and conditions of intervention will be specified during the briefings.

26 [DP] [NP] LOCATIONS

Boats must remain in the mooring assigned to them when they are in the harbor of La Spezia, except with the agreement of the race management.

On the starting day boats shall not leave their mooring without consent from the race management. This consent can be given by VHF or ONB or WhatsApp group (if any)



27. [DP] [NP] HAUL OUT RESTRICTIONS

Boats shall not be hauled out until the end of the event, except subject and according to the terms of a prior authorization from the race manager.

28. [DP] [NP] DIVING EQUIPMENT AND SUBMARINE PROTECTION

Their use must be authorized in writing by the race manager and only for damage check or safety issue and shall comply with local rules (harbor area...)

29. PRIZES

As per NOR 17.

APPENDIX 1

SCHEDULE

A1.1 TIME

Times for each activity are in local time

A1.2 MANDATORY

ACTIVITIES

SI 6.3 applies for all activities with (*) in the schedule.

Race Office in La Spezia will be at: Locale sezione Sport Velico MM

Race Office in Genova will be at: Nastrorosa Village

A1.3 SCHEDULE IN LA SPEZIA

Date	Time	
JUNE 20 TH	13:00 hrs.	Boats assignment and boat check (*)
	13:00 – 17:00 hrs.	Free training
JUNE 21 TH	11:30 hrs	Starting time in front of La Spezia



A1.3.1 Depending on weather conditions, the Race Direction may move the starting time on JUNE 22th. Crews will be informed of this change of schedule by an amendment published at the latest on JUNE 20TH not later than 20:00 hrs.

A1.3.2 The NastroRosa EMOEC 2023 Prize Giving will be held at the Ocean Race Village in Genova Porto Antico as soon as all boats finished. Attendance of all teams arrived in Finish at that time is mandatory.

A1.3.3 In case of non-attendance at official events, crews will be subject to a report to the International Jury except when the non-attendance is authorized by the Race Director.

A1.4 SCHEDULE IN GENOVA

Date	Hour	
June 23th		Estimated arrivals of the leaders
June 24th	11h30*	Boats Arrival
	19h30	Prize giving (location TBD)
June 25th	09h00	Return boats and checks. Departure day

APPENDIX 2

IDENTIFICATION – ADVERTISING

A2.1 DODGERS

Dodgers will not be used.

A2.2 PERSONAL ADVERTISING

Use of personal advertising on boat, spare and sails shall be granted in writing by the OA

APPEN DIX 3

Course and Marks

A3.1 COMMUNICATION WITH COMPETITORS

The Race Committee will communicate with competitors on VHF Channel 72, with mobile phone given by the OA or with Satellite telephone given by the OA. The communication system will be explained during the Safety Meeting planned on Apr 010th.



A3.2 RACE COURSE

The course will be from La Spezia to Genova.

A3.3 Starting mark in La Spezia and finishing marks in Genova will be orange cylindrical(s). Finishing marks will have strobe lights.

A3.4 The starting line in La Spezia will be inside a circle of 0,1Nm radius with center at 44°03.45'N - 009°53.5'E between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the starting mark such as defined in A.3.3. See A3.7

A.3.5

Course	Waypoints	Nautical Miles	Time limit to finish
Course Alpha*	Start - Giraglia Is. left on port (Corsica FRA) – Elba Is. left on starboard - finish in Genova	265 Nm	80h after the start
Course Bravo*	Start - Giglio Is left on starboard - finish in Genova	260 Nm	80h after the start

* other courses can be used according with the weather forecast

A.3.5 FINISH

Boats are required to call RC on VHF 72 or mobile +39 348 330 1075 when a 5Nm from the finishing line and then every mile until receiving answer.

The finishing line will be will be inside a circle of 0,1Nm radius with center at 44°22'550N – 08°59'500E. See A3.8

