

COPPA AICO – CENTENARY CUP

Trieste, 31st July – 02nd August 2023

SAILING INSTRUCTION

ABBREVIATIONS

In these Sailing Instructions the following abbreviations are used:

- List of abbreviations included in this document:
- ICS International Code of Signals
- RC Race Committee
- PC Protest Committee
- TC Technical Committee
- SI Sailing Instruction
- RRS Racing Rules of Sailing WS 2021-2024
- OCR Optimist class rules
- OA Organising Authority
- NOR Notice of Race
- RO Regatta Office
- ONB Official Notice Board
- FIV Italian Sailing Federation

SP	Denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or a discretionary penalty applied by the Protest committee without hearing. This changes RRS 63.1 and A5.1;
DP	Rules for which penalties are upon the Protests Committee. Depending on the seriousness of a breach, the penalty may be from a minimum of 10% to a disqualification.
NP	Rules that may not be ground of protests between boats (this changes RRS 60.1(a))

1 ORGANIZATION

- 1.1 The regatta is organized under the authority of the Affiliate: Triestina della Vela delegated by the FIV.

2 RULES

- 2.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
2.2 In case of conflict between NOR and SI the latter will prevail (amendment RRS 63.7)

3 COMMUNICATIONS WITH COMPETITORS AND CHANGES TO THE SI

- 3.1 Any changes to the SI, made by the CdR and / or CdP and other Official Announcements for the competitors will be published on the Official Website of the Regatta which will also constitute the Official Notice Board not later than 2 hours before the warning signal of the first scheduled warning signal for that day.
- 3.2 When a visual signal is displayed above the identifier of a fleet / s, that signal applies only to that fleet/s. This changes the Race Signals preamble.
- 3.3 Signals made ashore will be displayed on the signal mast of the Triestina della Vela .
- 3.4 Participants should adapt to any reasonable request made by a Regatta Officer [DP] [NP]
- 3.5 On days in which races are scheduled, boats must not leave their allocated Areas until flag “D” is displayed (Delta of the International Codes Signal (ICS)). The warning signal and other signals will be displayed not before 60 minutes after the D flag is displayed and not before the scheduled or postponed timetable.

4 FORMAT AND CONDUCT OF REGATTAS

Refer to NOR 7 and 11

5 ADMISSION, MEMBERSHIP AND INSURANCE

Refer to NOR 15.

6 CERTIFICATE OF MEASUREMENT AND CONTROLS (NP) (DP)(SP)

Refer to NOR 4 and 8.

7 VENUE AND SCHEDULE OF REGATTAS

Golfo di Trieste – refer to NOR 7

7.1 All visual signals will, if possible, be supported by sound signals.

7.2 The starting operations of the next race will start as soon as possible after the arrival of the last competitor within the time limit of the previous race.

7.3 A boat will be considered “not started” if she does not cross the starting line within 4 minutes of her starting signal.

7.4 The event will be considered valid even with only one race disputed. No warning signals will be given after 4.30 pm on the last day of the event, refer also to NOR 7.4

8 CLASS FLAGS

8.1 The warning signal will be the identifying flag of the group called to start:

Division A Fleet 1 Yellow flag

Division A Fleet 2 Green flag.

Division B Optimist Class flag

9 REGATTA AREA

9.1 The regatta will take place in the area indicated in the map in Appendix 2 of these SI.

10 COURSE

10.1 The diagram in Appendix 1 of these SI shows the course with the order in which the buoys must be turned and the mandatory side of each buoy.

10.2 While completing the third leg 2-(3s/3d) the competitors must leave the finishing mark on the left. In this case the finishing mark is a "mark" as defined in the RRS and the finishing line must be considered a "continuous obstacle".

10.3 The gate (3s-3d) can be replaced by a single buoy which must be left on port.

10.4 If a gate is placed and a gate mark is missing and is not replaced as described in RRS 34 then the remaining mark shall be left to port. This changes the RRS 34.

10.5 The RC will try to obtain a target time of approximately 50 minutes. A different duration cannot be the cause of a request for redress (amending regulations 60.1 (b) and 62.1 (a) RRS).

