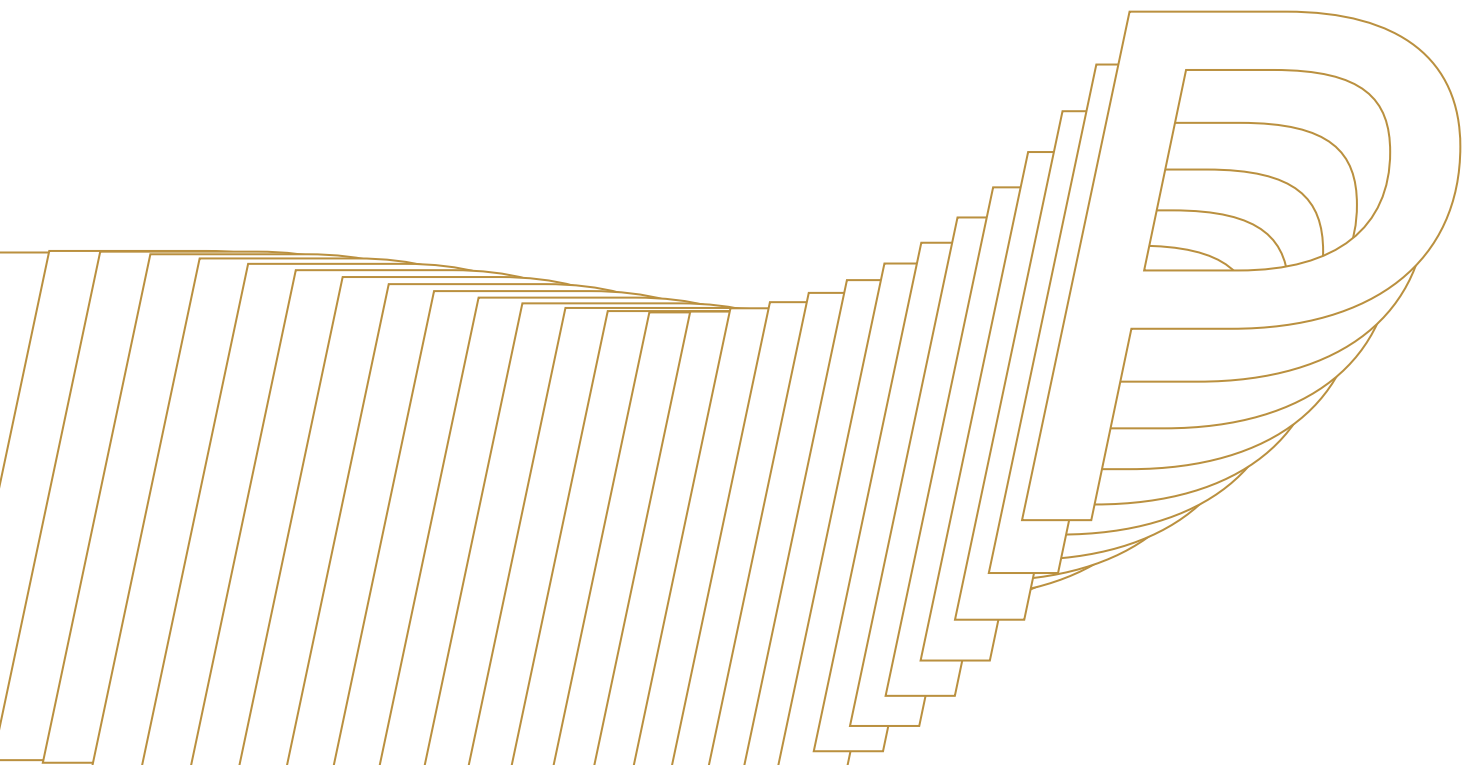


BARCOLANA[®] MAXI TROFEO PORTOPICCOLO

Sailing Instruction

Trieste, Italy
October 3rd – 6th 2022





ORGANIZING AUTHORITY

YACHT CLUB PORTOPICCOLO
Porto Piccolo Sistiana - 34011 Trieste

SOCIETÀ VELICA DI BARCOLA E GRIGNANO
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Official event page on the website: www.barcolana.it

