

B14 European and World Championship 2023

13 – 21 July 2023

B14

NOTICE OF RACE

On behalf of Italian sailing federation: Circolo Vela Torbole – Lungolago Conca d'Oro 12 – 38069 Torbole sul Garda – Tel. +39.0464.506240 segreteria@circolovelatorbole.com in conjunction with the International B14 Class Association.

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the International B14 Class Rules in force at the time of the Regatta (CR).
- 1.2 No national prescriptions will apply.
- 1.3 RRS 35 is changed so that (i) after the first boat has finished, boats may be finished based on their observed position on the course, and (ii) the RC may remove the finish line and/or may not record boats crossing the finish line more than 20 minutes after the first boat.
- 1.4 Competitors shall comply with RRS 40.1 at all times while afloat. [DP]
- 1.5 RRS 62.1 changed so that failure to achieve target time is not grounds for redress.
- 1.6 If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. If no boat finishes the course (as set/shortened) within the Time Limit, the Race Committee shall have a discretion whether to abandon that race, so long as it is generally fair and the first boat finishes within an additional 6 minutes; if either of these criteria is not met, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).
- 1.7 RRS Appendix T, Arbitration, will apply as amended in the SIs.
- 1.8 RRS Appendix P, Special Procedures for Rule 42, applies. RRS P2.1 is changed as follows: 'When a boat is penalized under rule P1.2 [...]'. RRS P2.2 to P2.4 are deleted.
- 1.9 The Sailing Instructions may also change other RRS.

- 1.10 Racing rules 44.1 and 44.2 are further changed in that when an incident occurs where a penalty applies while the head of the spinnaker is above the main-boom gooseneck, the penalty may be taken immediately after the next time the head of the spinnaker is lowered below the main-boom gooseneck but shall be taken prior to rounding the next mark or crossing the finishing line. The changes will appear in full in the sailing instructions.
- 1.11 If there is a conflict between languages the English text will take precedence.
- 1.12 A boat loaned for the event may carry national letters and a sail number of any other hull currently owned by the competitor.
- 1.13 **[DP]** Each crew shall ensure that their *support person/s* comply with the SI and RRS.
- 1.14 The notation **[NP]** denotes that a breach of this rule will not be grounds for a protest by a boat. Any penalty is at the discretion of the Jury and may be less than disqualification This may change RRS60.1(a).
- 1.15 The notation **[DP]** denotes that a breach of this rule is subject to a penalty is at the discretion of the Jury.
- 1.16 The notation **[SP]** denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing.
- 1.17 In case of a conflict between the Notice of Race, Sailing Instructions and Official Notices, the Sailing Instructions and subsequent Official Notices will prevail. (This modifies RRS 63.7)
- 1.18 Give the right-of-way to public boats in service on the lake.

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be available on the event website from 2 days before the Practice Race <https://www.racingrulesofsailing.org/events/6012>

3 COMMUNICATION

- 3.1 The official notice board is located on the event website <https://www.racingrulesofsailing.org/events/6012>
- 3.2 Skippers and support person meetings and hearings may be conducted using an online video application.
- 3.3 **[DP]** 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.

4 ELIGIBILITY, ENTRY & REGISTRATION

- 4.1 The event is open to all paid members of the B14 class association.
- 4.2 Eligibility of nationals of sanctioned states (including Russian and Belarusian sailors) to participate will be determined in accordance with World Sailing guidance at the start of the event.
- 4.3 Eligible boats may enter online and pay the appropriate entry fee at A link to the entry website is also provided on the website.
- 4.4 Competitors shall register at the Race Office and complete all required measurement formalities before racing. Failure to comply with the Class Rules from the time of completion of measurement (#2.4) until after final Prize giving shall be a ground for protest.
- 4.5 Entry will be completed by registration and:
 - a) Checking in at the race office
 - b) Taking the Boat to the equipment inspection area
 - c) Completion of boat inspection and the measurement form completed by an equipment inspector
 - d) Stamping of the chosen sails (together with any other equipment that the organising authority may select).
- 4.6 A Waiver of liability form must be signed by each competitor (which may be by ticking the box online) either during online registration or at the event Registration. Failure to do so will invalidate any entry
- 4.7 A Parent/Guardian Consent and Supervision Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the first day of the event and handed in at registration.
- 4.8 Italian competitors will be allowed to sail in the event only if in possession of the FIV card for the year 2023 with valid medical certificate.
- 4.9 Pre registration online <https://www.circolovelatorbole.com/it/regatta/detail/256>

5 ANTI-DOPING

Please note that you may be tested under World Sailing regulation 21.16 Anti-Doping Code by the national Yachting Federation or its representatives.

