

MERINGA CUP

28-30 June 2024 – Campione del Garda
www.univela.org

Notice of Race

Organizing Authority: On behalf of the Italian Sailing Federation the Affiliate: Univela Sailing ssdarl, Via Riccardo Cozzaglio 1, club@campioneunivela.it - +39 0365 791 102

The notation, in a rule of the Race Announcement:

DP	Rules for which penalties are at the discretion of the Prorace Committee.
NP	Rules that cannot be the subject of a boat-versus-boat prorace (this modifies RRS 60.1(a).

- CIS- International Code of Signals
- AUC- Official Register of Press Releases
- CoR- Race Committee
- CdP- Committee of Proraces
- CT - Technical Committee
- IdR- Regatta Instructions
- RRS- World Sailing Regatta Rules (WS) 2021-2024, Rule
- SR- Regatta Secretariat
- RCO- Optimist Class Rules
- AO- Organizing Authority, Organizing Circle

1 RULES:

- 1.1 The event is governed by the Rules" defined in the RRS of the WS Sailing in force.
- 1.2 The FIV Regulations for the National Organized Sports Activity in Italy 2024 is to be considered the Rule.
- 1.3 RRS 61. 1 "Informare" is supplemented as follows:
"Immediately after arriving, the boat must notify the CoR of its intention to pro race by communicating the number of the boat(s) it intends to pro race."
- 1.4 RRS 40 and the preamble to Part 4 are amended as follows:
a) The first sentence of RRS 40.1 is deleted and replaced with "When in the water each competitor must always wear a personal flotation device (PFD) that complies with the provisions of RCO 4.2. (a), except for a short time while changing or arranging clothing or personal equipment. Diver's suits or watertight suits are not personal flotation devices."
b) Add to the preamble to Part 4 after "in regatta": "except RRS 40.1 as amended in point 1.5.a."
- 1.5 Appendix "P" of the RRS (Special Procedures for Rule 42) will be in force.
- 1.6 In case of conflict between BdR and IdR the latter, and the subsequent Official Releases, will prevail in compliance with RRS 63.7.

2 SAILING INSTRUCTIONS

The Regatta Instructions will be available on the website of the Organizing Club:
<https://www.campioneunivela.it/en/regattas/2024/optimist-meringa-cup/>
Starting at 12 noon on June 15, 2024.

3 NOTICE BOARD

The Official Notice Board will only be ON-LINE at the following link
<https://www.campioneunivela.it/en/regattas/2024/optimist-meringa-cup/> and on the whatsapp group

- 3.1 Any changes to the IdR, made by the RC, the CT and / or PC, and other Communications for competitors may be made up to 2 hours before the warning signal of the first race scheduled for the day. Changes to the program must be made by 20:00 on the day before the day they take effect.
- 3.2 Signs made on the ground will be exposed to the sign tree in front of the club
- 3.3 [DP][NP] On the days of the event when races are scheduled, the boats must not leave the Area assigned to them until the "D" flag (Delta of the -CIS-) is displayed. If the D flag is displayed with the identification of a battery, only the boats of that battery will be able to leave the seats assigned to them and go into the water. The warning sign or other signal will be displayed no earlier than 30 minutes after the display of the D flag and in any case not before the scheduled or deferred time which of the three is the later. (This complements the Race Signs)

4. ADMISSION

Helmsmen born in the years: 2009-2010-2011-2012-2013 and Helmsmen born in the years: 2014-2015, according to the provisions of the Optimist Class 2024, will be able to participate.

5. REGISTRATION

Registrations must be made only online through the website of the organizer
<https://www.campioneunivela.it/en/regattas/2024/optimist-meringa-cup/> **no later than June 25, 2024.**

By that date the crews must pay the relevant registration fee to the Organizing Committee by paying by credit card on the website of the organizer at the following url
<https://www.campioneunivela.it/en/regattas/2024/optimist-meringa-cup/>

If the registration accompanied by payment will take place before June 4, the entry fee is reduced to € 60. After the 4th of June, the entry fee will be € 90.

