



Coppa AICO Young

Monfalcone 11-13 July 2025

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, 11-12-13 JULY 2025

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. 2025-2028
- 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)
SP	Rules for which the CdR may impose a standard penalty without hearing.
DP	Rules for which the penalties are at discretion of CdP.

1. RULES AND ORGANIZATION

1.1 The event is governed by the "Rules" defined in the current WS Sailing Regatta Rules.

1.2 The FIV Regulation for National Sports Activities in Italy 2025 is to be considered as a Rule.

1.3 RRS 60.2(a)(1) "Intention to protest" is amended as follows:

Add point (3) with the following text:

"Immediately after arriving, the protestant boat must notify the CdR of its intention to protest by communicating the number of the/s boat/boat it intends to protest".

1.4 RRS 40.1 is always applied when the boats are in the water.

1.5 In case of conflict between languages, the Italian will prevail.

1.6 Appendix "P" of the RRS (Special Procedures for Rule 42) will be in force.

1.7 In the event of a conflict between BdR and IdR, the latter, and the subsequent Official Communications, shall prevail in accordance with RRS 63.5(c).

2. SAILING INSTRUCTIONS:

The IdR will be available at: <https://www.ycmonfalcone.com/>

Starting from 10 a.m. on July 10, 2025.

3. COMMUNICATIONS WITH COMPETITORS

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

<https://www.racingrulesofsailing.org/events/11048>

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: 2014 (DIVISION A), 2015-2016 (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 [Fiv Coninet](https://www.fivconinet.it) and <https://www.ycmonfalcone.com> The entry fee is set at € 80.00 for early registrations till 05.07.2025 and € 100.00 from 05.07.2025 till 09.07.2025.

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 **05/07/2025**. After this deadline, entries will be accepted till **09/07/2025** with entry fee of € 100.

After **-09/07/2025** 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 11/07/2025** 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 10/07/2025**.

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 11/07/2025** **10.00** am Coach Meeting;
 12.00 warning signal of the first race.
- **Saturday 12/07/2025** Races;
- **Sunday 13/07/2025** Races; Price giving; Lottery

In compliance with the FIV Regulations for Sporting Activity Organized in Italy 2025 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.

7.7 No more than 3 races may be held per day. 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 RCO.

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.

10.2 The penalty for RCO infringements will be a discretionary penalty (see [DP]).

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 2025.
- 11.2 In the case of regattas divided into groups, but, 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 the race 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 shall not constitute grounds for a repair claim, if RRS 61.1(a) is modified
- 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 possibly the same number of boats. The initial allocation of groups will be made by the Race Committee on the first day of racing. If by the end of the second day of the race scheduled in the qualifying series at least 4 races have been completed, the following days will be held as the final series. If, however, by the end of the second scheduled race day at least 4 races have not been completed, the following day or days will continue to race in the qualifying series until completion of the minimum 4 races required. In this case, the remaining days will be held as a final series. In the final series, competitors will be divided into: Gold Fleet, composed of the top part of the ranking; Silver fleet, composed of the next part of the ranking; and so on, with Fleet Bronze, Fleet

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/11048> 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 the Sports Activity Regulations 2025 and the IdR.
- 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. Accredited support staff will be subject to the CdR and CdP technical guidelines and will comply with the rules set out in the BPS Addendum referred to in the IdR.

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" Therefore, the participants are aware that sailing is regulated by art.2050 of the cc and that all participants must have a valid federal card that guarantees accident coverage, including death

and permanent invalidity. Foreign competitors must comply with any requirements of their own MNA and be in possession of accident coverage including death and permanent disability, as per the current FIV Regulations.

15. INSURANCE

All boats shall be insured for Civil Liability with the minimum cover provided by FIV legislation (€1,500,000.00). The certificate of insurance can be replaced by the card FIV PLUS.

16. PRIZES:

Prizes will be awarded to:

the top 5 ranked DIVISION A (year 2014)- Overall;
the top 5 ranked DIVISION A(year 2014)-Female;
the top 3 ranked DIVISION B (year 2015-2016)- Overall;
the top 3 ranked DIVISION B (year 2015-2016)- Female;
The first place of the year 2016

The Organizing Committee reserves the right to award further special prizes and other gadgets offered by partners of the Class or the Circle may also be raffled.

17. PHOTOGRAPHIC AND/OR TELEVISION RIGHTS:

Competitors grant full right and permission to the Organizing Committee and AICO to publish and/or transmit through any media, any photograph or filmed footage of people or boats during the event, including TV commercials and anything that can be used for their 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 63.4 (b)).

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.

19.2 Affiliated facilities on www.ycmonfalcone.com.

THE ORGANIZING AUTHORITY

ADDENDUM - A

Special Regatta and Battery Instructions

When the race is run with the battery system, the following additional IdR apply.

A1 - DEVELOPMENT

- The race will be held with the battery system "A" (two colors) provided by the FIV Regulation.
- The registered contestants will be divided into two sets of draws (if programs, such as ZW, have the random split system this is accepted as a draw).
- If no updated rankings are available or if the Committee responsible (composed of a member of the Jury, one from the CdR, the class representative and the federal coach if present) believes that the system leads to an unbalanced presence of athletes from the same Club or the same Zone or for any other technical reason, they may make official travel of the competitors. Any situation arising from the foregoing shall not be subject to a request for repair (amendment to RRS 60.1(b)).
- For the purposes of classification, each race shall consist of two batteries. For the race to be valid both batteries must be with a regatta regularly played and classified. If it is not possible to complete one of the two batteries, the race shall also be automatically interrupted for the other battery. This will not be subject to a request for repair (change to RRS 60.1(b)).
- The boats will be re-allocated into the groups after each race day following the scheme described below, using the provisional Classification available at 8 p.m., without taking account of protests or requests for repairs decided or modified after that time. If the number of races is not equal, the groups shall be redone on the basis of a provisional ranking calculated up to the last race completed by both groups.

GROUP	A	B
Tape	BLUE	YELLOW
Provisional Ranking	1	
		2
		3
	4	
	5	
		6
		7
	8	
	9	10
		11
	12	
	And so on	

- In practice the batteries will be re-ordered by assigning the first of 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 begin with completing the missing races by recovering the battery in arrears. We will then continue with the new groups by changing the tapes at sea.
- In case of only one test on the first day, the competitors will be reassigned randomly.
- A boat declared BFD in an uncompleted race, for any reason whatsoever, will not be admitted to the next race even if the colours are re-assigned.
- If a battery does not complete the series, the race of the missing battery will be recovered the next day. The recovery is not to be considered among the three tests scheduled.

A2 - DEPARTURE SIGNALS

- The WARNING signal of the 2nd battery (of the race) will be hoisted as soon as possible after the valid departure of the 1st battery (of the race); therefore, the boats departing must be kept close to the starting area.
- Pay attention to the signals, as the CdR may reverse the order of departure.

A3 - DISTINCTIVE BATTERY FLAGS (AO may change colors)

The batteries will be marked:

- Group "A"
- BLUE rectangular flag as Warning Signal; BLUE colored tape to be applied on the back of the sprit as battery identification.
- Group "B"
- YELLOW rectangular flag as Warning Signal; YELLOW tape to be applied on the back of the sprit as battery identification.