6 FEES

- 6.1 The entry fee for European and Worlds :
Bank transfer to:
Cassa rurale Alto Garda-Rovereto
Filiale di Torbole sul Garda
IT90 W080 1635 1020 0001 6013 141
Codice BIC: CCRTIT2T04A

Entry Fee (EUR) from 01 May until 15 June 2023	Late Entry Fee (EUR) from 16 June 2023
European: 290€ Worlds: 480€ Both events: 740€	European: 320€ Worlds: 510€ Both events: 770€

- 6.2 Refunds for cancellation of entries will be as follows:

6.2.2 When requested after 25th May 2023 and before 25th June 2023 - 25%

6.2.3 No refund when requested after 25th June 2023

- 6.3 No entries will be accepted after midnight 10th July 2023 except at the sole discretion of the OA.

Note: Discretion will be applied on refunds and in exceptional circumstances 100% refunds may be given.

- 6.4 The entry fee includes:

6.4.1 Event T-shirt for at least the first 45 entries,

6.4.2 After sailing snacks

6.4.3 Opening Ceremony, Pasta Party and Prize Giving.

6.4.4 Extra social event tickets for partners and family will be made available to purchase on a first come basis. All social activities may be subject to change.

- 6.5 The entry fee shall be paid via the online payment system/bank transfer/credit card upon entering, even if the entry is cancelled later or the boat does not show up. The fee is non-refundable, except for the event or class being cancelled by the organizing authority or if the entry is rejected. The registration fee will be refunded in an amount at the discretion of the OA in the following situations resulting from the COVID 19 pandemic:

a. Cancellation of the regatta due to a decision from the Italian Government

b. If a registered competitor cannot attend the event due to health and safety measures applied by their region or country that affect mobility or travel to Garda for the regatta.

c. Credible justification that the withdrawal is due to ill health.

No claims or refunds for travel and accommodation expenses paid by registered participants due to this type of cancellation shall be accepted.

7 SCHEDULE

7.1 A maximum of 9 races will be sailed for the European championship

7.2 A maximum of 10 races will be sailed for the World Championship

7.3 No more than four (4) races will be sailed on any one day

7.4 No warning signal will be made later than 16:30 hrs on Saturday 15th and Friday 21st July 2023

7.5 Races on any day may be sailed back-to-back.

7.6 The intention is to complete the full program of scheduled races and therefore the above schedule may be modified at the discretion of the Race Committee, except that the time of the warning signal for the first race on the first day will not be brought forward. Races may be sailed either in advance or arrears, namely scheduled races may be bought forward or put back and may be sailed in mornings. Any amendment to race times that

are to be bought forward will be announced before the later of 7.30pm or 1 hour after the finish of the last race of the day before the intended change.

Date	Time	Activity	Location
B14 EUROPEAN			
Wednesday 12 th July	10:00 to 17:00	Registration and Equipment inspection	Race office Measurement point
Thursday 13 th July	10:30	Briefing	In front of club's restaurant
	13:00	First Warning signal	Club's restaurant
Friday 14 th July	After races (tba)	Opening ceremony	
	13:00	First Warning signal	Club's restaurant
Saturday 15 th July	After races	Pasta party (1hour)	
	13:00	First Warning signal	CVT
	After races	Pasta party (1hour)	
		Prize giving(asap)	Terrace CVT
Sunday 16 th July		Worlds only measurement	Measurement point
B14 WORLDS			
Monday 17 th July	10:30	Briefing	In front of club's restaurant
	13:00	First warning signal	
	After races	Opening Ceremony	Club restaurant
Tuesday 18 th July	13:00	First warning signal	
	After races	Pasta party	CVT
Wednesday 19 th July	13:00	First warning signal	CVT
	After races	Dinner party	Club restaurant
Thursday 20 th July	13:00	First warning signal	CVT
	After races	Pasta party	Club restaurant