10.6 The course can be shortened but only when the third leg is completed. This changes RRS 32.1(d).

11 MARKS

11.1 Marks 1, 2, 3s and 3d will be cylindrical inflatable of yellow colour.

11.2 The starting mark will be cylindrical in red and can be replaced by a pin start boat with an orange flag.

11.3 The finishing mark will be a red mark.

12 THE START

- 12.1 The starting line will be between the staff displaying an ORANGE flag placed on the boat of the RC at the right end of the line and:
a) the starting mark, described in point 11.2 of the SI, located at the left end or
b) by a pin end boat with a staff displaying an orange flag. In this case the starting line will be the line between the two poles with the orange flag.
- 12.2 A boat that starts later than 4 minutes after her starting signal will be classified as DNS without a hearing (this changes RRS 63.1, A4 and A5 RRS).
- 12.3 The warning signal will be given in accordance with the provisions of point 8 above.
- 12.4 To warn boats that a race or sequence of races will start soon, the orange flag defining the starboard end of the starting line will be displayed, with an audible signal, at least five minutes before the warning signal is displayed.
- 12.5 As a modification of Rule 26 the Preparatory Signal may only be the "U" Flag or the "Black" Flag.
- 12.6 [DP] After displaying the warning signal of the first fleet, the boats not starting will have to wait in the waiting area. Boats will be able to approach the starting line after the valid starting signal of the previous fleet.
- 12.7 [DP] A buoy may be tied onto the mooring chain or line or spun aft of the starting RC boat. Boats must never pass between this buoy and the starting RC boat. It must be considered an integral part of the anchorage system of the committee boat.

13 CHANGE OF NEXT SIDE OF THE ROUTE (WHEN APPLIED)

- 13.1 No changes will be made on the leg of the route.

14 THE FINISH

- 14.1 The finish line will be the junction between the red finishing mark on port and the blue flag placed on a pole on the finishing boat on starboard.
- 14.2 [DP] The boats that have arrived must return directly to the waiting area or ashore, keeping well clear of the racing boats or those for which the warning signal has been displayed.

15 PENALTY SYSTEM [NP][DP]

- 15.1 A boat that has self-penalized or retired in accordance with RRS 44.1 must complete and return the relevant form to the RO within the protest time limit.
- 15.2 The penalty for infringing OCR will be a standard penalty (DP), which changes RRS 63.1, and may even be less than disqualification.
- 15.3 IdR marked with [DP] may be less than disqualification if the CdP so decides.

16 LIMIT TIME AND TARGET TIME

- 16.1 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

- 16.2 If the first competitor does not pass mark 1 within the time limit for mark 1 the race will be cancelled. Errors in measuring the time limit or not allowing it to be reached do not entitle RDG, this changes rule 62.1(a).
- 16.3 Boats that do not arrive within 20 minutes of the arrival of the first boat will be classified DNF without a hearing. This changes Rules 35, A4 and A5.
- 16.4 For the purpose of evaluating the time limits, only boats that have not broken RRS 30 and the Definition of Start will be considered. This changes RRS35.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Requests for corrections for alleged errors in compiling the published rankings must be submitted by competitors directly to the RC using the appropriate form available at this link <https://www.racingrulesofsailing.org/events/4231>. According to Reg. 90.3 (c) the clerical errors of registration and / or transcription of the results will be verified and corrected by the RC.
- 17.2 The protest forms are available at the following link:
<https://www.racingrulesofsailing.org/events/4231>
The protests and requests for repair or reopening must be delivered within the appropriate time limit.
- 17.3 Any competitor who has taken a penalty under RRS 44.1, who has retired for infringing the rules, who wishes to be considered retired (RET) after crossing the finish line or who has physically failed or retire for having received a penalty under rules P2.2 or P2.3 (second or further penalties for infractions of rule 42), he must fill in the form available at this link
<https://www.racingrulesofsailing.org/events/4231>
In case of non-completion, the penalty can also be considered as not being performed.
- 17.4 The time limit for the submission of protests and / or the form referred to in the previous point is 60 minutes after the arrival of the last boat in the last race of the day or from the signal of the RC indicating that no other races will take place on the day, whichever is later. The RC or the PC will be able to fulfil the formality of informing the boat to be protested pursuant to reg. 61.1 (b) RRS both verbally and by means of a notice published in the official noticeboard.
- 17.5 Possibly within 30 minutes of the expiry of the time limit for protests, the press releases will be published on the official website of the event to inform interested parties of the hearings in which they are parties or appointed as witnesses. The hearings will be held in the protest room located at the Club house. No hearing will start after 9:00 pm for the juniores division and after 8:30 pm for cadet division.
- 17.6 A list of boats penalized or disqualified according to the rules of Appendix P for infringements of Reg. 42 RRS will be published on the official website.
- 17.7 Infringements of the SI identified by the symbol (NP) cannot be the subject of boat-to-boat protests. This changes RRS 60.1(a).
- 17.8 A request for redress based on a decision of the PC must be delivered no later than 30 minutes after the decision has been published on the official website. This changes RRS 62.2.
- 17.9 In the event of a malfunction of Racing Rules of Sailing, paper protest requests will be accepted.