The entry fee is not refundable.

In case of cumulative registration for an entire team, payment by a single bank transfer for several boats is allowed. **Please contact the club secretary in club@campioneunivela.it to get your bank details.** Please indicate the event and the sail numbers of all the boats to be registered.

It must be sent in a single e-mail to the following address: club@campioneunivela.it indicating in the subject – Event Documents [SAILING NUMBER]: The documentation listed below:

- Receipt of the registration fee;
- Certificate of measurement or conformity (where applicable);
- RC insurance with minimum coverage as per FIV Regulations for the National Organized Sports Activity in Italy 2024 (not necessary for those in possession of an FIV Plus card);

Registrations made otherwise will not be accepted.

Those who have registered through the website and sent all the required documentation in a single email to the address mentioned above, will have no other documentation to present. It will also not be necessary to sign the release form, acceptance of privacy policy and assignment of photo and video rights of the event

6 ADVERTISING

Competitors may be required to display the advertising chosen and provided by the AO within the limits set by WS Regulation 20.

7. REGATTA PROGRAM

The race will take place in front of Campione del Garda. Agenda:

27/06/2024	from 14:00 to 19:00 Registration
28/06/2024	11:00 skipper meeting 13:00 First warning signal
29/06/2024	TBD Regattas
30/06/2024	TBD Regattas a.s.a.p. Award ceremony

In compliance with the FIV Regulations for Organized Sports Activity in Italy 2024 for the "Optimist Class", if the regatta will be carried out with the fleets system, the additional Rules described in the ADDENDUM "A" of this Call will apply.

7.2 The Warning Signal of each subsequent race of the day will be given as soon as possible.

7.3 The time of the first warning sign, of the regatta days following the first, will be the subject of a specific press release, which will be published online at the AUC no later than 20.00 on the day before the day in which it will take effect. In case of non-communication, the same time established for the previous day will be considered confirmed.

7.4 The award ceremony will be carried out as soon as possible at the end of the event.

7.5 A maximum of 9 races will be held.

7.6 No more than 3 races per day may be carried out.

7.8 There is only one discard at the completion of the fourth race and a second discard at the completion of the eighth race.

8. MEASUREMENT CERTIFICATES [DP] [NP]

All boats must have a valid certificate of measurement or conformity.

Competitors must compete with boats, sails and equipment regularly measured and it will not be possible to replace the sail or other equipment without the authorization of the CT or, if this is not appointed, by the CoR. All boats must race with the sailing number indicated on the measurement certificate. Any changes may be authorized by the CT or, in its absence, by the C.d.R. or C.d.P. only for breakages or damages after verification of the damage by the same CT or by the C.d.R. or C.d.P..

9 MEASUREMENT CHECKS

Preventive measurement checks can also be carried out during the days of the race or before or after the individual races, at the discretion of the CT, the CoR. or the CdP.

10 EVENT VENUE

The regatta will take place in the waters in front of Campione del Garda.

11 ROUTE

The route diagram will be indicated in Appendix 1 of the IdR.

12. -

13 PENALTY SYSTEM

13.1 [DP][NP] A boat that has self-penalized or withdrawn will have to fill out the online self-penalty or withdrawal form (www.racingrulesofsailing.org) within the time limit for proraces.

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

14 SCORE

14.1 The ranking will be drawn up in application of the RRS A4 (minimum score) and the FIV Regulations for Organized Sports Activity in Italy 2024.

14.2 What races are raced on batteries, the RRS A5.2 is modified so that the scores are based on the number of boats assigned to the largest fleet. If at the end of the last day of the race some boats have run a greater number of races than the others, the results of the most recent regatta will be excluded so that the result for all the boats is based on the same number of races. This, as a modification of RRS 60.1(b), cannot constitute a reason for a request for repair.

