



NOTICE OF RACE

Marina Militare Nastro Rosa Veloce

Start from Venice on Nov 05, 2023

3th edition



Start on Sunday 6 November 2023 from Venice to Genoa

Organizing Authority (OA):
ASD NASTROROSA Tour YC La Maddalena
with
Y.C.Venezia ASD
LNI Genova sez.Sestri Ponente

In cooperation with SSI srl and Difesa Servizi SpA
Under the aegis of FIV and the Classe Beneteau Figaro3

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PREAMBLE

The 2023 Nastrorosa Veloce is a non-stop race on Figaro3 boats, double and/or double-mixed crew and without on-water assistance from Venice to Genoa. Eight stop-overs are planned where boats may receive 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. This changes RRS 60.1(a).

The notation ‘**[SP]**’ in a rule means that a standard penalty can be imposed by Race Committee without a hearing by the Protest Committee (PC)/Jury (J) - amends RRS 63.1 and A5.

1. RULES

The event will be governed by:

1.1 The rules as defined in The Racing Rules of Sailing.

1.2 No National Prescriptions will 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.

1.5 The Offshore Special Regulation (OSR) category 2

1.6 The Class Rules of the Figaro3 Class will not apply.

1.7 **[NP] [DP]** RRS 28 [Sailing the course] will be changed in the SI

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

1.9 The following racing rules will be changed as described in the Sailing Instructions: RRS 41 (Outside Help), RRS 45 (Hauling-out, Making fast, Anchoring), RRS 61 (Protest Requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions).

1.10 By entering the Nastrorosa 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. ADVERTISING

2.1 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.

2.2 RACE FLAGS Each team entering the event will receive a race flag upon arrival in Venice that shall be displayed on the port backstay in a height of not less than 1,5m above the deck from 2 November, 17:00 hrs. until the prize giving in Genoa.

2.3 FLAGS AND PENNANTS:

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

- in Venice and until the orange flag will be displayed on RC vessel,
- during any stopover from arrival and up to leaving the port,
- after crossing the finishing line in Genoa until the end of prize giving,
- it shall remain on board the boat for the whole duration of the event.

2.4 The event logo as supplied by the OA can be found at www.nastrorosatour.it

2.5 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.

2.6 All race flags and pennants shall be returned at the end of the event in Genoa, or as soon as possible for boats that do not cross the finish line. A financial penalty of 25 Euros per flag not returned will be applied.

3. ELIGIBILITY AND ENTRY

3.1 BOATS

3.1.1 The 2023 Nastrorosa Veloce will be sailed in the boats provided by the OA. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62. No variation will be

admitted by competitors on any part of the hull, appendices, rudders, sails, interiors, rig, or set-up after the boats are assigned to the competitors. The fairing (smoothing of surfaces) of the hull, rudders and appendices by sanding and/or coating(s), is strictly forbidden. This change CR D2.1 Any deviance from the OA initial set-up will be reported to PC and the damage deposit will be forfeited. A team can request, only in writing and using the ONB, to the OA to alter the initial set-up and must receive an answer before, in case, to proceed.

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

3.2 The number of boats entered in the race is limited to 10.

3.3 According to RRS 76.1, the OA may reject or cancel an entry. If needed, it may, with 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.

3.4 ENTRIES

No entry fee will be required.

Attendance of team arrived in Genova at The 2023 Nastrorosa Veloce Prize Giving remain as mandatory as per NOR 5.3

3.4.1 Eligible crews may enter by filling in the form available on the website. The entry form shall be lodged online together witha payment of an admin fee of 600 € (plus VAT if needed) to validate the registration.

Means of payment:

Bank transfer ONLY: send the receipt of bank transfer by mail to nastrososatour@ssi.events

It is mandatory to mention the team name and the family and given names 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

PEC Email: SSI@ITPEC.NET

VAT number: 10517430962

BANK: CREDIT AGRICOLE

IBAN: IT34X0623001614000015311216

BIC/SWIFT: CRPPIT2PXXX

The entry form shall be submitted and the admin fee paid latest until 25 October 2023 (date of receipt of the bank transfer). Late entries will have a +500€ fee and will be accepted only if approved by the OA.

3.4.2 Entry forms may be submitted starting from 15 July 2023. Entries will be registered in chronological order of receipt. At this time, Russian e Belarus competitors will not be accepted according with WS note 01/03/2022.

3.4.3 Entries received later than 25 October 2023 may be considered by the OA. 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.

3.4.4 WAITING LIST

Once the maximum number of entries as per NoR 3.2 is reached, the following entries will be registered on a waiting list. The waiting list will be closed on 25 October 2023 at 23:59 hrs.

3.5 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 25 October 2023 23:59 hrs.

3.6 CREW ELIGIBILITY

3.6.1 Each crew member of a club affiliated to the FIV shall hold:

- 2023 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;

3.6.3 For all other crew members:

- either prove that he or she belongs to a World Sailing MNA, and holds a valid third party liability insurance with a cover of at least 1,5 million Euro, and provide a medical certificate 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 2023 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 Italian or English). In such a case, he or she will be compelled to comply with FIV Regulations, including the rules regarding display of advertising.

These teams shall hold:

- either a World Sailing certificate (Rescue and Survival and First Aid at Sea) still valid
- or a WS Rescue and Survival certificate and a valid First aid certificate as required by OSR 6.01 and 6.05.2. This/These training(s) shall be "RYA Approved". If the OA receives a certain number of requests, it may evaluate the opportunity to organize a Yacht Master Course in Venice right before the event,

4. FEES TO BE PAID

4.1 Entry fee as per NoR. 3.4. 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).

4.2 The entry includes the supply of a positioning beacon.

Entry 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€ per beacon).