18 SCORING

- 18.1 The ranking will be drawn up on the basis of Appendix "A" RRS and the FIV Regulations for Sports Activities in force.
- 18.2 The prizes will be awarded if at least one race has been completed.
- 18.3 A discard will be applied upon completion as stated in NOR 11.3.

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

- 19.1 When afloat, competitors must always wear personal flotation devices except for a short time while they are changing or adjusting clothing or personal equipment. Diver suits or dry suits are not personal flotation devices.
- 19.2 A boat that retires must inform the race management team or the RO as soon as possible and fill in the appropriate form available at the RO.
- 19.3 The Support Persons (coaches or team leaders) must report to the RO, before the "D" is displayed, the sail numbers of the boats that have completed the registration and that do not intend to race or go into the water.
- 19.4 Competitors requesting assistance from rescue boats must whistle to attract attention and wave an arm with an open hand. If assistance is not requested, the arm must be shaken with the fingers of the hand closed into a fist.

- 19.5 If considered necessary, the competitor may be required to abandon the boat and board the rescue vehicle. In this case, a red and white ribbon will be applied to the abandoned boat so that it is known that the crew has been saved anyway. The RC reserves the right to assist competitors who in its judgment require assistance, regardless of whether this has been requested by the competitor. This will not be subject to request for repair and change RRS 62.1 (a).
- 19.6 When the race management team displays the letter "V" of the ICS with repeated sounds, all official and support boats must listen to the race management team on channel 72 for any search and rescue instructions of the competitors.
- 19.7 The meeting point in case of emergency is located at the signal mast. If for any reason the boats land in a different point than the planned area, they must immediately inform the Coordinator / Head of Safety at sea, the Sport Director Mr. Michele Teghini at the following telephone number: +393394881870.
- 19.8 (DP) (NP) If the "AP over H" or "N over H" signals are displayed in the water, all boats must return to shore and await instructions before returning to the water.

20 REPLACEMENT OF DAMAGED MATERIAL

- 20.1 Given that as regards the sail number, the provisions of the FIV Regulations for National Sports Activities Organized in Italy apply, the following points also apply:
- 20.2 The replacement of damaged or lost equipment can only be allowed upon request, submitted in writing and duly motivated and approved in writing by the TC or, in his absence, by the RC. Requests for replacement must be presented to the TC or the Committee at the earliest reasonable opportunity.
- 20.3 The replacement of damaged material can be allowed provided that both the damaged material and the replacement element have been examined by a member of the TC or, in his absence, by a member of the RC
- 20.4 If the replacement should take place between one test and another, the RC or the PC in the water must be informed; both the damaged material and the replacement material must be presented to the Technical Committee in charge, if present, or to the RC by the deadline for the presentation of the day's protests. In this case, the replacement is subject to the approval in retroactive form
- 20.5 The hull may only be replaced following non-repairable damage that jeopardizes its safety navigation (in any case, the provisions of rule 20 of these SI must be followed).

