



IO SONO
FRIULI
VENEZIA
GIULIA



MONFALCONE 12-13-14 July 2024

ORGANIZING COMMITTEE: On behalf of the Italian Sailing Federation (FIV), the Yacht Club Monfalcone A.S.D. Via Bagni nuova 41 Monfalcone Italy

SAILING INSTRUCTIONS

1 STARTING SEQUENCE.

The starting sequence will be according to RRS 26 with the modification that the Preparatory Signal may only be the "U" Flag or the "Black" Flag.

2 CLASS FLAGS.

- 2.1 The warning signal, in the case of fleet racing, will be the Optimist class flag; but in the case of battery racing, it will be a flag of the color of the group called to start as defined in Addendum A of the BdR,
- 2.2 [NP] [DP] In the case of battery racing, boats shall display a colored ribbon CdR responding to the color of the fleet, permanently attached during the day's racing and free to fly from the rear end of the peak. The ribbons will be provided by the Organizing Committee.

3 ROUTE.

- 3.1 The drawing in Appendix 1 of these IdR shows the course with the order in which the Buoys are to be turned and the mandatory side of each Buoy.
- 3.2 While making the stern side 2-(3s/3d) competitors shall pass outside the finish line
- 3.3 The gate (3s-3d) may be replaced by a single Buoy which must be left to the left.
When the gate is laid and a buoy of the gate is missing and not replaced as described in RRS 34 the remaining buoy shall be left on the left (modifies RRS 28).
- 3.4 Supplementing RRS 32 the course may be shortened as long as boats have completed at least 3 sides.

4 BUOYS

- 4.1 Buoys 1, 2, 3s and 3d will be: inflatable cylindrical orange Buoys
- 4.2 The finish and start buoys will be official CdR boats.
- 4.3 Waiting Area buoys will be: inflatable cylindrical yellow Buoys

5 DEPARTURES.

- 5.1 The starting line will be the junction between the ORANGE flag poles placed respectively on the CdR boat at the right end of the line and on the counter starter boat at the left end of the line.
- 5.2 A boat starting more than 4 minutes after its starting signal will be classified as DNS without a hearing (modifies RRS 35, 63.1, A4 and A5).
- 5.3 The warning signal will be given in accordance with 1 above.
- 5.4 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 a sound signal, at least five minutes before the warning signal is displayed.

- 5.5 [DP] After the first fleet warning signal is displayed, in the case of battery racing, boats not starting shall wait in the Waiting Area. Boats will be allowed to approach the starting line after the starting signal of the preceding fleet.
- 5.6 [DP] Boats that have arrived shall return directly to the Waiting Area or to shore, keeping well clear of boats in the race or boats for which the warning signal has been displayed.
- 5.7 [DP] A buoy may be moored on the chain or mooring line or spun aft of the CdR starting boat. Boats shall never pass between this buoy and the CdR starting boat. This buoy(s) should be considered an integral part of the committee boat anchorage system.

6 CHANGING COURSE

- 6.1 To change the next side of the course, the CdR will place a new buoy (or move the finish line) and remove the original buoy as soon as possible.
- 6.2 With the exception of the gate, boats must pass between the committee boat signaling the course change and the nearby buoy, leaving the buoy on the left and the committee boat on the right. This modifies RRS 28.

7 ARRIVALS.

The finish line will be the conjunction between the pole with BLUE flag placed on the boat designated for the finish, and the finish buoy or Counter Finish boat with blue flag hoisted.

8 TIME LIMIT AND TARGET TIME

- 8.1 The limit time and target time in minutes are as follows:

Time Limit	Time Buoy 1	Target Time
90 minutes	30 minutes	50 minutes

- 8.2 If the first competitor does not pass buoy 1 within the limit time of buoy 1, the trial will be stopped. Mistakes in measuring the time limit or not allowing it to be reached shall not be grounds for requesting a repair (modifies RRS 60.1(b)).
- 8.3 Boats that do not arrive within 20 minutes of the arrival of the first boat will be classified DNF without a hearing. This amends Rules 35, 63.1, A4 and A5.

9 PROTESTS AND REQUESTS FOR CORRECTION

- 9.1 Requests for correction for alleged errors in the compilation of published rankings should be submitted directly to the CdR, by competitors, via the <https://www.racingrulesofsailing.org/events/8283> application.
- 9.2 on hand
- 9.3 on hand.
- 9.4 Any competitor who has incurred a penalty who has withdrawn for committing a rules infraction, who wishes to be considered as having withdrawn (RET) after crossing the finish line must complete the form on the <https://www.racingrulesofsailing.org/events/8283> application. In case of no-show, the penalty may also be considered as not executed.
- 9.5 The time limit for filing protests is 60 minutes after the arrival of the last boat in the last race of the day or from the CdR signal indicating that no other races will be run today, whichever is later.
- 9.6 Possibly within 30 minutes after the deadline for submission, protests will be posted on the <https://www.racingrulesofsailing.org/events/8283> app to inform those involved of hearings in which they are parties or listed as witnesses. Hearings will be held in the Jury Room, located in the dedicated room of the Circle. No hearing will begin after 9 p.m.
- 9.7 A list of boats penalized or disqualified under the rules of Appendix P for infractions of RRS Reg. 42 will be published in the application <https://www.racingrulesofsailing.org/events/8283>

10 REQUIREMENTS REGARDING SAFETY [NP] [DP].

- 10.1 A withdrawing boat shall inform the CdR or SR as soon as possible and complete the appropriate form available on <https://www.racingrulesofsailing.org/events/8283>
- 10.2 **In the event that the letter "B" is hoisted on re-entry, accredited coaches, must sign off on the re-entry of all their athletes using the <https://www.racingrulesofsailing.org/events/8283> application.**
- 10.3 Competitors requesting assistance from rescue boats shall blow the whistle for attention and wave an arm with an open hand. If deemed necessary, the competitor may be required to leave the boat and board the rescue boat. In this case, a red and white ribbon will be attached to the abandoned boat so that it will be known that the crew has nonetheless been rescued. The CdR reserves the right to assist racers who in its judgment need assistance, regardless of whether this has been requested by the competitor. This may not be subject to a request for repair (modifies RRS 60.1(b)).
- 10.4 When the CdR displays the CS letter "V" with repeated sounds (modifies Race Signals), all official and support boats shall monitor **VHF channel 72** to listen to the CdR's communication regarding any search and rescue instructions for competitors (modifies RRS 37).

10.5 The assembly point in case of emergency is located near the “Marina nova” beach, where assistance will be provided. If for any reason boats should land at a different point than the area provided for assistance, competitors should, as soon as possible, notify the Safety at Sea Coordinator/Responsible for Safety at Sea, Loris Plet at +39 335 5713553 or the SR at the following phone number +39 366 7179634. Or be accompanied to the meeting point or call the organizing club or the Marina Monfalcone by phone.

10.6 [DP][NP] If "Intelligence on H" or "N on H" signals are displayed in the water, all boats shall return to shore and await instructions and the display of the "D" flag before returning to the water.

11 REPLACEMENTS OF DAMAGED EQUIPMENT

- 11.1 Replacement of damaged or lost equipment may be allowed only by a duly substantiated request to the TC or CdR submitted on the application. Requests for replacement should be made at the first reasonable opportunity.
- 11.2 Replacement of damaged material may be permitted provided that it is the damaged material and the replacement item has been examined by the TC or CdR. <https://www.racingrulesofsailing.org/events/8283>
- 11.3 Should the request for replacement occur between races, the CT/CdR must be informed on the water; both the damaged and replacement material must be submitted to the CT or CdR within the time limit for submitting the day's protests for review (see Section 11.2 of the IdR). In this case the replacement is allowed by the CT/CdR retroactively.
- 11.4 The hull may be replaced only as a result of non-repairable damage that affects its safe navigation (the provisions of 11.1 and 11.2 of the IdR shall be followed in each case).

12 OFFICIAL AND ACCREDITED BOATS

12.1 Official boats will be identified as follows:

BOAT	FLAG
Committee boat	White flag with black or red "RC"
CdR boats (perches, assistance etc.)	White flag with black or red "S"
CdP boats	Yellow flag with black "J" or CIS letter "J"
Technical Committee boat	White flag with black "M"
Support boats	Numbered accreditation flag
Official AICO inflatable boat	Class Association flag

12.2 Other accredited boats will be identified as follows:

Press	White Flag with black "P"
Spectators and parents	Numbered accreditation flag.

13 ENVIRONMENTAL RULE [NP][DP]

Emphasizing the Basic Principle of the RRS "Environmental Responsibility" and according to RRS 47, garbage must be delivered to official boats.

14 SHORE SPACE ALLOCATION [NP][DP].

Where provided, boats shall be kept in their assigned places in the competing boat park.

15 RADIO COMMUNICATIONS.

A boat shall neither receive nor transmit radio communications that are not available to all competitors, except under emergency conditions or when using equipment provided by the CdR/AO. This restriction also applies to cell phones and smartphones

Start -1 – 2 – 3S/3P - Finish