SHORTENING

In the Sailing Instruction there are some abbreviations:

CIS: International Signals Code

RO: Race Office

RC: Race Committee

OC: Organizing Committee

IJ: International Jury

NOR: Notice of Racing

SI: Sailing Instruction

AO: Organizing Authority

RRS: Racing Rule of Sailing

The notation in a rule of Sailing Instruction:

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

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

1. RULES

As Notice of Race
RRS 90.3 (e) is in force
The official language is English. If there is a conflict between languages the English text will prevail.

2. NOTICE TO COMPETITORS

- 2.1 Any change of the SI will be posted on the Official On line Notice Board posted on line at the link <https://www.barcolana.it/barcolana-maxi-trofeo-portopiccolo> 2 hours fore the first signal of the day, in exeption of a change of the regatta's schedule, that will be posted before 8.00 pm, on the day before it will take effect
The notice to competitors will posted on the official event web page <https://www.barcolana.it/it/in-mare/barcolana-maxi-trofeo-portopiccolo> and with a broadcast on VHF 72. Failure to communicate through these channels, defective or non-receipt, will not be a reason for request for redress (amendment RRS60.1 (b))

3. SIGNALS MADE ASHORE

- 3.1 The signals will be displayed on the signal pole at the YCPP Club House.
3.2 The "AP" signal accompanied by 2 acoustic signals means: "the start of the Regatta is postponed". The warning signal will be given no earlier than 60 minutes from the lowering of the "AP" accompanied by 1 acoustic signal (This change RRS signals).

4. SCHEDULE OF RACES

Monday October 3^d

- 2.00 pm Warning signal for Practice Race
5.30 pm Time limit as par SI 15.2

Tuesday October 4th

- 11.00 am Skippers' Briefing at YCPP's terrace and broadcasted on social media
1.00 am Warning signal for Race 1
5.00 pm Time limit as par SI 15.2

Wednesday October 5th

- 11.00 am Skippers' Briefing at YCPP's terrace and broadcasted on social media
1.00 pm Warning signal for Race 2
5.30 pm Time limit as par SI 15.2

Thursday October 6th

- 10.25 am Warning signal for Race 3 (Barcolana 54's course)
5.30 pm Time limit as par SI 15.2

The Organizing Authority will try to share and broadcast any information and the daily skipper meeting (in a following amendement the link). Any failure will not be grounds for a request of redress (this change RRS 60.1(b)).

5. SPARE

6. RACING AREA

- 6.1 The racing area will be in Trieste Gulf.

7. COURSES

- 7.1 In Annexes A and B, which are an integral part of these SI, the courses to be taken are described. Each course provided in Annex A is identified by a numerical pennant. In Annex A, for each course, is reported the order in which the buoys must be passed and the side on which each buoy must be left, the positioning coordinates of the buoys, the direction in compass degrees for the next buoy and the side length. These data are approximative. Any differences concerning the route at sea will not be grounds for a request of redress (this change RRS 60.1(b))
7.2 The rating's calculation will be made on the actual length of the course, which will be determined by the Race Committee and which cannot be the subject of requests for redress by a boat. This change RRS 60.1 (b).
7.3 On October 3th to 5th, the numerical pennant corresponding to the course to be sailed will be displayed no later than the displaying of the orange flag.
7.4 The start will be upwind consequently, if Mark 1 is not already to windward, RC may place an inflatable cylindrical yellow mark approximately 1.8 NM from the starting line. The laying of such a mark will be signaled by the RC displaying a red flag to indicate that the mark should be left to port or a green flag to indicate that the mark should be left to starboard and showing the approximate compass course before or together with the warning signal.
7.5 On October 6th Race 3 will be sailed on the Barcolana 54 course as described in Annex B.

