



SPRINT CUP

rothoblaas

Solutions for Building Technology

**ROTHOBLAAS
SPRINT CUP
Notice of Race
March 29th, 2026
Amendments Mar 10,2026**



SPRINT CUP

SP	Denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or a discretionary penalty applied by the Protest committee with a hearing. This changes RRS 63.1 and A5.1;
NP	Rules that may not be ground of protests between boats (this changes RRS60.1(a))

ORGANIZING AUTHORITY

On behalf of the Italian Sailing Federation (FIV) the Fraglia Vela Riva - Viale Giancarlo Maroni, 2 - 38066 Riva del Garda (Trento) – ITALY

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RC1. RACING RULES RC1.1 The race will be governed by the Rules as defined in the Racing Rules of Sailing (RRS) 2025-2028 and by the Normativa FIV per l'Attività Sportiva Nazionale 2026.

RC1.2 International Optimist Class Rules will apply

RC1.3 The following Regulation of the Italian Sailing Federation will apply to the Cadetti fleet:

1. Time on the water will not exceed 7 hours per day
2. No more than three races per day.

RC1.4 The first three sentences of RRS 61.1(a) are changed to 'A boat intending to protest shall inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area in which she was involved in or saw she shall hail 'Protest' and she shall inform the Race Committee at the finishing line immediately after finishing or as soon as practicable as she retires. (see App.1 UP5.2a)

RC1.5 RRS 40 and the preamble to Part 4 are changed as follows:

1.5.1 The first sentence of RRS 40.1 is deleted and replaced by "Each competitor shall wear a personal flotation device (PFD) according to class rule 4.2 (a), properly secured at all times while on the water except when temporarily adding or removing clothing."

1.5.2 Add to the preamble of Part 4, after 'racing': "except rule 40.1 as amended by NOR 1.5.1"

RC1.6 Appendix P will apply as amended by UP2.1 (see App.1)

RC1.7 Appendix T will apply.

RC1.8 Rule 90.3 (e) will apply

RC1.9 No drones are allowed closer than 500 m from racing areas from the Warning Signal for a race and after the last **boat** has finished the last race of the day. This does not apply to OA drones.

RC1.10 In case of conflict between NOR, SI and notices, the SI and the official notices shall prevail (this change RRS 63.7)

RC1.11 All boats shall keep clear of ferryboats operating on the lake.

RC1.12 In case of conflict the English language will prevail

RC1.13 The Rothoblaas Cup Umpiring Policy (RCUP) shall apply. This policy is found in the App.1 of this NOR

RC2. CODE OF CONDUCT [DP] [NP]

RC2.1 Competitors and support persons shall comply with reasonable requests from race officials.

RC2.2 Competitors and support persons shall place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

RC3. ADVERTISING [DP][NP]

RC3.1 Advertising is not permitted except as provided in WS Advertising Code.

RC3.2 Competitors may be required to display advertising stickers.

RC3.3 The stickers, which will be provided by the Organizing Authority, shall be displayed from 10:00 am on the 29th of March until two hours after the last race ends.

RC3.4 In case of loss, new stickers shall be requested at Race Office.

RC3.5 Competitors may be required to display advertising stickers on both sides of the hull.

RC3.6 Stickers with national colors will be given by the OA and may be attached on the top of the sails behind the Optimist logo.

RC4. ELIGIBILITY

RC4.1 The regatta will be open to all competitors who were born between **2011** and **2017**.

- Italian sailors shall be 2026 FIV members and holders of a valid FIV card with the required medical certification for the current year;
- each sailor shall be current members of their National Class Association (A.I.C.O. for Italian sailors);
- all sailors shall have third party insurance cover of not less than € 1.500.000,00 and are required to produce evidence of such insurance during registration; It will be possible to buy the insurance at the race office;
- all boats shall lodge a valid measurement certificate;
- entries will be limited to the first 200 athletes

RC4.2 ENTRIES PROCEDURE:

ENTRY FORMS MUST BE FILLED ON-LINE THROUGH THE WEBSITE: www.fragliavelariva.it.

RC4.3 The entry form must be filled-in paying attention to required fields in red and sent clicking on SEND at the bottom of the entry form.

RC4.4 All entries when confirmed will be displayed on the event's website. To save time and money at the secretary's office we strongly suggest paying in advance through the web site at the last step of the entry form online. If the procedure is completed properly together with the payment it will only take a few steps to complete the registration once you are here.

Entry fee: 20€ within the 27st of march 2026. Entry fee paid after 27st and at the venue will be 50€. All participants shall be registered to the 44rd Lake Garda Meeting.

RC5. RACES AND SCORING

RC5.1 Format: elimination series race target time 20 minutes.
First warning signal on March 29th will be done at 13:00.

