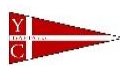




Carthago dilecta est Tunisie sailing week 2022



Notice of Race

Carthago Dilecta Est – Tunisie Sailing Week 2022 – crewed and double

.... free to navigate

ORGANIZATION

The event, denominated as **Carthago Dilecta Est-Tunisie Sailing Week Free to Navigate 2022**, single-handed offshore race, no-stop and with no outside assistance, is organized by Circolo Velico Ventotene, Club Nautique Sidi Bou Said, the Marina of Yasmine Hammamet, under the auspices of FIV and FTU (the Italian and the Tunisian Sailing Federations). Help in organizing the event comes from: Yacht Club Gaeta, Circolo Nautico Riva di Traiano, Italian Union of Offshore Sailing, Marina of Sidi Bou Said, Marina of Bizerte and some other marinas and Tunisian yacht clubs.

PATROCINI

Patrociano la Regata: l'Ambasciata d'Italia in Tunisia, l'Ambasciata di Tunisia in Italia, La Regione Lazio. Sono stati richiesti il patrocinio e il sostegno: Ministero degli Affari Esteri Italiano, Ministero degli Affari Esteri Tunisino, Ministero del Turismo Tunisino, Ministero del Turismo Italiano, Ministero della Cultura Italiano, Guardia di Finanza, Comando Generale delle Capitanerie di Porto, ONTT (Ente Nazionale Tunisino per il Turismo), Comuni di Roma e Fiumicino, la Camera di Commercio di Roma, Camera di Commercio di Latina e l'Union Camere del Lazio

SCHEDULE

The event is divided into different stages.

- **Carthago Dilecta Est Meets "Ventotene, an Island for Europe"** - The race will take place **from July 31st to August 1st, 2022 on the route Rome/Fiumicino-Ventotene**, with departure on July 31st 2022. Time, mode and limits of time of the Regatta are explained in the Sailing Instructions.
- **Carthago Dilecta Est "Arrives in Tunisia"** - The race will take place **from August 2nd to 5^h, 2022 on the route Ventotene-Hammamet**, with departure date on July 2nd 2021. Time, mode and limits of time of the Regatta are explained in the Sailing Instructions.
- **Carthago Dilecta Est-Tunisie Sailing Week "Yasmine Cup"** - The races will take place **from the August 6th to 7th, 2022**. Time, mode and limits of time of the Regatta are explained in the Sailing Instructions. **The Yasmine Cup Trophy is linked to the Tunisian Offshore Sailing Championship.**
- **Carthago Dilecta Est-Tunisie Sailing Week "Hammamet – Gammarth"**. The race will take place **from August 7th to 8th, 2022 on the route Hammamet – Gammarth and will start on August 8th, 2022**. Time, mode and limits of time of the Regatta are explained in the Sailing Instructions.
- **Carthago Dilecta Est-Tunisie Sailing Week "Gammarth- Bizerte"** - The race will take place **from August 11th to 12th, 2022 on the route Gammarth- Bizerte and will start on August 11th 2022**. Time, mode and limits of time of the Regatta are explained in the Sailing Instructions.

SIDE EVENTS

The Carthago Dilecta Est-Tunisie Sailing Week 2022 includes gala dinners and award ceremonies in the ports of arrival and departure, in Italy and in Tunisia. The Committee could plan other races linked to the main program.

REGOLAMENTI

Le prove saranno disputate nel rispetto dei seguenti regolamenti in vigore:

- a. Le Regole, come definite nel Regolamento di Regata WS 2021 2024 (RRS) (RRS); dalle ore 20,00 alle ore 6,00 le "Norme Internazionali per la Prevenzione degli Abbordi in Mare" (NIPAN - COLREG) sostituiranno la parte 2 delle RRS;
- b. Normativa 2021 per la Vela D'Altura della FIV;
- c. WS Offshore Special Regulations 2020 2021 (OSR) per le regate di cat 2 con obbligo di zattera auto gonfiabile e vhf con potenza effettiva di trasmissione non inferiore a 20 W canali 9, 16, 72, 74. I concorrenti debbono altresì avere a bordo un VHF portatile, stagno o munito di custodia stagna, di potenza non inferiore a 5 W e ugualmente dotato dei canali sopra indicati
- d. Regolamento IRC;
- e. Regolamento e Regulations ORC;
- f. Le disposizioni di legge per la navigazione da diporto, localmente applicabili;
- g. Il presente avviso;
- h. Le Istruzioni di Regata, in caso di contrasto fra queste e i su esposti regolamenti prevalgono tranne quelli definiti per legge (mod. RRS 63.7).
- i. I testi relativi alle certificazioni per la sicurezza, i controlli, i comunicati, la presenza agli stage ed ai briefing

Resta fermo comunque l'obbligo delle dotazioni di bordo prescritte dalla legislazione vigente. Pertanto in caso d'incidenti o contestazioni da parte delle Autorità per la mancata osservanza delle leggi in vigore, ogni responsabilità ricade





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esclusivamente sui comandanti delle imbarcazioni. In ottemperanza alla "Normativa per la vela d'altura" emanata dalla FIV, in aggiunta alle dotazioni prescritte per la categoria della regata, le imbarcazioni devono essere provviste di: Epirb • Torcia stagna saldamente fissata sui giubbotti salvagente regolamentari, uno per ogni membro dell'equipaggio • Carte nautiche dei tratti di mare e delle coste toccati dalle regate. La persona in comando di ciascuna imbarcazione partecipante deve assicurarsi che, nell'ambito del suo equipaggio vi siano conoscenza ed esperienza adeguate alla partecipazione ad una regata di altura ed è vivamente raccomandato che la stessa persona in comando ed almeno la metà dei componenti l'equipaggio abbiano partecipato precedentemente ad una regata d'altura di lunga durata.

REGULATIONS

- The races will be run in compliance of the current regulations:
- The Rules, as defined in the Racing Rules of Sailing (RRS); from 8:00 pm to 6:00 am the "International Regulation for Preventing Collisions at Sea" (NIPAN-COLREG) will replace the part 2 of RRS;
- Code of Federal Regulations for the Offshore Sailing;
- WS Offshore Special Regulations 2020 2021 (OSR) Offshore Special Regulations for Category 2 races with the obligation of an auto inflatable raft and VHF with effective power transmission with not less than 20 W channels 9, 16, 72, 74. The participants must also have access on board to a handheld VHF, waterproof, or with a waterproof case, power not less than 5 W and provided with the above-mentioned channels
- IRC Rules
- ORC Rules and Regulations
- The legal provisions for recreational boating
- This notice
- The Sailing Instructions. In case of conflict between these and any posted regulations, the Sailing Instructions prevail.
- The notices regarding safety, boats' inspection, attendance of the competitors at courses and briefings. It is understood, however, the obligation to have the onboard equipment required by current legislation. Therefore, in case of accidents or claims made by Authorities for non-observance of the laws in force, every responsibility falls solely on the skippers. In accordance with "Regulations for offshore sailing" issued by FIV, in addition to the facilities specified for the class of the race, all yachts must be fitted with: EPIRB • Waterproof Flashlight firmly fixed on the regulation life jackets, one for each • nautical charts of sea and coastline included in the races. The person in command of each yacht must ensure that his crew has sufficient knowledge and experience to enable them to participate in a regatta offshore, and it is strongly recommended that the same person in command and at least half of the crewmembers have participated previously in a long offshore race.

ADMISSION

All sailing boats for cruising, crewed and double-handed offshore race, both monohull and multihull with an overall length of not less than 9.00 Mt may be admitted to the regatta if they fully comply with the requirements of the Offshore Special Regulations in force for Category 2 (OSR) with the obligation to carry on board an inflatable boat and the additional equipments, as specified in attachment to application form.