8. MARKS

- 8.1 The description of marks for the races of 3-4-5 October is shown in Annex A which is an integral part of these SI.
8.2 The description of marks for the race of 6 October is shown in Annex B which is an integral part of these SI.

9. STARTING LINE

- 9.1 To alert boats that the race will start soon, the orange flag will be displayed with an acustic signal at least 5 minutes before the warning signal is displayed.
9.2 The starting procedure will be one for all classes and in compliance with RRS 26
9.3 The starting line will be between an orange flag pole placed on RC boat at the right end of the line and an orange flag pole placed on the pin end RC boat. The pin end RC boat can be replaced by a yellow pyramidal buoy and in this case the starting line will be between the flag placed on the RC signal boat and the course side of the starting buoy.
9.4 All the flag signals made by the RC signal boat or other communications will be repeated via radio on VHF channel 72. Failure to communicate or receive it will not

be subject for a request for redress. This is a modification of RRS 60.1 (b).

- 9.5 After an individual recall, the RC will try to transmit the sail number, bown umber or name of the boat that has not started and has been identified as OCS on channel 72VHF. Lack of the transmission or its lack of timeliness or the order in which the boats are notified, will not be grounds for a request for redress by boats. This changes RRS 60.1(b).
- 9.6 Boats crossing the starting line more than 10 minutes after the starting signal will be scored DNS without a hearing (this change RRS 35, A4 and A5).

10. CHANGE OF COURSE

- 10.1 There are no changes of course (this changes RRS 33).

11. SHORTENED COURSE

- 11.1 The course may be shortened to any course mark, partially modifying the RRS 32, at the discretion of the Race Committee. In this case the finish line will be between a course mark and the pole with the "S" flag placed on a RC boat.
- 11.2 The signal "C above S" accompanied by repeated acoustic signals displayed near a mark means: "no other legs are to be sailed. From this mark go directly to the finish line as defined in the original course" (this Instruction changes the RRS Race Signals).

12. FINISHING LINE

- 12.1 The finish line will be between a pole with the blue flag placed on the boat of the Race Committee and the finish mark A.

14. PENALTY SYSTEM

- 14.1 Rule 44.1 is changed to the effect that the two-turn penalty is replaced by the one-turn penalty.
- 14.2 Each competitor who takes a penalty according to RRS 44.1 must deliver the appropriate form to the RC, within the time limit for protests; otherwise in the event of a protest, the penalty may be considered as not taken.

15. TARGET TIME AND TIME LIMIT

- 15.1 There is no target time for completing the course.
- 15.2 The time limit is stated in the schedule of race (SI n. 04); boats not finishes within the time limit will be scored DNF without a hearing (This change RRS 35, A4 and A5).

16. PROTEST AND REQUEST FOR REDRESS

- 16.1 The time limit for protests is 60 minutes after the last boat finishes the race of the day; protests can be lodge at linkwww.barcolana.it/Bmaxi-TrofeoPortopiccolo/protests.

- 16.2 The protest forms are available at the Race Office. Protest, request of redress shall be delivered to the Race Office whtihin the protest time limit. (this change RRS 62.second sentence).
- 16.3 Notice will be published no later than 30 minutes after the expiry of the time limit for protests to inform competitors of the hearings in which they are parties or appointed as witnesses and the time at which the hearings will begin.

17. RESULTS

- 17.1 The "Low point system" system provided in Appendix A RRS will be used. There is no discard.
- 17.2 The scoring option used for ORC monohulls will be declared before the race and will be noticed to competitors also on the Official Notice Board.
- 17.3 The event will be valid even with only one race disputed.

18. [DP][NP] SAFETY REGULATION

- 18.1 A boat that retires during a race shall notify the Race Committee as quickly as possible on the VHF 72 service channel.

