



**28 may – 5 june 2022**

# **SAILING INSTRUCTION**

## **ABBREVIATIONS and NOTES**

In these Sailing Instructions the following abbreviations are used:

CI - International Code of Signals  
RC - Race Committee  
PC- Protest Committee  
TC - Technical Committee  
RRS - WS Regatta Regulations 2021/2024  
SI - Sailing Instructions  
SR - Race Secretariat  
OC - Organizing Committee  
AO - Organizing Authority  
WS - World Sailing

The notation "[NP]" in a rule means that a boat cannot protest another boat for breaking that rule. This changes RRS 60.1 (a).  
The notation "[DP]" in a rule means that the penalty for breaking the rule may, at the discretion of the Protest Committee, be less than the disqualification according to the guidelines dictated by World Sailing.  
The notation "[SP]" in a rule means that a standard penalty can be assigned by the Race Committee for breaking the rule.

## **1 – RULES**

As stated in the Notice of Race

## **2 – NOTICES TO COMPETITORS – SIGNALS MADE ASHORE – CHANGES TO S.I.**

- 2.1 The official notice board will be on the web site: [www.cnsm.org/la-cinquecento-2022](http://www.cnsm.org/la-cinquecento-2022), and replied on Telegram channel: <https://t.me/lacinquecento22>
- 2.2 Signals made ashore will be displayed on the Darsena dell'Orologio flag pole.
- 2.3 When flag AP is displayed ashore. "1 minute" is replaced with "not less than 45 minutes" in race signal AP.
- 2.4 When flag "N" with 3 acoustic signals means: "there will be no regattas during the day".
- 2.5 The signals will be repeated on service channel 09 VHF.
- 2.6 Any change to the SI will be posted before 09.00 am on 28 May 2022

## **3 – START CHECK-IN**

- 3.1 Race Committee will call on 09 VHF channel the "name of the boats" in alphabetical order. Each competitor must respond "is present" saying name of the boat.
- 3.2 30 minutes before the warning signal the check procedure will start, it can be repeated several times and will end 5 minutes before the warning signal. The check will be completed with the confirmation of receipt by the RC via VHF.
- 3.3 The boats whose check will not be complete in the indicated time interval will be classified DNC, this changes RRS A4 and RRS A5

## **4 – TIME TABLE AND STARTING SIGNALS**

- 4.1 Races will be started, in one starting procedure for all boats, under rule 26 of the RRS.
- 4.2 the warning signal will be scheduled at 11.55 on 28 May 2022.

- 4.3 The warning signal will be "La Cinquecento" class flag.
- 4.4 The preparatory signal will be the letter "I" of the International Code of Signals.
- 4.5 The starting procedure, and the displaying of flag "X" of the ICS may be communicated on VHF channel 09. Infringements to RRS 29.1 may be broadcasted by vhf, without calling any sail number or bow number of the infringing boats. The sailing number of the OCS boats will be call by vhf channel 9, after 10 minutes from the start and poste on Telegram channel.
- 4.6 Omission or failure of the transmission of the RC broadcast, will not be ground for redress. This change RRS 62.1.
- 4.7 A boat starting later 30 minutes after the starting signal will be scored DNS by the Race Committee without a hearing; this changes rules RRS 35, RRS 63.1, RRS A4, RRS A5.

## **5 – STARTING LINE**

- 5.1 The starting line will be between a staff displaying a orange flag on starting RC boat at the starboard end and the port end orange starting buoy mark. The starting line will be approximately perpendicular to the coast about 0.6 miles E from the port exit (Annex 1).
- 5.2 Pin end RC boat may be positioned outside the starting line on the port starting mark (P).

## **6 – COURSE**

6.1 Start - gate with two orange buoys located about 1 mile off the Madonna dell'Angelo church (see attached map), which can be replaced by a single buoy which, has be left on the right - island of Sansego (Susak) in Croatia to be left on the right, Tremiti island to be left on the left and to be turned counterclockwise, - island of Sansego (Susak) to be left on the left, Finish in Caorle.

6.1.a The theoretical length of the course is 500 miles, on this basis the corrected time for the ORC category will be calculated.

