

GENERAL SAILING INSTRUCTIONS (SI) Marina Militare Nastro Rosa Tour 2021

August 26th - Sept 26th, 2021

NOTE: Those are the GENERAL Sailing Instruction for all the Classes. Local SI will be issued for each step

Sailing Instructions MMNRT 2021

The penalty for breaching a rule will be a discretionary time penalty, unless the boats is disqualified and unless financial penalties are applicable. Discretionary penalties will be determined by the Jury.

1 RULES

Racing will be governed by:

1.1

a) the rules as defined in *Racing Rules of Sailing (RRS) 2021-2024*, throughout the duration of the race including the RRS Appendix F for Kites only. NIPAM rules will replace the RRS for Offshore Figaro3 from half an hour before sunset to half an hour after sunrise

b) the FIV prescriptions (translated into English) that will applied will be published on the online notice board.

c) Category 3 + Liferaft of the Offshore Special Regulations (OSR) for the Offshore Doublehanded and Category 5 of the Offshore Special Regulations (OSR) for the Diam24 in force in 2021 and as amended in accordance with the provisions of the Notice of Race (NoR).

d) the Equipment Rules of Sailing (ERS),

e) The DIAM24 Class rules and the Figaro3 Class rules will applies.

f) The Kitefoil Class Rules will apply except as changed by NoR 2.8.2 and 2.8.3.

1.2 Entering a boat in the race means waiving any means of redress other than those provided for under the RRS, with regard to the application or the interpretation of the texts of the documents referred to above and the settlement of disputes arising thereunder.

1.3 In the event of the Sailing Instruction having been translated into another language, the English text shall prevail. In the event of a conflict between the NoR and the SI, the SI will prevail in accordance with RRS 63.7.

2 NOTICE TO COMPETITORS - OFFICIAL NOTICEBOARD

(ONB) - RACE HQ

2.1 Notices to Competitors will be displayed on the official electronic noticeboard available at the following address: <https://bit.ly/3AvHm8W>.

2.2 The offices of the General Race Organisation, Race Management and the team of umpires/race officials will be located at Village.

2.3 Race Headquarter (HQ) in during the MMNRT 2021:

Race management can be contacted at the following address: racemanager@nastrorosatour.it and by telephone **on the red line number which will be communicated. This number is confidential and reserved for the Competitors ONLY.**

Principal Race Officer can be contacted at the following address: pro@nastrorosatour.it and by telephone **on the red line number which will be communicated. This number is confidential and reserved for the Competitors ONLY.**

International Jury can be contacted at the following address: jury@nastrorosatour.it and by telephone **on the red line number which will be communicated. This number is confidential and reserved for the Competitors ONLY.**

3 AMENDMENTS TO THE SAILING INSTRUCTIONS

3.1 Amendments to the sailing instructions will be posted online no later than 1900 the day before the start on the official electronic notice board at the following address: <https://bit.ly/3AvHm8W>

3.2 Race management will notify competitors and team managers by text message that amendments have been posted.

3.3 RRS 90.2 (c) will be applied, after the Third Substitute displayed on the RC Boat with repeated sounds. Verbal changes may also be given via the official radio channel.

4 PROGRAMME

See Class NoRs

Briefing sessions will be reserved to competitors and team managers. The place and time will be posted on the official noticeboard at <https://bit.ly/3AvHm8W>.

5 COURSE (see SI App.)

The course to be used will be described for each class on the Local SI and clarified during the skipper meeting each racing day at 0900 in the hospitality tend in the Village for the Classes involved.

6 MARKS

See Local SI.

7 THE START

7.1 Start procedure

The race will be started using the following signals (change RRS 26):

Signal	Flag and sound signal	Minutes before the start
Warning signal	Class flag, 1 sound signal	5
Preparatory signal	P or U flag or Black, 1 sound signal	4
One-minute signal	P or U or Black flag removed, 1 long sound signal	1
Start	Class flag removed, 1 sound signal	0

7.2 Starting line:

The starting line will be between the staff displaying an orange flag on the race committee boat marking the starboard end of the line and the course side of an orange can buoy bearing the Nastro Rosa Tour logos.