19. [DP][NP] SPECIAL WARNING

- 19.1 Any changes in the crew, equipment or sail number declared on the registration form must be submitted within two hours prior warning signal of the day's race and approved by the Race Committee. An infringement to the Sis may always be penalized.
- 19.2 It is also recalled that the international rules for navigation provide that ships maneuvering near ports have the right of way also on sailing boats. In authorizing this Regatta, the Maritime Authority requires all Competitors not to hinder commercial traffic for any reason.

20. MEASURAMENT CONTROLL

- 20.1 A boat or its equipment may be checked at any time to ascertain its compliance with the Rating Certificate, Notice of Race and the Sailing Instructions.

21. [DP][NP] RADIO COMUNICATION

- 21.1 The service channel will be 72 VHF. The radio communications made by the competitors will be considered valid only if confirmed by the listening station. Except in an emergency, a boat, when racing, shall neither transmit radio nor receive radio communications that are not accessible to all other boats. This restriction also applies to mobile phones.

22. TRASH DISPOSAL AND ONBOARD WASTE MANAGEMET

- 22.1 Competitors must limit any negative environmental impact caused by the sport of sailing.
- 22.2 Waste must be deposited ashore.
- 22.3 Spi or gennaker joints, if made of biodegradable material, will not be considered waste.
- 22.4 The OC recommends the competitors to follow the rules in appendix Tango.

23. RELEASE OF LIABILITY AND INSURANCE

- 23.1 As per the fundamental rule RRS 3, the participants in the regatta referred to in this SI take part in it under their full and exclusive responsibility. Competitors are solely responsible for the decision to take part or to continue the race. The Organizing Authority and the RC consider themselves exonerated from any responsibility for damages that people and / or things may suffer, both on land and in water, as a consequence of their participation in the Regatta referred to in this SI. It is the competence of the Competitors to decide on the basis of their abilities, the strength of the wind, the state of the sea, the meteorological forecasts and everything else that must be foreseen by a good sailor, whether to go out to sea and participate in the regatta, to continue it or to give up, aware that the sailing activity falls within those governed by article 2050 of the Italian Civil Code. Each competitor has the personal responsibility to wear an individual buoyancy aid appropriate to the circumstances.
- 23.2 Competitors are required to be in possession of suitable "regatta extension" third party liability insurance to cover damage to property and people, with a maximal in accordance with the provisions of the law in force in the Notice of Race and signed in the registration form.

24. ADVERTISING, TRACKING, VIDEO DEVICES, GUESTS

- 24.1 Boats may be required to carry on board advertising, tracking and/or video devices, and guests during races (such as Chefs or Journalists), on request of the Organizing Authority. Guests shall not assist in racing, as par NOR 16.

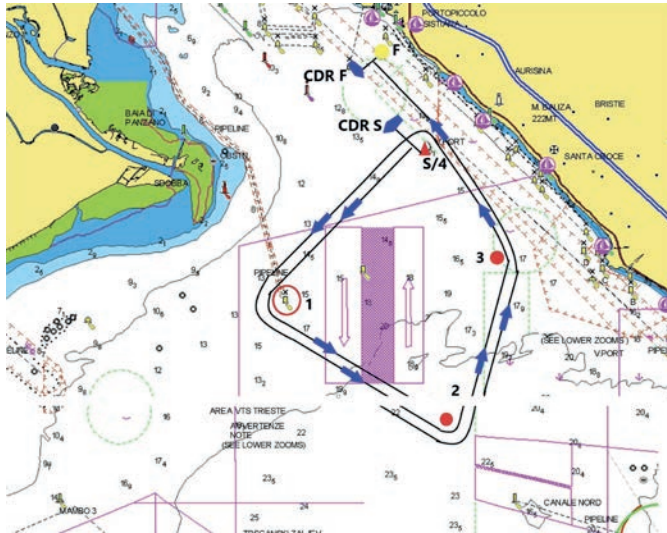
25. PRICE GIVING

- 25.1 As NOR prescription.