6.3 No course changes will be made. See attached explanatory diagram.

[NP] - [SP] - Along the course of the race there are two distinct commercial navigation channels, which are identified in the nautical charts; boats can cross the one between Brijuni and Premuda on an orthogonal route and can not enter in the scheme between Istria and Italy, delimited on the East by the following coordinates 45°22.512 N – 13° 13.291 E e 45°10.502 N – 13°17.183 E.

This changes RRS 56.2

[SP] The penalty for infringement of this rule will be in a standard penalty of 20% calculated on the score as per rule 44.3(c). This changes RRS A4 and A5

## **7 – FINISHING LINE**

The finishing line will be between the west light (red) of the entrance of the port of S. Margherita di Caorle (to keep on the left side) and the Yellow mark that might have a white lightning light during the night hours (to keep at the right side of the boat). Finishing yellow mark is located at Lat 45° 34.750'N, Long 012 ° 52.700'E.

After finish boat shall give back the SGS-Tracking and and receive instructions for the removal of the engine seal.

## **8– CHECK POINT ON ARRIVAL**

8.1 [DP] Before finishing and at a distance of at least 3.0 NM from the finish line, the boat must call the RC on Channel VHF 09, indicating the "boat name" and the phrase "approaching the finish".

8.2 [DP] After the finish nothing can be unloaded from the boat except the crew.

8.3 The boat or its equipment can be checked at any time, before or after the race. The measurer or an equipment inspector may ask a boat to go immediately to a designated area used for inspections. [DP] The boat must go promptly where indicated.

## **9 – TIME LIMITS**

Boats failing to finish until 12:00 on 3<sup>th</sup> of June 2022 will be scored DNF without hearing (This changes rules 35, 63.1, A4 and A5.)

## **10 – COMPLIANCE DECLARATION**

The skipper must complete and sign the declaration of compliance form carefully in all parts within 2 hours after the finish and deliver it to the Santa Margherita Nautical Club in one of the following ways:

- by email to [info@cnsn.org](mailto:info@cnsn.org)

- by Whatsapp at +39.336.829581

## **11 – PENALTY SYSTEM**

11.1 [NP] [DP] A boat that has self-penalized or retired in accordance with RRS 44.1 will have to fill in and deliver to the Race Secretariat by email to [info@cnsn.org](mailto:info@cnsn.org) or by Whatsapp at +39.336.829581 the relative form within the protest time limit.

11.2 The penalty [SP] for incomplete and / or incorrect completion of the declaration will result in a penalty on the score of 10% as provided for in RRS 44.3 (c). This changes RRS A4 and A5

11.3 Alternative starting penalty – application of the DR 21-01 "TEST RULE" CHANGES TO THE RACING RULES  
Change definition *Start* as follows:

*Start* A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

(a) at or after her starting signal, or

(b) during the last [insert time] before her starting signal.

When a boat starts in accordance with item (b) of the definition *Start*, she shall return to the pre-start side of the line, to comply with item (a) of the definition of *Start*, but, if she does not the starting penalty shall be: 30' shall be added to her elapsed time.

11.4 "[DP]" the OC will supply a seal to sealed the propeller shaft; a system to detect any propulsion; the system will be easy to remove. See appendix for further explanations. The manumission or the breaking of the seal for any cause, even accidental will be penalized, at the discretion of the Protest Committee

## **12 – PENALTY TO BREACHES OF THE OSR**

For minor breaches of the Offshore Special Regulations the Jury may impose any penalty different from Disqualification, or not impose a penalty, at its discretion.

The maximum discretionary penalty for the minor infringements of the Offshore Special Regulations will be the scoring calculated in accordance with RRS 44.3(c). This changes RRS A4 and A5.

## **13– PROTESTS AND REQUESTS FOR REDRESS**

13.1 A boat that intends to lodge a protest, shall report this to the Race Committee on the Finishing line after finish by calling the RC on 09 VHF channel. This change rule 61.1

13.2 Protest by a boat, by the RC, by the TC or by the PC, referring to an accident ashore, must be lodged to the Race Office not later than 180 minutes after protesting boat has finished; this changes RRS 61.3. The protest must be delivered by email to [info@cnsn.org](mailto:info@cnsn.org). The forms in Italian and English are available online on the website of the Organizing Committee.