The Organizing Committee has the undisputable right to accept to a limited extent, individual boats with an overall length shorter than 09.00 meters should individual classes and/or owners qualified to race offshore request, so provided they comply with the specific requirements. At least 2 members of the crew, including the skipper, shall have trained in a "Safety at sea" course, in the five preceding years, as required by Sec.6 of Offshore Special Regulations. The Clubs who promote the race will arrange, before the regatta departure date and on demand of at least 5 persons, a similar course acknowledged by WS World Sailing Offshore Special Regulations (OSR). Crewmembers of the double-handed boats participating to the Carthago Dilecta Est-Tunisie-Sailing Week 2017 shall be limited to 2 persons, over 18 years of age, and shall meet the requirements of RRS and WS World Sailing Offshore Special Regulations (OSR) Regulation 19 (Eligibility Code). N.B. Single-handed yachts too can participate to the Regatta. A specific notice of race including sailing instructions is being developed

MEMBERSHIP

All Italian competitors, (even if they are part of crew on a yacht with a foreign flag) must comply with the FIV regulations and health conditions, and have a valid FIV card. The non-Italian competitors must comply with the provisions of Sailing Federations of the country of origin. All competitors must have a valid **competitive medical certificate**.

DIVISIONS AND STANDINGS

Vessels participating in the **Carthago Dilecta Est-Tunisie Sailing Week 2022** will be divided into divisions

- ORC Division - Yachts in possession of a valid International or Club ORC certificate. Rank in corrected time. GPH will be applied for the corrected time of the ORC Division.
- IRC Division - Yachts in possession of a valid IRC certificate. Rank in corrected time. BSF will be applied for the corrected time of the IRC division.
- Open Division - The participating boats will be divided into classes based on their overall length (LOA); mono hull will be separated from multihull boats Class 0 longer than 60 ft (m.18.29)
- Class I from more than 50 ft (m.15.24) to up to 60 ft (m.18.29)
- Class II from more than 45 ft (m.13.72) to up to 50 ft (m.15.24)





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- Class III from more than 40 ft (m.12.19) to up to 45 ft (m.13.72)
- Class IV from more than 36 ft (m.10.97) to up to 40 ft (m.12.19)
- Class V to up to 36 ft (m.10.97)
- For instance, a boat just 12.19 m long (LOA) will be admitted to Class IV. Overall length does not include any appendages protruding from the hull, as bowsprits, outriggers, pulpits, booms, rudders over the stern including any wind or automatic ones.
- For multihull yachts, overall length (LOA) is measured considering the whole of the hulls.
- The Organising Committee reserves the incontrovertible right to admit boats to Classes other than the ones specified by a domestic and/or international regulation.
- Any Class may be set up if there are at least six entries falling within such class. Failing this, boats are admitted to the upper Class.
- Should entries for Class 0 be less than 6 (even as a result of no entries from the lower classes), the boats will anyhow be allowed to participate to the race but they will compete just for the overall ranking (or for special awards) and not for the class ranking. This shall apply to any situation when entries for a specific class will be below the minimum threshold.

INSPECTIONS

- Boats may be inspected before the race starts. Accordingly, they will have to be ready for .It is mandatory that the skipper is present when the Organizing Committee carries out the inspection. Should the boat be late for inspection, the Organizing Committee might decide not to admit it to the race.
- Boats may be inspected before and after the race, even in the days immediately after, to ascertain their full compliance with their rating certificate.
- The Organizing Committee may request any verification of the participating boats and related safety equipments should it deem it appropriate and useful.
- Each participating boat will receive an electronic tracking and satellite communications system that will have to be kept on board. The Organizing Committee may use the information received from the system for media communication purposes as well as for technical and safety ones. The skipper shall be responsible for it until the system is handed in to the Race Office at the end of the competition. Based on the system's data and taking into account the accuracy guaranteed by the supplier, each individual boat tracking and detection points will also allow to determine whether competitors have been compliant with the obligations associated to the sailing restricted areas. Such areas will be evident on the tracking application map and illustrated in the Sailing Instructions.

