



THE POINTS OF YOU

30.05 - 01.06.2020



MIGLIA



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151 MIGLIA POINTS OF YOU

Editorial



One of the reasons why the 151 Miglia - Trofeo Cetilar has had such success over the last 10 years lies in a perception, both personal and intimate that the participants have of this sporting event. Not only is the 151 Miglia open to everyone, it is the regatta for everyone: each of us in our own way can identify with the experience; it is indeed the variety of approaches that there are to the sea, to sailing and to the race itself that breathe life into the 151. It is in consideration of this that the original concept for the 11th year: 151 Points of You, is recognised. The 151 Miglia may be just one regatta of many, but it can also be so much more. You will be the judges of how to experience and to remember it, from the moment you complete your enrolment until the last firework at the dinner party. What remains unchanged is the splendid course laid out and tracked by this competition, which will start on the afternoon of May 30th, 2020, off the coast between Livorno and Marina di Pisa. Once out of the starting buoys the fleet will set off towards Giraglia, then turn south, to sail past Isola d'Elba round the Formiche di Grosseto, and landing at Punta Ala. As you will have realised by now, the 151 Miglia 2020 will be your regatta, your tale to tell. Thanks to this new 2020 Magazine, we can give you one or two tips about what you can expect from this year's event. Enjoy the read, and fair winds!

151 Team

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#POINTSOFYOU

Nicola

Marie Claire ITA-14860, 2 editions

The 151 Miglia has become our focal regatta over the last two years. We have the pleasure of measuring ourselves against decidedly superior boats as well as professional crews, and this means we can constantly improve our management of the boat. The organisation is impeccable, from start to finish, and the high number of participants encourages participation

The 151 Miglia attracts participants who come to win, those who come to enjoy a sail with friends, others who want to test their skills against an off-shore course (without exaggeration), and those who like to experience the spirit of the competition, which is after all, a great celebration. The common denominator for all the crews is the enthusiasm and passion found in every second of their own personal 151...

Gianni

Shide ITA-17058, 3 editions

151 Miglia is navigating.
151 Miglia is racing the regatta.
It is sharing.
It is celebrating.
Passion, nature, sails, wind and sea. 151 Miglia... being there means you have already won.

Daniele

El Chico FRA-27600, 6 editions

The Miglia for us is a course of peaceful navigation and intense emotions:

The start, an adrenalin surge, with the horizon hidden by a sea of sails.

Sailing into the wind, after sunset when the silence of the night is broken by the rush of hulls cutting the water and the creaking of equipment.

Giraglia, like a mermaid in the sea she lures all the boats to get close, avoiding the rocks to the north-west.

The route south of Elba, where calm seas reign and where you must concentrate to catch the slightest breeze.

Formiche di Grosseto, which sometimes turns your arrival into a mere dream.

Isolotto dello Sparviero, the rocks whose presence in the darkness is marked by seagulls cawing.

Arrival at Punta Ala, very welcome, although the desire to take to the seas once again often wins.

The greatest emotion? It's difficult to choose just one. Suffice it to say that after 6 consecutive editions, there's no way we'll be missing the 2020 151 Miglia!

Elisabetta

Baciottinho ITA-16191, 2 editions

It all started in a bay off Corsica and a promise to participate which was made to Roberto Lacorte. The 151 is the regatta you can't miss and we, with our Baciottinho, can't wait to be back.

Dario

Re/Max One MLT-630, 2 editions

The 151 is an appointment we couldn't miss. A well-organised regatta both technically and competitively, with a course and duration of medium difficulty, which enjoys the participation of highly competitive boats that make the challenge even more engaging.

Sexy Spaghettino

Sailing Team, Sexy ITA-13388, 1 editions

The Sexy Spaghettino Sailing Team debuted in the field of offshore regattas in 2019.

We are a very young team and owe everything to our skipper, Angela Groger, who believed in us despite our total lack of sailing experience beyond the Gulf of Naples.

The 151 Miglia follows an exhilarating route from both a scenic and technical point of view.

The 2019 edition was our first and we managed to come first of 27 in Class 4 and 36th out of 220 boats overall. In 2020, Sexy and crew will be there to repeat the experience!

Ivana

Koyré-Spirit of Nerina USA4221, 2 editions

It is a joyful celebration of sea and wind for everyone. If you engage your heart as well as your compass, at the 151 you will find what is to us our 'north': sailisfaction = sails + satisfaction.

TALES OF 151 MEMORABLE MILES

Luciano Gandini
Yachtsman and master builder
Twin Soul B, Mylius 80

Last year, having heard so much about it (all good), I participated for the first time in the **151 Miglia-Trofeo Cetilar**, aboard my **Mylius 80 Twin Soul**.

What can I say? It was a truly incredible experience... from the number of boats to its impact which has now reached national and international levels. But also the route, which is very interesting; indeed, for me it is an ideal distance as I am not a fan of long regattas.

Last year, we were a **little short of wind**. It was a shame because we weren't able to get round Giraglia in time to avoid the calm off Elba, but apart from this detail - they are regattas after all - it is **an experience I remember with great pleasure**.

The spectacle at the starting point was simply extraordinary: over 200 yachts all waiting together to set off is certainly not a sight you forget easily. I don't think any other regattas can boast such a panorama.

Clearly, the 151 Miglia is a **well-organised event**, by people who really take part in regattas and understand the true demands of yachtsmen and crew. This is unquestionably one of its great strengths.

I'll be there again this year once again with Twin Soul of course, along with other yachts with us from our boatyard, Mylius.

We couldn't miss it...



Emanuela Verrina
Yachtswoman
Emma 2, Grand Soleil 43



If you can dream it, you can do it: this philosophy has stayed with us since our first 151 Miglia-Trofeo Cetilar, which we only just managed to compete in with Emma 2, following a long bureaucratic procedure for her purchase and after navigating around 170 miles on a boat that had been ours for just 7 days. Who are we: a group of friends united by our love of sailing, simple and very close.

The boat: a 2013 **Grand Soleil 43**, beautiful but very heavy and with well-worn sails.

The 151 Miglia is by now a **fixed appointment** for us. The atmosphere while you wait at the wharf, catching up with the other crews on the eve of the race at Marina di Pisa for the crew party, the briefing, the adrenalin at the starting line, the concentration during the regatta, the emotions triggered by the sunsets and dawns at sea ...

And then the satisfaction of reaching the end and joining everyone at the magnificent closing party: it is a unique **experience that stays in your heart** forever. Last year we started to work on it sooner, and our dedication, concentration, the atmosphere on board and our culinary treats allowed us to complete a 151 Miglia with distinction! This year will be our **third**, the year of my fiftieth birthday which I will celebrate two days from the conclusion.

What do I **desire most**? A get-together with my friends, a great regatta and for my birthday, who knows, perhaps have a lovely new mainsail...

151 POINTS OF ROUTE

Two tacticians par excellence compare course notes



Michele Regolo

Tactician

Vera, Maxi 82' owned by Miguel Galuccio

THE FIRST BUOY

When you are counting the hours to the start of the 151 Miglia-Trofeo Cetilar, you know what you are going to do **depending on the weather**. Last year, aboard the **Maxi di 82' Vera** where I was tactician, we were aware of having a global speed that would allow us to stick to the wind. A mistake would have meant coming out of the wind and in the end the difference would have been several hours. We approached the start like a **windward-leeward race**, obsessed by not losing a single metre on the water, in a race **against time and against the weather conditions**. All this against a stunning backdrop, with lots of Maxis and an **incredible fleet** behind us.

The first Miglia always impresses with its **spectacularity**, but you can't afford to be distracted because, in that situation, every minute lost multiplies to infinity as the regatta proceeds. Rounding the buoy at **Marina di Pisa**, is a fantastic moment, albeit extremely frenetic.