13.3 Protests and requests for redress will be discussed online or at the clubhouse of the Circolo Nautico P. Santa Margherita (CNSM)

13.4 The deposit for tonnage protests is set at € 500.00 and must be paid upon presentation of the protest. The same amount of security deposit will also be required from the protested boat. At the conclusion of the protest, the costs will be fully borne by the losing party or whoever presented the protest.

13.5 The official bodies of the event are exempt from paying the deposit

## **14 – RESPONSIBILITY**

14.1 As RRS 3 "DECISION TO RACE" (Part 1 - Fundamental Rules), the boats and participants in the regatta, referred to in these IDR, take part in it under their full and exclusive responsibility and are solely responsible, based on to their abilities, the strength of the wind, the state of the sea, the weather forecasts and all that must be foreseen by a good sailor, for the decision to take part, continue or give up the regatta.

14.2 The OC, the RC, the Jury and those who collaborate in any capacity in the conduct of the regatta decline all responsibility for damages, injuries, losses that people and / or things may suffer, both on land and in water caused as a result of participation in the regatta. .

14.3 Sailing is by its nature an unpredictable sport, and therefore involves an element of risk. By taking part in the event, each competitor accepts and acknowledges:

a) to be aware of the intrinsic element of risk characteristic of sport and accept responsibility for exposure to this risk towards themselves, their crew and boat inherent in the event;

b) to be responsible for their own safety, their crew, the boat and their other property both at sea and on land,

c) to accept responsibility for any injury, damage or decrease in value caused by one's actions or omissions;

d) that by participating in any regatta, they have ascertained that their boat is in good condition, suitable for sailing and with all the safety equipment required for the type of navigation to be carried out and themselves with the ability to participate.

e) that having at their disposal a team that manages the regatta, patrol boats, judges and other volunteers do not relieve them of their responsibilities.

f) that the possibility of the intervention of a patrol boat is limited to the possible assistance, especially in extreme climatic conditions.

## **15– SPECIAL RULES AND PRESCRIPTIONS**

15.1 [NP] Withdrawal: A crew member must immediately inform the RC by VHF channel 09 or by telephone at +39.336.829581, or by reporting communication with other boats (relè), or by text message indicating: " boat XXX <withdrawn at coordinates: AAgradesBBfirstCCsecond Nord and AAgradeBBfirstCCseconds Est ”.

If no solution is possible, a crew member must inform as soon as possible, at tel. 336.829581, the club secretariat as soon as it reaches the mooring point. Failure to comply with this requirement will result in the cost of searching and recovering the Coast Guard being charged.

