



## **NOTICE OF RACE**

**Marina Militare Nastro Rosa VELOCE**

4<sup>th</sup> edition

November 1<sup>st</sup> – November 16<sup>th</sup>, 2024

Organizing Authority (OA):

The MMNR - VELOCE is organized by the  
Yacht Club La Maddalena ASD, Yacht Club Italiano and Yacht Club Venezia under the authority of  
Federazione Italiana Vela.

In cooperation with:

Difesa Servizi SpA and SSI Srl

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## Preamble

The 2024 Nastro Rosa VELOCE is a non-stop race on Figaro3 boats, double crew and without on-water assistance from start to finish. No stopovers are planned. Boats shall provide their own assistance ashore.

The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule and for which the international jury may refuse to hold a hearing. This changes RRS 60.1(a) and 63.1.

The notation '[SP]' in a rule means that a standard penalty may be applied by the race committee without a hearing or a discretionary penalty may be applied by the international jury with a hearing. This changes RRS 63.1 and A5.

## 1. RULES

The event is governed by:

1.1 The rules as defined in the Racing Rules of Sailing 2021-2024 (RRS).

1.2 No national authority prescriptions apply.

1.3 RRS and IRPCAS:

Part 2 of the Racing Rules of Sailing is replaced by Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) from 30 minutes before sunset to 30 minutes after sunrise local time.

1.4 The Offshore Special Regulation (OSR) for Category 2.

1.5 The OA prescription for the equalized given boats.

1.6 If there is a conflict between languages, the English text takes precedence.

1.7 The following racing rules will be changed, under RRS 86.1, as described in the Sailing Instructions: RRS 28 [Sailing the Race], RRS 41 [Outside Help], RRS 45 [Hauling-out; Making fast; Anchoring], RRS 61 [Protest Requirements], RRS 62 [Redress], RRS 63 [Hearings], RRS 64 [Decisions].

1.08 By entering the Nastro Rosa VELOCE, each competitor accepts entirely and without restriction all prescriptions in this Notice of Race. The OA is entitled to amend this Notice of Race for safety reasons or to maintain the fairness of the race.

## 2. SAILING INSTRUCTIONS

The Sailing Instructions (SI) will be distributed to the crews in Venice upon registration and/or online earlier if possible.

## 3. COMMUNICATION

3.1 The online official notice board is located at:

<https://www.racingrulesofsailing.org/events/9639>

3.2 **[DP]** All boats shall carry, by their own, a submersible handheld VHF radio capable of communicating on channel 72.

3.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the Sailing Instructions.

3.4 **[DP]** While racing, from the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats except routing and/or weather forecast.

## 4. **[DP] [NP] FLAGS AND PENNANTS**

4.1 Each crew shall display the line of flags of the OA and its sponsors, supplied in Venice, on the forestay of the boat. Flags and pennants shall be displayed:

- in Venice and until the orange flag will be displayed on the race committee vessel,
- after crossing the finishing line until the end of prize giving,
- it shall remain on board the boat for the whole duration of the event.

4.2 The absence of any equipment or advertising provided by the OA may be subject to money penalties to the benefit of a Rescue-at-sea association. The crew may be charged for the replacement of stickers or other objects.

4.3 All race flags and pennants shall be returned at the end of the event at boat check-out, or as soon as possible for boats that do not cross the finish line. A financial penalty of 100 Euro per flag or pennant not returned shall be applied.

## 5. ELIGIBILITY AND ENTRY

### 5.1 BOATS

5.1.1 The 2024 Nastro Rosa VELOCE will be sailed in the boats provided by the OA (Beneteau Figarò 3).

5.1.2 There will be only one fleet and one final scoring.

5.2 The number of boats entered in the race is limited to 10 (ten). On a **"FIRST COME FIRST SERVE"** base.

5.3 According to RRS 76.1, the OA may reject or cancel an entry. If needed, it may, with the agreement from the Race Director, consult with a committee composed of experts on its choice in order to decide final acceptance or rejection of a boat or a competitor.

