

**MELGES<sup>24</sup>**  
International Melges 24 Class Association



**MELGES<sup>24</sup>**

**WORLD CHAMPIONSHIP 2019**

Marina di Villasimius, Italy

October 5th – 12th, 2019

## NOTICE OF RACE



Marina di  
Villasimius



**LEGA NAVALE ITALIANA**  
**Sez. di Villasimius**

**SARDEGNA**

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*Regatta Village address:*

Marina di Villasimius - Via degli Oleandri n° 10 – 09049 Villasimius (CA) Italy



# MELGES 24 WORLD CHAMPIONSHIP 2019

October 5th – 12th, 2019  
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## NOTICE OF RACE

The Organizing Authority (OA) is FIV, Italian Sailing Federation, which delegates the organization to Lega Navale Italiana – Sez. Villasimius in cooperation with the International Melges 24 Class Association (IM24CA) and the Italian Melges 24 Class Association.

[DP] denotes a rule for which the penalty is at the discretion of the International Jury.

[NP] denotes that a breach of this rule will not be grounds for a protest by a boat.

[SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing.

### 1 RULES

1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing.

1.2 The prescriptions of the national authority, FIV, will apply and are stated in full in Appendix C.

1.3 The Equipment Rules of Sailing will apply.

1.4 The Class Rules of the IM24CA will apply.

1.5 RRS Appendix P will apply as changed in NOR 12.4.

1.6 RRS Appendix T will apply.

1.7 The following rules will be changed in accordance with RRS 86.1(b):

1.7.1 All competitors shall wear personal flotation devices all the time while racing, except for brief periods while changing or adjusting clothing. Wet suits and dry suits are not personal flotation devices.

1.7.2 The Race Committee (RC) will use VHF radio to communicate to the fleet. Failure in broadcasting or failure to hear the broadcast shall not constitute grounds for granting redress. This changes RRS 62.1. The sailing instructions will provide more details about the procedure.

1.7.3 The Sailing Instructions may also change other racing rules.

1.7.4 Part 5 Section B of The Racing Rules of Sailing as well as rule 44.1 will be changed to permit protest arbitration.

1.8 If there is a conflict between languages the English text shall take precedence.

### 2 ADVERTISING

2.1 Advertising will be conform to World Sailing Regulation 20 and the Class Rules, in accordance with RRS 80.

Boats may be required to display identification numbers and sponsors' advertising for the duration of the event, chosen and supplied by the Organizing Authority at the completion of entry procedure at the venue. If this rule is broken, World Sailing Regul. 20.9.2 applies [DP]

2.2 The Italian competitors showing personal advertisement shall own a valid 2019 FIV license.

### 3 ELIGIBILITY AND ENTRY

3.1 The regatta is open to all boats of the Melges 24 class that meet the obligations of the Class Rules and, when relevant, their Member National Authority.

3.2 Competitors shall comply with the World Sailing eligibility code (Regulation 19) which requires that all competitors (helmspersons and all other crew) shall be members of their Member National Authority or one of its affiliated organizations. The Yacht Club or organization name and membership details shall be stated when entering. Proof of membership shall be presented at registration.

3.3 The Italian competitors (each crew member) must own a valid FIV card with the required proper medical certification for the current year.

3.4 Eligible boats may enter by completing online registration at [Yachtscoring](http://Yachtscoring) together with the required fee by September 15th, 2019.

3.5 No entries/payments will be accepted after September 15th, 2019, unless approved by the OA case by case.

3.6 The Organizing Authority will acknowledge complete entries upon receipt via email and post on the Notice board and on the official event web site [melges24.com/Worlds2019](http://melges24.com/Worlds2019) and at [Yachtscoring](http://Yachtscoring).

**Note: completed entry includes payment of entry fee.**

3.7 Only boats that have completed all registration requirements within October 7, 2019 at 18:00 hrs, will be allowed to compete.

3.8 An administrative fee of 200 € will be applied to all cancellation.

## 4 CLASSIFICATION

4.1 The World Sailing Sailor Classification Code will apply to teams in the Corinthian Trophy (see RRS 79). Please refer to World Sailing Web site: [www.sailing.org](http://www.sailing.org)

4.2 Indicate classification and the unique World Sailing sailor ID for each sailor on the entry form if entering for the Corinthian Trophy.

