



## OPTIMIST GOLD CUP Monfalcone, 16-18 July 2022

### NOTICE OF RACE

#### ORGANISING AUTHORITY:

As commissioned by partnering association FIV: Yacht Club Monfalcone ASD (Gorizia). Monfalcone (GO) Via Bagni Nuova 41 34074; Telephone +39 366 7179633; E-mail: [segreteria@yachtclubhannibal.it](mailto:segreteria@yachtclubhannibal.it)

**Regatta Office opening hours: Monday, Wednesday, Thursday, Friday, Saturday, 8:30 am - 12.30 pm**

**LOCATION AND DATES: MONFALCONE, 16-18 JULY**

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

<b>NP</b>	Rules for which a boat may not protest another boat for an alleged breach of that rule (this changes RRS 60.1(a)).
<b>SP</b>	Rules for which a standard penalty may be applied by the RC to a boat without protest hearing (this changes RRS 63.1).
<b>DP</b>	Rules in which all penalties are at the discretion of the Protest Committee.

#### 1. RULES

- 1.1 The event is governed by the 2021-2024 Racing Rules of Sailing (RRS).
- 1.2 FIV legislation for Attività Sportiva Nazionale Organizzata in Italia 2022 will be the applicable regulation for this event.
- 1.3 RRS 61.1 "Informing the Protestee" is included as follows: "Immediately after arrival the protesting boat crew must report to the RC the intention to protest and **must** do so by reporting the number of the boat/s they are protesting."
- 1.4 All participants are required to wear their own personal floating devices (PFD) when they are out at sea, in compliance with OCR 4.2.(a), except for when briefly changing/adjusting clothing or personal gear. Wet suits and dry suits are not considered personal floating devices. This changes RRS 40.
- 1.5 Annex "P" of the RRS (Special Procedures for Rule 42) will be in place.
- 1.6 In the event of a conflict between NOR and SI, the latter as well as the subsequent official notices will prevail in compliance with the RRS 63.7.
- 1.7 Italian is the Official Language of the Regatta. If there is a conflict between languages, the original version of the relevant document will take precedence.

#### 2. SAILING INSTRUCTIONS

Sailing instructions will be available on the website: [www.racingrulesofsailing.org](http://www.racingrulesofsailing.org) and on the OA's



website: [www.yachtclubhannibal.it](http://www.yachtclubhannibal.it) on the 14th July 2022 from 4 pm.

### 3. NOTICES

The Official Notice Board will be available online on the following website: [www.racingrulesofsailing.org](http://www.racingrulesofsailing.org) and on the OA's website **Errorre. Riferimento a collegamento ipertestuale non valido.** [www.yachtclubhannibal.it](http://www.yachtclubhannibal.it).

It will also be available at the RO.

3.1 Potential amendments of the SI and other notices addressed to participants can be made until 2 hours prior to the first scheduled warning signal for that day. Amendments to the schedule must be made by 7 pm on the day before the day on which they take effect.

3.2 Onshore signals will be displayed by the mast of the Yacht Club Monfalcone / Hannibal

3.3 [DP][NP] On days in which races are scheduled, boats must not leave their allocated Areas until flag "D" is displayed (Delta of the International Signal Codes (ICS)). The warning signal and other signals will be displayed from 60 minutes after the D flag is displayed and not before the scheduled or postponed timetable.

3.4 Participants should adapt to any reasonable request made by a Regatta Officer.

### 4. ELIGIBILITY AND ENTRY

The competition is open to helmsman born in: 2007 - 2008 - 2009 - 2010 - 2011 (DIVISION A), 2012 - 2013 (DIVISION B). All participants must have a valid National Association membership card (IODA), a valid medical certificate if required by national regulations; valid boat insurance and measurement certificate.

### 5. ENTRY FEE AND REQUIRED DOCUMENTS

Entries must be submitted online using the following link <https://federvela.coninet.it/user/login?destination>  
The entry fee is € 50,00 and should be paid directly to the Organising Authority using the following bank details:

Circolo Velico Yacht Club Hannibal ASD, Via Bagni Nuova 41 - 34074 Monfalcone (GO)

**BANCA DI CIVIDALE S.p.A.**

**FILIALE DI MONFALCONE**

**IBAN: IT9310548464610CC0611002522**

**BIC/SWIFT CIVIIT2C**

Reference: Athlete's name and surname, Sail number, boating club – Optimist Gold Cup

For a single bank transfer concerning multiple boats, please state the name of the event and all enrolling boats' sail numbers.