15 SUPPORT PEOPLE

All Support Persons (coaches/ parents/carers) must be accredited by filling out the registration form available at the following link

<https://forms.office.com/pages/responsepage.aspx?id=EjGpKXdc3UmO67B5591rgu0ux4wSnwRMkxgVEsQX5ptUQ04xOVIzQTNOVk9BSExZQ0ZZTTIVS1ITTi4u>

Declaring:

- A) the characteristics of its vessel for assistance;
- B) the acceptance of the "rules for assistance boats of Support Persons" described in ADDENDUM B of this document;
- C) the sail numbers and names of the accompanying competitors;
- D) to be in possession of VHF.

Accredited support persons will be subject to the technical guidelines of the CoR and the Jury.

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

17 ENVIRONMENTAL RESPONSIBILITY

Recalling the Basic Principle that mentions: "Participants are encouraged to minimize any negative environmental impact of the sport of sailing", we recommend the utmost attention to environmental protection at all times that accompany the practice of the sport of sailing before, during and after the event. In particular, attention is drawn to RRS 47 – Waste Disposal – which quotes: "Competitors and support people must not deliberately throw waste into the water. This rule always applies when in water. The penalty for a breach of this rule may be less than the disqualification."

18 DISCLAIMER OF RISK LIABILITY

RRS 3 quotes: "The responsibility for a boat's decision to participate in a trial or to stay in the race is solely his." Therefore: by participating in this event every regatta agrees and recognizes that sailing is a potentially dangerous activity that involves risks. These risks include the possibility of facing strong winds and rough seas, sudden changes in weather, breakdowns/damage to equipment, boat maneuvering errors, poor seafaring by other boats, loss of balance due to vehicle instability and fatigue resulting in an increased risk of injury. Inherent in the sport of sailing is the risk of permanent and serious injury or death by drowning, trauma, hypothermia or other causes.

19 INSURANCE

All boats must be insured for Civil Liability with the minimum ceiling provided for by the FIV legislation (€ 1,500,000.00), The Insurance Certificate can be replaced by the FIV PLUS card

20 PRIZES

The following will be awarded:

- a) the first 5 of the general classification, to the first classified Female for the Under 16
- b) the first 5 of the General Classification for the Under 11

The AO reserves the right to award additional special prizes.

Other gadgets offered by partners of the Class or the Club can also be drawn.

21 PHOTOGRAPHIC AND/OR TELEVISION RIGHTS

Competitors grant full right and permission to the AO to publish and/or transmit through any media medium, any photograph 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.

22 [DP][NP] CAMERAS AND ELECTRONIC EQUIPMENT

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

22.2 The equipment provided, once installed on board according to the instructions of the AO, shall not be handled in any way by the competitor or by a support person, unless this is requested by the AO itself.

23 LOGISTICS - USEFUL INFORMATION - PARTNER HOTELS

All information on logistics on the ground, conventions, services and side events for athletes, coaches and companions will be provided through the website www.campioneunivela.it

The Organizing Committee
Univela Sailing ssdarl

ADDENDUM - A

Special Instructions for Regattas and Batteries

When the regatta is carried out with the battery system, the following additional IdRs apply.

A1 - CONDUCT

- The regatta will take place with the "A" battery system (two colors) provided for by the FIV Regulations.
- The registered competitors will be divided into two batteries by lot (if the programs, such as ZW, have the random subdivision system this is accepted as a draw).
- The CoR assisted by Federal Technicians or By Coaches appointed for this purpose may automatically move the competitors if the system leads to an unbalanced presence of athletes from the same Club or the same Zone or for any other technical reason. Any situation arising from the foregoing cannot be the subject of a request for repair (modification to RRS 60.1(b)).
- For the purposes of the ranking, each race consists of two batteries. For the race to be valid both batteries must result with a regatta regularly disputed and classified. If it is not possible to complete one of the two batteries, the race will be automatically interrupted for the other battery as well. This cannot be the subject of a repair request (modification to RRS 60.1(b)).
- The boats will be re-assigned in the groups after each day of the race following the scheme described below, using the Provisional Classification available at 20.00, without taking into account proraces or requests for repair decided or modified after that time. If the number of races is not the same, the groups will be redone on the basis of a provisional ranking calculated until 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 the same, the following day you will start with completing the missing races by recovering the battery in arrears. We will then continue with the new groups by changing the ribbons at sea.
- In case of only one race on the first day, the competitors will be randomly reassigned.
- A boat declared BFD in a race not completed, for any reason, will not be allowed to start in the following race even if the colors are re-assigned.
- If a battery does not end the series, the missing battery race will be retrieved the next day. The recovery is not to be considered among the three scheduled races.