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

A 2500€ deposit will be requested at the registration in Venice. Only checks or bank transfer will be accepted. This will be given back to competitors upon final handback of the boat and within 7 days after finish.

5. 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.

5.1 Provisional Schedule in Venice

Date	Time	
Wednesday, 1 November	15:00 hrs.	Boats assignment and boat check (*)
Thursday, 2 November	09:00 – 16:00 hrs.	Free training
Friday, 3 November	09:00 – 16:00 hrs.	Free training
Saturday, 4 November	09:00 -16:00 hrs.	Free training
	17:30 hrs.	Opening Ceremony (*)
Sunday, 5 November	11:30 hrs.	Starting time in front of San Marco square (*)

Any damage occurring after the boat assignments will not be in charge or to repair of the OA. Teams will be in charge of it except as in NOR 14.4.

5.2 Depending on weather conditions, the Race Direction may move the starting time on 4 November. Crews will be informed of this change of schedule by an amendment published at the latest on Friday, 3 November at 20:00 hrs.

5.3 The 2023 Nastrosoa Veloce Prize Giving will be held at the Galata Museum. Attendance of all teams arrived in Genoa at that time is mandatory.

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

6. SEALS

Some parts of the boat and equipment will be sealed before the start in Venice and at any of the stopovers. 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.

7. SAILING INSTRUCTIONS

The Sailing Instructions will be distributed to the crews in Venice upon registration or before online at the online ONB

8. THE COURSES

8.1 The 2023 Nastrosoa Veloce is sailed in one leg.

8.2 The crews may welcome on board Sponsors or Officials, or youth members of local sailing schools during their stay in Venice.

8.3 TIME LIMIT TO FINISH

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

8.3.2 Boats failing to finish within the time stated in NoR 8.3.1, taking into account time penalties or redresses (if any) decided by the jury, will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

9. PENALTY SYSTEM

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 protest committee.

10. SCORING

10.1 The event will be scored in real time, taking into account time penalties or redresses, if any, decided by the jury.

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

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

11. 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 [NP] [DP].

12. BERTHING

The OA will set up a berthing plan that boats and crews have to comply with from 3 November 2023 at 18:00 hrs.

Boats are not allowed to leave the port, unless authorized in writing by the race committee or the race director, after 3 November 2023 at 17:00 hrs. and shall remain at the disposal of the OA until the start.

13. HAUL-OUT RESTRICTIONS

From 30 October 2023, 18:00 hrs., 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.

14. OUTSIDE HELP

14.1 The race shall be sailed double-handed mixed and without on water assistance. Any boat shall have at any time only two persons, and the same, on board, except in circumstances provided in RRS 41.

14.2 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 cannot have physical contact with any vessel or aircraft. She shall not receive any outside support in any way unless authorized in this NOR.

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

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.

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. 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.

One stop with OA outside assistance (technical stop), or during which the crew leaves the boat, 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.

The time limit for any technical stop cannot go beyond a 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.

14.4 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. If the boat is requesting OA assistance at any of the planned stopovers, this shall be requested to the race director (phone or email) not less than 24h in advance.

14.5 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.

15. PRIZES

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

2nd overall: trophies + € 10.000 (ten thousand)

3rd overall: trophies + € 5.000 (**fivethousand**)

4th overall: € 2.500 the –5th overall: € 2.000 –6th overall: € 1.500 –7th, 8th, 9th and 10th overall: € 1.000 each. Special Prize will be assigned to crew beating the previous record (08d 08h 27m 23s)

1st overall mixed team: trophies + € 5.000 (fivethousands)

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 2023 Nastro Rosa Veloce and finished within the time limit stated in NoR 8.3.1 will be eligible for prizes and trophies.

16. 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.

17. RESPONSIBILITY OF THE OA

17.1 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.

17.2 Responsibility of the OA:

Sailing is an activity presenting some risks and offshore racing is an activity incidentally perilous. Any person considering to participate 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.

17.3 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.

17.4 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.

17.5 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.

17.6 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).

17.7 Decision to race:

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 hers 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.

17.8 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.

17.9 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.

17.10 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.

18. USE OF THE LOGO – MEDIA COMMUNICATION – IMAGE RIGHTS

18.1 Name: The official name of the race is " Nastrorosa Veloce 2023 "

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. [DP]

18.2 Each Team will be required to transmit a minimum number of still images, video sequences, and written updates to the Race media team during each Race Day at sea. Additional material may be required to be transferred to the Race media team at any stopover used by the crew. General requirements as above will be defined before the end of the entry period. Specific content requirements for each Team will be agreed ahead during a briefing with the Race media team. While racing, each Team will have two time slots per day decided by the Race media team to transmit media contents. Each day without transmitting the required media will add 4h on the total sailing time of the boat (this changes RRS35, A4, and A5).

18.3 Audio-visual rights

For competitors, entering the Nastrorosa Veloce 2023 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 Venice, and at any stopover and in Genoa, 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 or their representatives, to communicate on or enhance the Nastrorosa Veloce 2023 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.

19. CONTACTS

SECRETARY: Francesca Fredrigucci, amministrazione@ssi.events

RACE MANAGEMENT : Luigi Bertini, racemanager@nastrorosatour.it