A.3.6

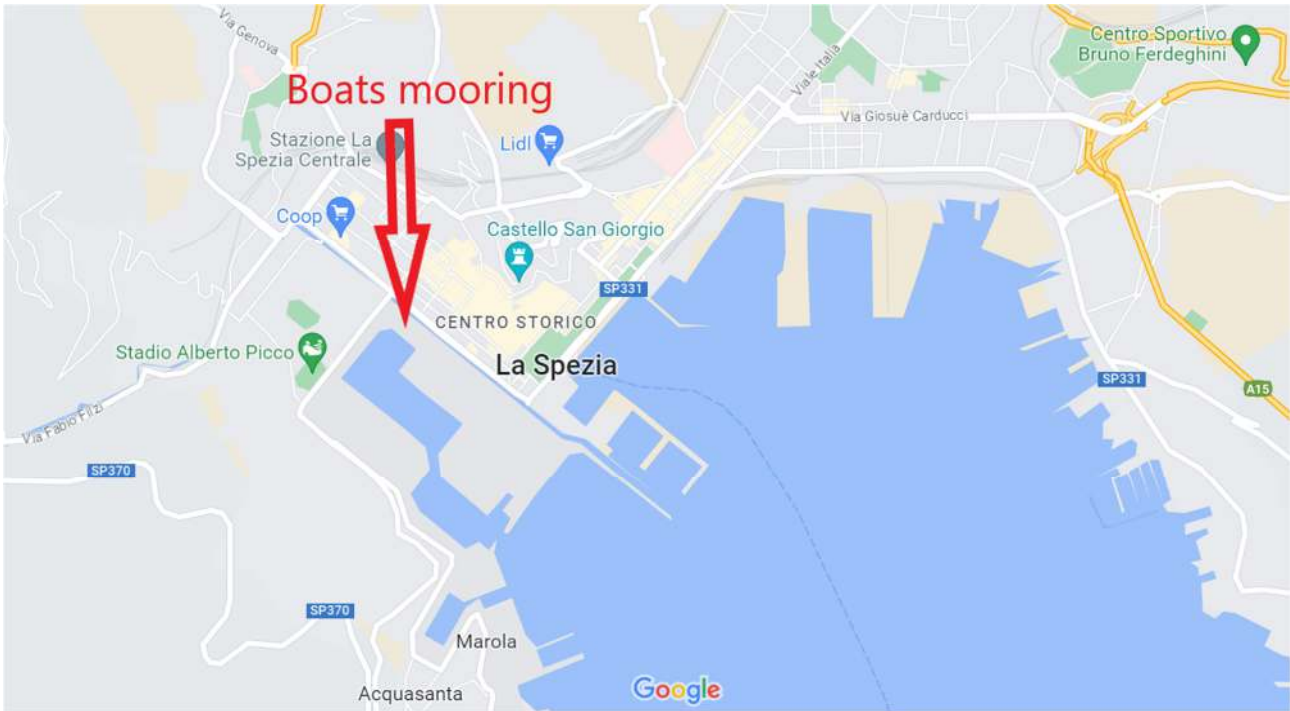
Radio watch - AIS - tracker

VHF channel for the race is 72.

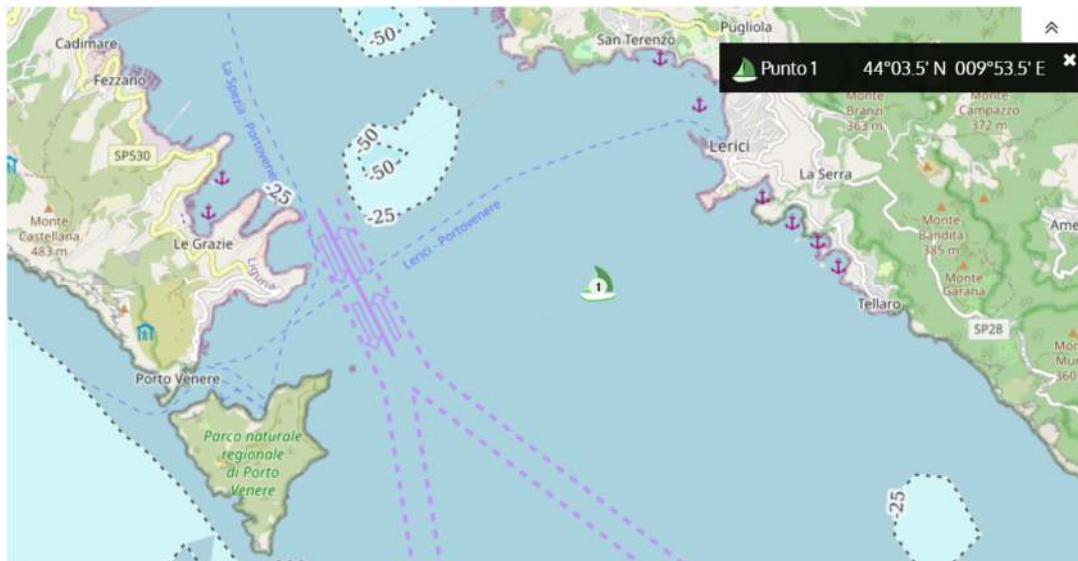
Competitors shall keep permanent watch on both channel 16 and 72.

AIS transponders and trackers of each boat shall be all time on function (transmission and reception). Mobile and Satellite telephones of each boat shall be all time on function

A3.7 – Mooring and Starting Line in La Spezia



Mooring coordinates are $44^{\circ}06'13.8''N$ $9^{\circ}48'50.7''E$



A3.8 - Finishing Line and Mooring in Genova