APPENDIX A

COURSE 1

Number pennant 1: S-(Windward mark)-1-2-3-4-1-2-3-F
(23,0 NM + wd mark)



Mark S/4

Controstarter rib or pyramidal yellow mark	45°44.000' N 13°38.700' E	From Start to mark 1 ∠ 222°
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Windward Mark

Pyramidal yellow mark	At wind 1,8 NM	From Start
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Mark 1

Special use buoy yellow color with St. Andrew's cross (end of pipeline)	45°41.580' N 13°35.630' E	From mark 1 to mark 2 ∠ 121°
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Mark 2

Pyramidal yellow mark	45°39.960' N 13°39.400' E	From mark 2 to mark 3 ∠ 015°
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Mark 3

pyramidal yellow mark	45°42.300' N 13°40.300' E	From mark 3 to mark 4 ∠ 327° from mark 3 to Finish ∠ 331°
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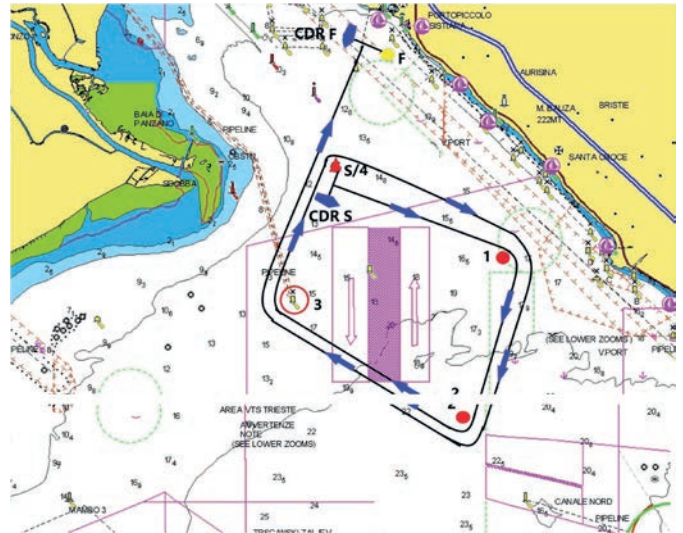
Finish line

pyramidal red mark	45°45 450' N 13°37 760' E
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Direction for mark 1 and variable side length depending on the positioning of windward mark: red flag ∠ mark to be left on port- green flag ∠ mark be left on starboard

COURSE 2

Number pennant 2: S-(Windward mark)-1-2-3-4-1-2-3-F
(23,2 NM + Wd mark)



Mark S/4

Controstarter rib or pyramidal yellow mark	45°43.700' N 13°36.600' E	From Start to mark 1 ∠ 118°
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Windward Mark

Pyramidal yellow mark	At wind 1,8 NM	From Start
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Mark 1

pyramidal yellow mark	45°42.300' N 13°40.300' E	From mark 1 to mark 2 ∠ 195°
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Boa 2

Pyramidal yellow mark	45°39.960' N 13°39.400' E	From mark 2 to mark 3 ∠ 301°
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Boa 3

Special use buoy yellow color with St. Andrew's cross (end of pipeline)	45°41.580' N 13°35.630' E	From mark 3 to mark 4 ∠ 018° to mark 3 to Finish ∠ 021°
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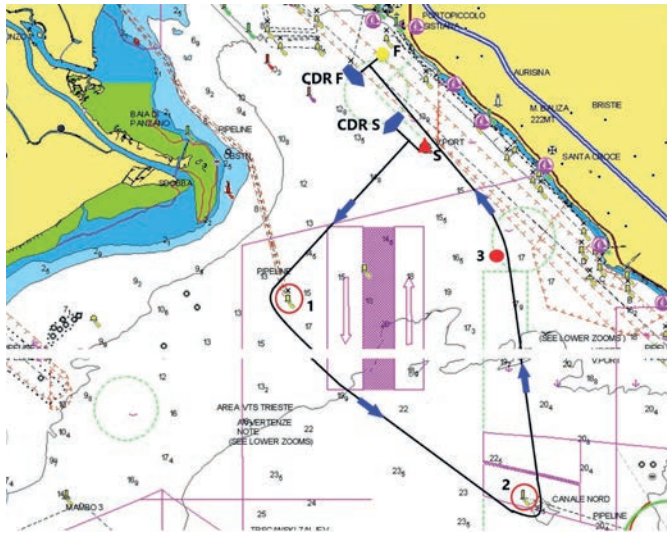
Finish line