#### 5.4 ENTRIES

5.4.1 There is no registration Fee or charter for the boat for teams without sponsorship (only OA sponsor(s) allowed on boat).

Registration fees plus charter boat is 2500 Euro (plus VAT if applicable) for teams with their own sponsorship to be add at OA sponsors as in Annex 1 of this NOR.

5.4.2 Eligible crews may enter by filling in the form available on the website

<https://forms.gle/UJKib2SHqGfNNn6p9>

The entry form shall be lodged online together with a payment of a “no show up fee” of 1000 Euro (plus VAT if needed) to validate the registration (this amount will be returned at the end of the race or deducted from the entry fee payment as per art 5.4.1).

Means of payment:

Bank transfer ONLY: send the receipt of bank transfer by mail to [amministrazione@ssi.events](mailto:amministrazione@ssi.events).

It is mandatory to mention the team's name and the family and given names of both members of the crew in the title of the transfer form.

Account holder:

SAILING SERIES INTERNATIONAL S.R.L.

20141 MILANO (MI) VIA GIUSEPPE RIPAMONTI 44, ITALIA

Tel. +390263789401

BANK: Credit Agricole

IBAN: IT34X0623001614000015311216

BIC/SWIFT: CRPPIT2PXXX

The entry form shall be submitted, and the admin fee paid latest until 10<sup>th</sup> September 2024 (date of receipt of the bank transfer).

5.4.3 Entry forms may be submitted starting from 27<sup>th</sup> August 2024. Entries will be registered in chronological order of receipt.

5.4.4 Entries will be accepted only from teams of countries in good standing with WS. The Event is OPEN to all Nations. Russian and Belarussian competitors will not be accepted in accordance with the statements of World Sailing of 1<sup>st</sup> March 2022 and EUROSAF of 3<sup>rd</sup> March 2022.

5.4.5 The total entry fee, as per 5.4.1, shall be paid not later than 27<sup>th</sup> September 2024 with a receipt of bank transfer of the entry fee balance. Entries received later than 10<sup>th</sup> September 2024 may be considered by the OA at its undisputable decision. The entry will be confirmed once the crew will have satisfied all the steps and requirements listed in this Notice of Race. It is up to each competitor to monitor the progress of their file and to prompt interventions from the organization team.

#### 5.4.6 WAITING LIST

Once the maximum number of entries as per NoR 5.4 is reached, the following entries will be registered on a waiting list. The waiting list will be closed on 10<sup>th</sup> October 2024 at 23:59 CET

## 5.5 QUALIFICATIONS

Each crew shall present their own record of sailing experiences to be evaluated by the OA. Each crew shall provide the OA with all documents mandatory for the race. Documents must be received by the OA before 27<sup>th</sup> September 2024 23:59 CET

## 5.6 CREW ELIGIBILITY

5.6.1 Italian crew members of a club affiliated to the FIV shall hold:

- 2024 license FIV Plus with a medical certificate stating that he or she has no restriction to sailing or competition activity.
- if needed, the authorization to display advertising.
- either a World Sailing certificate (Rescue and Survival and First Aid at Sea) still valid or another certificate internationally recognized.

5.6.3 For all other crew members:

- either prove that he or she belongs to a World Sailing / Eurosaf MNA, and holds a valid third-party liability insurance with a cover of at least 1,5 million Euro, and provide a medical certificate (it may be included in the MNA license) not older than 12 months, stating that he or she has no restriction to sailing or competition activity (to be written in English),
- or subscribe to a 2024 license (membership) FIV Plus and provide a medical certificate stating that he or she has no restriction to sailing or competition activity (to be written in English). In such a case, he or she will be compelled to comply with FIV Regulations, including the rules regarding display of advertising.

## 6. FEES TO BE PAID

6.1 Entry fee as per NOR 5.4.

The total entry fee will be reimbursed if the OA rejects the entry of a team (including teams on the waiting list and not eligible).

