



“International Regata Brindisi - Corfu” 2023

37th edition

SAILING INSTRUCTIONS

ABBREVIATIONS

In these Sailing Instructions the following abbreviations are used:

1. ICS - International Code of Signals
2. OC - Organizing Committee
3. RC - Race Committee
4. PC - Protest Committee
5. IJ - International Jury
6. TC - Technical Committee
7. NoR – Notice of Race
8. SI - Sailing Instructions
9. RRS - World Sailing (WS) Racing Rules of Sailing 2021-2024
10. SR - Regatta Secretariat
11. ONB- Official Notice Board
12. WS - World Sailing
13. OA - Organizing Authority
14. NP - denotes a rule for which a boat cannot submit a protest. (This modifies RRS 60.1(a))
15. SP - denotes a rule for which the RC can assign a standard penalty without a hearing (This modifies RRS 63.1)
16. DP - denotes a rule for which the penalty is at the discretion of the Protest Committee.(PC).

1. ORGANIZING COMMITTEE

The 37th Edition of the International Regata Brindisi Corfù - part of the Italian Offshore Championship 2023 & the Italian Multihull Championship 2023 - is organized, by proxy of the Italian Sailing Federation, by Brindisi Sailing Club in collaboration with Marina Gouvia Sailing Club of Corfù (GR).

2. RULES

2.1 The event will be governed by the current version of the following rules:

- The rules as defined in the Rules of Racing (RRS); RRS 90.3(e) shall apply.;
The Prescription of the Italian Sailing Federation (FIV) ;
- Current ORC regulations;
- The FIV Offshore Sailing regulations 2023.
- Offshore Special Regulations (OSR) of WS for Category III with the addition of liferaft for the whole crew and an AIS device in use for the duration of the race and VHF device with the channels 16 & 72;
- The Notice of Race (NoR);
- These Sailing Instructions. In case of conflict between the Notice of Race and the Sailing Instructions, the latter shall prevail. (This modifies RRS 63.7);
- any Official Notices to Competitors (SI 4) from the OC, RC, IJ and TC;
- From 8:30 p.m. to 5:30 a.m., the "International Rules for the Prevention of Collisions at Sea" (NIPAM-COLREG rules) will supersede Part 2 of the RRS.

All times in this Notice of Race, the Sailing Instructions, and any communications from Committees and Juries are in local time.

In case of conflict between the Italian and English text of these SI, the latter shall prevail.

- 2.2 Pursuant to the World Sailing Offshore Special Regulations (OSR) it is specified that the presence of AIS (receiver/transmitter) on board is mandatory. The MMSI code must be indicated at the time of registration. The AIS system must be kept operational throughout the regatta.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any changes to the SI will be published before 08:30 of the day it will take effect.

4. NOTICES TO COMPETITORS

Notices to competitors will be posted on the virtual Official Notice Board of the event (<https://www.racingrulesofsailing.org/documents/5984/event>) and could be repeated at <https://www.brindisi-corfu.com>; errors or delays in posting on the web site cannot be grounds for a request for redress, this modifies RRS 60.1(b).

It is the responsibility of each competitor to be informed as to their content.

5. COMMUNICATIONS

- 5.1. All radio communications will be made on VHF channel 72. All flag signals made by the RC will possibly be repeated by radio. Failure of communication or reception will not be subject to protest or request for redress. This modifies RRS 60.1(b).
- 5.2. [DP] A boat racing may not make radio communications of any kind, except to notify the RC of its withdrawal, any emergencies, or to respond to calls directed to it from the RC. This restriction also applies to voice or data transmissions and receptions that are not public and available to all boats. This modifies RRS 41.
- 5.3 The VHF channel for any urgent communications with the RC will be 72. However, the RC may not be in a condition to receive the VHF signal when boats are far from the Italian, Albanian and/or Greek coasts. Therefore, it is recommended to use the telephone numbers below for urgent communications with the RC, including by SMS. Improper use of VHF communications may be grounds for the competitor to be penalized. Withdrawing boats should make every effort to notify the RC of their decision and port of destination using VHF channel 72 or by phone or by SMS to one of the telephone numbers below and should ensure that the RC has received the communication.

