



A.S.D. InsiVela – LNI Trieste

REGATA CRAL INSIEL XXI edition

Trieste, Saturday 12 September 2026

NOTICE OF RACE

Unlimited Fleet and White Sails Fleet

The following abbreviations are used in this Notice of Race and in the Sailing Instructions:

- NA/FIV – National Authority
- ONB – Official Notice Board
- OA – Organizing Authority
- RC – Race Committee
- PC – Protest Committee
- ICS – International Code of Signals
- TC – Technical Committee
- NoR – Notice of Race
- SI – Sailing Instructions
- RRS – World Sailing Racing Rules of Sailing 2025-2028
- RS – Race Secretariat
- WS – World Sailing

[NP]	A boat may not protest another boat for breaching a rule so identified. The Protest Committee may refuse to hold a hearing for a protest based on such a rule. This changes RRS 60.1.
[SP]	Rules for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing. This changes RRS A5.
[DP]	Rules for which penalties are at the discretion of the Protest Committee.

1. ORGANIZING AUTHORITY

The Organizing Authority is the Italian Sailing Federation (Federazione Italiana Vela), which has delegated the organization of the event to its affiliated Club:

Circolo Gruppo Vela L.N.I. Sez. di Trieste, Molo F.lli Bandiera, 9 - Telephone: 040/301394 e-mail: trieste@leganavale.it

Website: www.lnitrieste.it

Secretariat opening hours:



Tuesday to Friday: 17:00 to 19:00

Saturday: 10:00 to 12:00

With the organizational support of:

ASD InsiVela

c/o Insiel S.p.A. Via S. Francesco n°43

34133 Trieste Telephone: +39 329 0377160

<https://www.regatainsiel.it/>

2. RULES

The event will be governed by the following rules:

2.1 The Racing Rules of Sailing 2025–2028 (RRS) issued by World Sailing (WS), including the prescriptions of the Italian Sailing Federation (FIV).

2.2 The Regulations for National Sporting Activities organized in Italy 2026 – Section C.3 OTHER RACES, available at:

<https://federvela.it/wp-content/uploads/2026/02/Norme-per-lattivita-sportiva-Nazionale.pdf>

2.3 The applicable laws and regulations governing recreational boating and navigation, and the requirements of the local Maritime Authorities.

2.4 Any other provisions issued by the Organizing Committee and the Race Committee.

2.5 This Notice of Race, the Sailing Instructions, and any subsequent Official Notices.

2.6 In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions, including any subsequent Official Notices, shall prevail (change to RRS 63.5(c)).

2.7 [DP] From the warning signal until the end of the race of the day, a boat shall not make voice or data transmissions and shall not receive voice or data communications that are not available to all boats, except to communicate with the Race Committee regarding her retirement, in case of an emergency, or to respond to communications specifically addressed to her by the Race Committee (change to RRS 41).

2.8 RRS 60.2, “Intention to Protest”, for breaches of Part 2 rules or RRS 31, is changed as follows: “The protesting boat shall inform the Race Committee of the boat(s) she intends to protest at the finishing line immediately after finishing.”

2.9 As an amendment to RRS 44.1, the two-turn penalty is replaced by a one-turn penalty (one tack and one gybe).



2.10 RRS 90.3(e) shall apply..

3. OFFICIAL NOTICE BOARD

The Official Notice Board for the event will be available online on the RACING RULES OF SAILING website at:

[Racing Rules of Sailing – Regata CRAL Insiel 2026](#)

It may also be replicated on the physical Official Notice Board and, where appropriate, through other communication channels, which shall not constitute the Official Notice Board.

4. ADVERTISING

Advertising is permitted in accordance with the applicable Class Rules and World Sailing Regulation 20 ISAF.

5. ELIGIBILITY – CATEGORIES AND CLASSES

The regatta is open to all boats with an overall length greater than 5 metres, complying with all applicable regulations and safety equipment requirements established by current legislation, including valid third-party liability insurance for sailing activities, extended to cover sailing races, as required by applicable legislation and current FIV regulations, with a minimum coverage of €1,500,000.

Boats will be divided into the following Categories:

“White Sails”

“All Sails”

Boats entered in the “White Sails” Category may use only sails hanked or attached to the forestay, namely mainsails, genoas or jibs. They may therefore not use gennakers, spinnakers, drifters, Code Zeros, wind seekers or any other type of sail not attached to the forestay, nor may they use spinnaker poles, bowsprits or similar equipment.

These restrictions do not apply to boats entered in the “All Sails” Category.

At the time of entry, the boat's Category (All Sails or White Sails) must be specified.