We kindly request that you also include all relevant details and documents in a single email sent to: [segreteria@yachtclubhannibal.it](mailto:segreteria@yachtclubhannibal.it). Please use this formula for your email subject: Gold Cup 16-18 July Documents, [SAIL NUMBER] + the following:

- Bank transfer receipt
- Measurement or rating certificate
- Boat insurance covering a minimum of € 1.500.000,00 as per FIV legislation
- Medical certificate if required by national regulations

**No other documents will be required if applications are submitted correctly as per the above Indications. It is not necessary to sign the event's media release form and privacy policy documents.**

The deadline for registration and fee payment is **14 July, 7 pm**. Those who have incorrectly registered online will be notified by email and will be asked to re-send the missing or corrected documents.

### 6. ADVERTISING

6.1 Individual promotion and personal advertisement are not permitted during the event. Boats may be required to display advertising chosen and supplied by the OA in compliance with World Sailing Regulation 20.



## 7. PROGRAM

7.1 The Racing Program will be as follows:

Races will take place in Monfalcone between the 16th and 18th July 2022.

- 15 July 2022: coach briefing at 5:30 pm by the YCM sailing school.
- 16 July 2022: warning signal at 12 pm.

On the following days the warning signal will be announced online by the RC by 8 pm via the portals **Errore. Riferimento a collegamento ipertestuale non valido.** and [www.yachtclubhannibal.it](http://www.yachtclubhannibal.it). In the absence of such communication, the warning signal will be at the same time as on the first day of competition.

7.2 Should the regatta take place in heats, in compliance with the FIV legislation for the "Optimist class", following official notice, ADDENDUM A of this NOR shall apply.

7.3 The warning signal of subsequent races that same day will be given as soon as possible.

7.4 No warning signal can be given after 4:30 pm on the last day of competition except for those categories racing in heats where, if the first heat of a race starts before 4:30 pm, the last heat of that race must start within the following 30 mins (by 5 pm max).

7.5 The awards ceremony will be held as soon as possible once the races have come to an end.

7.6 If possible, 8 races will be completed. No more than 3 races per day for both divisions (A and B).

7.7 The regatta remains valid regardless of the number of races completed.

## 8. EQUIPMENT INSPECTION

Measurements of the hull, sails, equipment, and gear must be provided in advance (it is not permitted to replace the sail without the TC or RC's written consent). Equipment and measurement checks may be carried out in between races. Boats will need to race with the same sail number stated on the accompanying Measurement Certificate. Any change will need to be authorized by either the TC or RC as per point 11 of the SI.

## 9. VENUE

9.1 The regatta will take place in the stretch of water opposite the Panzano gulf.

## 10. PENALTY SYSTEM

10.1 **[DP][NP]** Boats that pull out of the race or take a penalty will need to fill out the Penalties form online ([www.racingrulesofsailing.org](http://www.racingrulesofsailing.org)) within the time limits.

10.2 Penalties for breaches of the OCR will be discretionary (refer to **[DP]**).

## 11. SCORING

11.1 The final ranking will be drafted according to RRS A4 (Low Point System) and to FIV legislation for Attività Sportiva Nazionale Organizzata in Italia 2022.

11.2 For races taking place in heats, RRS A5.2 is amended so that the scores are based on the number of boats assigned to the largest heat. In the event that some boats have completed more races than others, the most recent race score will be dismissed so that the score for all boats is based on the same number of races. RRS 60.1(b) is amended such that this cannot be subject to request for redress.

11.3 Where fewer than 4 races have been completed, a boat's score will be the same as the score of all the completed races. When 4 or more races have been completed, a boat's score will be the total of her race scores excluding her worse score.

## 12. SUPPORT PERSONS

12.1 All support persons (coaches/parents/accompanying persons) will need to register via the following link: **Errore. Riferimento a collegamento ipertestuale non valido.** and on the OA's website: [www.yachtclubhannibal.it](http://www.yachtclubhannibal.it) and must state the following:

- A) features and specifications of support boat
- B) must accept the terms and conditions applied to the support boats as per ADDENDUM B of this NOR
- C) sail number and the names of the accompanied participant/s
- D) must have a VHF radio

Support boats and their crew will be subject to technical guidelines provided by RC and the Jury.