21 OFFICIAL AND ACCREDITED BOATS

- 21.1 Official boats will be identified as follows:

BOAT	FLAG
Starting Boat	Orange
Finish Boat	Blue
RC	White with black Letter "S"
Jury	Yellow with black "J" or "J" of ICS
Measurer	White with black "M"
Coaches and support	White with red "S"

- 21.2 Other accredited boats will be identified as follows:

BOAT	FLAG
Press	White with "P" black

22 SUPPORT PERSONNEL BOATS [NP][DP]

- 22.1 All members of the Support Staff to obtain permission to sail in the Regatta Area will have to accredit themselves with the AO declaring which boats they are connected to, acceptance of the rules concerning them as written in these SI and will receive a written permission. and an identification signal to be displayed on their vehicles.
- 22.2 [DP] Irregular behaviour may lead either to a verbal warning notified immediately in the water and, upon return to shore, to the official notice board or to the withdrawal of the badge with consequent prohibition to go into the water or to the application of RRS 64.5(b)
- 22.3 [NP] In addition on the provisions of paragraph 22.1 above, the Support Personnel must remain outside the areas until all the heats in that event have arrived or the RC signals a postponement or cancellation. To observe a test, support boats can move from leeward to wind across the port side while staying well outside the boundary of the exclusion zone, which is approximately 100 meters from the racing area. The support boats can, after the last start of the last battery, move between the waiting area and the areas placed at the finish by crossing the central channel. Support boats must not transit and stop either upwind of the finish line or inside the inspection and rest area (rectangle 50x100 m. See drawing). When a member of the race management team signals a support boat to move farther from the racing area, this boat shall do so immediately. This does not apply where there is a need to provide assistance or rescue to a boat in difficulty.
- 22.4 (DP) The boats associated with those who break these instructions may be disqualified or suffer other sanctions at the discretion of the PC in accordance with the provisions of reg.64.4(b)
- 22.5 Competitors must not approach any boat other than an official boat (see IdR 22.1) from their first warning signal of the day and until they have arrived at the last race of the day or the Race Committee has indicated that no other races will be carried out on that day, whichever is the later.
- 22.6 In addition to the FIV definition of "N above AP": "All accredited vehicles must help the organization's boats in safety operations and provide maximum assistance to all competitors".
- 22.7 Support Persons are encouraged to have a functioning VHF device.

23 ECOLOGICAL RULE [NP][DP]

Underlining the Basic Principle of the RRS "Environmental Responsibility" and on the basis of RRS 47, we invite you to deliver the waste to accompanying persons or official boats.

24 ASSIGNMENT OF GROUND SPACES [NP][DP]

Where provided, the boats must be kept in the places assigned to them in the competing boat fleet.

25 RADIO COMMUNICATIONS.

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. An infringement of this rule may result in a procedure according to RRS 69 for committing misconduct.

26 PRIZES

The prizes will be awarded as specified in the Notice of Race.

27 LIABILITY

RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone". The participants are aware that the sailing activity falls within those governed by article 2050 of the Italian Civil Code therefore all Italian participants must have a valid FIV membership, included medical validation, that guarantees accident coverage, including death and permanent disability.

Not Italian competitors must comply with the requirements of their MNA, if any, and be in possession of accident coverage, including death and permanent disability as per current FIV regulations.

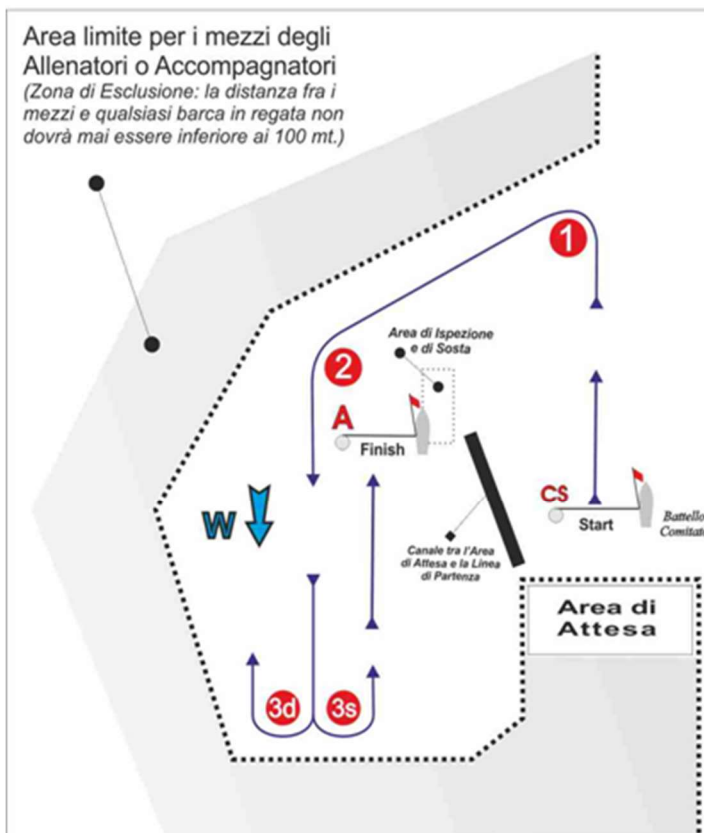
28 PHOTOGRAPHIC AND / OR TELEVISION RIGHTS.