Within each Category, boats will be divided into the following classes:

Class	Minimum LOA	Maximum LOA
Maxi	16.01 m	over
Zero	13.51 m	16.00 m
Alfa	12.01 m	13.50 m



Class	Minimum LOA	Maximum LOA
Bravo	11.01 m	12.00 m
Charlie	10.26 m	11.00 m
Delta	9.51 m	10.25 m
Echo	8.76 m	9.50 m
Foxtrot	7.81 m	8.75 m
Golf	6.81 m	7.80 m
Hotel	up to	6.80 m

Entry is permitted for One-Design boats constituting a Class, with a minimum of 3 boats. The eligible One-Design Classes include Ufo 28, Meteor, Zero, Este 24, Melges 24 and others.

One-Design boats constituting a Class shall compete in the All Sails Category.

Should the owner of a One-Design boat wish to compete in the White Sails Category, the boat shall not be included in the One-Design Class but shall be assigned to the Class corresponding to her overall length.

For the purpose of determining Classes or groupings, the declared Length Overall (LOA) shall be used.

For clarification, LOA shall not include pulpits, bowsprits, dolphin strikers, bow rollers, stern overhangs or externally mounted rudders. This provision also applies to classic boats.

Should different LOA measurements be found for identical boat types and such differences result in their being assigned to different Classes or groupings, the Organizing Authority reserves the right to place all such boats in the same Class or grouping.

6. CLASSIC BOATS

Classic wooden yachts built before **31 December 1985**, as well as replicas thereof, identifiable in accordance with Articles 2.3 and 3.3 of the current CIM Regulations, are eligible to participate.

Yachts designed by Carlo Sciarrelli and “Passere”-type recreational craft are also eligible. For the purposes of this Notice of Race, “Passere” are defined as wooden boats of no more than 9 metres in length, built in



the “spirit of tradition”.

The Organizing Authority reserves the right to refuse the entry of “Passere”-type boats which, at its sole discretion, do not comply with the “spirit of tradition” or do not have adequate safety characteristics for navigation.

If at least 5 fibreglass-hulled boats launched before 31 December 1985 are entered, a “Classic Fibreglass Boats” Category will be established.

Classic boats, both wooden and fibreglass, shall compete both in their respective Class classification and in the dedicated “Classic Boats” classification, exclusively within the White Sails Category.

7. ELIGIBILITY

Italian competitors aged 12 years or older holding a valid FIV membership card, duly validated with regard to the required medical provisions, are eligible to participate.

Competitors shall also comply with all applicable rules and requirements of their respective Class.

Foreign competitors shall comply with the requirements established by their respective National Sailing Federation (MNA).

8. ENTRIES

Entries shall be submitted exclusively through the website www.regatainsiel.it by **18:00 on Friday, 11 September 2026**.

In order to complete the entry, the following documents shall be provided:

- **a copy of the boat's valid third-party liability insurance (RCT), including extension to sailing races as required by FIV regulations;**
- **a crew list including all persons on board, who shall hold a valid FIV membership card for the current year, in accordance with applicable regulations, including the relevant medical requirements.**

The entry form is available through www.regatainsiel.it.



The entry fee is **€50.00 per boat** and shall be paid by PayPal, credit card or bank transfer to the following account:

IBAN: IT06R0306909606100000164126

Account holder: ASD Insivela

Bank: Banca Intesa

A 50% discount on the entry fee is available to members of the Lega Navale Italiana.

For boats entered in both the “COPPA DEI 2 FARI” and “REGATA CRAL INSIEL”, which are part of the LNI Trieste Grand Prix, the entry fee shall be €80.00 (€65.00 for members of the Lega Navale Italiana).

The Organizing Committee shall be responsible for entering the information provided on the entry form into the **FIV ConiNet** system.

9. IDENTIFICATION NUMBERS

All boats shall display on the mainsail the sail number declared on the entry form and shall display, on both sides of the bow, the bow identification number assigned by the Organizing Committee.

The adhesive bow numbers shall be collected together with the race pack.

Boats without the assigned bow identification number shall not be permitted to race.

10. COLLECTION OF BOW NUMBERS AND RACE PACKS

Bow identification numbers and race packs may be collected at the premises of the Lega Navale Italiana – Trieste Section (Lanterna) from **Wednesday, 9 September to Friday, 11 September, between 16:00 and 20:00**.

11. VENUE AND COURSE

11.1 Gulf of Trieste – Saturday, 12 September 2026, starting signal at 11:00.

11.2

- **All Sails Category: windward-leeward and triangular course.**
- **White Sails Category: triangular course.**



12. SCORING

12.1 The results shall be calculated in real time, based on one race.

12.2 The Low Point System, as provided in RRS Appendix A, shall apply.

12.3 In accordance with Sections 5 and 6 above, the following classifications shall be established:

- **one Overall Classification for the All Sails Category;**
- **one Overall Classification for the White Sails Category;**
- **one Class Classification within each Category (All Sails or White Sails);**
- **one One-Design Class Classification, where Classes are established;**
- **one Classic Boats Classification.**

The Category and Class classifications shall be determined from the overall results on the basis of the points scored in the overall classification.