Friday 21 st July	13:00 After races	First Warning signal Pasta party (1hour) Prize giving(asap)	CVT Terrace CVT
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TBA = To be announced

ASAP = As soon as practicable after racing, provided no protests are pending

8 EQUIPMENT INSPECTION

8.6 All boats shall be presented for measurement as per 7. Schedule

8.7 Measurement checks and inspections may be carried out at any time. A Boat notified of inspection shall follow the instructions of the Race Committee

9. SCORING SYSTEM

9.1 A minimum of three (3) races are required to be completed to constitute the regatta.

9.2 When 4 or fewer races have been completed, a boat's series score will be the total of all her race scores.

9.3 When from 5 to 8 races have been completed, a boat's series score will be the total of all her race score excluding her worst score.

9.4 When 9 or more races have been completed, a boats series score will be the total of her race scores excluding her 2 worst scores.

10 THE COURSES

10.1 The diagrams in ANNEX A show the course options, the order in which marks are to be passed, and the side on which each mark is to be left.

10.2 No later than the warning signal the Race Committee signal boat (a) may display the approximate compass bearing of the first leg; and (b) will display numeral 2, 3 or 4 to indicate the number of laps to be sailed, corresponding to LA2, LA3 or LA4 as shown on Attachment A.

10.3 The gate may be replaced by a single mark in which case it is to be left to port.

11 PENALTY SYSTEM & DAMAGE

11.1 RRS Appendix P applies as amended above.

11.2 RRS 44.1, 44.2 and App P are changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty including one tack and one gybe, is required.

11.3 In RRS 44.2 insert after the first sentence: 'However if Mark 1a is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a'.

11.4 Rule 44.3 will not apply

11.5 Any issue of liability or claim for damages arising from an incident while a boat is bound by RRS shall be subject to the jurisdiction of the courts and not considered by a protest committee. A decision of a protest committee shall not be determinate of fault for damage purposes.

11.6 A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken an RRS.

12 INTERNATIONAL JURY

12.1 An International Jury will be appointed.

12.2 Competitors are encouraged to use the Arbitration system if they are involved in a protestable incident.

12.3 Decisions of the International Jury will be final as provided in Rule 70.5.

13 ADVERTISING [DP]

- 13.1 Boats may be required to display event and class sponsor advertising and bow numbers chosen and supplied by the OA. If supplied, such decals shall be fitted and maintained for the life of the regatta.
- 13.2 The organizing authority may provide bibs that competitors are required to wear.
- 13.3 It is prohibited to distribute and display advertising material both in the area of the shore facilities and jetties or to fix such material separately on the boats and harbour facilities, unless prior permission has been given by the organizing authority.

14 SUPPORT BOATS & SUPPORT PERSONS [DP]

- 14.1 Support and coach boats for individual boats or teams are not permitted and shall not enter a circle within 3 miles of the racing area.
- 14.2 The Class and/or OA may arrange one or more boats to carry spare parts and emergency items for use by all crew.

15 [SP] BERTHING

Boats and trailers shall be kept in their assigned places while they are in the boat park.

16 RISK STATEMENT & DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the regatta entirely at their own risk and they are solely responsible for their own safety. Competitors accept full responsibility for all their actions during any activity related to this event, including but not limited to onshore activities before, during, and after the regatta. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone". The participants are aware that the sailing activity falls within those governed by article 2050 of the Italian Civil Code therefore all Italian participants must have a valid FIV membership, included medical validation, that guarantees accident coverage, including death and permanent disability. Not Italian competitors must comply with the requirements of their MNA, if any, and be in possession of accident coverage, including death and permanent disability as per current FIV regulations. **The responsibility for a boat's decision to participate in a race or to continue racing is hers alone**".
- 16.2 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
- They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event.
 - They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore.
 - They accept responsibility for any injury, damage or loss caused by their own actions or omissions.
 - Their boat is in good order, equipped to sail in the event and they are fit to participate.
 - The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
 - The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - It is the Crews responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.
 - It is the Crews responsibility to wear appropriate clothing and protective gear.
- 16.3 The fact that race officials may conduct inspections of a boat does not reduce any crew's responsibilities.
- 16.4 The OA and B14 class association (and their agents and servants), Jury, Race Officials (and their assistants, agents and servants) are not liable for any direct or indirect loss, damage, costs, or personal injury (except death) sustained in conjunction with or prior to, during, or after the regatta. It is for

competitors to decide whether their boat, equipment, crew and clothing are fit and suitable to sail in the conditions that they might find. By launching or going afloat competitors confirm they and their boat, clothing and equipment are fit for purpose and for the conditions, and that they have the requisite skills to sail and compete. The organisers encompass everyone helping to run the event and include the OA, Race Committee, race officer, safety officer, patrol boat personnel and beach masters. This release extends to everyone helping to run the event including patrol boat personnel and beach masters.