7.3 Leaving the harbour

Boats and kites will leave the harbours as directed by the Race Manager or PRO. Any boats or kites leaving the harbour without permission will receive a 5-hours penalty (Figaro3) or 20pts penalty (Kite and Diam24) without any hearing. This change RRS 64.2

Each competitor is the sole responsible to be on time at the starting area (towing, escorted). The order in which the boats leave the harbour will be determined with Race Manager or PRO.

7.4 Individual recall

Figaro3 boats that will be observed OCS will receive a 1-hours penalty on the total time of the leg without any hearing. This change RRS 64.2

The penalty will be taken according to the provisions set out in SI 11.5.

7.5 Late start

A Figaro3 competitor who has not crossed the starting line 30 minutes after the starting signal will be considered as not having started the race and scored DNS. This change RRS A5

8 CHANGE OF COURSE

8.1 Figaro3 competitors will be notified of any change to the course by the race committee which will send, via race management, a written message to each boat's mobile and VHF and email address. The message may be backed up by verbal instructions issued by telephone. (This changes RRS 33 and Race signals).

8.2 [DP] [SP] Each Figaro3 competitor shall acknowledge the receipt of each change by sending an email to race management.

8.3 Kite and Diam24 changes of the course will be done as per RRS 33

9 THE FINISH

9.1 Finishing line

The finishing line will be between a staff with a Blu flag on the RC vessel at one end and the course side of the nearby buoy, according to the Appendix 1.

Figaro3 competitors must call via official radio channel or by PRO telephone when at 2nm and 1nm from their finish line as described in the Local SI.

9.2 Figaro3 ETA announced

Channel 72 will be the VHF channel for the finish. Mobile phone call will be used also.

9.3 Figaro3 finishing at night or in poor visibility

At night-time, or in poor visibility, competitors must illuminate his sail number with a torch as he crosses the finishing line.

10 RETIRING

10.1 Any intention to retire from the race shall be the subject of an official declaration made in writing and signed by the competitor or his team manager or by email from the official team email address. Retiring shall only become official once Race Management has received the document in question. Retirement will then be declared final.

10.2 Any competitor who fails to comply with this procedure will be the subject of a report to the protest committee for a hearing under the provisions of RRS 69.

10.3 A competitor who has retired must return all TrackTrack units supplied by the organisation to the Track-Track point in the Village as soon as possible and within the Protest Time Limit (PTL).

11 Figaro3 PENALTY SYSTEM AND REDRESS

11.1 Penalty at the time of the incident

11.1.1 With regard to RRS 44.1, a breach of part B of section II of the COLREGS, in an incident between competitors will be considered as a breach of Part 2 of the RRS (this changes RRS 44.1).

11.1.2 Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management within the time limit for protests (see SI 12.3).

11.1.3 A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of his breach may ask the committee for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). The request must be made as soon as possible.

11.2 Penalty or redress decided by the committee following a hearing

11.2.1 For the breach of a rule of sportsmanship determined after a hearing, the penalty shall be a discretionary time penalty, unless the boat is disqualified. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 11.5 below. Discretionary penalties will be decided upon by the International Jury in accordance with the "Figaro3 MMNRT Penalties Guide" (Appendix 3).

11.2.2 Protest committee's discretionary power:

(a) For minor breaches, the protest committee may reduce the penalty or award no

penalty at all.

(b) For serious, repeated or deliberate breaches, the protest committee may increase the penalty or disqualify the competitor.

11.2.3 A decision of redress granted by the protest committee after a hearing will be a time penalty, unless there are exceptional circumstances.

11.3 For the breach of a rule unrelated to sportsmanship, penalties will take the form of fines to be paid to the organising authority (OA). Such penalties will be awarded by the OA.

11.4 Accidentally broken seal noted by the person in charge

In the event of the chairman of the technical committee or any person in charge noting during an inspection or if a competitor states that a seal has been damaged or broken and that in his opinion the break is accidental, via the technical committee, the protest committee may ask the competitor if he wishes to accept a standard penalty without a hearing. (This changes RRS 63.1).

If the competitor refuses the standard penalty, he will be called to a hearing.