REGISTRATION

Entries must be received at the offices of the Organizing Committee accompanied by the documents indicated below: • Copy of valid measurement certificate • Copy of valid registration for 2022 • Declaration of responsibility and compliance with the rules of security provided by law for navigation without coastal limits • Declarations of yacht compliance with the requirements of the OSR Category-2 and the respect of all provisions for offshore sailing including EPIRB and waterproof flashlight firmly fixed on regulation life jackets regulations, one for each crew member - Copy of off shore skippers license of the skipper or at least one crew member or equivalent document in accordance with the regulations of the yachts home port country • Crew list with FIV numbers for Italian crew members • License for advertising where applicable • Representation authorization in the event the owner is not participating in the races • For vessels flying foreign flag valid documents issued by the members national authorities will be accepted, with the declaration of the Owner or his representative that the yacht complies with the requirements of the yachts home port country • Valid third-party liability insurance with a minimum cover of €3.000.000,00 , valid for participation in regattas. • Acceptance of all the rules contained in this Notice of Race, both for the responsibility and for the press rights release for each crewmember • copy of certificate of training medical course • copy of certificate of training course for the organisation of rescue means. • copy of certificate of course on the management of sleep

REGISTRATION FEE

The registration fees are differentiated according to the Program and the Class

Carthago Dilecta Est - Tunisie Sailing Week: Roma/Fiumicino-Ventotene-Hammamet + Yasmine Cup + Hammamet-Sidi Bou Said + Sidi Bou Said-Bizerte:

Carthago Dilecta Est - Tunisie Sailing Week: Roma/Fiumicino-Ventotene-Hammamet + Yasmine Cup + Hammamet-Gammarth + Gammarth-Bizerte:

LOA	Class V – Class IV	Class III – Class II – Class I	Class 0
Quota	Euro 600,00	Euro 800,00	Euro 1.000,00

Carthago Dilecta Est: Roma/Fiumicino-Ventotene-Hammamet:

LOA	Class V – Class IV	Class III – Classe II – Class I	Class 0
Quota	Euro 500,00	Euro 700,00	Euro 900,00





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Tunisie Sailing Week: Yasmine Cup + Hammamet-Gammarth + Gammarth- Bizerte:

LOA	Class V – Class IV	Class III – Class II – Class I	Class 0
Quota	Euro 500,00	Euro 700,00	Euro 900,00

Verrà praticato uno sconto sulla quota d'iscrizione secondo i seguenti criteri

- 20% alle imbarcazioni che avranno perfezionato l'iscrizione congiuntamente al pagamento della quota entro il **30 giugno 2022**
- 20% alle imbarcazioni il cui armatore è socio di uno dei Circoli Organizzatori

Tali sconti si intendono non cumulabili.

PRIZES AND TROPHIES

The top three boats classified will be awarded in each Grouping and Class for all Divisions set up for the Carthago Dilecta Est-Tunisie Sailing Week 2022. There are several Records and trophies connected to the Carthago Dilecta Est -Tunisie Sailing Week. They are currently held or yet to be realized and can be challenged at any time, provided that a request to the Organizing Committee is made at least 30 days before the expected date for each challenge:

- **Ventotene-Carthage Record ("Wally Record" Trophy):** awarded to the yacht that beats the record currently held by the yacht "Eco 40" in **31h 00'31"**
- **Rome/Fiumicino-Carthage Record ("S. A. Masserotti Beladji" Trophy):** awarded to the boat that beats the Record currently held by the yacht "Este 40" in **46h10'02"**;
- **Ventotene-Hammamet Record ("Sandro Ricetto – Circolo Velico Ventotene" Trophy)** awarded to the boat that beats the Record currently held by the yacht **Steinlager** in **34h19'23"**;
- **Rome/Fiumicino-Hammamet Record ("Giancarlo Bozzetto" Trophy):** awarded to the yacht that beats the Record for Rome/Fiumicino-Hammamet currently held by the yacht **Patricia II** in **39h024'23"**;
- **Rome/Fiumicino-Ventotene Record ("Altiero Spinelli" Trophy):** awarded to the yacht that beats the Record for Rome/Fiumicino-Ventotene.
- **Hammamet- Sidi Bou Said Record:** awarded to the yacht that will set the record **on the route Hammamet - Sidi Bou Said.**
- **Sidi Bou Said –Bizerte Record:** awarded to the yacht that will set the record **on the route Sidi Bou Said - Bizerte.**
- **Yasmine Cup Trophy:** the trophy, dedicated to "All Sailors of the Mediterranean Sea" is awarded to the boat that has the best placing in the different races which will take place in Hammamet.