Race Committee - Italy: +39 340 9787208;

Finish Line - Greece: +39 337 831703 (I); +30 697 4353168 (GR)

Organizing Committee: +39 335 6959559

6. CODE OF CONDUCT

- 6.1 [DP] Competitors and support persons shall comply with all reasonable requests made by the Race Officials.
- 6.2 [DP] Competitors and support persons shall handle any equipment or apply advertising provided by the organizing authority with care, following the instructions for use and without interfering with its operation.
- 6.3 Following a serious infraction in matters of conduct or sportsmanship, the IJ may exclude a competitor from participation in the regatta or apply other disciplinary sanctions. This will apply for the entire duration of the Event.

7. SIGNALS ASHORE

- 7.1 Signals made ashore will be displayed on the signal mast located at the Regatta Secretariat - Waterfront Brindisi harbor.
- 7.2 When the "AP" pennant is displayed ashore the words "one minute" are replaced by the words "not less than 45 minutes," and boats are not to leave their moorings before it is lowered.

8. CLASS FLAGS

Group "R" - Class ORC A & Multihull: flag "R" of ICS

Gruppo "V" - Class ORC B – C – D: flag "V" of ICS

9. COURSE

The course, from Brindisi to Kassiope, is around 104 NM.

The Meda (Trombillo), located outside the port of Brindisi [40° 39.751' N - 018° 02.200' E] should be left to starboard (Map A). There are no further restrictions.

10. STARTING LINE

The starting line will be the line joining No.1 and No.2 orange buoys as shown in the attached "Map A".

The starting line shall be crossed by sailing from West to East.

The Race Committee's station ashore, will be denoted by the pennant of the Circolo della Vela Brindisi, will be on the Breakwater (to the left of the starting line) in alignment with buoys Nr.1 and Nr.2.

Buoy No. 3, colored orange positioned in the starting area, immediately after the starting line, is to be considered an "Obstruction," as defined in the RRS, and is to be left compulsorily to starboard.

11. START

11.1 Two separate starts will be given, one for each group in the following order:

1st Start: Group "R" (ORC Class A and Multihull Class);

2nd Departure: Group "V" (ORC Classes B, C and D).

The warning signal will be given 10 minutes before the starting signal, this amends RRS 26.

The warning signal of Group "V" will be given as soon as possible after the starting signal of Group "R"

11.2 The start will be according to RRS26 with the following modification:

Class ORC A & Multihull :

"Warning Signal"	flag "R" of ICS	10 minutes before the start
"Preparatory Signal"	flag "I" of ICS	5 minutes before the start
"One Minute"	flag "I" lowered	1 minute before the start
"Start Signal"	flag "R" lowered	Start

Per le classi ORC B – C- D :

"Warning Signal"	flag "V" of ICS	10 minutes before the start
"Preparatory Signal"	flag "I" of ICS	5 minutes before the start
"One Minute"	flag "I" lowered	1 minute before the start
"Start Signal"	flag "V" lowered	Start

Any visual signal will be accompanied by corresponding sound signal and if possible communicated by radio on VHF channel 72. Failure or defective radio communication shall not be grounds for a request for redress or protest, this amends RRS. 62.1 a.

Five minutes after the Starting Signal, the Starting Line will be considered closed and boats that have not started will be scored DNS without a hearing (modif. RRS A.4 and 63.1).

12. INDIVIDUAL RECALL

Rule 30.1 will apply. The RC will display flag "X" of the ISC accompanied by an audible signal to indicate any early starts; W.S. DR-21-01 "Alternative Starting Penalty" [see SI 13] is in effect.

13. PENALTIES

According to World Sailing's experimental rule DR21-01, the definition of "Start" is modified as follows:

Start. A boat starts when, having been with its hull fully in the pre-start side of the starting line, and having complied with rule 30.1 when in effect, any part of its hull crosses the starting line from the pre-start side toward the course side

(a) at or after its starting signal, or

(b) during the last minute before its starting signal.

When a boat starts as per point (b) of the definition of Start, it shall not return to the pre-start side of the line; it shall receive, without a hearing, a 30% scoring penalty on its corrected finishing position as per RRS 44.3(c) and item 24 of the Offshore Sailing Regulations 2023.

14. GENERAL RECALL

The "General Recall" rule will not be applied; this modifies RRS 29.2.

15. FINISH LINE

15.1 The finish line will be between a **blue flag** positioned on the shoreline, north of Kassiope Marina, and a **yellow inflatable buoy**, positioned at a distance of 0.1 / 0.5 NM, as shown on the attached "Map B". During the night hours a flashing white light will be placed on the buoy and an intermittent blue light will be placed on the blue flagpole.