By registering, the support person agrees to ensure that the participants they are accompanying arrive



to the racecourse throughout the entire competition.

### 13. ENVIRONMENTAL RESPONSIBILITY

As per RRS Basic Principles, "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing". As such, in the interest of safeguarding the environment, the utmost care before, during and after all sailing events is expected. In particular, with reference to the **RRS 47 Trash Disposal** "*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.*"

### 14. RISK STATEMENT

As per RRS 3, "Competitors and support team members participate in the series entirely at their own risk." Sailing is, by its nature, an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and the responsible adult agrees and acknowledges that:

- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their boat to such inherent risk whilst taking part in the event;
- They are responsible for the safety of themselves, their boat and their other property whether afloat or ashore;
- They accept responsibility for any injury damage or loss to the extent caused by their own actions or omission;
- Their boat is in good order, equipped to sail in the event, and they are fit to participate;
- The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- It is their responsibility to familiarize themselves with any risks specific to the venue or this event drawn to their attention in any rules and information produced for this venue or event, and to attend any safety briefings held for the event.

### 15. INSURANCE

Third-party liability insurance is mandatory for all boats. In accordance with FIV legislation, all boats must be insured with a minimum ceiling of € 1.500.000,00. Such insurance is not required where participants hold FIV PLUS membership.

### 16. PRIZES

Division A - general ranking - from 1° to 3° place  
Division A - women's ranking - from 1° to 3° place  
Division B - general ranking - from 1° to 3° place  
Division B - women's ranking - from 1° to 3° place

Prizes will be drawn at random and awarded to participants attending the award ceremony. Prizes include: 1 Optimist class boat, 3 Giulietti rigs, 5 CD Sails.

The Organising Authority reserves the right to assign additional special awards.

Other gadgets of the Organising Authority's partners may be drawn.

### 17. CHARTER

To request a charter service please send an email to [segreteria@yachtclubhannibal.it](mailto:segreteria@yachtclubhannibal.it).

### 18. PHOTOGRAPHY AND/OR BROADCASTING RIGHTS

Participants agree to grant full rights and permission to the OA to make, use and show at their discretion any motion pictures, still pictures, and live, taped or filmed television and other reproductions of participants or boats during this event, including, but not limited to, television advertisements. These may be used for their editorial or publicity purposes.

### 19. CAMERAS AND ELECTRONIC EQUIPMENT [DP][NP]

Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the OA. Information and data from from this equipment may not be used as evidence in a hearing (this changes RRS 63.6).



Once installed onboard as per OA guidance, the equipment must not be tampered with in any way by participants or support persons unless expressly instructed to do so by the OA.

## **20. LOGISTICS – FURTHER INFORMATION – ACCOMMODATION:**

Information regarding onshore logistics, services, and events for participants, coaches and accompanying persons will be published online at [www.yachtclubhannibal.it](http://www.yachtclubhannibal.it) and will be available at the RO.

With respect to accommodation in Monfalcone, it is possible to take advantage of the agreements with 'Nuovo Albergo Operai' e 'Sam Hotel' by referring to YC Monfalcone and the Optimist Gold Cup.

THE ORGANIZING AUTHORITY



## ADDENDUM - A

### Instructions for Races and Heats

*The following additional SI will apply to multi-heat races.*

#### A1 – FORMAT

- The regatta will be raced using System “A” (two groups) as articulated in FIV regulations.
- Drawn at random, participants will be subdivided into two groups (programs such as ZW random subdivision system are accepted).
- The RC, assisted by FIV coaches or by coaches nominated for this purpose, may re-arrange participants if the sub-division results in a disproportionate number of participants from one club or from the same FIV zone or for any other technical purpose. These modifications shall not be grounds for requests for redress (this changes RRS 60.1(b)).
- Each race consists of two heats. For the race to be valid, both heats must result in a regularly run and classified race. Should one heat not be completed, the race will automatically be interrupted for the other heat as well. This shall not be grounds for request for redress (this changes RRS 60.1(b)).
- As outlined below, boats will be re-assigned to groups after each day of racing using provisional results available at 8 pm regardless of protests or requests for redress adjudicated or modified after such time. Where both groups have not raced an equal number of heats, groups will be re-assigned based on a provisional ranking calculated using results from races that both groups have completed.