All records are of course to be assigned only to navigation under sail and may be attempted at any time upon request to the clubs that organize the regatta.

LIABILITY AND SAFETY STANDARDS

Entrants agree to be bound by the current Regulations Sailing (RRS), the Notice of Race and the Sailing Instructions both general and those specific to each stage and event connected. Competitors agree to take any responsibility for the nautical characteristics of their boat, for the equipment, for the ability of the crew and equipment safety. Competitors accept to take any responsibility for damage caused to third persons or their property, whether in themselves or to their goods on land and at sea, as a result of their participation in the regatta. Relieving the Circolo Velico Ventotene and all of the people involved in the organization of any responsibility for any reason. Competitors accept also all responsibility for the behavior and clothing of the crew, representatives and guests. Competitors must be aware of the Fundamental Rule 4, Part 1 of the RRS: "The responsibility for the decision of a yacht to participate in a race or to continue racing is hers alone". In any case, the Entrants agree that the Circolo Velico Ventotene, sponsors and their agents shall have no liability for the loss of life or injury to the crew or other components, or to the loss or damage to any vessel or possession. As part of the registration procedure, each individual crewmember participating will be required to sign a declaration stating that he/she accepts this waiver of rights. To each participating boat will be delivered, with the requirement to install on board, an electronic tracking and satellite communications system (TRACKING). The Organizing Committee may use the information received from the system for media coverage of the race as well as for technical and safety purposes. Any tampering or failure for any reason, even accidental, of the seals and the failure of functionality for a time longer than 30 minutes shall prompt a penalty, which may ultimately lead, according to the cases, to the disqualification of the boat. The skipper shall be responsible for the system until his return to the Race Office at the end of the race.

COMMUNICATIONS

VHF Radio. In line with the provisions set forth by the regulations in force, all the participating boats must carry a VHF transceiver on-board, with the AIS active - Transponder. Its power shall be no less than 20W and it shall work at least on channels 9, 16, 72, and 74. If the spar is fixed on masthead, an emergency spar will have to be fixed on deck, or equivalent system. On board there must be also a waterproof hand-held VHF transceiver with an effective power of 5W and working on the above channels, or an equivalent transceiver protected by a waterproof case..





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Satellite Phone. All participating boats can be equipped with a satellite telephone system. While racing, a boat may make use of any means of communication if such use does not conflict with WS Offshore Special Regulations 2020 2021 (OSR) RRS 41. The Internet may be used if any information retrieved is publicly accessible.

Routing is forbidden, meaning by that term any personalized indication, especially prepared ad for one or a group of competitors from the outside except for the authorized weather information sources and allowing the understanding of the different weather scenarios and the choice of the route to follow or avoid following. Each competitor will be required to sign a declaration after arriving committing him, his any sponsors as well as his shore team, to comply with this rule.

ADVERTISING AND SPONSORSHIP

The event admits boats with advertising as required by the WS Offshore Special Regulations 2020 2021 (OSR) Advertising Code, Regulation 20. The Italian vessels that display advertising are required to be in possession of the relevant license issued by IVF. All competitors will be asked to display Event Sponsor advertising. The Organizing Authority may require that all competitors raise a flag of the Sponsor for the duration of the race and, when in port, also the flag of the event. The flags and stickers will be delivered by the Organizing Committee.