15.2 The finish line must be crossed by sailing from west to east.

- 15.3 A **red inflatable buoy**, placed before the finish line on the course side, shall be considered an "**Obstruction**," as defined in the RRS, and must be left compulsorily to starboard. During nighttime hours a flashing red light will be placed on the buoy.
- 15.4 Each boat that cuts the finish line during the nighttime hours shall illuminate its bow number, affixed to the hull, and sail numbers to be identified by the RC; in addition, if requested by the RC or TC, it shall report its call sign and bow number on VHF channel 72.
- 15.5 Boats crossing the finish line must keep themselves available to the RC and TC for inspection and/or communications, under penalty of disqualification. If, due to adverse weather conditions or otherwise, inspections cannot occur near the finish line, any instructions will be broadcast by the RC on VHF channel 72.

All boats in the regatta must make themselves available, with full crew, at the docks of Gouvia Marina from their arrival until 1 p.m. on June 13, 2023.

16. COMPLIANCE DECLARATION

Within 6 hours from arrival, each skipper, in order to be classified, must deliver to the RC, or deposit in the special box located at the entrance of the Marina di Gouvia Office Building (Regatta Secretary's Office), the declaration of compliance, completed in its entirety and signed by him. In case of arrival during night hours, the declaration of compliance may be delivered by 10 a.m. the following morning.

Failure to deliver this declaration will result in the boat being considered as "withdrawn" (RET).

17. TIME LIMIT

As a partial amendment to RRS 35, the time limit will be 32 hours from the starting time of each Group. Boats that do not arrive within the time limit will be classified DNF.

18. PROTESTS & REQUEST FOR REDRESS

- 18.1 Protests and requests for redress or reopening must be entered into the Racing Rules of Sailing App (<https://www.racingrulesofsailing.org/documents/5984/event>) within the relevant time limits.
- 18.2 For each group, the time limit for protests is 60 minutes after the last boat belonging to the group has arrived. The same time limit will be applied to protests or requests for redress from the RC, TC or IJ concerning incidents seen in the racing area. This modifies RRS 61.3 and 62.2. The time will be posted on the virtual official notice board (<https://www.racingrulesofsailing.org/documents/5984/event>).
- 18.3. Measurement protests submitted by a boat after the protest time limit will not be accepted. This modifies RRS 60.1(a) and 61.3.
- 18.4. Protests submitted by the RC, IJ or TC will be posted on the virtual ONB to inform competitors as per RRS 61.1(b).
- 18.5. Not later than 30 minutes after the protest time limit expires, the schedule of hearings will be posted on the ONB, to inform competitors of the hearings in which they are "parties" or are named as "witnesses." The hearings will be held, if possible at the scheduled time, in the hearing room located at the Regatta Secretariat in the Gouvia Marina. Hearings may be scheduled to begin up to thirty minutes before the time limit for protests expires.
- 18.6. A request for redress based on an IJ decision must be delivered no later than 30 minutes after the decision has been posted to the ONB. This modifies RRS 62.2.
- 18.7. A boat intending to protest must inform the other boat by shouting protest at the first reasonable opportunity and display a red flag. Upon finishing, it must report the protested boat to the Race Committee, and await confirmation from the Race Committee (addition to RRS Rule 61.1 (a)). Protests contrary to this Rule will be invalid.

19. SCORING

- 19.1. "Low Scoring" as per RRS Appendix A will be applied..
- 19.2. The All-Purpose Handicap - Time on distance value will be used for corrected time calculations. The length of the course is 104 miles.
- 19.3. All decisions regarding the calculation of corrected time and course length are at the sole discretion of the RC and may not be subject to a boat's request for redress. This amends RRS60.1(b).
- 19.4 Any ties will be settled in favor of the boats with higher APH.

20. EQUIPMENT

Each competing boat shall be equipped with the mandatory equipment required by the "Offshore Special Regulations," in effect, for Category 3 regattas with mandatory lifeboat. However, this is without prejudice to the obligation of the equipment on board prescribed by current legislation. Therefore, in the event of accidents or disputes by the authorities for failure to comply with the laws in force, all responsibility falls exclusively on the skippers of the boats.

21. MEASUREMENT AND INSPECTION

- 21.1 **[SP]** A boat or equipment may be inspected at any time for compliance with the rating certificate, the Notice of Race, and the Sailing Instructions. **Attachment 1 (Addendum - Standard Penalties)**
- 21.2 **[DP]** When requested by a race official or measurer, either on the water or ashore, a boat shall head to a designated area for measurement inspection.