11.5 Taking a penalty when racing

As soon as possible after having made its decision, the protest committee, via race management, shall inform the boat concerned by the penalty. Race management will then indicate to the competitor a zone or a time limit within which he must take the penalty.

Unless Race Management advises to the contrary, for safety reasons, penalties other than those concerning an early start as set out in SI 7.5 will be taken as soon as possible

- When a competitor is getting ready to take his penalty, he must contact Race Management that will time the penalty starting from a segment that it will have indicated to the competitor.
- At the end of the penalty, if it has been taken and confirmed by the race committee, the boat must sail through the segment again before continuing the race.

12 PROTESTS, REQUEST FOR REDRESS AND FOR REOPENING

Preamble: For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.

For incidents occurring afloat, Part 5 of the RRS shall be changed as follows.

12.1 Informing the protestee:

12.1.1a FIGARO3 ONLY: A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity to do so via VHF on the race channel or by email. No red flag to display is required (this changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via race management.

12.1.1b FIGARO3 ONLY: A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat in accordance with SI 12.1.1a.

12.1.2 Notices of protests from the Race Committee, the Technical Committee and the Jury will be displayed on the ONB and sent to all competitors to inform them, in accordance with RRS 61.1(b).

12.1.3 A boat or a kite that requests redress must submit its request to the Protest Committee

12.2 Content of a protest

12.2.1 An intention to make a protest must be confirmed in writing (email to jury@nastrosatour.it) as soon as it is reasonably possible to do so.

12.2.2 Breaches of the Rules set out below may not be the subject of a protest by a boat (this changes RRS 60.1(a)):

- Programme
- Measurement and equipment inspections
- Advertising
- Competitors' assistance RIBs
- Skippers' obligations
- Evacuation of waste
- RRS 48.2
- Communications

12.3 FIGARO3 Time limits

12.3.1 For making a protest

The time limit for making a protest against a boat in the race, for the Race Committee, the Technical Committee or the Jury, is six (6) hours after having learnt about the incident concerned by the protest.

12.3.2 For requesting redress

The time limit for a request for redress for a boat that is racing, for the Race Committee, the Technical Committee or the Jury, is six hours after having learnt about the incident concerned by the protest. The same time limit shall apply to a request for redress regarding a decision of the Jury, from the time when the decision was received. When the competitors are ashore, the time limit will be two hours after the Jury's decision has been displayed on the official noticeboard. (This changes RRS 62.2).

12.3.3 For requesting a re-opening

For protests and requests for redress judged at sea in the parties' absence, a request for a re-opening shall be made within six hours after the decision has been communicated to the parties (this changes RRS 66).

For protests and requests for redress judged ashore in the parties' presence, a request for a re-opening shall be made within the two hours after the decision has been communicated to the parties (this changes RRS 66).

12.3.4 The Jury may extend the time limit if it considers that it has good reason to do so. (this changes RRS 66).

12.3.5 Instructions and decisions

12.3.5a A hearing may begin as soon as the Jury has been informed of the protest, which may be made by any appropriate means of communication taking the circumstances into account (this changes RRS 63.2).

12.3.5b The obligation to have communication instruments on board that are in working order, such as a satellite telephone e mobile telephone and a VHF, automatically implies the ability to be present at the hearing (this changes RRS 63.3).

12.3.5c The information communicated during the protest, such as descriptions of the incident, questions an answers, witness statements, etc., communicated by telephone, VHF, email, Inmarsat message or by any other means, shall be considered as forming the hearing (this changes RRS 63.6).

12.3.5d In accordance with the preamble of SI 12, the procedure provided for in SI 12.3.5 shall apply only with regard to protests or requests for redress when competitors are racing.

However, depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges does not comply with RRS N1.

12.4 The Jury's decision will be displayed on the ONB and communicated by the parties and to all of the competitors as soon as reasonably possible after the hearing has ended.

12.5 The Jury's decisions are final, in accordance with RRS 70.5.

13 TIME LIMIT

The time limit for the Figaro3 class will be indicated during the morning briefing of each leg and will depend on the weather forecast. This will not be ground for a request of redress. This change RRS 60.1(b).