pyramidal red mark	45°45 450' N 13°37 760' E
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Direction for mark 1 and variable side length depending on the positioning of windward mark: red flag ∠ mark to be left on port- green flag ∠ mark be left on starboard

COURSE 3

Numeral pennant 3: S-(Windward mark)-1-2-3-F
(15,2 NM+ wd mark)



Mark S

Controstarter rib or pyramidal yellow mark	45°44.000' N 13°38.700' E	From Start to mark 1 \diamond 222°
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Windward Mark

Pyramidal yellow mark	At wind 1,8 NM	From Start
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Mark 1

Special use buoy yellow color with St.Andrew's cross (end of pipeline)	45°41.580' N 13°35.630' E	From mark 1 to mark 2 \diamond 129°
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Mark3

Pyramidal yellow mark	45°42.300' N 13°40.300' E	From mark 3 to mark F \diamond 331°
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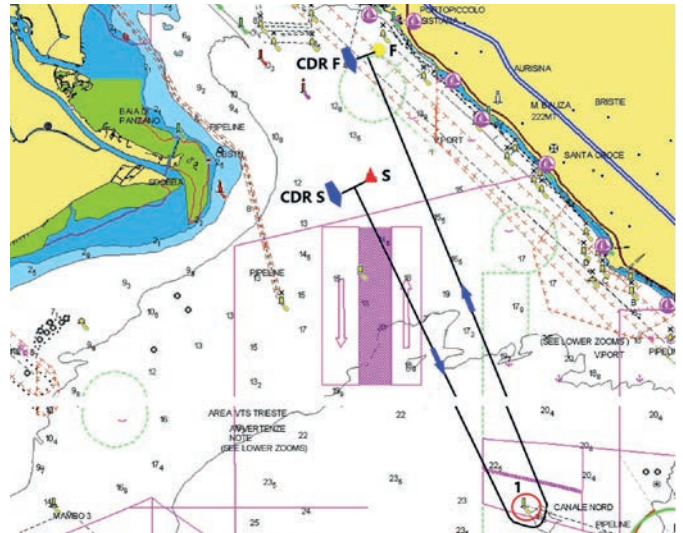
Finish line

pyramidal red mark	45°45 450' N 13°37 760' E
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Direction for mark 1 and variable side length depending on the positioning of windward mark:
red flag \diamond mark to be left on port- green flag \diamond mark be left on starboard

COURSE 4

Numeral pennant 4: S-(Windward mark)-1-2-3-F
(15,4 NM + Wd Mark)



Mark S

Controstarter rib or pyramidal yellow mark	45°43.700' N 13°36.600' E	From Start to mark 1 \diamond 118°
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Windward Mark

Pyramidal yellow mark	At wind 1,8 NM	From Start
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Mark 1

Pyramidal yellow mark	45°42.300' N 13°40.300' E	From mark 1 to mark 2 \diamond 173°
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Mark 2

Yellow color Buoy (end of pipeline)	45°38.636' N 13°40.897' E	From mark 2 to mark 3 \diamond 309°
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Mark 3