22. STATEMENT OF RESPONSIBILITY

- 22.1 RRS 3 states, "The responsibility for a boat's decision to participate in a race or to remain in a race rests solely with her." Therefore, participants are aware that the sailing activity falls under those governed by Article 2050 of the Civil Code and that all participants must have a valid federal membership guaranteeing accident insurance coverage, including death and permanent disability. Foreign competitors must comply with any requirements of their MNA and have accident insurance coverage, including death and permanent disability as per current FIV Regulations.
- 22.2. The OC and RC disclaim any and all liability for damages that persons and/or property, whether on land or water, may suffer as a result of their participation in the regatta.
- 22.3. It is the responsibility of the Owners or those in charge of the boat to decide based on the crew's ability, wind strength, sea state, weather forecast, and whatever else should be anticipated by a good sailor, whether to go out to sea and participate in the regatta, to continue in it, or to abandon it. Each Owner or his representative accepts these conditions by signing the entry form at the bottom.

23. [DP][NP] ENVIRONMENTAL LIABILITY

Recalling the Basic Principle that mentions, "Participants are encouraged to minimize any negative environmental impact of the sport of sailing," it is recommended that the utmost attention be paid to environmental protection at all times accompanying the practice of the sport of sailing before, during and after the event. In particular, attention is drawn to RRS 47 -Waste Disposal- which verbatim states, "Competitors and support persons shall not deliberately litter the water." This rule applies at all times when on the water. The penalty for an infraction of this rule may be less than disqualification.

Woolen threads used to splice spinnakers or gennakers and dropped overboard will not be considered waste.

24. AWARDS

As per the Notice of Race

25. INSURANCE

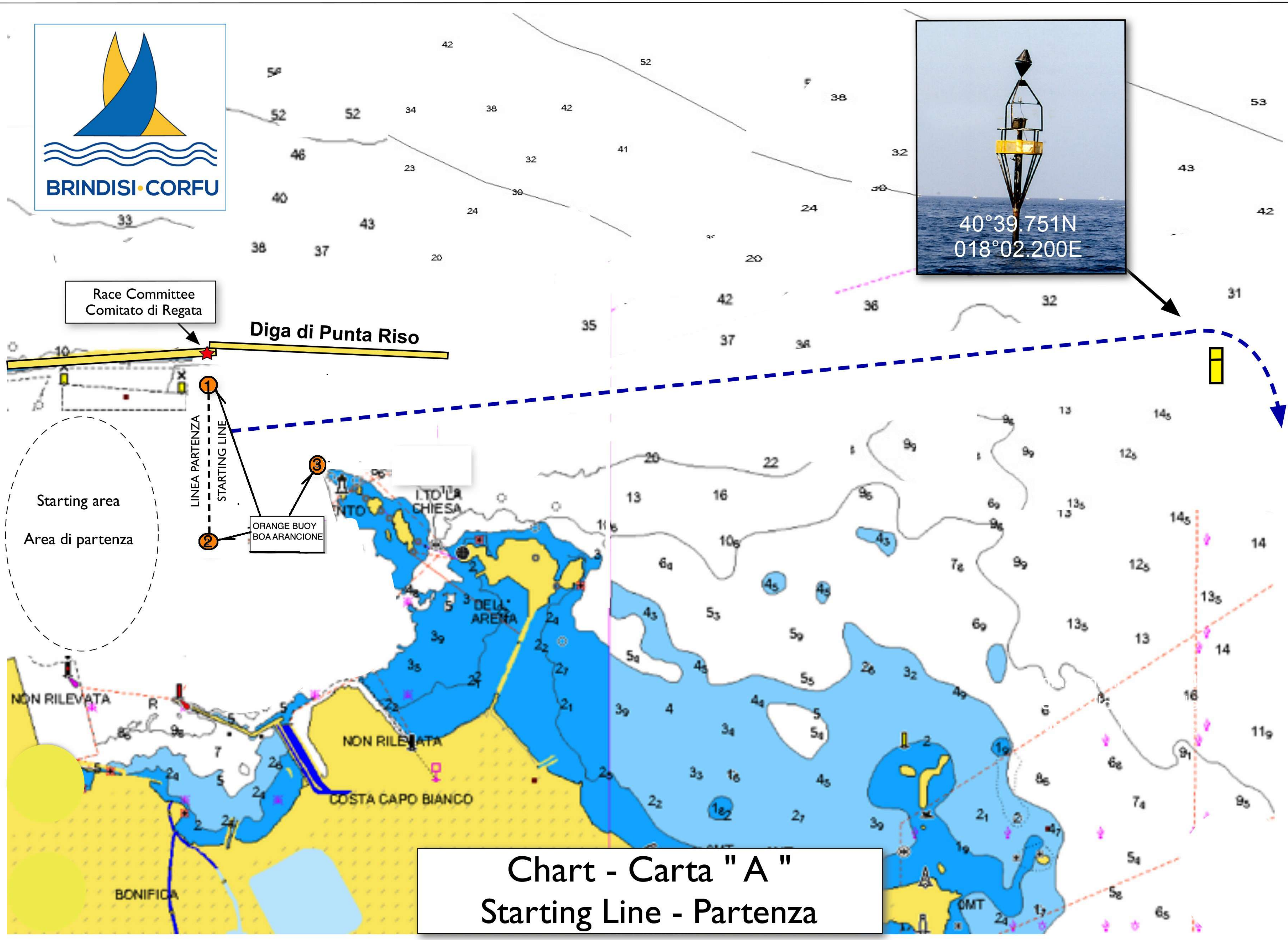
Each competing boat must be covered by valid third-party liability insurance with minimum coverage of 1,500,000.00 euros per accident or equivalent, with the "racing extension" clause.