Once round the buoy, **prow to Giraglia**, a section that is never the same twice. Last year, the objective was not to approach it from too far away in a single gybe, but with two so as to cover less distance, as the wind was due to turn slightly and gybing would have meant going back. So, we tackled the section like a lap around the buoy and gained a great deal, never stopping. From there, we began our **descent to Elba...**

PASSING ELBA

This will be the third 151 Miglia for me and I now know that the **Isola d'Elba** is like an **enormous magnet**: the more you try to stay away, the more the wind and the sea push you towards her. Instead of avoiding the island, I recommend letting yourself **be pulled in and use the gusts of wind to your advantage**. Last year there was a slight gradient from the island and a little night heat; we stayed with the wind and we never stopped. Obviously, it is different passing during the night or at seven in the morning and this is where we Maxis have an advantage compared to the rest of the fleet. With a



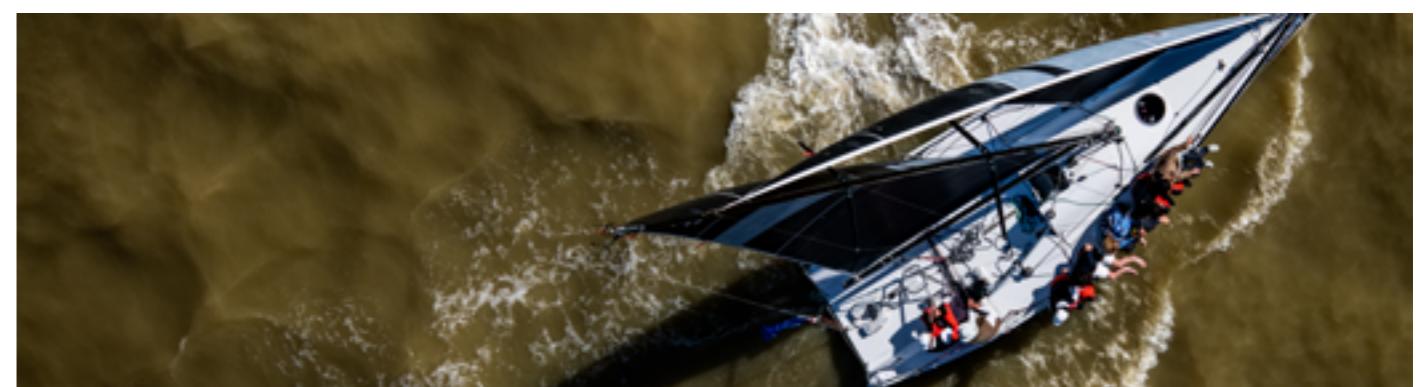
very strong gradient, the smaller boats would be more competitive in the Overall classification, but in high pressure, there isn't much hope of avoiding calm seas.

Once past the **Formiche**, the last segment comes, which is never to be underestimated. You head towards the **Sparviero**, you feel confident, but that's not how it is. Often it is a good idea to sail towards land, in a sort of curve, because there is more pressure. You cover more distance, but faster, with a rising VMG. It is not a very intuitive choice and you have to be clever to realise when to do it because, despite your instinct telling you to carry on straight, you risk coming out of the pressure.

THE FINISH LINE

After the Sparviero, your emotions are telling you that the regatta is coming to an end, but there are **plenty of traps** even in the last mile and a half. In 2018, we lost on a photo finish with Pendragon, and last year, too, although we knew we had an advantage over Rambler 88, classifying with compensation; on board you could feel the tension.

It is always an odd sensation as soon as you cut through the **finishing line**. If someone told me to go back to the starting line and do it all again, I wouldn't think twice, because it truly is a **spectacular regatta**. I love it so much I hope one day to be able to do it on a vintage boat, with a group of friends and a well-stocked pantry.



Francesco Ivaldi

Tactician

Sease, Farr30 owned by Giacomo Loro Piana

THE FIRST BUOY

I have participated in a number of editions of the 151 Miglia-Trofeo Cetilar and the memories I have of it are **truly magnificent**. I have always sailed on **small and very polished** boats. More than all, **Giacomo Loro Piana's Farr30 SEASE**, with which we obtained victory in our class in 2011 and 2018, and



a more than honourable overall 4th place in 2019.

The start of the 151 Miglia is **great and really good fun**, primarily because it begins at four in the afternoon, an unusual time. Secondly, because of **the show**, with 200 boats on the water, the visual impact is unparalleled. **Traffic is intense**, but we, with our small agile boat, always manage to find a gap on the front line. Approaching the buoy of Marina di Pisa is equally unique: there is a **wall of sails that advances**, like a parade, with all the boats side on because there is no alternative. Perhaps not the best technically but it provides a spectacular view. An element that must not be overlooked is **the current**, very intense and changeable because we are near the mouth of the Arno, so by looking at the colour of the water you must decide how close to land you can stay. Even just a few dozen meters can make a huge difference.

From the back we can see the big players that mark out the route for us, in what is **the first big decision** to be taken before sunset. Under normal conditions, you find yourself in a close reach **towards Giraglia**, and you must decide whether to go to the left or right around Gorgona ...

PASSING ELBA

We normally reach Giraglia at around midnight, close hauled, and once you've come around it, the **race is on for Elba**, with the Spinnaker up and the pace very fast. We know that every minute lost in this leg could mean an hour in calm seas south of the island. Regrettably we have never been able to arrive in time to pass along the coast, so we try to move away from it, but not too far, in order to pick up the fall wind, to avoid adding extra miles. This is **the crucial point of the 151** because it is the regatta's only real stop&go due to Elba's great cone shape: we start to see it at the first light of dawn, we sail around it and ... it seems to go on forever! Once round Elba, and for us it will be the afternoon of the second day, we sail towards the **Formiche**: we need to exploit the sea breeze, a full spinnaker dropped down taut to the limit, as though we were in a **windward-leeward race**.

THE FINISH LINE

Past the Formiche, we are **close hauling to Punta Ala**, walls to the left, everyone on the handrail with their faces to the sun and a breathtaking sunset. **Exhilarating moments** that are difficult to describe. Before leaving the Sparviero to our right we arrive at the last crucial mark of the course, where you can often be tricked: boats in front of us aren't able to lift the spinnaker, we prepare our manoeuvre for the final sprint, but we get there with a dying wind, turn right and it catches us out. If we can get there before sunset, a target of 27-28 hours, it will have been a great 151Miglia. Otherwise, it will still have been a fantastically entertaining experience!

SEE YOU AT THE 151?

Mauro Giuffrè - Il Giornale della Vela

Mauro Giuffrè recounts his 151 Miglia, as an expert sports journalist and yachtsman, less well-known but just as dedicated.

"Will you be at the 151?"

For a number of years, well into spring, this is the question you start to hear amongst friends and foe alike. **Yachts people of all kinds**, who you may not have seen for a while, but whom you know you will bump into on the quays of Livorno or those of Marina di Pisa, on the eve of the 151 Miglia. This would be enough to illustrate how this regatta has become a **"must do" in Italian open-sea sailing**; however the 151 is much more than a **"pop" regatta**.

I have participated in five editions of this contest. I've done it in light breezes and strong winds, like the 2013 edition with that evocative dawn start, a unique event in the history of the regatta. I've done it with boats that were there for a good result and others whose only objective was to have fun. As a yachtsman, there is one thing of which I am certain: it is a regatta that **brings everyone together, no exception**. The most competitive technicians will find something to get their teeth into: the cone of shade of the Gorgona; the interesting open-sea section between Tuscany and Corsica; and tacking along the south coast of Elba, when, every year you tell yourself that you will stick closer to land, because there is always someone who earlier zigzags closer to the coast than you, practically onto the rocks, and then rushes off sooner. In 2015, in the small boats group, we reached Elba in a good position. Tacking below the island, we opted for a slightly external route: we spent the night watching the lights of the boats to our left that overtook us along the coast. This, too, is the 151 Miglia; if you think it is an easy regatta you are mistaken.

Those who come to the world of the open-sea for the first time can find a challenge in a course of reasonable length with good chances of finishing even with a perfectly ordinary boat, perhaps even with a family crew.

As a journalist, it is more the event that can't be missed, both at sea and on dry land. Not only because **the best champions of Italian sailing** participate but also those of International reputation; there are **the best boats** that take part in offshore sailing and some of the best performing Maxis. Listening to the stories of the protagonists is part of my job and there is no shortage of interesting tales and anecdotes at the 151.

Then, for those like me who also love photography, it is an opportunity to spend at least 24 hours **amidst scenery that cries out to be recorded for eternity**. Finally, when your feet touch the ground at Punta Ala, you know that, if you are not too late, even late into the night, there will be a porchetta sandwich waiting for you, laid on by the organisation. You can't get better than that!



151 MIGLIA IN THE VIEWFINDER

Fabio Taccola - Official photographer

Since 2011, Fabio Taccola has been the official photographer of the regatta, and through his lens has seen it all: miles and sails. In three shots he explains his point of view from the land, the sea and the air.

Going through my archives I decided to describe my regatta with **three different light effects**. I usually spend these moments holding my breath, so I like the idea of representing the experience with these "splashes" of colour.

The first shot that I have chosen dates from 2016 and represents a peculiar aspect of this regatta. At the 151 you always search for something on the horizon, whether it is other boats, a buoy, or the islands, and then very gradually it magically appears. This also, unexpectedly, happened to me from above too, because **at the start** there was very low cloud; an effect that, at sea, is both beautiful and rare.

The second shot was inclu-



ded because it captured the transition from night to day. You can see the first light picking out the boats, but it isn't strong enough to fully penetrate the darkness. The 151 at dawn is always a very emotional moment.



The last shot makes me smile. There is this boat that very slowly approaches the finish line and it looks as if it is challenging the sun. It is a provocative image that almost says: "who'll be first? You setting, or me arriving?"

After almost 10 years on, are you not tired of photographing the same regatta?