4.3 The closing date for the registration of Corinthian entries shall be September 15th, 2019.

4.4 Sailors shall be registered with World Sailing prior to September 15th, 2019 and be able to declare their World Sailing sailor ID and group number on the entry form.

4.5 Entries accepted after September 15th, 2019 shall not be eligible for the Corinthian Trophy.

4.6 Classification will be checked at registration. A final list will be published at the close of registration.

4.7 The Classification Protest Time Limit is the end of the protest time limit on the first day of racing.

4.8 Full details for the [Corinthian Trophy](#) can be found in IM24CA Championship Rules.

4.9 Should a boat whose Corinthian entry has been checked and accepted need to change a crew member between the closing date of entries and the start of the regatta, the name of the new crew member with their valid World Sailing sailor ID and group number shall be submitted to the OA for approval by the IM24CA Championship Coordinator.

4.10 A representative of the World Sailing Sailor Classification Commission may be present during registration and may carry out spot checks. Registration of a boat is not complete until the spot checks are completed.

## 5 FEES

5.1 Entry Fee includes launching at commencement and recovery at conclusion of the Regatta at designated times, berthing for the event, trailer storage, entries to the social events for all competing crews during event dates.

5.2 Payment until July 31st, 2019 will be **€ 750,00** (entry fee)

Payment from August 1st to August 31st, 2019 will be **€ 850,00** (1st late surcharge)

Payment from September 1st to September 15th, 2019 will be **€ 950,00** (2nd late surcharge)

After September 15th see NOR 3.5

5.3 Payment options:

a) Payments will be sent by bank transfer entering in the transfer description:

Event name and the competing boat's sail number with national letters. ie. Melges 24 Worlds 2019 ITA 000.

Account Holder Name: SEZIONE LEGA NAVALE ITALIANA VILLASIMIUS

IBAN: IT04Y0101544061000070678661

SWIFT/BIC code: SARDIT31XXX

Bank Name: BANCO DI SARDEGNA S.P.A.

Bank Address: BANCO DI SARDEGNA S.P.A., 09049 VILLASIMIUS (SU)

b) Credit card or cash payment during the final registration for late entries.

5.4 Entries will not be valid until the payment will be received and confirmed by the regatta office. The date of the competitor's bank transfer will be considered.

## 6 QUALIFYING SERIES AND FINAL SERIES

If entry numbers warrant (more than 100 entries), the OA may decide to run the championship with a Qualifying Series and a Final Series. The relevant procedure and scoring system will be published by the OA within 20:00 hrs on October 5th, 2019.

## 7 SCHEDULE OF EVENTS

### 7.1 PROGRAM

DAY	DATE	EVENT	TIME
Saturday	5 Oct.	Check-in, Registration and Measurement and Crew Weigh-in	8.00 to 12.30 from 13.30 to 18:00
Sunday	6 Oct.	Check-in, Registration and Measurement and Crew Weigh-in	8.00 to 12.30 from 13.30 to 18:00
Monday	7 Oct.	Check-in, Registration and Measurement and Crew Weigh-in Practice Race All Boats afloat Opening Ceremony / Competitors Meeting	8.00 to 12.30 - 13.30 to 18:00 At 14.00 At 18.00 At 18:30
Tuesday	8 Oct.	Competitors Briefing Races Socials tbd	11.00 13.00 After races (Notice Board)
Wednesday	9 Oct.	Competitors Briefing Races Socials tbd	90 mins before 1st Warning Signal TBA After races (Notice Board)
Thursday	10 Oct.	Competitors Briefing Races Socials tbd Championship Sailors' Dinner	90 mins before 1st Warning Signal TBA After races (Notice Board) Notice Board information
Friday	11 Oct.	Competitors Briefing Races Socials tbd	90 mins before 1st Warning Signal TBA After races (Notice Board)
Saturday	12 Oct.	Competitors Briefing Races Prize Giving and Closing Ceremony	90 mins before 1st Warning Signal TBA After races (Notice Board)

7.2 Twelve (12) races are scheduled for the championship.

7.3 The RC may race as many as three (3) races each day.

7.4 The O.A. and/or the R.C. reserve the right to modify the program due to weather conditions or other reasons. The proper communication will be posted on the Official Notice Board by 20:00 hours on the day before it will take effect.