Race Committee

ATTACHMENT 1

Addendum Standard Penalties [SP] of the TECHNICAL COMMITTEE:

RULES	Point Penalties
<p>All sails carried on board a boat must be measured and stamped by an ORC-recognized measurer (for ORC Int certificates only) and be within the maximum dimensions indicated on the rating certificate. (Section 27.1 Offshore Regulations 2023)</p> <p>Sail measurements shown on the rating stamp must be legible.</p> <p>As per RRS 87, amend reg.206 ORC.</p>	50%
<p>The maximum number of sails that can be used is as defined in ORC Rule 206 with only the addition of one mainsail. The second mainsail must have at least one reefing point. Mainsails must be interchangeable. The maximum number of sails allowed on board during the regatta is stated in the "Sails Limitations" panel of each boat's certificate.</p> <p>As per RRS 87, amend reg.206 ORC.</p>	20%
<p>In accordance with Appendix G of the Racing Rules, sail numbers and the country abbreviation must be placed on both sides of sails requiring them. The numbers and abbreviation must be of the size prescribed in said Appendix G and in a color that contrasts sharply with that of the sail. The sail numbers and country abbreviation must be the same as those on the rating certificate. (OSR 4.01)</p>	10%
<p>Damaged sails, upon appropriate request made to the TC, may be repaired or replaced if not repairable, and may be boarded only after inspection by the TC.</p>	20%
<p>Each boat shall have a bow number provided by the CO, placed on both the starboard and port side as shown in Attachment 2 of these SI, from the warning signal of the first race until after the finish in the last race of the Championship</p>	20%
<p><u>Configuration Gran Crociera</u></p> <p>If it does not meet the requirements of the current Offshore Regulations, it will be placed in the corresponding class and penalized</p>	20%
<p><u>Crew Weight</u></p> <p>The boat exceeds the crew weight established by the certificate</p>	30%
<p><u>Compliance with safety and OSR regulations</u></p>	30%



Race Committee
Comitato di Regata

Diga di Punta Riso

Starting area
Area di partenza

LINEA PARTENZA
STARTING LINE

ORANGE BUOY
BOA ARANCIONE

Chart - Carta "A"
Starting Line - Partenza



Red Buoy with red flashing light (at night)
Shallow water - to be left starboard
Boa Rossa con luce strobo rossa (di notte)
fondali bassi - da lasciare a dritta

Finishing Line - Bearing 030°/210° approx.
between one yellow buoy with white flashing light (at night) to be left port and blue flag on the coastline with blue flashing light (at night)
Linea di Arrivo rilevamento 030°/210° circa
Tra una boa gialla con luce strobo bianca (di notte) da lasciare a sinistra e bandiera blu sulla costa con luce strobo blu (di notte)

Race Committee
Blue Flag with blue flashing light (at night)
Comitato di Regata
bandiera blu con luce blu strobo (di Notte)

Chart - Carta "B"
Finish line - Arrivo