I have to say no, because there is an important emotional bond between me and the 151. I grew up in this part of the world both on this sea and under it, so it comes naturally to me to know where and how to shoot. Every edition is different from the one before it; it's impossible to be bored.

Which is the most beautiful moment to capture?

Last year it was the dawn arrival of Rambler. To catch it we set off into the sea so early it was still night-time. Suddenly, from the blackness, this huge boat appeared in front of us... it was immensely dramatic. Usually though, the moment I prefer is when, after shooting the start from a helicopter, I climb aboard a dinghy with my trusted helmsman, Nicola, and we start to sail up through the fleet as the day comes to an end. You feel as though embraced by the sea, **from above and below**, drawn into a moment of peace with the world and nature. And I imagine that, for the yachtmen and women, this sensation is even stronger because the only sound you can hear is water rushing against the hull.

BANDO DI REGATA

Lo Yacht Club Punta Ala, lo Yacht Club Repubblica Marinara di Pisa e lo Yacht Club Livorno (Comitato Organizzatore) contitolari della regata denominata "151 Miglia", con la collaborazione della Marina di Punta Ala, del Porto di Pisa e dell'Associazione Internazionale Maxi (IMA), organizzano la regata di altura denominata "151 Miglia". La manifestazione è valida come prova del Campionato Italiano Offshore e del IMA 2020 Mediterranean Maxi Offshore Challenge.

1 -REGOLE E PENALIZZAZIONI

La regata sarà disciplinata dai seguenti regolamenti in vigore:

- Regolamento W.S. (RRS 2017-2020); Quando non diversamente indicato dalle Istruzioni di Regata, le regole della parte 2 del Regolamento di Regata WS non saranno valide tra il tramonto e l'alba e saranno sostituite dal regolamento internazionale per la prevenzione degli abbordi in mare (NIPAM).

- Normativa FIV per la vela di altura;
- Regolamento di stazza ORC incluse le ORC Regulation;
- Regolamento di stazza IRC , parti A, B e C;

La regola IRC 22.4.2 viene sostituita con la presente prescrizione: "Il numero massimo dell'equipaggio che potrà essere presente a bordo di ogni imbarcazione dovrà corrispondere al numero massimo indicato sul certificato di stazza. Non è prevista limitazione al peso totale dell'equipaggio.

- Offshore Special Regulation (OSR-equipaggiamento minimo e sistematiche standard) per regate di 3^a categoria con obbligo di zattera autogonfiabile e VHF con ch 16 e 71;
- Bando di regata e Istruzioni di Regata.

Le seguenti modifiche al RRS saranno in vigore:

RRS. 51: Chiglie basculanti, appendici mobili e zavorre d'acqua potranno essere utilizzate solo se debitamente riportate sui certificati di stazza;

RRS. 52: I sistemi di governo delle imbarcazioni potranno essere operati anche con sistemi non a forza manuale.

La presenza a bordo di ciascuna imbarcazione di apparecchiature elettriche o elettroniche di qualsiasi natura è permessa ma non potranno essere usate per gestire i sistemi di governo dell'imbarcazione se non in caso di emergenza. L'utilizzo di sistemi di autopilota saranno ammessi solo per la classe "Double Handed".

I concorrenti italiani partecipanti alla regata devono essere obbligatoriamente tesserati F.I.V. con tessera e visita medica in corso di validità. Gli equipaggi stranieri dovranno essere in regola con le norme delle loro Autorità Nazionali.

Le lingue ufficiali sono l'Italiano e l'Inglese. In caso di conflitto fra le lingue prevale il testo italiano.

E' fatto obbligo a tutte le imbarcazioni di accertarsi al momento del perfezionamento dell'iscrizione e comunque prima di lasciare l'ormeggio, di aver ricevuto e installato il trasponder e di tenerlo attivo per tutta la durata della regata e di riconsegnarlo all'arrivo a Punta Ala. Le imbarcazioni che non consegneranno il trasponder entro 4 ore dal proprio arrivo saranno penalizzate, senza udienza, con una penalità sul punteggio del 20% come definito dalla RRS 44.3 e il costo del trasponder sarà addebitato all'armatore. Questo cambia la RRS A.2. Con la restituzione del trasponder ogni imbarcazione dovrà firmare il logbook specifico messo a disposizione dal Comitato di Regata.

Le imbarcazioni che si ritirano prima dell'arrivo a Punta Ala e che fanno ritorno al Porto di partenza dovranno consegnare il trasponder presso la Segreteria dello YCL o presso la Segreteria dello YCRMP. Sarà in vigore il sistema di penalizzazione sul punteggio, regola 44.3.

2 -PUBBLICITA'

Le imbarcazioni potranno esporre la pubblicità in accordo con la Normativa FIV 2020 (Normativa per l'esposizione della pubblicità nelle manifestazioni veliche in Italia per le imbarcazioni italiane) e WS in merito.

Gli armatori che volessero esporre pubblicità durante la regata, sull'imbarcazione stessa, sui mezzi di supporto o a terra lo dovranno comunicare al momento della richiesta di iscrizione dettagliando i termini di tale richiesta. Il Comitato Organizzatore potrà rifiutare tale richiesta se ritenuta non aderente alle regole succitate.

Le imbarcazioni dovranno inoltre esporre il materiale pubblicitario fornito dall'Autorità Organizzatrice in occasione dell'iscrizione da un'ora dopo il perfezionamento della propria iscrizione nel porto di partenza fino alle ore

19:00 del 2 Giugno 2020:

- (a) bandiera(e) con il logo dello sponsor sullo strallo di poppa dell'imbarcazione.
- (b) bandiera(e) con il logo dell'evento sullo strallo di prua quando l'imbarcazione è attraccata al molo.

La mancata esposizione di detta pubblicità, rilevata dal Comitato di Regata, anche presso i porti di Livorno, Marina di Pisa e Punta Ala, comporterà una penalizzazione, senza udienza, di posti in classifica pari al 5% del numero degli iscritti nella propria classe IRC o ORC; ciò modifica RRS 63.1 e A5; azione che non potrà essere esercitata da una imbarcazione, ciò modifica RRS 60.1.

Il Comitato Organizzatore potrebbe richiedere, senza costi aggiuntivi per i partecipanti, di installare una videocamera a bordo, allo scopo di registrare la competizione per la produzione televisiva ufficiale o per migliorare il sistema di tracking in regata.

3 -ELEGGINIBILITÀ E ISCRIZIONE

Sono ammesse alla partecipazione le imbarcazioni con i seguenti validi certificati di stazza:

- classe ORC (International o Club) con LH/LOA minimo di 9,00 mt.
- classe IRC (standard o semplificato) in vigore con LH/LOA minimo di 9,00 mt.

Agli effetti delle classifiche, le imbarcazioni saranno suddivise in:

- classe ORC (categoria Regata, Crociera Regata, Double-Handed e Gran Crociera secondo la "Normativa per la Vela di Altura FIV"); nella categoria Gran Crociera è tassativamente vietato l'uso del carbonio per scafo, appendici, antenne e vele.
- classe IRC con LH/LOA inferiore a 18,29 mt.
- classe IRC Over 60' (18,29 mt IMA). Gli Yachts iscritti in questa categoria dovranno presentare un certificato IRC in corso di validità a meno di diversa approvazione da parte del Comitato Organizzatore.

E' consentita l'iscrizione in una sola delle classi. Non potranno essere ammesse alla partecipazione imbarcazioni sprovviste di certificato di stazza in vigore.

La pre-iscrizione è consentita alle prime 151 imbarcazioni su apposito modulo online all'indirizzo www.151miglia.it entro e non oltre le ore 18:00 del 1 Maggio 2020.