16.5 The provision of patrol boats, race officials, support, and equipment inspection does not relieve owners and competitors of their responsibilities.

17. ENVIRONMENTAL RESPONSIBILITY

17.1 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 always applies while afloat. The penalty for a breach of this rule may be less than disqualification".

18. INSURANCE

Each participating crew/boat warrants that he/she shall be insured with valid third-party liability insurance with a minimum cover of € 1.500.000 per incident or the equivalent. Each competitor will bring a copy of the Insurance Certificate, so that it is available to be produced on request. It is the crew's sole responsibility to ensure that the insurance is current, valid and adequate.

19. PRIZES

Prizes in the European & World Championship will be awarded as follows:

First, Second, Third, Fourth and Fifth overall. There will also be handicap and daily spot prizes presented by the B14 Class Association.

20. DATA PROTECTION

20.1 In order to manage the events and Class, information provided by competitors will be held on an event database and on a database held by the IMSCA and will be compliant, managed and used in accordance with the IMSCA Privacy Policy (found on the website at www.Mustoskiff.com). The management of personal data, information and images will comply with the **ITA The General Data Protection Regulation Legislation, NOR and Sis.**

20.2 Personal information contains the participant's real name, date of birth, home club, boat type and boat number. In particular, results, analyses, position monitoring and race analyses may be published with reference to the competitor's names. In order to achieve this, your data will be transferred to service providers (eg SAP) and to governing bodies like World Sailing. It cannot be ruled out, that your data will be processed outside of the EU.

21. FURTHER INFORMATION

Single use plastic bottles are strongly discouraged by B14 class association.

For any arrival prior 3 days before the start of the regatta is **MANDATORY** to inform the club by email at segreteria@circolovelatorbole.com

22. LOCATION & CAR PARKING

- The car park in front of CVT will be reserved for the regatta and it will be delimited. This area will be accessible only by vehicles showing the special ticket that will be given in the Race Office. Car parking will be free only for the duration of the regatta coupon available in office. The club will not be liable and denies any responsibility for any kind of penalties/fines given to cars not complying with this regulation.

- Location: CVT is situated in the Northeast corner of Lake Garda in Northern Italy.
- Getting There: Airports to head for are either Verona, Brescia or Bergamo, all of which can be reached by a number of airlines. The nearest Airport is Verona Catullo, 60 Km away.

On arrival at the airport of Verona the next issue is transport to/from Torbole. Options include:

- ☐ Taking direct buses Verona - Torbole (for more info see www.aptv.it).
- ☐ Taking the railway Verona - Rovereto. From Rovereto to Torbole there is no railway service but buses connect the two towns nearly every hour (for more info see www.ttspa.it)
- ☐ Taking a taxi. For more info about taxis see the above point taxi service.
- ☐ Hiring car for the week (for more info see www.avisautonoleggio.it). If driving from the Airport then follow the A4 east to the A22 North signposted Brennero, and exit at the Rovereto Sud exit (toll fee payable). Follow signs to Torbole.

If flying to Milano, please take note that particularly the Milano Malpensa Airport is 250 Km far away from Torbole. The Milano Linate Airport is a bit nearer but it is always much better to fly to Verona.

For more info about Italian Airports see www.aereoporti.com

23. ACCOMODATION & CAMPERS/VANS

Details of hotels and other accommodation can be found at <https://www.circolovelatorbole.com/en/p/hotel>, and <https://www.circolovelatorbole.com/en/p/residence>

There are several camping sites in Torbole and the surrounding area.

Regulations prohibit sleeping in cars, campers, tents and caravans parked along public roads or in public car parks.

WE WISH YOU A PLEASANT JOURNEY TO LAKE GARDA