Special use buoy yellow color with St.Andrew's cross (end of pipeline)	45°41.580' N 13°35.630' E	From mark 3 to mark F \diamond 021°
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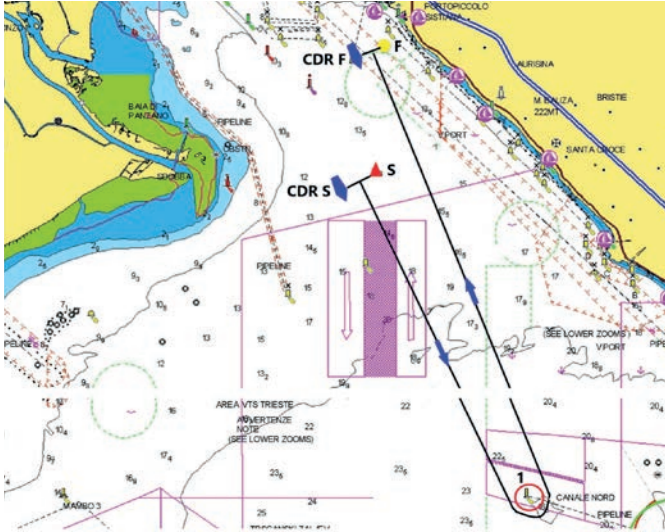
Finish line

pyramidal red mark	45°45 450' N 13°37 760' E
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Direction for mark 1 and variable side length depending on the positioning of windward mark:
red flag \diamond mark to be left on port - green flag \diamond mark be left on starboard

COURSE 5

Numeral pennant: 5 S-(Windward mark)-1-F
(12,8 NM+ Wd mark)



Mark S

Controstarter rib or pyramidal yellow mark	45°43.700' N 13°37.500' E	From Start to mark 1 \diamond 155°
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Windward Mark

Pyramidal yellow mark	At wind 1,8 NM	From Start
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Boa 1

Floating beacon yellow color (end of pipeline)	45°38.636' N 13°40.897' E	From mark 1 to mark F \diamond 342°
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Finish line

pyramidal red mark	45°45 450' N 13°37 760' E
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Direction for mark 1 and variable side length depending on the positioning of windward mark:

red flag \diamond mark to be left on port- green flag \diamond mark be left on starboard

ANNEX B BARCOLANA 54 COURSE

All marks will be pyramidal yellow and their coordinates are:



Mark P

45°40.490'N	013° 44.460'E	From Mark P to Mark 1 210°
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Mark 1

45°37.260'N	013° 40.250'E	From Mark 1 to Mark 2 332°
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Mark 2

45°38.135'N	013° 39.586'E	From Mark 2 to Mark 3 23°
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Mark 3

45°41.900'N	013° 41.900'E	From Mark 3 to Mark 4 128°
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Mark 4

45°40.490'N	013° 44.460'E	From Mark 4 to Finish 153°
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Finish

45°39.200'N	013° 45.400'E	
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ANNEX B TANGO

1. Cruise as much as possible under sail.
2. Do not throw over board anything.
3. Avoid accidental fall of any stuffs at sea, keep the maintenance tools in a safe area while working on deck.
4. Use 100% biodegradable cleaning products, if possible stored in recycled containers, with as little packaging as possible.
5. Create lockers and containers for separate collection on board and deposit waste in dedicated containers on the ground.
6. Do not use disposable dishes, plates and glasses and carry your food in canvas or reusable bags.
7. If you need to smoke, use the portable and windproof ashtray.
8. Take on board the floating plastics you find at sea, they can have a second life! If they are too bulky, report the position to the competent authorities who will collect and issue a notice to mariners.
9. Avoid replacing, repairing or thinking how to reuse.
10. Never ancor you boat on Posidonia, respect the Marine Protected Areas, inform yourself about their specific regulations and if you spot marine animals, don't bother them and stay at a distance.

THE TIME OF DECAY OF WASTE AT SEA IS VERY LONG

Paper tissues - 3 months

Matches - 6 months

Cigarette butt - 1 to 5 years

Plastic bags - 10 to 20 years

Nylon products - from 30 to 40 years

Aluminum cans - 10-100 years

Glass bottles - 1,000 years

Polystyrene - 1,000 years

Plastic bottles - never completely

Spread to other crew members the ethical and ecological principles of behavior to keep on board: stimulate others to become R.Eco!