7.5 On the last day there will be no warning signal after 15:00.

## 8 MEASUREMENT

8.1 Each boat shall produce a valid Measurement Certificate before the close of registration Oct. 7, 2019. Documents may be submitted before onsite registration to IM24CA Administrator Piret Salmistu via email at [piret@melges24.com](mailto:piret@melges24.com).

8.2 The Technical Committee may weigh, measure or inspect any boat and or her equipment and sails before, during, or after the races.

8.3 Registration of sails and limitation stamping will take place during periods stated in #7 above. THERE WILL BE NO FACILITIES FOR INITIAL MEASUREMENT. Sails shall be measured and stamped by an approved measurer before arrival at the Regatta.

8.4 In accordance with RRS G3, a boat chartered or loaned for this event may carry national letters or a sail number in contravention of the Class Rules.

8.5 During the regatta checks on conformity with Class Rules, including measurement requirements may be performed at any time.

8.6 A boat shall provide a minimum of 2 people to facilitate measurement.

## 9 SAILING INSTRUCTIONS

9.1 The Sailing Instructions will be available at registration.

9.2 The Sailing Instructions will also be posted on the event website [melges24.com/Worlds2019](http://melges24.com/Worlds2019) and at [Yachtscoring](http://Yachtscoring) from H. 08:00 on Oct. 5, 2019.

## 10 VENUE

Attachment B shows the location of Marina di Villasimius and the racing areas.

## 11 THE COURSES

The courses to be sailed will be windward-leeward. Offset marks and leeward gates will be used.

## 12 PENALTY SYSTEM

12.1 The first two sentences of RRS 44.1 are changed to read: "A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or RRS 31 or Class Rule C.11 while racing.

12.2 Unless the course is shortened to finish at the windward mark, penalties while in the zone of the windward mark or on the offset leg may be delayed and taken as soon as possible on the downwind leg. This changes RRS 44.2.

12.3 If a member of the Jury witnesses a breach of RRS Part 2, RRS 31 and/or Class Rule C.11, they may indicate their observation by making a long sound (whistle) and a red flag. The boat shall then exonerate itself by complying with NOR 12.1. If no penalty is taken the Jury may protest.

12.4 Appendix P (Special Procedures for Rule 42) will apply. RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one. The penalty under RRS P2.1 is changed to be a one-turn penalty. This changes RRS Appendix P.

12.5 Arbitration, as per Appendix T, will be used.

12.6 Decisions of the International Jury will be final as provided in RRS 70.5.

## 13 SCORING

13.1 Five (5) races are required to be completed to constitute the Championship.

13.2 (a) When fewer than six races have been completed, a boat's series score will be the total of her race scores.

(b) When from six to twelve races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

## 14 SUPPORT BOATS

14.1 Coach and support boats shall register with the OA within the registration time limit. Only support boats that have registered with the OA and carry identification provided by the OA will be allowed in the racing area.[DP]

14.2 The IM24CA coach and support boat Appendix A shall be in operation and it is attached to this NOR.

14.3 Each person on board a coach or support boat shall be deemed a *support person as per* RRS Definitions and subject to RRS 64.4.



## 15 LAUNCHING AND BERTHING

- 15.1 Cranage times will be detailed on the event website and on the Notice Board.
- 15.2 All boats shall be afloat by 18:00 hours on October 7, 2019.
- 15.3 Except when sailing, all boats shall be kept in their assigned docks at Marina di Villasimius. Fenders and mooring lines will be required [DP].
- 15.4 Bow numbers may establish the priority or order of berthing assignments, haul out order, and other items at the discretion of the OA.