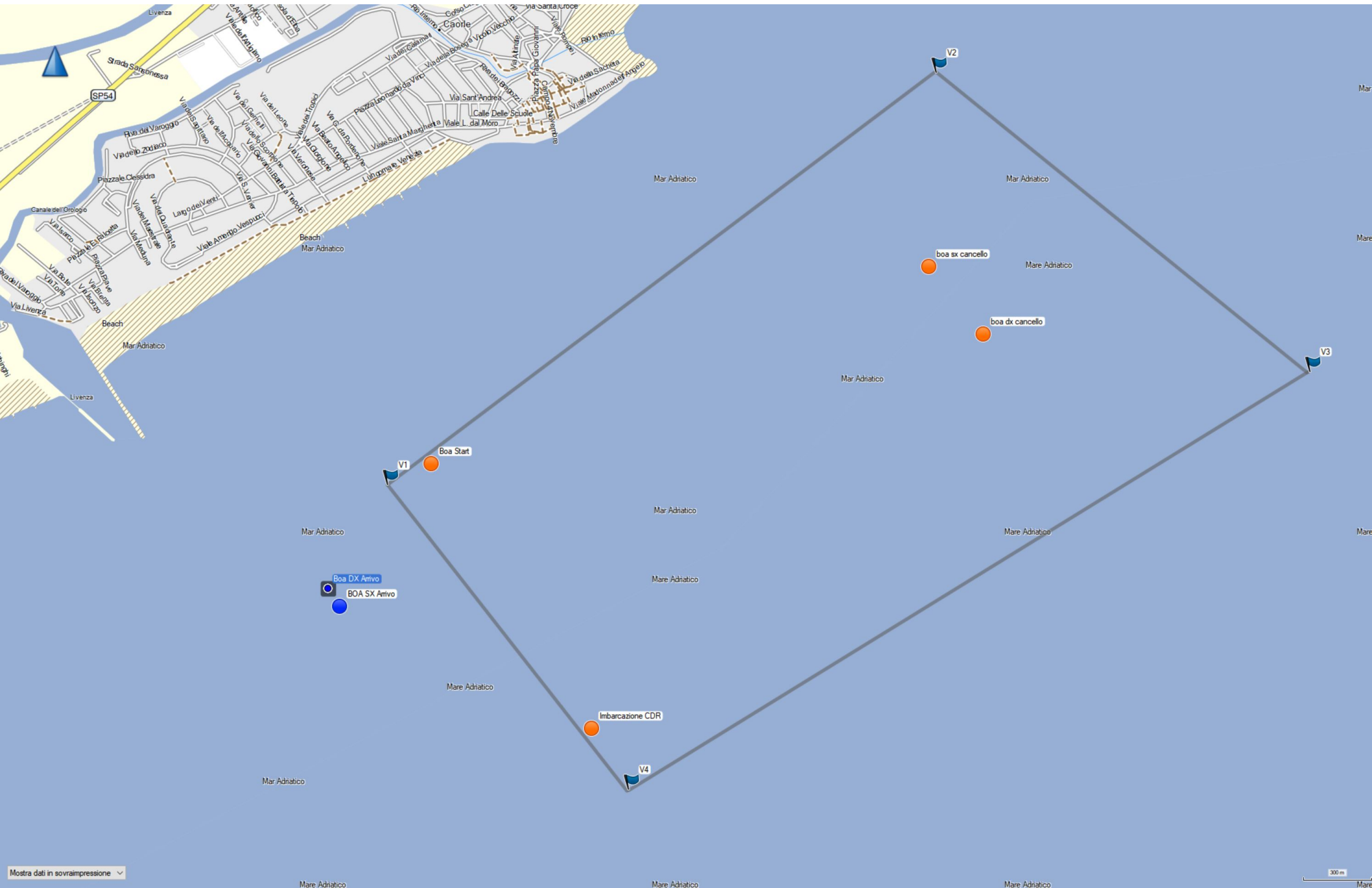
15.2 Procedure For Unforeseen Circumstances: [NP] If a boat is in danger of life for any reason, it must follow the procedures provided for by the NIPAM, subsequently if possible it must inform the organizing authority (VHF, sms, whatsapp, mail, etc.) with the following information: (Boat, position, in Danger), to speed up the activation of SAR (Search and Rescue) procedures. When the crew is safe, the boat MUST send a written note: (Boat, Position, SALVI / SAFE) to end the search procedure.

15.3 [NP] [DP] Logos and identification numbers: the Organization may ask to display a logo or brand of the sponsor of the event on the bow.

15.4 Radio communications: if the VHF equipment should lose efficiency during the race, the boat unable to communicate will have to retire.