GROUP	A	B
COLOUR	BLU	GIALLO
Provisional ranking	1	
		2
		3
	4	
	5	
		6
		7
	8	
	9	10
		11
	12	
	And so on	



- In practice, groups will be re-organized as follows: the first-placed participant will be assigned to group A, the second-placed participant to group B, the third-placed participant to group B, the fourth- and fifth-placed participants to group A, the sixth- and seventh-placed participants to group B, and so on.
- Where both groups have not raced an equal number of heats, the following day of racing will commence with the completion of the previous day's heats. Racing will then proceed according to schedule and group changes will occur while afloat.
- Should only one race be completed on the first day of racing, participants will be re-assigned to groups at random.
- Where a boat is declared BFD in a race that – for any reason – is incomplete, that boat shall not be allowed to start the following race even if groups are re-assigned.
- Where one group has not completed the series, the missing heats will be completed the following day. These heats shall not be considered part of the three races scheduled for the day of racing.

#### **A2 – RACE TIME LIMIT (refer to point 8 of SI)**

#### **A3 – STARTING SIGNALS**

- The warning signal for the second heat of the race will be displayed as soon as possible after the valid start of the first heat of the race. As such, the relevant boats must stay in the vicinity of the starting area.
- Participants are required to pay attention to RC signals as the RC may invert the starting order.

#### **A4 – IDENTIFYING FLAGS FOR HEATS (the OA can change the colours)**

Heats shall be identified as follows:

- Group "A" (DIVISION A)
  - Warning signal: rectangular BLUE flag; a blue ribbon must be **affixed to the back side of the sprit** to identify the group.
- Gruppo "B" (DIVISION A)
  - Warning signal: rectangular YELLOW flag; a yellow ribbon must be **affixed to the back side of the sprit** to identify the group.
- Single Fleet (DIVISION B)
  - Warning signal: rectangular flag with class insignia



## ADDENDUM - B

### RULES FOR SUPPORT BOATS AND SUPPORT PERSONS

#### FOREWORD FOR ACCOMPANYING PEOPLES

##### **BASIC PRINCIPLES:**

##### **Sportsmanship and the rules:**

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a boat breaks a rule and is not exonerated she will promptly take an appropriate penalty or action, which may be to retire.

The aforementioned principle the first and most important lesson that should be communicated by sailing coaches.

In this regatta, should there be a infraction of the rules by participants, their respective accompanying persons (team-leaders, coaches, instructors, etc.) should intervene – even before Regatta Officers – and induce those participants to execute the required penalty, such as retire from the race or Regatta.

Should one of the participants retire, accompanying persons are kindly encouraged to not extend the retirement to all those they are accompanying.

B.1 For support persons to obtain permission to navigate in the Area reserved for them as specified in Appendix A of the SI, they must obtain accreditation from the OA, declaring the boats they are supporting and accept the rules which pertain to them. Support persons will receive written permission and an identifying insignia which should be displayed on their support boat. When the warning signal for the first heat of a race is displayed and during the subsequent starting sequence (up until all heats have started), support boats must remain in the Waiting Area – delimited by two small buoys – leeward of the starting line as articulated in Appendix 1.

B.2 An infraction in this respect can be sanctioned with a **[DP]**.

B.3 **[DP]** In addition to the **20.1**, support persons must remain outside the Restricted Area until all heats in that race have arrived or until the RC signals a postponement or interruption. To observe boats during a race, support boats can follow on the left side of the course to leeward, remaining well outside the Restricted Area, i.e. approximately 100 meters from the course area. Support boats can, after the start of the last heat, move between the Waiting Area and the areas in the vicinity of the finish line, by crossing the central channel. Support boats must not cross or stay either windward of the finish line or inside the Inspection and **Waiting Area** (50x100 mt. see map). When a member of the RC or the PC indicates that a support boat must move further away from the course area, it must do so immediately. This does not apply where assistance or rescue of a boat is required.

B.4 **[DP][NP]** In the interval between the finish of one race and the start of the next race, participants can approach accredited support boats (refer to point **20.1**).

B.5 All accredited support boats must assist the OA's boats in safety operations and provide maximum assistance to all participants.

B.6 Coaches are requested to have a working VHF device and to register their telephone number in the RO for urgent communications.

B.7 While afloat, all support persons must wear a PFD.