## 16 HAUL-OUT RESTRICTIONS

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.[DP]

## 17 DIVING EQUIPMENT AND PLASTIC POOLS

Underwater breathing apparatus (excluding snorkels) and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the regatta.[DP]

## 18 RADIO COMMUNICATION

- 18.1 Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio voice or data communications not available to all boats. This restriction also applies to mobile telephones and other mobile devices. [DP]
- 18.2 Race information will be given on a designated VHF Channel, which will be described in the Sailing Instructions.

## 19 PRIZES

- 19.1 List of prizes to be awarded:

Single fleet	Open Division	Corinthian Division
Daily Prizes	Winner of each individual race	Winner of each individual race
Overall Prize	Prizes for winning helmsman and each crew member for the top 5 boats	Prizes for winning helmsman and each crew member for the top 5 boats

- 19.2 Additional Prizes may be given at the discretion of the OA.
- 19.3 The Overall Champion will be the winner of the open division and awarded with the "Melges Performance Sailboats Trophy" as the perpetual trophy of the Melges 24 World Championship.
- 19.4 The winner of the Corinthian Division will be awarded the perpetual "Challenge Henri Samuel Trophy".

## 20 DISCLAIMER OF LIABILITY

- 20.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Liability waivers shall be signed by all competitors during registration.
- 20.2 Liability Waiver Form - As a condition of entry, each owner, skipper and individual participating crewmember shall sign a liability waiver/media release. The fully executed Liability Waiver Form shall be submitted at registration prior to racing. The Liability Waiver Form will be posted on the regatta website and will be available at registration. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

## 21 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 1.500.000 € per event or the equivalent.

## 22 TELEVISION & PHOTOGRAPHERS' RIGHTS

22.1 Competitors give absolute right and permission for video footage or photographs of themselves or their boat to be published in any media for press, editorial or advertising purposes. Media rights waivers shall be signed by all competitors during registration/check-in.

22.2 Competitors may be required to carry a tracking device system on board while racing.

## 23 FURTHER INFORMATION

23.1 For the Logistic information please refer to the official event web site at [melges24.com/Worlds2019](http://melges24.com/Worlds2019) and in [Yachtscoring](http://Yachtscoring).

## KEY CONTACTS

OA Regatta Coordinator - **Mirco Babini - ITA**

Email: [babinimirco@gmail.com](mailto:babinimirco@gmail.com)

Principal Race Officer - **Athanasios Papantoniou - GRE**

Email: [athpap@windowslive.com](mailto:athpap@windowslive.com)

Jury Chairman - **Arto Kiiski - FIN**

Email: [arskakiiski@gmail.com](mailto:arskakiiski@gmail.com)

Chief Measurer - **Antonio Cardona Espin - ESP**

Email: [a.car.espin@gmail.com](mailto:a.car.espin@gmail.com)

IM24CA Championship Coordinator Europe - **David Bartol - SLO**

Email: [david.bartol@cromasistem.eu](mailto:david.bartol@cromasistem.eu)

Italian Melges24 Class Association Secretary Office - **Luca Babini - ITA**

Email: [segreteria@melges24.it](mailto:segreteria@melges24.it) Tel: +39 329 7193519

IM24CA Administrator & Media Coordinator - **Piret Salmistu - EST**

Email: [piret@melges24.com](mailto:piret@melges24.com) Tel: +372 507 7217

## APPENDIX A

### COACH, SUPPORT, PRESS & SPECTATOR BOATS

#### COACH AND SUPPORT BOATS

1. Coach and support boats shall register with the race office during registration. They shall declare which boat or boats they are attached to.
2. Coach and support boats shall display a flag, or other identification symbol, as may be required by the race committee.
3. No coach boat or support boat shall pass information in any way to a boat that is racing. Rule 41 infringements of this will be taken very seriously.
4. Coach and support boats shall communicate only with the boats they are registered to, and only by means of voice between races. Closed VHF or mobile telephone communication is prohibited.
5. All Melges 24 boats shall proceed to and from the racing area under their own power.
6. There shall be no transfer of any goods or equipment until after the finish of the last race of the day between Melges 24's and their coach or support boats.
7. Coach and support boats shall not go alongside their Melges 24's until after the finish of the last race of the day.
8. Coach and support boats shall keep clear of the racing area at all times during racing.
9. Any coach or support boat that interferes with another competitor or the racing in any way, including creating excess wash, or hinders an official boat carrying out its duties shall have the competitor(s) to which they are attached, liable to a penalty at the discretion of the jury.
10. Any competitor may protest under this attachment.
11. The penalty given by the jury is at their discretion, but shall be applied to the overall score and therefore not discarded.

#### PRESS AND SPECTATOR BOATS

1. All Press and official spectator boats shall be registered by the race organizing authority during registration.
2. Press and spectator boats shall display any flag, or other identification symbol as may be required by the race committee.
3. The race organizers may appoint one or more photo boats, which will be allowed within the race course. The position of these boats shall not be grounds for redress.
4. Press and spectator boats shall not interfere with the racing in anyway and shall stay at a distance outside the racecourse where their wake causes no problem.



**ATTACHMENT B Course areas**



## APPENDIX C Prescriptions of the national authority FIV



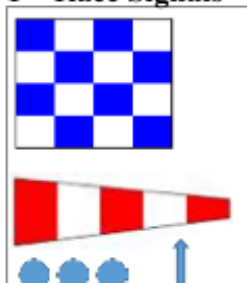
### PRESCRIPTIONS

#### FIV Prescriptions to Racing Rules of Sailing 2017-2020

*With effect from 1° January 2017 FIV prescribes*

FIV states that in case of different interpretation of these prescriptions, the English text prevails.

#### 1 – Race Signals

	<p><b>“N” over “AP”</b> – Danger signal: displayed by any Race Committee vessel of the event together with 3 sounds means: “All races <i>started</i> are <i>abandoned</i> and all races not <i>started</i> are <i>postponed</i>. Immediately do reach the harbour or the closer shelter”. Further signals ashore.</p>
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#### 2 - Rule 63.4 Conflict of interest

FIV prescribes that any member of the Protest Committee that is a relative to the third degree or more, or carrying out duties as a member of elected bodies and/or a racing class technician, instructor and/or coach of the Club of one of the parties will be considered as having a Conflict Of Interest under RRS 63.4 and shall not take any part in the hearing. Same prescription, by analogy, apply to umpired fleet races, match races, team races, radio sailing races and when Appendix P applies.

#### 3 - Rule 64.3 Decisions on Protests Concerning Class Rules

The authority referred to by RRS 64.3(b) is race official qualified for that class measurements (technical committee) appointed by FIV or by the race committee or by the protest committee if appointed. The race committee or the protest committee will request, if necessary, the technical committee to verify the compliance with class rules and, if needed, the level of damages arising from an incident occurred in the event. The latter to check the boat's ability to continue racing safely.

The protest committee, based on the technical committee evaluation, will establish an appropriate bailment in relation to operations to be performed and not less than € 100.00 per boat for Olympic or other dinghies, and € 250.00 for the other classes (ORC, cabs etc.)



## PREScriptions

The bailment will also be required to the protested boat when launching operations are needed. The refusal to pay such bailment will cause the suspension of inspections and the protested boat shall be disqualified. The protest committee will also examine the report of the technical committee and, if the conclusion of the technical committee is that the measurement certificate or the compliance with the class rules are invalid, in addition to measures within its competence, shall send a report to the authority of the technical committee (FIV ) that will take the appropriate actions. If a deliberate violation, particularly at events where preventive controls have been done, it's mandatory to proceed according to Rules 2 and/or 69.

In case of an appeal the technical commission will be appointed by FIV.

The official bodies of the event are exempted by the bailment.

### 4 - Rule 67

- a) **Boats** entering races shall have a third party liability insurance with a minimum cover of € **1.500.000,00**. It is possible to enter an event if covered by a personal valid third party liability insurance with the same cover (€ 1.500.000,00), regardless of the boat in use, but covering and ensuring the individual sailor.

For radio sailing races, the third party liability insurance minimum cover is € **50.000,00**.

- b) Protest committee, International Jury or appeal jury shall make their decision based exclusively on *The Racing Rules of Sailing*. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* or by the IRPCAS shall not be dealt with.

### 5 - Rule 69

FIV prescribes that, automatically and without any proceedings, all competitors having their eligibility suspended by other MNAs or by World Sailing are not eligible in any event held in Italy under FIV jurisdiction throughout the time of their ineligibility.

### 6 - Rule 70.5, Rule 89, Appendix N, Unappealable Juries, Race Committees.

#### a) Events with not appealable Jury

FIV prescribes that not appealability of a Jury according to RRS 70.5(a) and (b) must be approved by FIV before being included in the notice of race end in the sailing instructions. The request shall be made by the OA at least 60 days before the event and shall propose the names of all jury members. A copy of the FIV letter of approval shall be displayed on the official notice board.





## PRESCRIPTIONS

For the events where the Organizing Authority is the FIV, not appealable juries can be appointed by the FIV according to RRS 89.2(b) and 70.5(b), without any request by the affiliated clubs.

### **b) Appointment of International Juries**

The decision to appoint an International Jury according to the requirements of Appendix N, for events taking place within its jurisdiction, shall be approved by FIV before to be published in the notice of race, except for World Sailing events or when an International Jury is appointed by World Sailing under RRS 89.2(b). With the exception of the International Juries appointed by the World Sailing, in all events included in the FIV calendar of events the International Jury will be appointed by the FIV. A copy of the FIV letter of appointment shall be displayed on the official notice board.

### **c) Umpired events**

In all match races, team races and in the events where Addendum Q applies or other events where umpiring is foreseen, the protest committee decisions are not appealable. In these events the race official (and PRO if foreseen), the protest committee chairman shall be a Race Official with special skill for this type of event. All the appointments will be made by the FIV. A copy of the FIV letter of appointment shall be displayed on the official notice board.

### **d) Appointment of race committee**

The appointment of the event PRO and ROs, excluding appointment made by World Sailing according to RRS 89.2(b), shall be made by FIV.

Class Technical Delegate (CTD) and Class Course Representatives (CCR) nominated by the international classes recognized by World Sailing shall have only consultative powers with regard to the specific knowledge of the class (wind speed limit, course length, course changes, *abandonment*, etc.), but the final responsibility for the choices will be the sole responsibility of the PRO and RO appointed by FIV.

## **7 - Rule 78**

Any boat of the Classes recognized by FIV shall be able to deliver at any time, the measurement or conformity certificate filled according to the class rules and/or the rules issued by the FIV itself. All the sails used for racing shall be preventively measured. When racing, only measured sails can be on board.

Classes for which is not foreseen any measurement, measurement certificate or measured sails are, as appropriate, partly or wholly exempt from the above rules.



## PREScriptions

### 8 – Rule 86.3

FIV prescribes that restrictions in RRS 86.1 do not apply if the rules are changed to develop or test proposed rules. For these changes a formal and preventive approval by FIV is requested.

### 9 – Rule 88.2

FIV prescribes that, unless authorized in writing, FIV prescriptions shall not be changed or cancelled by the notice of race or sailing instructions for the events held in the waters within FIV jurisdiction. Nevertheless in the international events organized by World Sailing, according to RRS 89.1(a), held in the waters within FIV jurisdiction, these prescriptions do not apply.

### 10 - Rule 89.1

FIV prescribes that in all cases foreseen in RRS 89.1, points (d) to (h), for events held within Italian waters, his approval is mandatory.

In addition, if the class is not recognized by the World Sailing and / or FIV itself, a special authorization to use Italian Race Officials in the Regatta is required.

### 11 - Rules 89.2(c), 91(a) and (b)

FIV prescribes that for the race Officials appointment his approval is needed.

### 12 - Appendix P

Sailing instructions may change the penalties foreseen in Appendix P (for instance always using RRS P2.1) but the change shall always be preventively approved by FIV.

### 13. - Appendix R

#### RRS R2 – SUBMISSION OF DOCUMENTS

Submission of documents under this rule must be made online via the website of the Italian Sailing Federation. Appeals and requests referred to in rule R1 must be accompanied by a fee as provided in the online form of appeal.