The time limit for the Diam24 and Kite will be 60 min after the last boat has finished the last race of the day or the last abandonment signal of the day has been given. Notices will be posted no later than 30 minutes after the Protest Time Limit to inform competitors of hearings in which they are parties or named as witnesses

14 SCORING

The Low Point System will be applied.

THE RRS A5.3 WILL BE APPLIED.

THE DR2101 Alternative Starting Penalty Development Rule WILL BE APPLIED

Each stage will be individually scored.

Those who do not participate in a stage will be scored as DNC using entries in the most numerous stage plus one.

The worse score of a boat will be discarded every 4 races within the rankings of the individual stages. No discard will apply on Offshore Figaro3 scoring.

In the final general scoring (if needed) in case of a tie this will be solved in favor of the boat with the lowest score.

If the tie still remains, it will be solved using the boat's final position in the regattas in Naples (EC - Tyrrhenian) and Venice (WC - Adriatic)

The score will be with a coefficient of 1 for the inshore and 1.5 for the coastal ones. This change RRS A5

15 SAFETY RULES

15.1 Exception to the principle of non-assistance

Individualised information may be sent to one or more competitors within the framework of search and rescue operations launched by Race Management or by rescue authorities.

This information will be sent by standard C, vhf, satellite telephone, mobile telephone or email from the boat or the boats concerned.

Each competitor shall acknowledge receipt of the message by sending an email to Race Management.

15.2 Safety messages

If Race Management considers it necessary and makes such a request, a competitor shall send a message once every 12/24 hours giving his position in latitude and longitude and a brief description of his state of health and of the boat's condition. If he is unable to do so, the message may be sent via another competitor or via the team manager. Messages are to be sent to the following address: pro@nastrosatour.it

16 MEASUREMENT AND EQUIPMENT INSPECTIONS

16.1 A boat or its equipment may be inspected at any time in order to check for compliance with the rules.

16.2 Engine seals and other seals

16.2.1 Engine seals

Propeller shafts could be sealed during the race if requested by the Race Manager.

In this case each competitor may:

- Ask the technical committee for his propeller shaft seal the day before the start.

16.2.2 The seals must not be broken or removed until the boat has been inspected at the finish.

16.2.3 Seals and contesting the quality of the seals

- Each competitor is responsible for preparing his boat so that the seals can be affixed easily.
- Each competitor has sole responsibility for the integrity of his seals.
- Contestations regarding the integrity and/or the quality of a seal shall be submitted during the inspections or in the 2 hours following the affixing of the seal (or re-sealing) to the inspectors.
- No contestations will be admitted after the inspection sheet has been signed.

16.2.4 At the finish, the inspection committee may carry out inspections, upon its own initiative or upon the request of Race Management, the Race Committee or the International Jury.

Engine seals may only be cut:

- By the Technical Committee after the finish, or
- By the competitor approaching the finishing line, with the prior consent of Race Management.

Race Management will issue a code to the competitor who must send a photo of the seal intact that includes a paper bearing the code.

16.3 Breaking of seal when racing

If a boat needs to use its engine or if an engine shaft seal is broken, the skipper must first inform Race Management then he must:

- Replace the seal as soon as it is safe to do so, using the seal supplied by the Technical Committee.
- Send a report to the Technical Committee as soon as possible indicating the time and the position of the incident and the position when the seal was replaced and, if possible, the amount of time during which he used his engine for propulsion and the reason why he did so.
- As soon as possible, send to Race Management a photo of the seal before it was broken (in the event of the skipper having decided to break the seal) and a photo of the new seal in position, both photos including a paper bearing the code issued by race management.

17 ADVERTISING

The boats must display the advertising set out by the OA.

18 IDENTIFICATION OF OFFICIAL BOATS

18.1 Race Officials' boats

- Race Committee boats will display Nastro Rosa Tour flags.
- Jury boats will display a flag bearing the letters of the word "JURY" or "J".
- Technical Committee boats will display a blue flag with the letters "TC".

18.2 Organisation's boats

- 18.2a Press boat will display a white flag with "P" letter in black.
- 18.2b Safety boats will display white flag with "S" letter in black.
- 18.2c Aid boat will display a white flag with "+" in red.
- 18.2d The other official boats will display the Nastro Rosa Tour flag.