Sequence:

Race number 1

Fleet Yellow

Fleet Blue

Race number 2

Fleet Alpha (top 50% of Fleet Yellow)

Fleet Bravo (top 50% of Fleet Blue)

Fleet Charlie (bottom 50% of Fleets Yellow and Blue)

Race number 3

Fleet Delta (first 20% of fleet Alpha)

Fleet Echo (first 20% of fleet Bravo)

Fleet Foxtrot (first 20% of fleet Charlie)

Final Race

Best 5 of Delta, Echo and Foxtrot

RC6. SAILING INSTRUCTIONS

Sailing Instructions will be available online on Feb 28: 2026

RC7. COMMUNICATION

The online official notice board is located at Racing Rules of Sailing:

<https://www.racingrulesofsailing.org/>

RC8. LIABILITY:

RC8.1 Competitors will sail under their own risk. Fraglia Vela Riva and all Race Committees and the Jury decline any responsibility to persons or goods, at sea or ashore, in consequence of participation in the competitions.

RC8.2 The competitors and/or the parents or tutors shall contract all insurances required to cover every risk, including that to a third party.

RC8. INSURANCE

RC8.1 Italian sailors shall have third party insurance cover of not less than € 1.500.000,00 and are required to produce evidence of such insurance during registration.

RC8.2 The foreign sailors shall have third party insurance, letterhead to the sailor(s), cover of not less than € 1.500.000,00 and are required to produce evidence of such insurance written in English and clearly indicating the name of the sailor(s), the period insurance coverage and the euro amount of the insurance, during registration.

RC9. MEASUREMENT CHECK

Measurement checks may be carried out before or after racing. All the equipment may be measured.

RC10. INTERNATIONAL JURY

An International Jury will be appointed according to RRS 70.3 and Appendix N. The decisions of the International Jury will be final and the right to appeal will be denied (RRS 70.3a).

Arbitration (App.T) will used as primary option when incident are not covered by the RCUP.

RC11. LIABILITY

It is up to parents, team leaders or support people to allow competitors to take part in the races and therefore they must sign the declaration of participation on registration. Fraglia Vela Riva, the Race Committee, the Jury and all volunteers involved decline all responsibility regarding persons or goods, at sea or ashore, in consequence of participation in the competition. Competitors shall have all insurances required to cover every risk, including risk to a third party.

RC12. SUPPORT BOATS AND MOTOR NAVIGATION

Mechanically propelled boats are generally prohibited to run on the northern part of Lake Garda, however, during this event, a special permit to use such boats may be given. Support personnel having a boat shall produce the following documents to the Organizing Authority:

- rib's engine registration document (engine brand name - engine serial numbers).
- rib's engine insurance.
- driver's identity document.

The permit will be issued only for assistance with the races and training, and it can be withdrawn at any time if rules for coaching as stated in the SI do not follow. It is forbidden the navigation of private assistance boats on the right-hand side of the course looking site.

RC13. COACHES, AID AND SAFETY

Team leaders/coaches shall register at the race office.

Team leaders/coaches shall comply with the following items:

- to follow all instructions given by the Race Committee and by the Organizing Committee.
- to carry other coaches on board if necessary.
- **Not more than 2 coaches/trainers/parents are allowed on the same assisting rubber boat.**
- At completion of registrations coaches/trainers/parents/support people are required to leave their personal details including mobile phone number and the list of their sailors; the list of sailors can be sent in advance by e-mail before completion of registrations.

RC14. PRIZES

- General ranking - from 1st to 3rd classified.

Others special prizes will be stated with an official notice.

RC15. RIGHT TO USE NAME AND LIKENESS

In participating in the 2th Rothoblaas Cup any competitor automatically grants to the Organizing Authority and the sponsors of the 2th Rothoblaas Cup the right in perpetuity, to make, use and show, from time to time and at their discretion, any motion pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the said 2th Rothoblaas Cup in which the competitor participates and in all material related to the said 2th Rothoblaas Cup without compensation.

ACCOMMODATION

See <https://www.fragliavelariva.it/accommodation/> (when booking mention the regatta to take advantage of the exclusive rate.

Appendix 1

UP1 Umpiring

UP1.1 Umpires may observe the racing and provide advisory umpire signals. If an umpire observes an incident where a boat protests, one of the following signals may be made:

- (a) A red flag with one long sound means 'The umpires saw the incident and believe that one or more boat has broken a rule'. The umpires will hail or signal each boat identified to have broken a rule; or
- (b) A green and white flag with one long sound means 'The umpires saw the incident and believe that no rule was broken';

- (c) A yellow flag with one long sound means 'The umpires do not have the facts to make a decision'.