A2 - STARTING SIGNALS

- The WARNING signal of the 2nd battery (of the race) will be hoisted as soon as possible after the valid start of the 1st battery (of the race); departing boats must therefore be kept near the departure area.

- Please pay attention to the signals because the CoR will be able to reverse the starting order.

A3 - DISTINCTIVE BATTERY FLAGS (the AO can change the colors)

The batteries will be distinguished as follows: Group "A"

- BLUE rectangular flag as Warning Sign; BLUE ribbon that will have to be applied on the back of the peak as an identifier of the battery.
- Group "B"
- YELLOW rectangular flag as Warning Sign; YELLOW ribbon that will have to be applied on the back of the peak as an identifier of the battery.

ADDENDUM - B

RULES FOR SUPPORT STAFF ASSISTANCE BOATS

PREMISE FOR THE COMPANIONS OF THE COMPETITORS

BASIC PRINCIPLE:

Sports 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 fundamental principle of sportsmanship is that when a boat breaks a rule and is not exempted it must promptly execute an appropriate penalty or appropriate action, which can also be withdrawal.

The above principle is the first teaching that must be transmitted by sailing educators, whatever their specific task, to their learners. Teaching it to young people is fundamental!

In this event, even before the Regatta Officers have intervened to sanction possible violations of the rules by the participants, the companions (team-leaders, coaches, instructors, etc.) must promptly intervene, inducing their participants who have incurred the violation of a rule to execute the penalty provided, or, depending on the case, to withdraw from the race or from the event having, also and in any case, the foresight not to generalize the withdrawal to all their accompanied.

- B.1 The support staff to obtain permission to sail in the Area reserved for them as per **Appendix 1 of the IdR** must be accredited by the AO declaring which boats they are connected to and the acceptance of the rules concerning them. They will receive a written permit and an identification signal to be displayed on their vehicles. Starting from the hoisting of the warning signal of the first battery leaving and during the departure phases (ie until all the batteries have left) the vehicles must be in the Waiting Area (Waiting Area) located downwind of the starting line and delimited by two buoys as indicated **in Appendix 1.**
- B.2 Irregular conduct in this context may be sanctioned by a [DP].
- B. 3 [DP] In addition to the provisions of point B.1 above, Support personnel must remain outside the Restricted Area until all the batteries in that race have arrived or the CoR reports a deferment or interruption. To observe the boats during a race, the support boats can move from downwind to the wind through the left side keeping well outside the boundary of the Restricted Area, ie about 100 meters from the race area. Support boats can, after the last departure of the last battery, move between the waiting area and the areas placed at the arrival crossing the central channel. The support boats must not pass and stop either above the finish line or within the inspection and parking area (rectangle 50x100 mt. see drawing). When a CoR member or CdP member signals a support boat to move farther from the race area, this boat will need to do so immediately. This does not apply where there is a need to provide assistance or assistance to a boat in difficulty.
- B.4 [DP][NP] Competitors, in the interval between the arrival of one race and the start of the next, may approach only accredited boats (see point 20.1 above).
- B. 5 All accredited vehicles must assist the organisation's vessels in their safety operations and provide maximum assistance to all competitors.
- B.6 Trains are invited to have a working VHF device and record their telephone number in voicemail for urgent communications.
- B.7 All support persons, always when in the water, must wear the PFD.