18.3 Competitors' assistance RIBs

18.3a All support boats shall be registered by the Organizing Authority and will be required to comply with local legislation and event support boat regulations. The Organizing Authority may refuse registrations and accept later registrations at their sole discretion.

18.3b Support boats are required to monitor the safety VHF channel radio frequency which will be confirmed at registration at all times and shall be required to undertake safety duties at the direction of the Race Committee.

18.3c Support boats with support persons shall stay minimum 150 meters away of all boats or kites racing.

18.3d On the water, all support persons shall bring personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by the national authority affiliated to World Sailing, or a standards organization, a certification authority, recognized for the purpose by its respective government.

18.3e The driver shall connect all time to the boat by the kill cord except when the engine is off.

18.3f All support boats shall clearly display the three (3) letter national code of their World Sailing Member National Authority or the national flag at all times while afloat. The minimum height for the letters shall be 200 mm and visible from both sides of the boat.

19 EVACUATION OF WASTE

Respecting the environment is a fundamental value for the MMNRT. Competitors must not throw their waste overboard, except for that which is biodegradable. In accordance with the OSR, waste must be kept on board until competitors disembark or given to a support boat or placed on any of the Organisation's/RC's vessel.

20 COMMUNICATIONS

20.1 VHF Radio

A double radio watch on VHF 16/72 channel will be compulsory for all RIBs.

The signals leading up to the start, the countdown before the start and the starting

signal will be announced by VHF radio on channel 72.

The Jury and the Technical Committee can also be contacted on channel 12.

Each competitor must arrange with the organiser for his VHF(s) to be set to operate with the required channels.

20.2 Messages and photos

Messages sent to competitors

Each competitors must authorise reception of emails from:

- Race Management: racemanager@nastrorosatour.it

- Race Committee: pro@nastrorosatour.it

- Jury: jury@nastrorosatour.it

20.3 Positioning Track-Track beacons

20.3a For tracking purposes, the OA will use the Track-Track beacons.

20.3b Figaro3 will have 2 Track-Track beacons, running independently in terms of electricity, stowed in the boat as back up. Race management will determine if changing a beacon is necessary. It will inform the competitor by email or telephone of the moment when he must install another beacon.

20.3c Diam24 and Kite will have a Track-Track beacon. Beacon must be collected from 90min before the first starting signal from the Track-Track point in the Village. Beacon must be returned at the Track-Track point in the village withing the PTL of each day. Falling to do so will be penalized with 5 pts in the closest race without a hearing. This change RRS 61.2

Competitors must not, in any way whatsoever, prevent the beacons.

20.4 AIS

The AIS must be running (emitting/reception) throughout the race.

Further, a boat whose AIS is not working must inform Race Management as soon as possible. This does not exempt the boat from its obligation to keep watch.