6.2 Accepted participations include the supply of a positioning beacon.

Accepted participations include the loan of a second transceiver beacon allowing, via data, contact with the race management. Terms and restriction of use of this second beacon will be specified in the Sailing Instructions.

The beacons must be given back at the finish of the race. Any missing or damaged beacon will be automatically billed to the crew (900 Euro per beacon).

In case of retirement, or non-return to Venice, the beacon shall be sent back by the crew, at their own expenses, to the providing company or to the OA.

6.3 A 2500 Euro damages deposit, including not delivering the boat to the finish line within a month from the start and/or in agreement with the OA excluding the case of a General Stop Over called for safety reasons, will be guaranteed by each team signing a specific document at the registration in Venice. Failure in doing this will exclude the team from racing the event. The cost of any damages or lost will be proved by the OA with specific invoices.

## 7. [DP] [NP] ADVERTISING

7.1 All boats are required to display the advertising chosen and supplied by the OA. Each team is entitled to display its own sponsorship in agreement with the OA.

7.2 RACE FLAGS: Each team entering the event will receive a race flag upon arrival in Venice that shall be displayed on the right external shroud. The flag(s) should be displayed at height of not less than 1,5m above the deck from 01<sup>st</sup> November 2024, 17:00 hrs. until the dock out time of the Racing Day and upon arrival in Genoa till the end of prize giving ceremony.

## 8. SCHEDULE

The official time for the event will be local time

(\*) = Mandatory attendance of the crews.

A boat not controlled due to the absence of the crew will not be permitted to start.

8.1 Schedule in Venice (all time CET - subject to change)

Date	Time	Action
Wednesday, 30 Oct 24	13:00 hrs.	Boats assignment and boat check (*)
	13:00 - 18:00 hrs.	Free training
Thursday, 31 Oct 24	09:00 hrs.	Boats assignment and boat check (*)
	09:00 - 18:00 hrs.	Free training
Friday, 01 Nov 24	09:00 - 18:00 hrs.	Free training
Saturday, 02 Nov 24	09:00 - 17:00 hrs.	Free training
	18:30 hrs.	Opening Ceremony (TBD)
Sunday 03 Nov 24	12:00 hrs.	Racing Start VELOCE 24
Friday 15 Nov 24 (TBC)	10:00 – 17:00 hrs.	Boats hand over and check
	18:30 hrs.	Prize giving ceremony

8.2 Depending on weather conditions, the Race Direction may move the starting time forward. Crews will be informed of this change of schedule by an amendment published at the latest on 02 Nov 2024 not later than 22:00 hrs.

8.3 The 2024 Nastro Rosa VELOCE Prize Giving will be held in Genoa on 15 Nov 2024. Exact location will be indicated in the SI. Attendance of all teams arrived at the finish at that time is mandatory.

8.4 In case of non-attendance at official events, crews will be subject to a report to the international jury except when the non-attendance is authorized by the Race Director.

## 9. SEALS

Some parts of the boat and equipment will be sealed before the start in Venice. The efficiency and quality of the seals shall be checked and endorsed by the crew. The number and definition of the seals will be specified in the Sailing Instructions.

## **10. COURSES**

10.1 The 2024 Nastro Rosa VELOCE is sailed in one leg with four gates as defined by the SI that will generate a beside ranking in points.

10.2 **[DP][NP]** The crews may be required to welcome on board Sponsors or Officials, or youth members of local sailing schools during their stay in Venice.

### **10.3 TIME LIMIT TO FINISH**

10.3.1 For the whole race, including any pitstop or technical stop or repair stop, the finishing delay will be 288 hours after the start.

10.3.2 Boats failing to finish within the time stated in NoR 10.3, taking into account time penalties or redresses (if any) decided by the international jury, will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

## **11. PENALTY SYSTEM**

11.1 Penalties for breaches of rules in the Notice of Race or Sailing Instructions marked [DP], or class rules, or rules other than those of RRS Part 2 are at the discretion of the International Jury.

11.2 An International Jury will be appointed in accordance with RRS 91(b). The right of appeal from an International Jury decision is denied as provided in RRS 70.5.