UP1.2 The signals have the following meaning:

- (a) If a red flag is displayed the identified boat shall take the applicable penalty detailed in UP4.1 and the protesting boat cannot proceed with a protest. This penalty shall be applied without a hearing. This changes rule 60. If a green and white flag is displayed the umpires do not believe a rule has been broken and the protesting boat cannot proceed with a protest. This changes rule 60. A boat may still choose to take the applicable penalty.
- (b) If a yellow flag or no flag is displayed a boat may still protest, or a boat may choose to take the applicable penalty.

UP1.3 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UP2 Propulsion (rule 42)

UP2.1 P2.2 will apply at all time after the second infringement.

UP2.2 A boat may not proceed with a protest for an alleged breach of rule 42. This changes rule 60.1. Note: if a boat observes an alleged breach of rule 42, it may signal as detailed in UP5.1, thereby giving the other boat an opportunity to complete a penalty at the time of the incident.

UP3 Sailing the Course

UP3.1 Rule 28.2 is changed to: A boat may correct any errors in sailing the course, provided she has not rounded the next mark or crossed the finishing line to finish.

UP3.2 When a boat fails to correct any errors in sailing the course in accordance with rule UP3.1 (changed rule 28.2), the umpires may use a black flag with one long sound to signal for that boat to stop racing and promptly leave the racing area. When a boat complies with this instruction, it will be scored as Did not sail the course (NSC). This changes rule A5.1.

UP4 Penalties at the time of an incident

UP4.1 Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31, rule 42.

However,

- (a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;
- (b) if the boat gained an advantage despite taking a penalty, she should take another penalty until that advantage is lost, or retire; and
- (c) if the boat broke a rule and caused injury or serious damage her penalty shall be to retire.

UP4.2 A penalty in rule UP4.1 is a 'One-Turn Penalty'.

UP4.3 When an umpire decides that a boat has:

- (a) broken rule 31 and not taken a penalty;
- (b) broken rule 42; or
- (c) gained an advantage despite taking a penalty,
- they will penalize the boat by signalling this as detailed in UP1.1(a). This penalty shall be applied without a hearing.

UP4.4 If a boat fails to take the penalty imposed under UP1.1(a) or UP3.2 the umpires may inform the Protest Committee who may disqualify the boat (and may make the disqualification not excludable (DNE)) without a hearing.

UP5 Protest by a boat

UP5.1 If a protest concerns an incident observed by the protestor in the racing area, rule 60.2(a)(1) is changed to: 'If the protestor is a boat, she shall hail 'Protest' and raise an arm at the first reasonable opportunity for each. The arm should remain raised for enough time for an umpire to identify the protest.'

UP5.2 If a boat wishes to proceed with a protest hearing for an alleged breach of a rule of Part 2, rule 28, or rule 31:

- (a) Rule 60.2 is amended as follows: add new rule 60.2(a)(3): 'If the protestor is a boat, immediately after finishing or retiring, she shall inform the Race Committee of her intention to protest and the identity of the boat/boats she intends to protest.'
- (b) Rule 60.3 is deleted and replaced with: 'When arriving ashore after the last race the boat has raced in that day (or session if there are multiple times that boats leave the shore), the protesting boat shall promptly inform the Protest Committee of her protest, confirming the identity of the boat/boats she is protesting and where the incident happened. The identity of the boats given to the Race Committee in UP5.2(a) may be changed at this time. This may be done verbally. The Protest Committee will maintain a written record of the protest details.'

UP6 Protest Hearings and Decisions

UP6.1 The Protest Committee may take evidence in any way it considers appropriate and may communicate its decision orally. This changes rules 63.1, 63.2, 63.4, and 63.6.

UP6.2 The Protest Committee shall keep records of hearings and decisions.

UP6.3 As allowed in rule 60.5(c)(1), the Protest Committee may apply a penalty other than disqualification (which may include no penalty) for the following breaches:

- (a) Failing to take penalty that was clearly signalled to a boat by an umpire should be a disqualification that is not excludable (DNE);
- (b) Breach of a rule of Part 2 (other than rule 14), or a breach of rule 31 or 42, when umpire signalled a yellow flag under rule UP1.1(c), or failed to see the incident, should be 10 place penalty; and
- (c) Breach of rule 14 should be disqualification from that race.

UP6.4 As allowed in rule N1.4(b), the time limit for a party to request a hearing by a full panel is 10 minutes after being informed of the decision.

UP6.5 The Protest Committee is encouraged to:

- (a) Hold a hearing as soon as possible after all parties come ashore;
- (b) If an International Jury form a Panel as detailed in N1.4(b) to start the hearing processes promptly on coming ashore;
- (c) hold a hearing in a style and location more used for Arbitration;
- (d) allow a parent or guardian of each party to observe the hearing (but not speak or advise the parties in any way).