## **16. ATTACHMENTS**

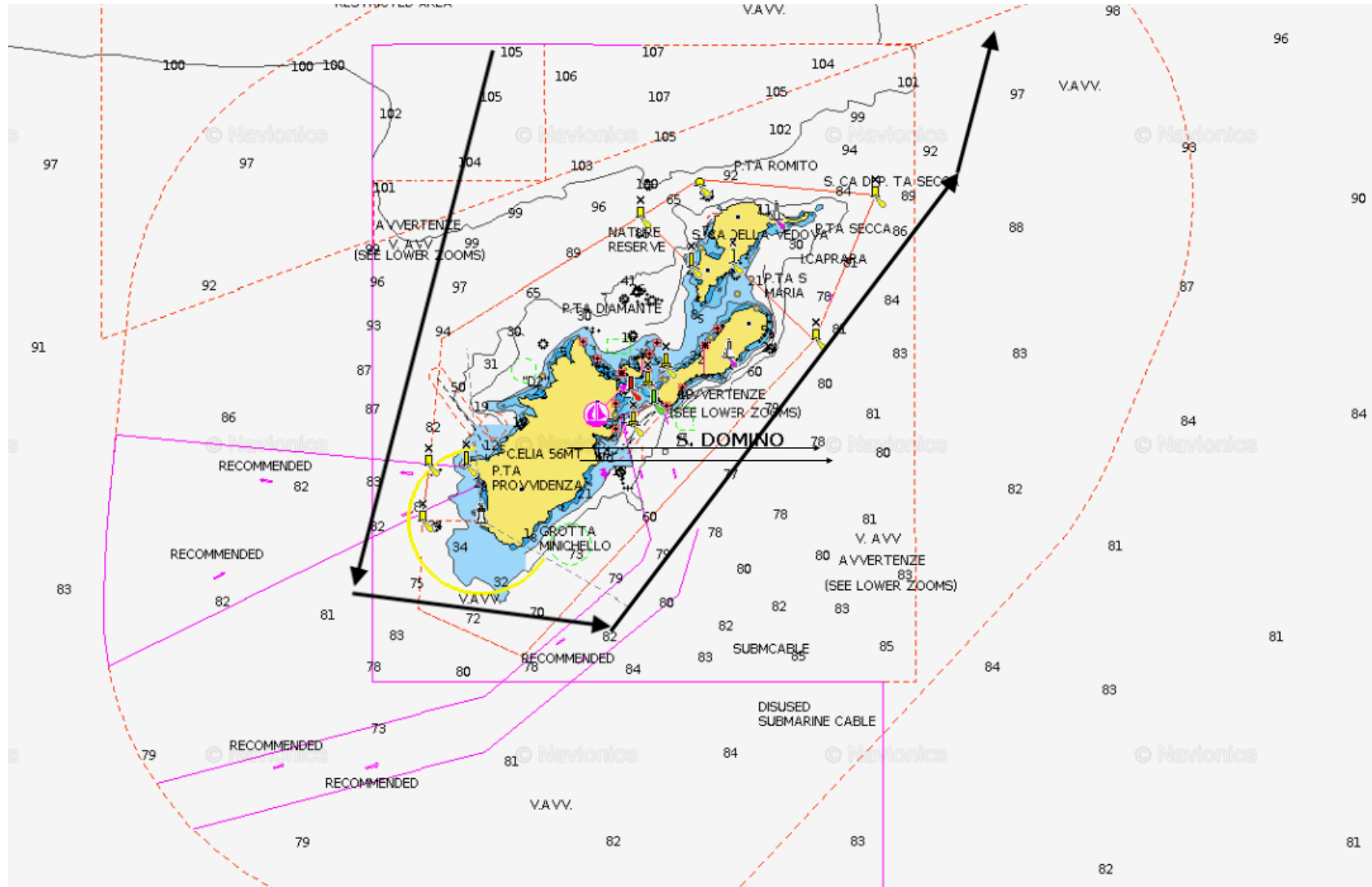
- map of the race start
- map of Tremiti
- Authorization of the Croatian authority



Mostra dati in sovrapposizione

300 m

# MAPPA ISOLE TREMITI





REPUBLIKA HRVATSKA  
Ministarstvo mora, prometa  
i infrastrukture  
Uprava sigurnosti plovidbe  
Lučka kapetanija Pula



KLASA: UP/I-342-04/22-01/114  
URBROJ: 530-04-4-1-22-3  
Pula, 19. travnja 2022. godine