Competitors grant full right and permission to the AO to publish and / or broadcast via any media, any photograph or filmed footage of people or boats during the event, including but not limited to television commercials and anything else that can be used their own editorial or advertising purposes or for printed information.

Race Course

APPENDICE 1
(alle istruzioni di regata)

PERCORSO



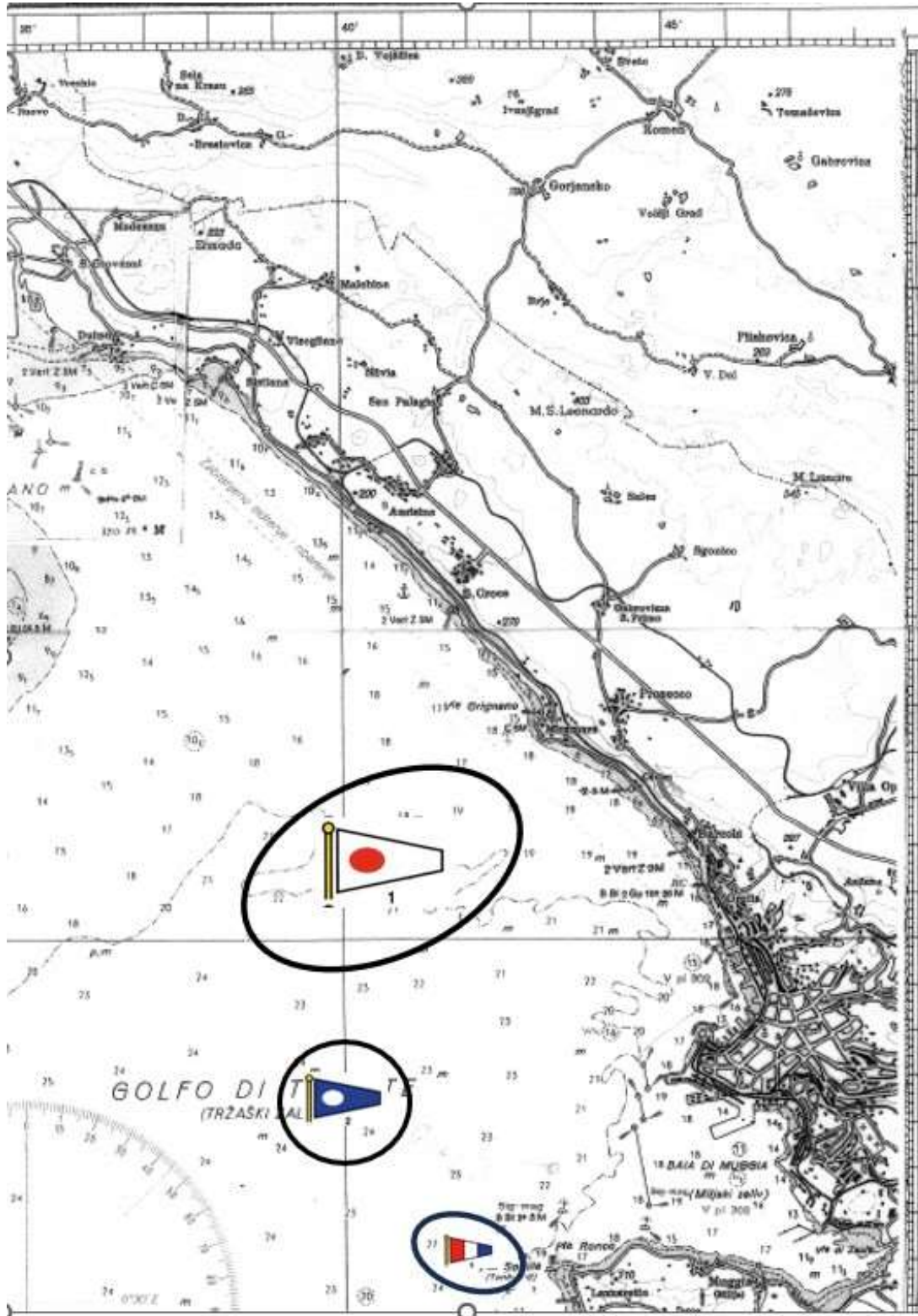
Marks 1-2: to be left to port.

On the 2-(3s-3d) downwind leg, the finishing mark must be left to port. In this case, the finishing mark is a mark as defined in the RRS and the finishing line is defined as a "continuing obstruction".

The (3s-3d) gate may be substituted by a single mark which should be left to port.

Disegno indicativo non in scala

APPENDIX 2



APPENDIX 3

CRAZY RACE

PREAMBLE

This appendix rules the "CRAZY RACE" in conjunction with the event's Sailing Instruction and modifies some points of the SI; points not changed in this appendix are still valid.

FORMAT AND CONDUCT OF REGATTA

If the RC display "3rd substitute" of the IC, on the RC boat the CRAZY RACE will take place. All boat will start in the same time and on the same starting line in one starting procedure.

1.1 CLASS FLAGS

- 1.2 The warning signal will be "Triestina della Vela" club burgee.
- 1.3 The pathfinder boat will display "G" IC flag.

2 COURSE

- 2.1 The diagram in Appendix 1 of these SI shows the course with the order in which the buoys must be turned and the mandatory side of each buoy.
- 2.2 While completing leg 2 - (3s/3d) the competitors must leave the finishing mark on the left. In this case the finishing mark is a "mark" as defined in the RRS and the finishing line must be considered a "continuous obstacle".
- 2.3 The gate (3s-3d) can be replaced by a single buoy which must be left on the left.
- 2.4 If a gate is placed and a gate mark is missing and is not replaced as described in RRS 34 then the remaining mark shall be left to port. This changes the RRS 34.
- 2.5 The RC will try to obtain a target time of approximately 60 minutes. A different duration cannot be the cause of a request for redress (amending regulations 60.1 (b) and 62.1 (a) RRS).
- 2.6 The course can be shortened regardless the number of leg sailed.

3 THE START

- 3.1 The starting line will be between the staff displaying an ORANGE flag placed on the boat of the RC at the right end of the line and the staff displaying an orange flag on the left end of the line.
- 3.2 A boat that starts later than 4 minutes after her starting signal will be classified as DNS without a hearing (this changes RRS 63.1, A4 and A5 RRS).
- 3.3 To warn boats that a race or sequence of races will start soon, the orange flag defining the starboard end of the starting line will be displayed, with an audible signal, at least five minutes before the warning signal is displayed.
- 3.4 At the starting signal the Pathfinder boat will start navigating from the Pin End Mark free floating next to the Left RC boat to the Right RC boat with speed and direction according to the wind conditions, creating a steadily opening gap between the Pin End Mark and the Pathfinder. The pathfinder boat has right-of-way over all other boats.
- 3.5 To protect the Pathfinder's stern, may be used a Gate Launch traveling close astern. It acts as an extension of the Pathfinder and represents the starboard end of the Gate.
- 3.6 The boats shall sail astern of the Pathfinder boat. The boats sailing in front of the Pathfinder boat can return to the pre-start side of the line. not later than the pathfinder crosses them. If not they will be scored as UFD.

4 LIMIT TIME AND TARGET TIME

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

Time Limit	Time Limit Mark 1	Target Time
90 minutes	45 minutes	60 minutes

- 4.2 If the first competitor does not pass mark 1 within the time limit for mark 1 the race will be cancelled. Errors in measuring the time limit or not allowing it to be reached do not entitle RDG, this changes rule 62.1(a).
- 4.3 Boats that do not arrive within 20 minutes of the arrival of the first boat will be classified DNF without a hearing. This changes Rules 35, A4 and A5.
- 4.4 For the purpose of evaluating the time limits, only boats that have not broken RRS 30 and the Definition of Start will be considered. This changes RRS35.