21 SPARE

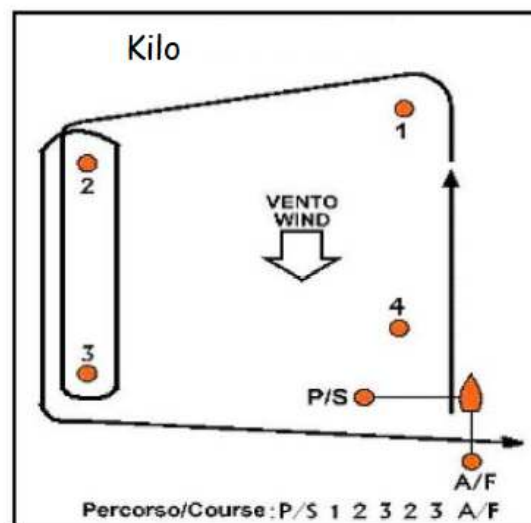
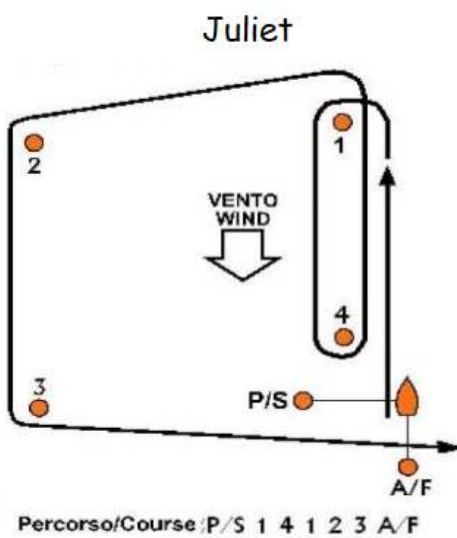
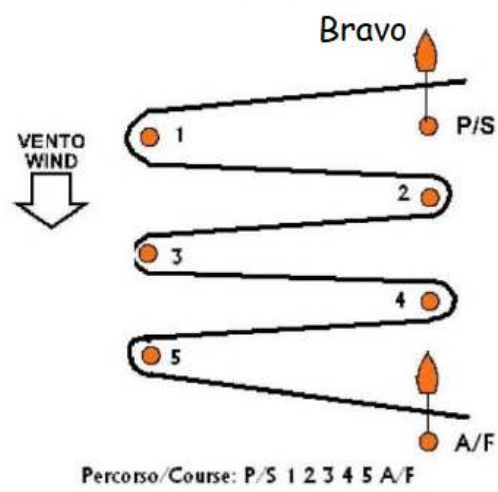
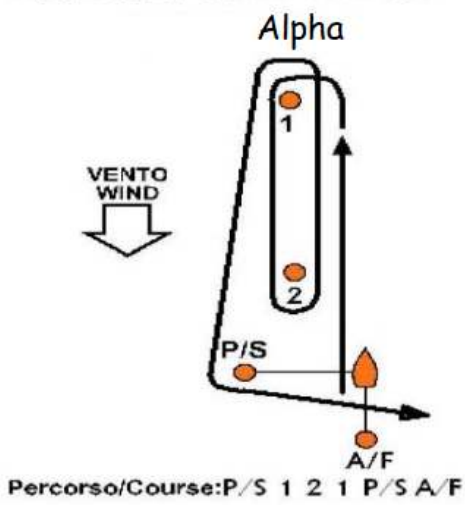
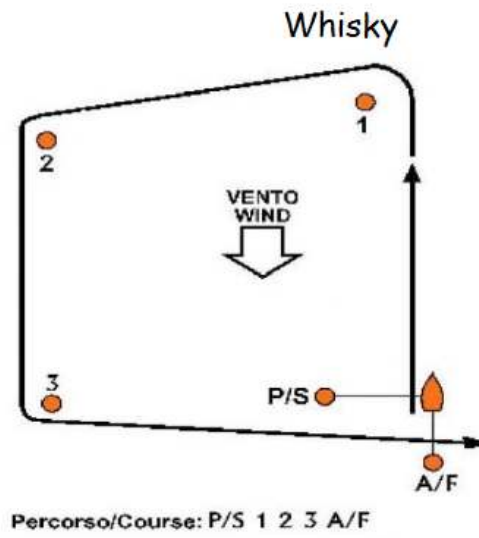
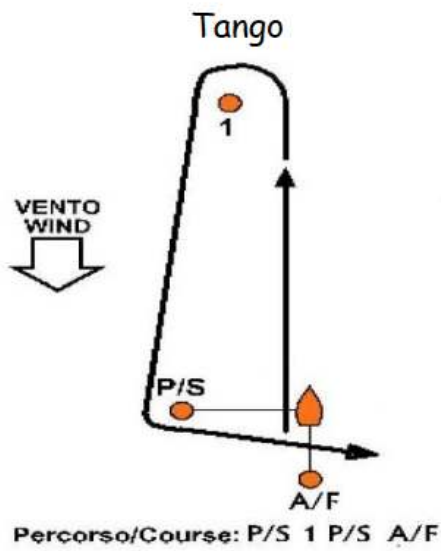
22 PRIZES

22.1 The prize-giving ceremony will be held in Neaples and in Veniceas per NOR. Attendance is compulsory for all competitor of the Class. Prizes will only be awarded to competitors present.

23 RESPONSIBILITY - LIABILITY

Competitors' responsibility and liability are set out in the NOR.