## **12. SCORING**

12.1 The event will be scored in real time, considering time penalties or redresses, if any, decided by the International Jury.

12.2 The team with the lowest total time will be the winner. If there is a tie, it will be broken in favor of the boat with the shorter time on the leg between Capo Passero and Favignana Is. Gate (this changes RRS A8)

12.3 The OA may decide to award other rankings or trophies. This will be described in the Sailing Instructions.

## **13. [DP] [NP] MANDATORY SAFETY AND POSITIONING EQUIPMENT**

Reminder: it is mandatory for each crew to have on board a hand-held VHF available, in addition to the required VHF and any given VHF.

Team members shall wear a certified PFD at all times on deck.



#### SYSTEM OF POSITIONING BEACON:

In Venice, on each boat, the OA will set up a positioning beacon for Race Direction and Race Committee use, for the follow-up of each boat's route.

A second beacon will be given to each competitor upon registration in Venice. This second beacon will permit text communication between crews and Race Management. These messages will be strictly limited to boat and crew safety. Any misuse will be the subject of a report to the jury.

#### **14. [DP] [NP] BERTHING**

The OA will set up a berthing plan that boats and crews shall comply with from 29 Oct 24 at 13:00 CET.

Boats are not allowed to leave the port, unless authorized by the race committee or the Race Director and shall remain at the disposal of the OA until the start.

#### **15. [DP][NP] HAUL-OUT AND RIG RESTRICTIONS**

15.1 From 29 Sept 2024, boats shall not be hauled out unless with and according to the terms of prior written authorization from the Race Director or the race committee. Washing (using other than soap) or polishing or sanding any part of the hull or rudder or foils or keel if prohibited

15.2 Competitors will be allowed to set up their rig within given tolerances (as per SI) by the OA prior to the start by 18:00 pm of the day before the start. This set up will be sealed by the OA and not subject to change during racing. The penalty for making changes is DSQ.

#### **16. [DP] [NP] OUTSIDE HELP**

16.1 The race shall be sailed double-handed mixed and without on-water assistance. Any boat shall have at any time while racing only two persons on board.

16.2 Boats shall sail the entire course independently and shall not, deliberately, sail along together with another boat, and shall not make any provision in order to get accompanied by another boat or vessel. During the race, a boat shall not have physical contact with any vessel or aircraft and shall not receive any outside support in any way unless authorized in this NoR.

16.3 During the race, a boat may anchor or moor and may get assistance in the following circumstances, all considered as technical stops:

- a) The boat may be towed to enter or leave a port or a mooring on a maximum distance of 1 NM, provided it can be proven that she did not gain on the distance to the finishing line as a result of having been towed. When the boat is towed, and only during this time, persons can come on board.
- b) When the boat is anchored or moored on a buoy or alongside a vessel anchored or moored on a wharf or in a shelter, repairs may be made, and the boat may receive support/supplies. The crew shall not leave the boat.

- c) When repairs are done, to continue racing, the boat may be towed on a maximum distance of 1 NM provided it can be proven that such a towing did not result in a gain on the distance to the finishing line. As soon as the boat continues racing, only the crew shall be on board.
- d) Any stop (technical stop), or during which the crew, even only for a very short time, shall not be counted for less than 2 hours. All the time of the stop will count to the total sailing time of the boat.
- e) The time limit for any technical stop cannot go beyond 48 hours cumulated period for the whole race, whatever the number of stops. From the time the boat is moored or anchored for repairs or supplies, she will be considered in a technical stop until the time she will continue racing. Should the time of stops exceed 48 hours in total, the boat will be scored DNF without a hearing. This changes RRS A4 and A5.

16.4 Any stop shall be reported to the Race Direction (phone and email) and reported in writing with circumstances, description of the situation, and description of damages. The crew shall inform the Race Director before continuing racing.

16.5 While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats [DP].

16.6 At the finish of the race, each crew may be required to make their logbook available to the Race Direction, the race committee, or the jury.