Lučka kapetanija Pula nadležna temeljem članka 12. stavak 1. točka 1. Zakona o lučkim kapetanijama (NN 118/18), članka 54c. Pomorskog zakonika (NN 181/04, 76/07, 146/08, 61/11, 56/13, 26/15, 17/19), članka 43. Pravilnika o uvjetima i načinu održavanja reda u lukama i na ostalim dijelovima unutrašnjih morskih voda i teritorijalnog mora Republike Hrvatske (NN 72/21) i članka 10. Uredbe o uvjetima za dolazak i boravak stranih jahti i brodica namijenjenih sportu i razonodi u unutarnjim morskim vodama i teritorijalnom moru Republike Hrvatske (NN 97/13), odlučujući povodom zahtjeva Circolo Nautico Porto S. Margherita iz Caorle, Italija, od 19. travnja 2022. godine, sa stanovišta sigurnosti plovidbe donosi

### RJEŠENJE

**Odobrava se Circolo Nautico Porto S. Margherita iz Caorle, Italija održavanje jedriličarske regate "LA CINQUECENTO", u vremenu od 28. svibnja – 4. lipnja 2022. godine, na relaciji Caorle -Susak – Isole Tremiti – Susak- Caorle, uz slijedeće uvjete:**

- organizator je dužan poduzeti sve mjere osiguranja učesnika u regati,
- učesnici regate mogu tijekom regate koristiti sredstva radio veze u skladu s propisima;
- učesnici regate u obalnom moru Republike Hrvatske ne smiju doći u doticaj sa drugim osobama ili plovilima, osim u slučaju više sile, a ako dođu, dužni su najkraćim putem uploviti u najbližu luku otvorenu za međunarodni promet,
- vlasnici stranih plovila učesnika u natjecanju oslobođeni su plaćanja pristojbi propisanih u članku 4. i 5. Uredbe o uvjetima za dolazak i boravak stranih jahti i brodica namijenjenih sportu i razonodi u unutarnjim morskim vodama i teritorijalnom moru Republike Hrvatske, za vrijeme trajanja natjecanja, **pod uvjetom** da najkasnije 5 (pet) dana prije početka natjecanja dostave popis plovila i osoba učesnika regate;
  - Lučkoj kapetaniji Pula na fax broj: +385 (0)52 222-037 ili na e-mail: [Pula.pomorskipromet@pomorstvo.hr](mailto:Pula.pomorskipromet@pomorstvo.hr)
  - Lučkoj kapetaniji Rijeka fax br: +385 (0)51 214-031 ili na e-mail: [Rijeka.pomorskipromet@pomorstvo.hr](mailto:Rijeka.pomorskipromet@pomorstvo.hr)
- organizator je dužan zatražiti mišljenje Policijske uprave Istarske, Sektor za granicu, 52100 Pula, Trg Republike 1, fax broj: +385 (0)52 532 303 ili e-mail: [istarska@policija.hr](mailto:istarska@policija.hr) i Policijske uprave Primorsko – Goranske, fax br: +385 (0)51 430-764,
- organizator je dužan ishoditi ostala odobrenja prema posebnim propisima.

## Obrazloženje

Jedriličarski klub Circolo Nautico Porto S. Margherita iz Caorle, Italija, podnio je dana 19. travnja 2022. zahtjev za izdavanje odobrenja za održavanje jedriličarske regate u vremenu od 28. svibnja – 4. lipnja 2022. godine, na relaciji Caorle -Susak – Isole Tremiti – Susak-Caorle.

Temeljem uvodno citiranih propisa sa stanovišta sigurnosti plovidbe nema zapreka za izdavanje odobrenja za održavanje jedriličarske regate uz ispunjavanje uvjeta navedenih, te je riješeno kao u izreci.

### **UPUTA O PRAVNOM LIJEKU:**

Na temelju članka 54. c Pomorskog zakonika žalba protiv ovog odobrenja nije dopuštena, ali se može pokrenuti upravni spor.



### **DOSTAVITI:**

1. Circolo Nautico Porto S. Margherita, elektronički
2. PU Istarska, elektronički
3. PU Primorsko-Goranska
4. Odjel za upravljanje i nadzor pomorskog prometa, poslove traganja i spašavanja LK Pula, elektronički
5. Odjel za upravljanje i nadzor pomorskog prometa, poslove traganja i spašavanja LK Rijeka, elektronički
6. Lučka ispostava Lošinj, elektronički
7. VTS Rijeka, elektronički
8. Odjel inspekcijskih poslova, elektronički
9. Pismohrana