The results will be published as soon as possible on www.regatainsiel.it.

13. LNI GRAND PRIX

The LNI Trieste Grand Prix is a new project created with the aim of bringing together three historic regattas of the Gulf of Trieste in a single initiative dedicated to the promotion of sailing, maritime culture and the values represented by the sport.

In this context, the two boats achieving the best overall placing by participating in the Coppa dei 2 Fari and Regata CRAL Insiel shall be awarded, for both Categories White Sails and All Sails.

14. SAILING INSTRUCTIONS

The Sailing Instructions will be published by Tuesday, 8 September 2026 on www.regatainsiel.it.

15. PRIZES AND PRIZE-GIVING

The prize-giving ceremony will take place on Wednesday, 16 September at 18:00 at the premises of the Lega Navale Italiana – Trieste Section.

The first three boats in each Category and Class with at least 5 finishers, the first two with 4 finishers, and the first boat with 3 finishers will be awarded.



Cral Insiel Challenge Trophy – Awarded to the Sailing Clubs achieving the three best placings. In the event of a tie, the subsequent positions will be taken into consideration. The Sailing Club affiliation must be indicated at the time of entry.

Dorian Reggente Challenge Trophy – Awarded to the overall winner of the Classic Fibreglass Boats – White Sails Category.

Brunetto Rossetti Challenge Trophy – Awarded to the overall winner of the Classic Wooden Boats – White Sails Category.

Cristina Davanzo Challenge Trophy – Awarded to the overall winner of the White Sails Category.

InsiVela Challenge Trophy – Awarded to the overall winner of the All Sails Category.

Centenary Trophy – Awarded to the overall winner among competitors registered for the event “Italia: cibo vino mare”, organized by the Italian Community “Dante Alighieri” of Isola d’Istria.

16. DISCLAIMER OF LIABILITY

As stated in Fundamental Rule 3, *“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”*

Accordingly, competitors acknowledge that sailing activities fall within the scope of Article 2050 of the Italian Civil Code and that all competitors shall hold a valid federation membership providing personal accident insurance coverage, including death and permanent disability.

Foreign competitors shall comply with any requirements of their respective MNA and shall hold personal accident insurance, including coverage for death and permanent disability, in accordance with FIV regulations.

17. [DP][NP] ENVIRONMENTAL RESPONSIBILITY

With reference to the Basic Principle stating that *“Participants are encouraged to minimise any adverse environmental impact of the sport of sailing”*, competitors are urged to pay the utmost attention to environmental protection at all times before, during and after the event.

Particular attention is drawn to RRS 47 – Trash Disposal, which states:

“Competitors and support persons shall not deliberately put trash in the water. This rule applies at all times while afloat. The penalty for breaking this rule may be less than disqualification.”

18. INSURANCE



Each participating boat shall hold valid third-party liability insurance (RCT), including an extension covering sailing races, with a minimum coverage of €1,500,000.00 per event, or the equivalent amount in another currency.

At the time of entry, such coverage shall be demonstrated by submitting an appropriate original official insurance certificate.

19. MEDIA RIGHTS

Competitors, owners and their authorised guests grant the Organizing Authority, without restriction, the right to publish and/or broadcast, by any media means, any photograph or video footage of persons or boats taken during the event.

This includes, but is not limited to, television advertising spots and any material that may be used for editorial, promotional or advertising purposes, or for printed information.

20. COMPETITOR DRONES

[DP] The use of drones by crews or competitors, and/or by support boats associated with them, is strictly prohibited for any reason.

THE ORGANIZING AUTHORITY

10 SUSTAINABLE TIPS FOR SAILORS

Code of Conduct for the Eco-Responsible Crew Member

1. Sail as much as possible.
2. Do not throw anything, including organic waste, into the sea.
3. Avoid accidentally dropping any material into the sea. Keep tools and equipment in a safe and secure place while working on deck.
4. Use 100% biodegradable cleaning products whenever possible, preferably in recycled containers and with as little packaging as possible.
5. Provide dedicated spaces and containers on board for separate waste collection and, once ashore, dispose of waste in the appropriate containers.
6. Do not use single-use plastic cutlery, plates or glasses, and transport provisions in reusable bags. Wherever possible, replace plastic with reusable or compostable materials.
7. If you are a smoker, use a portable, windproof ashtray. Cigarette filters are non-biodegradable material!
8. Retrieve floating plastic waste you find at sea whenever possible — it may have a second life! If the



material is too large to recover safely, report its position to the competent authorities, who will arrange for its collection and issue the appropriate navigational warning.

9. Never anchor on Posidonia seagrass meadows. Respect Marine Protected Areas and familiarise yourself with their specific regulations. If you encounter marine wildlife, do not disturb it and keep a safe distance.

10. Share these ethical and environmentally responsible principles with other crews and encourage others to become R.Eco!