E' facoltà del Comitato Organizzatore accettare ulteriori iscrizioni dopo la data del 1° Maggio 2020 con l'aggravio del 25% sulla quota di iscrizione e senza la garanzia di ricevere posto di ormeggio in partenza e/o in arrivo. Entro e non oltre il 15 Maggio 2020, dovranno essere caricati on-line sul sito www.151miglia.it i seguenti documenti:

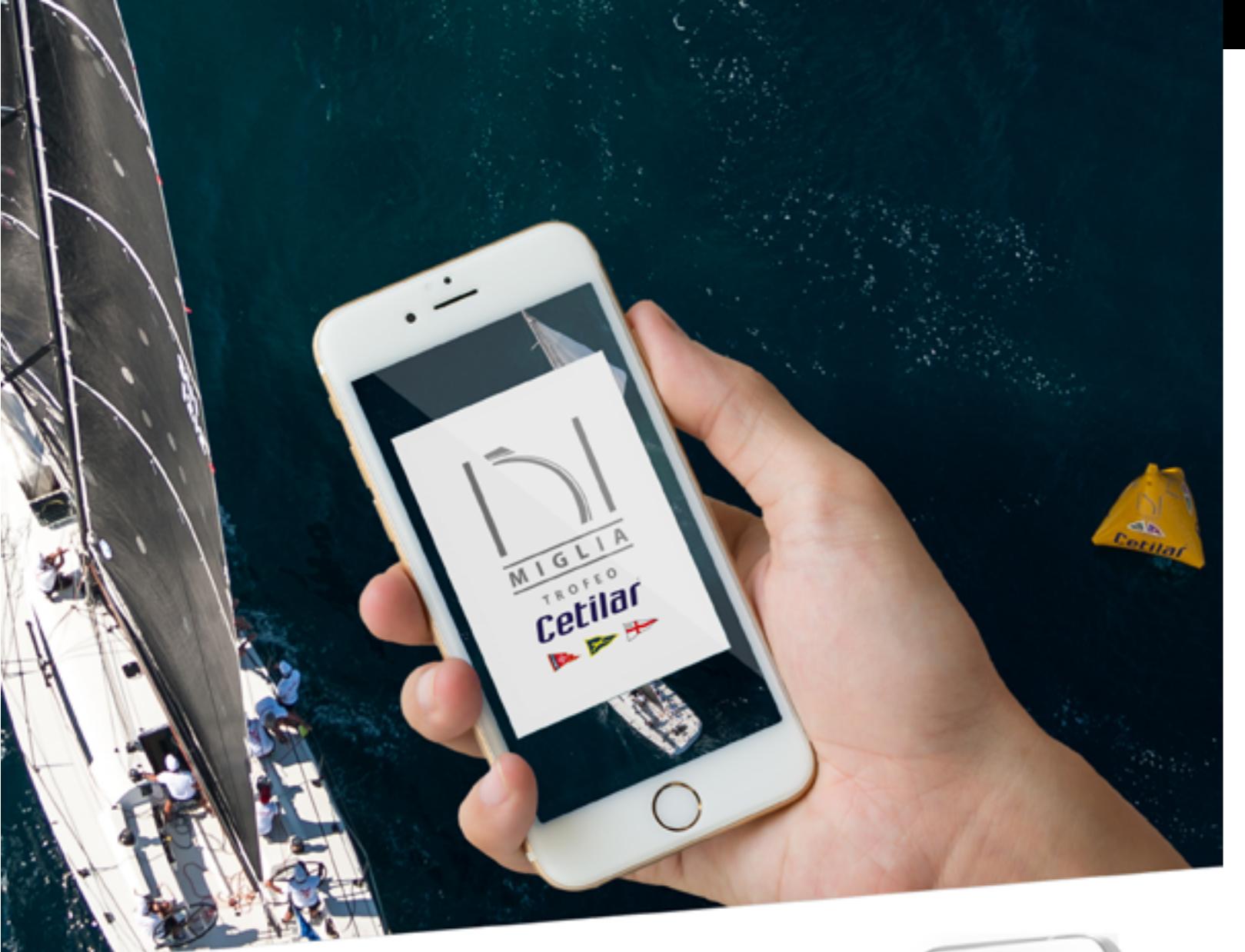
- 1) Copia in corso di validità certificato di stazza;
- 2) Lista equipaggi con tessera FIV e certificazione medica (per i membri italiani dell'equipaggio);
- 3) Copia della copertura assicurativa con scadenza della polizza con massimale non inferiore a euro 1,5 milioni, in ogni caso ciascuna imbarcazione dovrà avere una copertura assicurativa che tenga in considerazione il valore delle imbarcazioni impegnate nella regata ed i possibili danni che possono causare agli altri concorrenti;
- 4) Dichiarazione di responsabilità (usare solo modulo ufficiale scaricabile dal sito www.151miglia.it);
- 5) Copia licenza di pubblicità se imbarcazione sponsorizzata.

Le liste equipaggio dovranno essere caricate online entro e non oltre il 15 maggio 2020 e potranno essere modificate non oltre la data del 24 maggio 2020 sempre con procedura online. Dopo la data del 24 Maggio 2020, il modulo online non sarà più editabile e le modifiche saranno consentite solo presso la Segreteria Regate a Livorno o a Marina di Pisa nei giorni 29 e 30 maggio 2020. Le imbarcazioni che non hanno completato l'iscrizione con tutti i documenti entro il termine previsto non saranno ammesse alla manifestazione.

Gli Armatori o loro delegati dovranno presentarsi nei giorni 29 o 30 Maggio presso la Segreteria Regate a Livorno o a Marina di Pisa per la sottoscrizione del modulo di iscrizione e della lista equipaggi.

4-TASSA DI ISCRIZIONE

Il pagamento della quota di iscrizione dovrà essere versata al Comitato Organizzatore mediante bonifico bancario: (IBAN): **IT 98 I 01030 72210 000000484515 codice BIC paschi it MMCDP** - Monte dei Paschi di Siena Agenzia di Castiglione della Pescaia (GR) intestato a Yacht Club Punta Ala



TUTTO SULLA 151 MIGLIA, SCARICA LA APP!
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INFORMAZIONI: sarai sempre aggiornato su programma, news, comunicati del comitato e situazione meteo

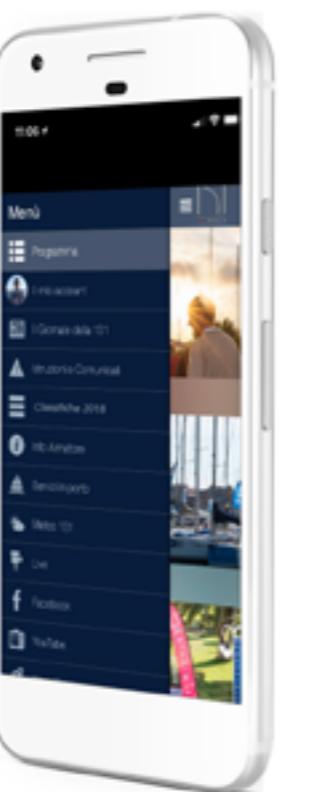
SERVIZI: otterrai tutte le indicazioni utili per usufruire dei servizi presenti nei 3 porti di riferimento

CONDIVISIONE: farai parte dell'evento inviandoci le tue foto e i tuoi video: i più belli saranno pubblicati e condivisi con la community

INFORMATION: You will be always updated on programmes, news, committee announcements and weather conditions

SERVICES: You will receive all the useful instructions to the use of the services in the 3 reference ports

SHARING: You will be part of the event, sending us your photos and videos. The best ones will be published and shared with the community



oppure tramite pagamento on-line a mezzo Paypal seguendo le istruzioni della procedura, entro e non oltre il 1 Maggio 2020.

Le quote di iscrizione (non restituibili), sono:
400 euro fino a LOA minore o uguale a metri 12,50
700 euro per LOA superiore a 12,50 metri
900 euro per LOA superiore a 16,00 metri
1500 euro per LOA superiore a 18,29 metri

Gli Armatori Soci dello Yacht Club Punta Ala, dello Yacht Club Repubblica Marinara di Pisa, dello Yacht Club Livorno e IMA usufruiranno di una riduzione del 10%.

Un'imbarcazione che non abbia debitamente pagato la quota di iscrizione non sarà considerata formalmente iscritta.

Dopo la scadenza del 1 Maggio 2020 le quote di iscrizione subiranno un aggravio del 25%.

5 -PROGRAMMA

Il 30 Maggio 2020 alle ore 10.00 sarà tenuto il briefing a Livorno. Il primo segnale di avviso è previsto alle ore 16.00 di giovedì 30 Maggio 2020. Saranno date partenze separate per la Classe IRC Over 60',IRC,ORC gruppo A e ORC gruppo B.

6 -ISTRUZIONI DI REGATA

Saranno a disposizione dei concorrenti dalle ore 15.00 del 29 Maggio 2020 presso la Segreteria Regate a Livorno o a Marina di Pisa e pubblicate sul sito www.151miglia.it e sull'App 151 Miglia.

7 -PERCORSO

Partenza Livorno - boa al vento (se posizionata) – boa (e) Marina di Pisa – Isola della Giraglia - Formiche di Grosseto - Punta Ala. In caso di condizioni meteo avverse, il CdR potrà utilizzare un percorso alternativo indicato nelle Istruzioni di Regata.

8 -CLASSIFICHE E PUNTEGGI

Le classifiche saranno calcolate con il sistema GPH per la classe l'ORC e BSF per la classe IRC e per la classe IRC Over 60. Il Comitato Organizzatore può, a suo insindacabile giudizio, suddividere le classi in gruppi in base al valore CDL o BSF (almeno 6 barche per ogni categoria) e le classifiche di categoria saranno estramate dalle rispettive classifiche Overall.

9 -ORMEGGI

Fino alla 151esima imbarcazione iscritta, con versamento della quota di iscrizione eseguita, saranno garantiti ormeggi gratuiti a Livorno o a Marina di Pisa dal 25 maggio 2020 e all'arrivo presso il Marina di Punta Ala fino al giorno 3 giugno 2020 compreso. Per tutte le altre imbarcazioni pre-iscritte e/o accettate dal Comitato Organizzatore, dopo la data del 1 Maggio 2020 non saranno garantiti ormeggi in partenza e/o arrivo. Le imbarcazioni con pescaggio in assetto da regata superiore a 4,00 mt dovranno indicarlo, all'atto dell'iscrizione on line, specificando il proprio pescaggio minimo con l'utilizzo di appendici mobili. L'assegnazione del posto barca a Livorno/ Marina di Pisa e a Punta Ala sarà a cura del Comitato Organizzatore a suo insindacabile giudizio, in base allo stato di affollamento dei Marina e verrà comunicata dopo il pagamento della quota di iscrizione.

Gli Armatori interessati a partecipare alla regata che non avranno l'ormeggio garantito, potranno beneficiare delle condizioni che il Comitato Organizzatore stabilirà con i Marina limitrofi alla zona di partenza e di arrivo. I contatti delle strutture portuali e le condizioni per le tariffe di ormeggio saranno comunicati sul sito web della regata entro il 10 Maggio 2020.

Il Comitato Organizzatore, anche per conto dei soggetti che gestiscono gli ormeggi messi a disposizione dei partecipanti, ricorda che le operazioni di attracco e di salpaggio delle imbarcazioni sono nella esclusiva responsabilità degli skipper delle imbarcazioni, indipendentemente dalla assistenza prestata a terra, come pure la navigazione all'interno degli specchi acquei in concessione dei soggetti che gestiscono gli ormeggi. Con particolare riferimento ai fondali di tali specchi acquei, il Comitato Organizzatore segnala che tali specchi acquei hanno un fondale soggetto a modificazioni per effetto del moto ondoso e delle correnti e che è esclusivamente responsabilità degli skipper assicurarsi che il fondale consenta la navigazione della imbarcazione dagli stessi comandata.

10 -COMUNICAZIONI

Nel rispetto della RRS 41, tranne che in situazioni di emergenza, un equipaggio in regata non dovrà fare né ricevere trasmissioni radio (vocali, scritte, immagini, dati etc.) non accessibili a tutte le altre imbarcazioni. Questa restrizione si applica anche ai telefoni cellulari con eccezione nel rispondere a chiamate da parte del Comitato Organizzatore al fine di acquisire informazioni per monitorare la loro posizione durante l'evento, per fini di comunicazione e immagine dell'evento o altro.

11 -PREMI

Saranno assegnati i seguenti premi:

- Trofeo Challenge alla prima imbarcazione in tempo reale;
- Trofeo Challenge al primo Overall in tempo compensato appartenente alla classe più numerosa;
- Trofeo IMA Maxi per la prima imbarcazione overall in tempo compen-

- sato nella Classe IRC Maxi;
- Premio ai primi tre classificati nella classifica Overall ORC, IRC e IRC Over 60';
- Premio ai primi tre classificati nella classifica di ogni gruppo ORC, ORC Double Handed, ORC Gran Crociera e IRC secondo le suddivisioni del Comitato Organizzatore;
- Trofeo "151 Miglia" al guidone;
- "Coppa Porto di Pisa" alla prima imbarcazione classificata in tempo reale al passaggio della boa antistante il Porto di Pisa;
- Trofeo "151 Miglia - Gavitello d'Argento" al vincitore della combinata nella classe ORC.

I premi non ritirati durante la premiazione non saranno consegnati.

12 -REGOLAMENTO TROFEO "GUIDONE 151 MIGLIA"

Il Trofeo verrà assegnato al Club che realizzerà il miglior punteggio come somma di punti delle prime tre imbarcazioni classificate nella classe più numerosa (ORC o IRC).

13-REGOLAMENTO TROFEO COMBINATA "151 MIGLIA- GAVITELLO D'ARGENTO"

Le imbarcazioni della classe ORC che parteciperanno alla 151 Miglia e al Trofeo Gavitello d'Argento concorreranno all'assegnazione del Trofeo combinata "151 Miglia Trofeo - Gavitello d'Argento". Per l'assegnazione del Trofeo la classifica sarà redatta quale somma delle posizioni finali ottenute nelle rispettive classifiche delle due manifestazioni, depurate delle imbarcazioni che non hanno partecipato a entrambi gli eventi.

14 -RESPONSABILITÀ

I concorrenti prendono parte alla regata a loro rischio e pericolo, vedi regola 4 "Decisione di partecipare alla regata". L'Autorità Organizzatrice, gli sponsor e tutti i Club organizzatori non assumono alcuna responsabilità per danni alle cose o infortuni alle persone o nei casi di morte che avvengano a causa della regata prima, durante o dopo la stessa.

15 -DIRITTI MEDIA

Gli Armatori e i concorrenti autorizzano e concedono pieno diritto e permesso, al Comitato Organizzatore e agli Sponsor, al libero uso dei diritti di immagine collegati a loro e alle loro imbarcazioni in regata, dando quindi la più ampia liberatoria per l'uso di nome, informazioni biografiche e immagini in qualsiasi tipo di pubblicazione e filmato, incluso quelli pubblicitari, da diffondere a mezzo stampa, televisione e Internet. Autorizzano la pubblicazione e/o la trasmissione tramite qualsiasi mezzo mediatico di ogni fotografia o ripresa filmata di persone o imbarcazioni avvenuta durante l'evento, inclusi ma non limitati, a spot pubblicitari televisivi e tutto quanto possa essere usato per scopi editoriali o pubblicitari o per informazioni stampate sulla 151 Miglia. Parte integrante dell'iscrizione sarà l'accettazione di quanto sopra da parte di ogni partecipante alla manifestazione. Il Comitato Organizzatore potrà richiedere la disponibilità ad ospitare a bordo durante la navigazione operatori per effettuare riprese televisive e/o fotografiche. Gli operatori non faranno parte dell'equipaggio e non potranno prendere parte ad alcuna manovra o attività a bordo configurabili nella conduzione della imbarcazione in regata. Il Comitato Organizzatore si riserva la possibilità di far sbucare gli operatori prima della fine della regata e provvederà in accordo con il responsabile dell'imbarcazione a valutare il momento più opportuno per farlo senza pregiudicare in alcun modo la continuità della regata. La presenza degli operatori a bordo non potrà in nessun caso essere motivo di protesta o richiesta di riparazione. Ciò modifica la regola 62.1(a).

16 -MODIFICHES AL BANDO DI REGATA

Il Comitato Organizzatore si riserva la possibilità di modificare il presente Bando di Regata. Ogni modifica apportata entro il 30 Aprile 2020 sarà trasmessa a mezzo posta elettronica agli Armatori delle imbarcazioni la cui iscrizione è stata accettata. Successive comunicazioni saranno depositate sul sito web ufficiale della regata www.151miglia.it.

The "151 Miglia" will be organized by the owning Yacht Clubs of Punta Ala, Repubblica Marinara di Pisa and Livorno (Organizing Authority) with the collaboration of Marina di Punta Ala, Marina di Pisa, and the International Maxi Association.

The event is part of the Italian Offshore Championship and of the IMA 2020 Mediterranean Maxi Offshore Challenge.

1 -RULES

The race will be governed by rules in force:

- The Racing Rules of Sailing (RRS2017-2020); Unless otherwise stated in the Sailing Instructions, the rules of the RRS Part 2 will not apply between sunset and sunrise and will be superseded by the right-of-way rules of IRPCAS (International Regulations for Preventing Collisions at Sea).

- The FIV prescriptions for Offshore Races will apply.

- The ORC Rules (including ORC regulations);

- The IRC Rules, parts A, B and C.

IRC Rule 22.4.2 is deleted and replaced with "The maximum number of crew that may sail aboard a yacht shall be the number shown on the certificate. There is no weight limit with reference to the overall crew weight."

- The Offshore Special Regulations Category 3 with mandatory liferaft and VHF with channels 16 and 71 (OSR World Sailing minimum equipment and accommodation standards).
- Notice of Race and Sailing Instructions

Changes to the RRS as follows:

RRS 51: Canting keels, moveable appendages and water ballast are permitted if declared on the rating certificate;

RRS 52: Steering, ram and winch systems powered by force other than manual are permitted. Electric or electronic devices of any kind are permitted on board but shall not be used to manage the yacht's steering systems except in an emergency.

The use of autopilot systems will be allowed only for the "Double Handed" class.

Italian competitors in the regatta must be Italian National Authority (F.I.V.) members with a valid medical certificate. Foreign crews must be in compliance with the regulations of their National Authorities.

The official languages are Italian and English. If there is a conflict between languages, the Italian text shall prevail.

At the time of leaving the berth it is mandatory for all yachts to have the transponder installed and make sure it is active for the full duration of the race and to return it upon arrival at Punta Ala.

Yachts which do not return the transponder within 4 hours of their arrival shall be penalized, without hearing, with a penalty of 20% to their scoring as defined by RRS 44.3 and the transponder's cost will be charged to the owner. This changes RRS A.2. With the return of the transponder each yacht shall sign the specific logbook provided by the Race Committee.

Yachts that retire before arrival at Punta Ala and return to the port of departure must deliver the transponder to the Secretariat of the YCL or the Secretariat of the YCRMP.

The RRS rule 44.3 "Scoring penalty system" will be in force.

2-ADVERTISING

Yachts will be permitted to display advertising in accordance with FIV 2020 Regulations (Regulation to display advertising in sailing events in Italy for Italian yachts) and WS on the subject.

Owners intending to display advertising during the regatta, either on the yacht racing, support craft, or ashore within the regatta area, must state in the entry form the nature of such advertising. The Organizing Authority may refuse such a request if it is deemed not to comply with the above rules. All yachts shall also display the advertising material provided by the Organizing Authority at the registration, from one hour after the completion of their registration in the port of departure until 19:00 on June 2, 2020:

- (a)Sponsor's flag(s) on backstay.
- (b) Sponsor's flag(s) with the event logo on the forestay when the yacht is moored in harbour.

NOTICE OF RACE

The failure to display flags or sponsors logos, if observed by the Race Committee in the harbours of Livorno, Marina di Pisa and Punta Ala, will result in a penalty, without hearing, of a number of places equal to 5% of the number of entries in each class IRC or ORC; this changes RRS 63.1 and A5; this action cannot be exercised by a yacht, this modifies RRS 60.1. The Organizing Authority may require the installation on board, without additional costs for participants, of a video camera for the official television production and/or for improving a tracking system.

3 -ELIGIBILITY

Yachts with the following valid measurement certificates are allowed to participate:

- ORC class (International or Club) with LH/LOA minimum of 9,00 mt.
- IRC class (standard or simplified) in force with a minimum LH/LOA of 9,00 mt.

For the purposes of the rankings, the yachts will be divided into:

- ORC class (category Regatta, Cruise Regatta, Double-Handed and Grand Cruise according to "Regulations for offshore sailing FIV"); in the category Grand Cruise yachts that have carbon used in the hull, appendages, antennas or sails are strictly prohibited.
- IRC class with LH/LOA less than 18,29m.
- IRC Maxi class Over 60' (18,29 mt IMA). Yachts in this class shall submit a valid Endorsed IRC Certificate unless approved otherwise by the Organizing Authority.

Owners shall only be permitted to enter one class. Yachts without a valid measurement certificate shall not be admitted to participate.

Pre-registration is allowed for the first 151 yachts on the official on-line form at www.151miglia.it till 6:00 pm on May 1 2020. From 6:00 pm on May 1 2020 the Organizing Authority may accept further registrations with a 25% surcharge on the entry fee, without any guarantee of mooring at the start or at the arrival.

Not later than May 15 2020, owners shall upload the following documents to the race website www.151miglia.it:

- 1)Copy of a valid measurement certificate;
- 2)Crew list with FIV membership cards and medical certification (for Italian crew members);
- 3) Copy of a valid insurance certificate, with a minimum coverage of at least 1.5 million euro, anyhow each participating boat shall be insured with valid third party liability insurance with adequate cover taking into account the value of the boats racing and the measure of damages likely to arise in the event of an accident.
- 4) Liability Declaration (use only the official form downloadable from the website www.151miglia.it);
- 5) Copy of the valid FIV license for advertising if the Italian yacht is sponsored.

Crew lists shall be uploaded on-line within May 15 2020 and may be modified not later than May 24 2020, only through the online procedure. After the 24th of May 2020, the on-line form will not be editable and any change will be allowed only at the Race Office in Livorno or in Marina di Pisa on May 29 and May 30 2020. Yachts that have not fully completed the registration process with all documents required by the deadline shall not be admitted to race.

Owners or their delegates must report on May 29 or 30 at the Race Office in Livorno or in Marina di Pisa to sign the registration form and crew list.

4 -ENTRY

The entry fee shall be paid to the Organizing Authority by bank transfer to:IBAN: IT 98 I 01030 72210 00000048451 BIC: paschi it MMCDP -Monte dei Paschi di Siena Bank-Agency of Castiglione della Pescaia (GR) -Beneficiary: Yacht Club Punta Ala or through on-line payment via Paypal following the instructions in the on-line process not later than May 1 2020.

The (non-refundable) entry fees are:

- | |
|--|
| 400 euro for LH less than or equal to 12,50 meters |
| 700 euro for LH exceeding 12,50 meters |
| 900 euro for LH exceeding 16,00 meters |
| 1500 euro for LH exceeding 18,29 meters |

Members of Yacht Club Punta Ala, Yacht Club Repubblica Marinara di Pisa, Yacht Club Livorno and IMA will receive a 10% reduction.
A yacht which has not duly paid the registration fee will not be considered formally registered.

Registration fees will be increased by 25% from 6:00 pm on May 1 2020.

5 -SCHEDULE

On May 30 2020 at 10.00 am a briefing will be held in Livorno. The first starting signal is scheduled for 4:00 pm on Thursday May 30 2020. Separate starts will be given for the Class IRC Over 60' (18.29mt), Class IRC, Class ORC group A and ORC group B.

6 -SAILING INSTRUCTIONS

Sailing Instructions will be available to all participants from 3:00 pm on May 29 2020, at the Race Office in Livorno or in Marina di Pisa and issued on the website www.151miglia.it and App. 151 Miglia.

7 -COURSE

Start in front of Livorno's harbour - windward mark (if positioned) -mark(s) in front of Marina di Pisa - Giraglia Island - Formiche di Grosseto - Punta Ala. In case of adverse weather conditions, the RC may use an alternative course as indicated in the Sailing Instructions.

8 -SCORING

Scoring will be calculated using the GPH for ORC Class and the TCC for IRC Class and IRC Maxi Class. The Organizing Authority may, at its sole discretion, divide classes into sub-classes or groups according to the CDL or TCC value, (at least 6 yachts for each sub-class or group) and the sub-classes or group's rankings will be extrapolated from the respective overall rankings.

9 -MOORINGS

Up to the 151st entry, with the registration fee duly paid, free moorings will be provided in Livorno or Marina di Pisa from May 25 2020 and at arrival in Marina di Punta Ala, up to June 3 2020 included. Moorings at the start and at the arrival will not be guaranteed to boats pre-registered and/or accepted by the Organizing Authority after May 1 2020. Yachts with a draft over 4,00 meter must indicate it on the on-line registration form, specifying the draft or the minimum draft if a retracting keel is in use. The mooring at Livorno/Marina di Pisa and Punta Ala will be assigned at the full discretion of the Organizing Authority based on the state of crowding and available space and will be communicated to the participating yachts after the payment of the registration fee.

Owners interested to race but without the assigned mooring will receive from the Organizing Authority information about special deals negotiated with the closest Marinas to the starting and arrival zones. Details showing how to contact such Marinas or Harbours will be published on the regatta web site by May 10 2020.

The Organizing Committee, also on behalf of those managing mooring availability for participants, reminds owners and skippers of yachts that mooring operations are the exclusive responsibility of each yacht, regardless of any assistance provided on land. The right of navigation inside the marinas and harbour is a concession of those who manage the moorings. With particular reference to draft, the Organizing Committee reports that depth of internal water in the harbours is subject to change due to wave and currents and that it is the sole responsibility of the skippers to make sure that there is adequate depth of water for navigation of their yacht.

10 -COMMUNICATIONS

According to RRS rule 41, except for safety reasons, or in case of an emergency, a yacht and its crew that is racing shall not make transmissions of any kind (voice, written, image, data, etc.) and shall not receive any kind of communication that is not available to all yachts. Such a restriction includes cellular phones, except for information requested by the Race Committee on yachts' position or other information helpful for safety reasons or media communications of the event.

11 -AWARDS

The following trophies and awards will be assigned:

- Challenge Trophy for the first yacht to finish;
- Challenge Trophy to the first Overall corrected time in the largest class;
- IMA Maxi Trophy to the first Overall corrected time in Class IRC Maxi;
- Award to the first three yachts classified Overall in Class ORC, Class

IRC and Class IRC Maxi;

- Award to the first three yachts classified of each sub-class/group in Class ORC, ORC Double-Handed, ORC Grand Cruiser, Class IRC and Class IRC Maxi according to the sub-classes/groups established by the Organizing Authority;
- "151 Miglia" Trophy to the Club pennant;
- "Porto di Pisa Trophy" to the first yacht to pass the mark in front of the Marina of Pisa;
- "151 Miglia - Gavitello d'Argento" Trophy to the winner of the combined event in the ORC class.

Prizes not collected during the Award Ceremony will not be delivered.

12 -TROPHY "PENNANT 151 MIGLIA"

This Trophy will be awarded to the Club achieving the best score as the sum of points of the first three yachts representing the club scored in the largest class (IRC or ORC).

13 -COMBINED "151 MIGLIA - GAVITELLO D'ARGENTO TROPHY"

Yachts racing in Class ORC that participate in both the 151 Miglia and the Trophy Gavitello d'Argento will compete for the combined "151 Miglia - Gavitello d'Argento" Trophy. The score will be calculated by the sum of the scores achieved at the end of the two events, excluding yachts that did not participate in both events.

14 -LIABILITY DISCLAIMER

Competitors participate in the regatta entirely at their own risk. Attention is drawn to RRS Fundamental Rule 4: "The responsibility for a yacht's decision to participate in a race or to continue racing is her's alone" The Organizing Authority, its sponsors, and the organizing clubs will not accept responsibility or liability for any damage to property or personal injury or death resulting from the race before, during or after the event.

15 -MEDIA RIGHTS

Owners and competitors will grant the Organizing Authority and the Sponsors the unrestricted right and permission to use names and images for any text, photograph or video footage of either themselves or the yacht they are sailing, to be published or broadcast in any media whatsoever, including, but not limited, to press and TV advertisements or Internet and authorize the publication by any means of every picture or media filming of people or yachts during the event, including, but not limited to, tv commercials and everything that can be used for their own purposes editorials or advertising or for printed information on 151 Miglia.

Part of the entry requirements will be the acceptance of the above by each participant in the event. The Organizing Authority may request to host a media person (photographer/cameraman) during the race. The media person shall not take part in any crew activity when racing.

The Organizing Authority reserves the right to place a media person on board or take them off the yacht during the race and will arrange, with the agreement of the owner or the skipper of the yacht, the correct time for this without affecting the progress of the race. On board media persons shall not be grounds for protest or request for redress. This changes RRS 62.1(a).

16 -AMENDMENTS TO THIS NOTICE OF RACE

The Organizing Authority reserves the right to amend this Notice of Race. Any amendment prior to April 30 2020 will be e-mailed to owners whose registration has been accepted. Further amendments will be posted on the official website www.151miglia.it.

COMITATO ORGANIZZATORE | ORGANIZZATING COMMITTEE



YACHT CLUB

PUNTA ALA

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Fax +39 0564 923234
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YACHT

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Fax. + 39 0586 895355
www.ycl.it | sreteria@ycl.it



TAG Heuer

SWISS AVANT-GARDE SINCE 1860



AQUARACER CALIBRE 5

Kai Lenny is one of the few surfers with enough mental strength to challenge the 'Jaws'. Kai means ocean in Hawaiian, the natural element where #DontCrackUnderPressure is nothing but literal: like TAG Heuer, it is his whole mindset.

USEFUL INFORMATION

RACE CHANNEL: **VHF 16/71**

Moorings

Where Marina di Pisa/Livorno/Punta Ala

When From Monday 25/05 to Wednesday 03/06

What Moorings are free and guaranteed up to the 151st boat enrolled and fully paid up. Assigning the boat mooring is the responsibility of the Organising committee. For all boats entering after the 151st, moorings are not guaranteed at the start or at the finish. In this case, the crew is responsible for making its own arrangements.

Regatta Office

Where Marina di Pisa/Livorno

When Friday 29th, 10am to 6pm / Saturday 30th, 9am to 2pm

What Prior to the start all shipowners are required to go to the regatta office to sign and check all documentation and to collect their coupon for the shipowner bags.

YB Tracking and 151 flags

Where Marina di Pisa/Livorno

When The days leading up to the start

What Flags and stickers will be supplied upon arrival by the Port office. The day before the start, the YB Tracking team will be on the quay to install tracking devices on board. The device must be returned within 4 hours from arrival at Punta Ala.

Skipper Bags

Where Marina di Pisa/Livorno

When Friday 29th, 10am to 6pm / Saturday 30th, 9am to 2pm

What Skipper bags may be collected at the Ports of Pisa or Livorno, according to Moorings assigned by the committee, and only upon presentation of the coupon (available from the Regatta Office). Inside you will find: regatta instructions, invitations to the closing dinner party, crew t-shirts and other useful gadgets.

Dinner Party

Where Punta Ala

When Monday 01/06

What The closing dinner party is by special invitation only. Every member of the crew will receive an invitation, which will be found inside the shipowner bags and must be shown at the entrance to the party.

Follow the 151 miglia:

151miglia.it



MARINA DI PISA

www.portodipisa.it | info@portodipisa.it | +39 050 36142



LIVORNO

www.ycl.it | segreteria@ycl.it | +39 0586 896142



PUNTA ALA

www.marinadipuntala.com | info@marinadipuntala.com | +39 0564 922217

THE TECHNICAL BRIEF

The Naval Academy of Livorno

"A warm welcome to the crews of the 151 Miglia, whom it will once again be a great pleasure and honour to welcome to the Naval Academy for the pre-regatta brief. Previous editions of this regatta, now a true Mediterranean classic, have strengthened what can be defined a natural collaboration between those who love the sea and those who have made it their careers. Aware of the values that unite seamen, we gladly confirm this unity with sailing and with the sea, and seek every day to transmit the concepts of crew, respect for the environment, caring for the vessel entrusted to you and solidarity for people in trouble to the attendees of the Naval Academy, the naval officers of the future.

Supporting sailing events, particularly the 151 Miglia, is a further opportunity to reinforce academic teaching by blending it with high quality sailing that provokes unique emotions in all those who take part.

Fair winds to all"

Rear Admiral, Flavio Biaggi, Commander of the Naval Academy

USEFUL INFORMATION

Where The Naval Academy of Livorno, Viale Italia 72, Livorno

When Saturday 30 May 2020, 10am

Details Entry to the technical brief is limited exclusively to two members of each crew. A free shuttle service will be available from Marina di Pisa and the Port of Livorno to the Academy.

At the end of the Brief a buffet brunch will be served. Please remember that private transport cannot access the Academy.



 COMUNE
DI LIVORNO

 ACCADEMIA
NAVALE

International Sailing Week

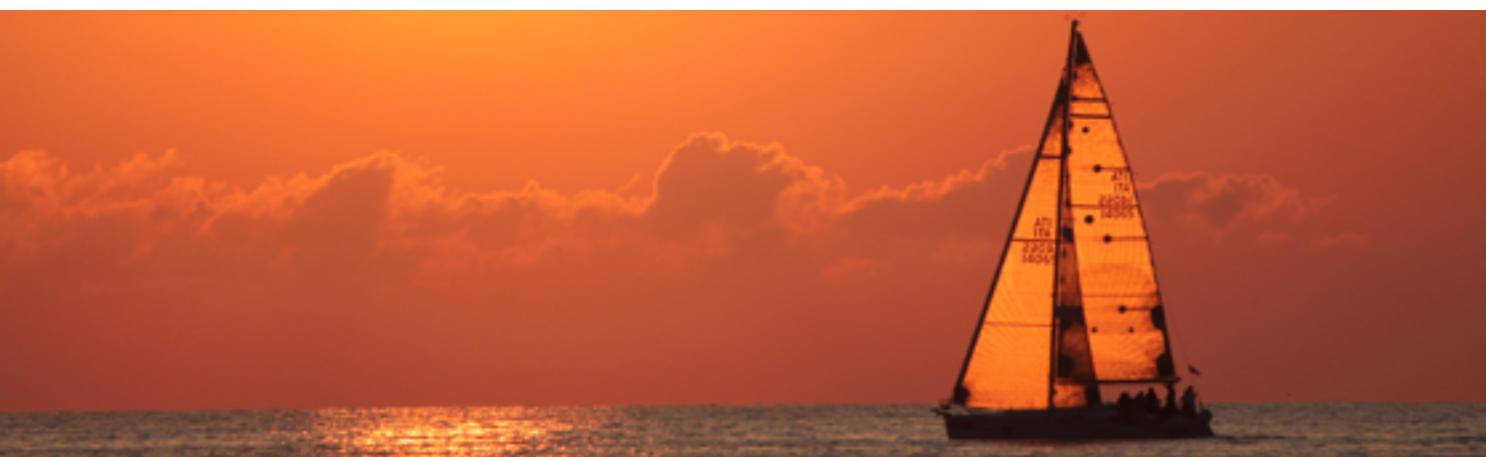
Italian Naval Academy • Leghorn

Leghorn • April 25th - May 3rd 2020

SALONE NAUTICO MARINA MILITARE LIVORNO LIGA NAPOLI ITALIANA LIVORNO YACHT CLUB LIVORNO GRUPPO VILLA ASSONAUTICA LIVORNO CIRCOLO NAUTICO LIVORNO CIRCOLO SURF SP LIVORNO CIRCOLO VELICO ANTIBESI CVA CIRCOLO NAUTICO QUERONELLA CIRCOLO NAUTICO CASTRILORCHIO VACHI CLUB CALA DE' MENO'