## 17. PRIZES

1<sup>st</sup> overall and first record of the race: trophies + € 20.000  
(twenty thousand)

2<sup>nd</sup> overall: trophies + € 10.000 (ten thousand)

3<sup>rd</sup> overall: trophies + € 5.000 (five thousand)

4<sup>th</sup> overall: € 2.500 – 5<sup>th</sup> overall: €2.000 – 6<sup>th</sup> overall: € 1.500 – 7<sup>th</sup>, 8<sup>th</sup>, 9<sup>th</sup> and 10<sup>th</sup> overall: € 1.000 each.

Special Prize will be assigned to crew beating the previous record (08d 08h 27m 23s)

1<sup>st</sup> overall mixed team: trophies

Jack della Marina Trophy will be assigned to the team with best positions passing the 4 gates (Venezia – Amalfi – Pisa – Genova).

N.B: all trophies and money prizes will be assigned only to teams finishing the race by crossing the finish line in Genoa after sailing the course.

Only boats having crossed the finishing line of the 2024 Nastro Rosa Veloce and finished within the time limit stated in NoR 10.3.1 will be eligible for prizes and trophies.

## 18. [DP][NP] 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".

## **19. DECISION TO RACE**

The responsibility for a team's decision to participate in a race or to continue racing is theirs alone. Consequently, by entering the race, each competitor accepts the risks and shall not challenge the organizers responsibility in case of damage, injury or death.

## **20. RESPONSIBILITY OF THE OA**

20.1 The OA may, in case of force majeure or if the safety of competitors requires so, at its sole discretion, decide to cancel the continuation of the race. Cancellation for force majeure or for safety reasons or for any reason independent of the organizers' powers shall not be ground for any reimbursement of entry fees or for any other financial allowance. This will apply in case of, but not limited to, exceptional weather conditions, war actions, attacks, rapt, fire, floods, strike or block- out of maritime equipment, for which the origin is completely independent of the powers of the OA.

### 20.2 Responsibility of the OA:

Sailing is an activity presenting some risks and offshore racing is an activity incidentally perilous. Any person considering participating in the race either as a competitor or other, shall do it in accepting the risks resulting from such an activity and knowing that this participation might incur damages or loss, injury or death.

The organizers' responsibility is limited to ensure the fairness of the competition. Any other responsibility that the organizers would accept should be only contractual and explicit.

In particular:

The checks performed by the OA, either from its own initiative or on request of competitors or any other body, are aimed only to ensure that rules and race documents have been complied with. The watch, and specially radio watch, and the follow-up with the beacons that the OA may organize and perform, are to be considered by crews as aleatory and not compulsory, and in no way as an additional security on which they can rely.

Any request made to a member of the OA will not imply any civilian liability except if the OA explicitly accepted this responsibility, either by itself or by one of its officers, officially accredited to that effect. This is in particular the case for any request for help, including at-sea assistance.

20.3 The OA shall not be considered as responsible for any indirect loss, real or alleged, whatever would be the situation, faced by whoever, participant, owner, sponsor, patron or other interested party, and this total absence of responsibility will not be limited to the only loss of benefits, of opportunities, of business, of publicity, of reputation (or the opportunity to improve the reputation) or any financial loss, whatever.

20.4 The OA shall not be considered responsible towards the participants in the race or other persons for any loss, damage or expenses of any kind, real or supposed, resulting from a force majeure, including, but not limited to, any natural disaster, war, military action, earthquake, accident, material failure, insurrection, exceptionally bad weather, tsunami, flood, hurricane, tornado, drought, thunder hit, fire, explosion, workers strike, social conflict, or permit refusal from the government, from national or international sailing bodies, from administrations of Equipment, telecommunications, or delay in delivery, production, or transport, due to bodies or companies, of information, goods or services.

The OA has no obligation to organize operations of rescue either onshore or at sea. Participants are also reminded of the obligation to give help to another boat or competitors in distress (Fundamental RRS 1.1). As much as possible, Rescue and Assistance at sea are governed by the international conventions.