APPENDIX 1: Courses



APPENDIX 2: SEALING THE MEANS OF PROPULSION

Figaro3 The propeller shafts must be sealed during the race.

Each competitor may:

- Ask the technical committee to seal his propeller shaft the day before the start, or
- Affix the seal himself at sea according to the instructions set out below:

The competitor shall affix the seal of the boat's propeller himself after having left the harbour:

- During safety equipment inspections, the shore crew and/or the competitor shall define the seal system with the offshore racing equipment inspector. During the safety inspection, numbered seals, together with instructions, will be handed over to the shore team and/or the competitor by the offshore racing equipment inspector.
- After having left the harbour, the shore team and/or the competitor will seal the propeller shaft himself.
- After having affixed the number seal, the shore crew and/or the competitor will take one or several digital photos of the seal on which the **seal is clearly in position** and the **number is legible**.
- Photos of the seals will be sent by email to Race Management racemanager@nastrosatour.it on the day of the start before 2300.

APPENDIX 3: MMNRT PENALTIES GUIDE 2021

For breaches for which another penalty is provided for, the International Jury has the possibility of awarding a penalty from 0 to DSQ.

To determine the penalty, the Jury will refer to this document.

Discretionary penalties are not simply a list of penalties. The penalties must be adjusted and justified in order to maintain homogeneity of decisions.

The general concept is to establish a basic penalty for each breach and then to increase or decrease it according to the circumstances.

This system provides penalty ranges for the most common breaches.

If the breach is not listed, answers to general questions enable the relevant range to be determined.

Penalties are divided into 4 ranges:

- Range 1: from 0 to 1h or from 0 to 5pts
- Range 2: from >1 to 3h or from 6 to 10pts
- Range 3: from >3 to 6h or from 11 to 20pts
- Range 4: DSQ or DNE

The average penalty must be taken into consideration, then determine by questions whether it is appropriate to increase or decrease the penalty in the same range or to adopt another range.

A positive response to the questions below should lead to a reduction in the penalty time:

1. Was the breach accidental (or did it arise out of exceptional circumstances?)
2. Is there a good reason or a justification for the breach?
3. Was the breach declared by the skipper himself?
4. Did someone who is not part of the crew or the team contribute to the breach?

A positive response to the questions below should lead to an increase in the penalty time:

1. Was the breach repeated?
2. Was the breach deliberate?
3. Was the breach due to negligence or lack of attention?
4. Was there any attempt to avoid the breach?
5. Did anyone suffer from the breach?
6. Did the breach give the boat an advantage?

The Jury may use other questions it considers pertinent in determining whether the penalty should be increased or decreased.

	RANGE 1	RANGE 2	RANGE 3	RANGE 4
Notice of Race				
Undertakings given to the OA			X	
Advertising	X			
Participants' programme and obligations	X			

Equipment obligations	X	X		
Measurement and equipment inspections		X	X	
Positions of boats in the harbour/boat park		X		
Those Sailing Instructions				
5 Course			X	
7.4 Individual recall	1 hour			
9.2 ETA announcement	X			
11.1.1 Breach Part 2 RRS or Section 2 Part B of the COLREGS	X	X		
11.1.3 Cause injury or damage		X		
11.4 Accidental breaking of the engine seal	X to determine			
11.4 Breaking of engine seal after instruction		X		
11.4 Accidental breaking of another seal	X to determine			
11.4 Breaking of another seal after instruction	X			
15.2 Safety message	X			
16 Measurement and equipment inspections	X	X		
17 Advertising	X			
19 Evacuation of waste	X			
20.2 Messages and photos	X			
20.3b and 20.3c Track-Track Units	X			
Class Rules				
Any		X		

If the penalty is not listed in Table 1 or if several ranges apply to the same breach, the questions below complete the initial set of questions:

Does the breach compromise safety?	Range
No	1 or 2
Possible but not certain	2 or 3

Yes	4
Does the breach give the boat an advantage?	
Absolutely not possible	1 or 2
Possible without affecting the rankings	2 or 3
Certainly changes the position at the finish	4
May the breach give rise to (or did it give rise to) damage or injury?	
No	1 or 2
Possible but not certain	2 or 3
Yes	4