PRESS WAIVER OF RIGHTS

Competitors grant unrestricted right and permission to the Promotional Authority to use your name and likeness for any text, photograph or video of themselves or the participating vessel during the event to be published in any media vehicle (including, but not limited to, advertising in the press or television or the Internet), advertising purposes or for use in press information and editorials. Also in regard, the name of Competitors and any biographical material of the same may be used or reproduced in any known form. As part of the registration process, each individual participant will be required as a crewmember to sign a declaration by which he accepts this waiver of rights.

FACILITIES AND TOURIST SERVICES

The Carthago Dilecta Est-Tunisie Sailing Week offers to all yachts and their crews:

- Free mooring in Italy during the period of the competition, in the departure and arrival ports which host the different regattas;
- Free mooring in Tunisia during the period of the competition and special fares in the Port of Yasmine Hammamet and in Port of Marina Bizerte until August 30th 2022;
- Special Airfares on Tunisair for crew changes on routes Italy / Tunisia - Tunisia / Italy
- Excursions reserved for crews at special prices at many tourist sites of interest in Tunisia;
- Tourist services and reservations in relation to hotels, air, ferries, excursions, car rental, etc. are entrusted to the Travel Agents: "I Viaggi Impossibili" of Mediterranea Viaggi e Cultura s.r.l. - Tel +39.06.4466078 - +39. 06. 4455391 - +39. 329. 8426146 - info@mediterraneaviaggi.com

NOTE In case of dispute, only the Italian version of this document has legal value

FOR INFORMATION

Circolo Velico Ventotene:

www.carthagodilectaest.com

www.circolovelicoventotene.com

info@circolovelicoventotene.com

+ 39.06.4466078 - +39.06.4455391 - +39.3298426146

Fédération Tunisienne de Voile:

www.ftv.org.tn ftv@ftv.org.tn

<https://www.facebook.com/pages/Club-Nautique-Sidi-Bou-Said/130652340361121>



ANNEX

Carthago Dilecta Est-Tunisie Sailing Week 2022 - SINGLE- HANDED

In addition to standard equipment provided by Italian legislation to navigate without limits, are required:

- Spare anchor
- At least 30 liters of water easily removable
- Reserve compass
- Watertight hand-held vhf or with waterproof case
- Emergency vhf antenna
- Flag "k" in the case of failure of the radio system
- Flashlights with spare batteries and bulb
- Watertight high-intensity heavy duty hand lamp (powered by the ships' batteries, instantly available for use on deck and in the cockpit, with spare bulbs)
- Combination torch/strobe light (in a pocket, not only as a personal torch but valuable in aiding location in a man overboard situation)
- Reserve navigation lights, independent
- Additional bilge pumps
- Two buckets with at least 8-10 liters capacity
- Soft wood plugs, tapered and of the appropriate size
- Shears to cut standing rigging and saw iron (with 2 spare blades)
- Storm jib
- Tools and spare parts (for failure of the primary steering mechanism)
- Four red parachute
- Four red hand flares
- Three orange smoke flares
- Floating pole and flag - at least 1.8 m (6 ft) off the water equipped with: smoke flares (one of the three above), self-igniting light, sea anchor, whistle and lifebuoy
- Yacht's name on lifejackets and lifebuoys
- Device mob (to bow to the wind with emergency signal)
- E.p.i.r.b (emergency position indicating radio beacon)
- P.l.b. (personal locator beacon)
- Safety lines
- Safety harness for each crew member
- Lifejacket for each crew member

It requires that:

- a. Harness and safety line complies with ISO 12401 or equivalent
- b. Harness should be fitted with a crotch strap or thigh straps
- c. Lifejacket should have:
 1. Lifejacket light in accordance with SOLAS LSA cod. 2.2.3 (strobe white, >0.75 candelas, >8 hours)
 2. 150 N buoyancy, arranged to securely suspend an unconscious man face upwards at approximately 45 degrees to the water surface (in accordance with EN396 or near equivalent)

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