20.5 Acceptance of the rules:

The event is a sport event. Any problem will be dealt with in accordance with the RRS. The fact to lodge an entry form implies that the crew and their family and entourage renounce to resort to any jurisdiction not provided by the RRS. (See fundamental rule 3). No request for damage compensation would be valid and granted.

Consequently, the OA shall accept no responsibility for any implied breach of contract along usual lines, written or otherwise, nor for negligence; and shall not be held responsible for any loss or injury (whatever the cause or circumstance), or for any dereliction of duty, misrepresentation and so on.

20.6 Person in charge:

Whatever would be the judicial links between the crew and the boat owner(s), only the crew officially identified on the entry form will be the person in charge responsible towards the OA (See RRS 46).

20.7 Decision to participate:

Each crew participates in the race at their own risks and acknowledges that the responsibility for the decision to participate or to continue racing is his or her sole responsibility. It is the only responsibility of the crew to decide to participate in the race in function of his or her competence, of the state of the boat and rig, of the weather conditions predicted or met during the race, of his or her own fitness and medical state and so on.

Any advice or information supplied by the OA, e.g., weather forecast or advice consequent to boat inspection, is given purely indicatively and it remains the only responsibility of the crew to check the predicted weather conditions and their equipment.

Neither the OA nor its associates shall accept any liability regarding advice or information they might be subject to supply.

20.8 Crews responsibility:

The crews are, each of them for what they are concerned for, personally responsible for any accident, material or human, that may occur to themselves, to the boats, or that they can cause to any third party or to any good belonging to a third party. They must subscribe all insurances

necessary to cover possible injury, loss, damage or other consequence. In addition, each participant must be able to present proof of such insurance stating the possible clause of exclusion and details of compensation to any third party with whom he or she may be subject to make contact in the scope of the race or other associated events. The crew is responsible towards the OA for the subscription of all the insurances needed to cover the third-party liability for a minimum total amount of 1,5 million euros.

Without this insurance, the crew shall not be permitted to start the race and the entry fee of the team will remain the OA's property. The absence of a third-party liability insurance shall not transfer any responsibility to the OA or its associates.

20.9 As an essential requirement to enter the race, the crew shall provide the OA with the waiver form duly signed, through which he or she renounces to any resort against the OA, its mandated agents, and its insurers, as worded in the **appendix**.

20.10 Retirement from the race

In case of retirement of a competitor, and as soon as this competitor is safe in a port or shelter, confirmed by the Race Director, the OA will not accept any more responsibility regarding the repatriation of the crew and of their boat.

## **21. [DP] [NP] USE OF THE LOGO - MEDIA COMMUNICATION - IMAGE RIGHTS**

21.1 Name: The official name of the race is "Marina Militare Nastro Rosa VELOCE 2024"  
The OA shall change or complete the race name. In this case, crews will be informed and shall update their communication. Any registered team in the race agrees to respect the name of the race when communicating and promoting. The logo of the race is free of rights for the registered teams to use. The organization of the race shall be informed of such a use. A graphic chart shall be provided and shall be respected.

21.2 Audio-visual rights

For competitors, entering the Nastro Rosa VELOCE 2024 means that their image and name, the image of their boat, of their sponsor(s), their partners and technical crew(s) and family members present in Taranto , and at any stopover and during finish, at sea or at any public place, press room, pontoons, support boats, social networks (Facebook, Twitter etc.) may be used, free of charge, and adapted, by the OA, the WS or their representatives, to communicate on or enhance the Nastro Rosa VELOCE 2024 and their partners, on any territory or any media support whatsoever without any time limitation. It is understood that these images will only be used in normal predictable conditions, without any ill will.

## **22. CONTACTS**

Race Manager: [racemanager@nastrorosatour.it](mailto:racemanager@nastrorosatour.it)

Event Manager: [t.paleari@ssi.events](mailto:t.paleari@ssi.events)

Fleet responsible: [a.perone@ssi.events](mailto:a.perone@ssi.events)

# ANNEX 1

Figurò 3 sponsors areas:

