



4° Optimist Gold Cup

Monfalcone 12-13-14 July 2024

NOTICE OF RACE

ORGANIZING AUTHORITY

On behalf of the Italian Sailing Federation (FIV) the YACHT CLUB MONFALCONE A.S.D.- Tel.+39 366 7179633; <https://www.ycmonfalcone.com/>

Venue and date: MONFALCONE, 12-13-14 JULY 2024

Sportsmanship and 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 competitors break a rule, they will promptly take a penalty, which may also be to retire from a race or competition.

The following abbreviations are used in the Notice of Race and in the Sailing Instructions:

- CIS - International Flag Code
- AUC - Official Notice Board (ONLINE)
- CdR - Race Committee
- CdP - Protest Committee
- CT - Technical Committee
- IdR - Sailing Instructions
- RRS - RRS W.S. 2021-2024
- SR - Race Office
- RCO - Optimist Class Rules
- AO - Organizing Authority
- WS - World Sailing

NP	Rules that are not grounds for protest by a boat (This changes rule 60.1 (a))
SP	Rules for which the penalties are at the discretion of the CdR or CT (modify RRS 63.1)

1. RULES AND ORGANIZATION

1.1. *The regatta will be governed by the 'rules' as defined in RRS W.S. 2021-2024*

1.2. *National authority prescriptions will apply.*

1.3. *Rule 61.1 'Informing the Protestee' is changed as follows:*

1.3.(a) *Add to rule 61.1(a) 'The protesting boat shall inform the Race Committee of the boat/s being protested at the finishing line (immediately after finishing).'*

1.4. *Rule 40 and the preamble to Part 4 are cancelled and replaced as follows:*

1.4.(a) *The first sentence of rule 40 is deleted and replaced by: "Each competitor shall wear a personal flotation device (PFD) according to class rule 4.2 (a), properly secured at all times while on the water, except when temporarily adding or removing clothing. Diving suits or dry suits are not personal flotation devices "*

1.5. *Appendix "P" will apply (Special Procedures for Rule 42).*

1.6 *In the event of a conflict between the BdR and the IdR, the latter, and subsequent Official Notices, shall prevail in accordance with RRS 63.7*

2. SAILING INSTRUCTIONS:

The IdR will be available at: <https://www.racingrulesofsailing.org/events/8283#>

Starting from 10 a.m. on July 10, 2024.

3. COMMUNICATIONS WITH COMPETITORS

The Official Notice Board (AUC) will be ON-LINE only at the following link:

<https://www.racingrulesofsailing.org/events/8283#>

3.1. Changes to the IdR and other Notices to the competitors will be posted on the Official Notice Board at least 2 hours before the warning signal of the first race scheduled on that day. Changes to the program must be made by 7 p.m. on the day before they are to take effect.

3.2 Signals made ashore shall be displayed at the signal mast located behind the club secretariat.

3.3 [DP][NP] On event days when races are scheduled, boats shall not leave their assigned area until the "D" flag (Delta of the International Code of Signals -CIS-) is displayed. The warning signal or other signal shall be displayed not earlier than 45 minutes after the display of flag D and in any case not earlier than the scheduled or deferred time.

3.4 All competitors shall comply with a reasonable request by a regatta official.

4. ELIGIBILITY AND REGISTRATION

The regatta is open to sailors born in the years: 2009 - 2010 - 2011 - 2012 – 2013 (DIVISION A), 2014 - 2015 (DIVISION B)

Foreign competitors must comply with all rules provided by their National Authorities on sailing registration, a valid medical certificate and a certificate for third party insurance. Only current members of the Class Association may enter the regatta.

Registration will be considered completed only when the entry fee is paid.

5. ENTRY FEE AND DOCUMENTATION

Registration will be managed through the Yacht Club website www.ycmonfalcone.com. The entry fee is set at € 75.00 for early registrations till 30.04.2024 and € 100.00 from 1.05.2024 till 10.07.2024.

Fee shall be paid directly to the organizing club at the following bank details:

IT 90 X 0548464610000001002522

BIC/SWIFT CIVIIT2C

Banca Popolare di Cividale SpA

payable to: **Yacht Club Monfalcone A.S.D.**

Specifying the following details of the sailor: Name, Surname, Sailing Number and Club of affiliation.

In case of a single bank transfer for several boats please indicate the names and the sail numbers of all sailors to be entered.

Registration for the regatta with early bid fee can be made by **30/04/2024**. After this deadline, entries will be accepted till **10/07/2024** with entry fee of € 100.

After **-10/07/2024** no entries will be accepted.

Competitors who have submitted all the required documentation and made their payment will have to go to the regatta office by **9:30 a.m. on the 12/07/2024** to verify the correctness of their entry.

Those who will not result in order from the online registration (e.g. lack of one or more documents), will receive a notification from the Race Office and will have to send, **exclusively by email**, the substitutive or supplementary documentation.

The Regatta Office will open at **09:00 a.m. on the 12/07/2024**.

6. ADVERTISEMENT

Advertising is not permitted except as provided in WS Regulation 20. Competitors may be required to display advertising stickers.

7. REGATTA PROGRAM

7.1 The event will take place according to the following program:

- **Friday 12/07/2024** **10.00** am Coach Meeting;
 12.00 warning signal of the first race.
- **Saturday 13/07/2024** Races;
- **Sunday 14/07/2024** Races; Price giving; Lottery

In compliance with the FIV Regulations for Sporting Activity Organized in Italy 2023 for the "Optimist Class", if the regatta is held with the groups system, following the appropriate notice, the Additional Rules described in the ADDENDUM - A of this Notice shall apply.

7.2 The Warning Signal for each successive race of the day shall be given as soon as possible.

7.3 The time of the first warning signal, of the race days following the first, shall be the subject of a specific notice, which shall be posted on the Notice Board no later than 19.00 on the day preceding the day on which it is to take effect. If no notice is given by 19.00, the first notice signal of the day will be given at the same time as the previous day.

7.4 No warning signal shall be given after **16:00** on the last day of racing except for those racing under the groups system for which, if a group starts before **16:00**, the last group shall start within the next 30 minutes (max within **16:30**).

7.5 The prize-giving will take place as soon as possible at the end of the event.

7.6 A maximum of 9 races shall be held for both divisions (A and B).

7.7 No more than 3 races may be held per day for both divisions (A and B). The regatta is valid with any number of races completed.

8. INSPECTION OF EQUIPMENT:

All boats shall lodge a valid measurement certificate; Boats may be inspected at any time. Sails may not be changed without written authorization from the TC or, failing that, the CdR. Boats shall race with the sail number indicated on the boat certificate; any changes shall be authorized by the TC or the CdR as detailed in point 11 of the RCD.

9 EVENT LOCATION

The regatta will take place in "Bacino di Panzano".

10. PENALTY SYSTEM

10.1 [DP][NP] A boat that has self-penalized or withdrawn shall complete an online self-penalization or withdrawal form (www.racingrulesofsailing.org) within the time limit of protests.

11. SCORING

11.1 The ranking list will be drawn up in accordance with RRS A4 (minimum score) and the FIV Regulations for Organized Sporting Activity in Italy 2024.

11.2 In the case of regattas divided into groups, RRS A5.2 is modified so that scores are based on the number of boats assigned to the largest group. If at the end of the last day of racing some boats have

sailed more races than others, the results of the most recent race shall be excluded so that the result for all boats is based on the same number of races. This, in amendment of RRS 60.1(b), shall not constitute grounds for a request for repairs.

11.3 The ranking will be based on the completed races with the following type of discard:

- from 1 to 3 races no discard,
- from the 4th race 1 discard will apply.

11.4 The event will consist of a qualifying series and a final series. During the qualifying series, competitors will be divided into groups with as many boats as possible. The initial allocation of groups will be made by the Race Committee on the first day of racing. If a minimum of four races are completed within the first two days of qualifying races, the final series will be held on the last day. If, on the other hand, a minimum of 4 races are not completed by the second day of racing, the final series will not be held on the third day but will continue with the division in groups.

In the final series, competitors will be divided into: Gold Fleet which will consist of the first part of the ranking; Silver Fleet which will consist of the second part and so on for Bronze Fleet, Emerald Fleet, Pearl Fleet etc.

12. SUPPORT PERSON VESSELS

All support persons (coaches/parents/escorts) must accredit themselves by completing the registration form available at the following link <https://www.racingrulesofsailing.org/events/8283#> and at www.ycmonfalcone.com website declaring:

- A) the characteristics of their supporting vessel.
- B) acceptance of the "rules for Supporting Person Assistance Boats" described in ADDENDUM B of this Notice.
- C) the names and sail numbers of the accompanied competitors.
- D) own a working VHF.

Accredited Support Persons will be subject to the technical directives of the CdR and the Jury.

By signing this registration form the support person automatically assumes responsibility for getting the athletes accompanied by him/her on the water to race for the entire duration of the event.

13. ENVIRONMENTAL RESPONSIBILITY

It is recalled the Basic Principle which states: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing", it is recommended that care be taken to protect the environment at all times during and after the event. Especially attention is drawn to RRS 47 -TRASH DISPOSAL- which states: "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. LIABILITY RISK STATEMENT:

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. It is up to parents, team leaders or support person to allow competitors to take part in the races and therefore they have to sign the declaration of participation on registration. The organizing authority, the Race Committee, the Jury and all volunteers involved decline all responsibility regarding persons or goods, at sea or ashore, in consequence of participation in the competition.

15. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.500.000 euro per incident or the equivalent, and are required to produce evidence of such insurance

during registration;

16. PRIZES:

Prizes will be awarded to:

- the first 3 classified DIVISION A - Overall
- the first 3 classified DIVISION A - Female.
- the first 3 classified DIVISION B - Overall
- the first 3 classified DIVISION B - Female.

The Organizing Committee reserves the right to award further special prizes.
Other prizes and gadgets offered by partners of the Class or the Club will be raffled.

17. PHOTOGRAPHIC AND/OR TELEVISION RIGHTS:

Competitors grant full right and permission to the Organizing Committee to publish and/or broadcast by any media means, any photographs or filmed footage of people or boats during the event, including television commercials and anything that may be used for its own editorial or advertising purposes or for printed information.

18. [DP][NP] CAMERAS AND ELECTRONIC EQUIPMENT.

18.1 The AO may require boats to have cameras, sound equipment or position-recording equipment on board. Information derived from the presence of this equipment may not be used by a boat as evidence during a hearing (amends RRS 63.6).

18.2 The equipment provided, once installed on board according to the instructions of the AO, shall not be manipulated in any way by the competitor or a support person unless requested to do so by the AO.

19. LOGISTICS - USEFUL INFORMATION - AFFILIATED HOTELS

19.1 All information over on-shore logistics, conventions, charter boats, services and side events for athletes, coaches and accompanying persons will be provided via the website <https://www.racingrulesofsailing.org/events/8283#> and on the website <https://www.ycmonfalcone.com>.

THE ORGANIZING AUTHORITY

ADDENDUM - A

Special Racing Instructions and Groups division

When racing is conducted under the group division system, the following additional IdR apply.

A1 - CONDUCT

- The regatta shall be conducted under the "A" (two-color) Battery System provided by the FIV Rules.
- The competitors registered will be divided into two groups by drawing (if the program, such as ZW, have the random division system this is accepted as a draw).
- The Race Committee, assisted by Federal Technicians or Coaches appointed for this purpose, may move competitors ex officio if the system results in an unbalanced presence of athletes from the same Club or Zone or for any other technical reason. Any situation arising from the above may not be the subject of a request for redress (amendment to RRS 60.1(b)).
- For ranking purposes each race consists of two groups. For a race to be valid, both groups must result with a race duly sailed and classified. If it is not possible to complete one of the two groups, the race will be automatically interrupted for the other groups. This may not be the subject of a repair request (amendment to RRS 60.1(b)).
- Boats will be re-assigned into groups after each race day according to the scheme described below, using the provisional ranking list available at 20.00, without regard to protests or requests for repairs decided or modified after that time. In the event that the number of races is not equal, the groups will be re-assigned according to a provisional ranking calculated up to the last race completed by both groups.

GROUP	A	B
TAPE	BLUE	YELLOW
PROVISIONAL RESULTS	1	
		2
		3
	4	
	5	
		6
		7
	8	

- The batteries will be re-ordered by assigning the first in the ranking 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 battery is not equal, the next day will start with completing the missing races by catching up with the backward battery. We will then continue with the new groups by changing the tapes in the sea.
- In the event of only one race on the first day, competitors will be reassigned randomly.
- A boat declared BFD in a race not completed, for whatever reason, will not be allowed to start in the following race even if the colours are re-assigned.
- In the event that a race is not completed, the group of the missing race will be made up the following day. The make-up is not to be considered between the three scheduled rounds.

A2 - LIMIT TIME (see point 7 of the SRB)

A3 - STARTING SIGNALS

- The NOTICE signal of the 2nd group (of the event) will be hoisted as soon as possible after the valid start of the 1st group (of the event); starting boats should therefore keep close to the starting area.
- Please pay attention to the signals as the CdR may reverse the starting order.

A4 - DISTINCTIVE BATTERY FLAGS (the AO may change the colors)

The batteries will be distinguished as follows

- Group "A" (DIVISION A)
 - BLUE rectangular flag as warning signal; BLUE ribbon to be applied on the rear of the spike as battery identification.
- Group "B" (DIVISION A)
 - YELLOW rectangular flag as Warning Signal; YELLOW colored tape to be applied on the rear of the spike as battery identification.
- Single Fleet (DIVISION B)
 - Rectangular Optimist class flag on a RED background as Notice Signal; RED ribbon to be applied to the rear of the spike as battery identification.

ADDENDUM - B

RULES FOR SUPPORT STAFF ASSISTANCE BOATS PREMISE FOR COMPETITORS' SUPPORT STAFF

BASIC PRINCIPLE:

Sporting behavior and rules

In the sport of sailing, competitors are governed by a set of rules that they are expected to observe and enforce. A basic principle of sportsmanship is that when a boat breaks a rule and is not exempt, it must promptly execute an appropriate penalty or an appropriate action, which may include retiring.

The above principle is the first lesson that must be passed on by sailing educators, whatever their specific job description, to their trainees. Teaching it to young people is fundamental!

In this event, even before the Race Officials intervene to penalize possible rule infringements by participants, the accompanying persons (team-leaders, coaches, instructors, etc.) must promptly intervene, inducing their penalty, or, as the case may be, to withdraw from the race or event, taking care not to generalize the withdrawal to all their companions.

20.1 In order to obtain permission to navigate in the Area reserved for them as per Appendix 1 of the RIDs, support personnel will have to accredit themselves at the AO stating which boats they are connected to and their acceptance of the rules that apply to them. They will receive a written permit and an identification sign to be displayed on their craft. From the time of the hoisting of the warning signal for the first battery at the start and during the start phases (i.e., until all the batteries have started) the boats shall be in the Waiting Area located downwind of the start line and bordered by two buoys as shown in Appendix 1.

20.2 Irregular behavior in this context may be sanctioned with a [DP].

20.3 [DP] In addition to the provisions of 20.1 above, support personnel shall remain outside the Restricted Area until all the batteries in that event have arrived or the CdR signals a postponement or interruption. To observe the boats during a race, support boats may move from downwind to the windward mark through the port side keeping well outside the boundary of the Restricted Area, i.e., approximately 100 meters from the racing area. Support boats may, after the last start of the last group, move between the waiting area and the finish areas by crossing the central channel. Support boats may not transit and stop either upwind of the finish line or within the inspection and waiting area (rectangle 50x100 m. see drawing). When a CdR member or CoP member signals a support boat to move further away from the racing area, that boat shall do so immediately. This does not apply where there is a need to render assistance or rescue to a boat in distress.

20.4 [DP][NP] Competitors, in the interval between the finish of one race and the start of the next, may only approach accredited boats (see 20.1 above).

20.5 All accredited boats shall assist the organizers' boats in safety operations and give maximum assistance to all competitors.

20.6 Coaches are requested to have a working VHF device and to register their telephone number for urgent communications.

20.7 All support persons, when in the water, must wear PFDs.