151 MIGLIA 2020

The festival of sailing

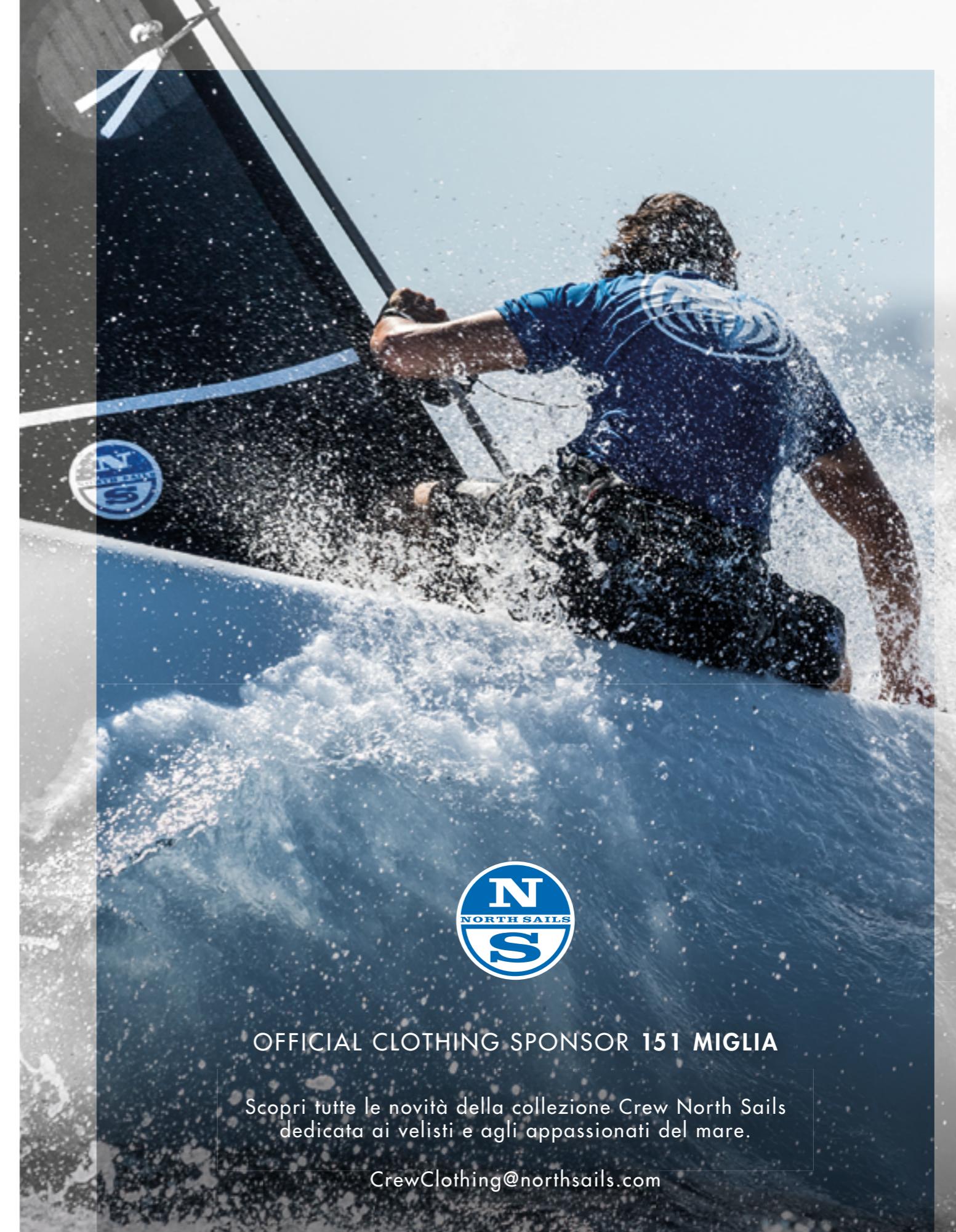


Never, like this year, will the **151 Miglia-Trofeo Cetilar** be a regatta for everyone, from the great names of international yachting to sailing lovers with few competitive expectations, from expert sea dogs to young sailors experiencing their first great challenge at sea. If, on the one hand, you are counting on an unaltered course, on the other, the calendar of parallel events, which has, over the years, transformed this competition from a simple regatta into a real Sailing Festival, is ever richer.

The 151 Miglia season opens on **April 2nd with the launch evening hosted** by historic partner Rigoni di Asiago at their flagship store Naturalmente, in Milan. The perfect occasion to welcome old and new yachtsmen and women: why not take the first opportunity to challenge your most feared rivals.

The **weekend of May 22-24** will see us beginning to really enter competition mode, thanks to the young future champions of Italian sailing who will be involved in the **151 Optimist Cup**, the great new event introduced with this edition open to Juniors (members born between 2005 and 2009) and Cadets (from 2010 to 2011), and valid for the Optimist district championship. At the same time, **Saturday 23rd** sees the return of the fourth edition of **151 Bimbi a Vela**, an afternoon dedicated to the discovery of the world of sailing and the protection of the marine environment, and the **15.1 Run**, a run for charity organised in collaboration with the main sponsor Cetilar and with the Amateur Sports Association, ASD Leaning Tower Runners. There is something suited to all legs: three routes (**3, 7 and 15.1 km**) in support of the Non-profit association "Per Donare la Vita" which, for years, has been working with patients involved in complex therapies and which promotes the culture of organ donation.

Finally, coming to the key event, **on May 29** at the Port of Pisa the unmissable **Crew Party** is scheduled for all crew members. The following morning, **Saturday 30th**, there is the appointment at the Naval Academy of Livorno for the **technical brief** and then all aboard, ready to slip moorings for **departure**. By now you all know the direction: after clearing the first buoy of Marina di Pisa to win the Porto di Pisa Trophy, Giraglia, Isola d'Elba, the Formiche of Grosseto and Punta Ala. As tradition requires, the YCPA will open its doors on the evening of June 1st, after the award ceremony in the square, for the thrilling final dinner party of this, the eleventh 151 Miglia-Trofeo Cetilar.



151 MIGLIA CREW

The team has been confirmed for the eleventh edition of the 151 Miglia: on board we will see historic partners Cetilar® and Rigoni di Asiago, accompanied for the second consecutive year by North Sails and Tag Heuer.

They say that a winning team shouldn't be changed. We add though that it can be strengthened. At the helm of the 151 Miglia, as always, are the **Organizing Committee**, formed by the **Repubblica Marinara di Pisa Yacht Club**, the **Punta Ala Yacht Club** and the **Livorno Yacht Club**, in collaboration with the **Port of Pisa**, the **Punta Ala Marina** and the **Port of Livorno**.

The crew, on the other hand, is formed of four well-known names in the world of sailing and sports. Starting with **Cetilar®**, one is a line of innovative products, registered trademarks of the pharmaceutical company **PharmaNutra**. They are appreciated by sports people and all those who need to recover articulation and muscle function rapidly and efficiently. A brand which hardly needs to be introduced to Italian sailing, but which is also very active at high levels in sport generally. Cetilar® is in fact the main sponsor of Parma Calcio in Serie A, protagonist in the FIA world endurance championship: WEC, thanks to the Cetilar Racing Team, as well as taking part in the most important running events and being medical partners of numerous volleyball, basketball and football teams.

Along side Cetilar®, stands our ever-present partner, **Rigoni di Asiago**, who not only hosts the 151's annual opening party in their comfortable **flagship store**, **Naturalmente in Milan**, but provides all participants with welcome energy, from their **organic products**, both during and after the regatta.

Also confirmed are last year's new partners, **North Sails** and **Tag Heuer**, in their respective roles of **Clothing Sponsor** and **Official Time Keeper**.

The renowned US "sail maker", who will, for the first time this year, also present the North Sails Trophy to the first boat that rounds Giraglia, returns to dress the participants in the 151 Miglia. Technical and well-researched clothing lines, blended with the class that is typical of Navy style, for those who seek apparel that is suited to the challenges at sea. The brand never loses sight of its close symbiosis with the Marine environment, whose protection remains one of the company's most important missions.

Last but not least, the famous Swiss maison, **Tag Heuer**, well-known not only for the unique style and quality of its **watches and chronographs**, but also for its participation at the most prestigious sporting competitions in motorsport, sailing and cycling. For the 11th edition of the 151 Miglia, in addition to being our Official Time Keeper, Tag Heuer will also provide a line of exclusive chronographs as prizes.

MAY YOU START THE DAY WITH THE WIND IN YOUR SAILS.



Enjoy every day Rigoni di Asiago's organic products for your moment of indulgence, even at the 151 Miglia!



**Rigoni
di Asiago**
Nature at heart since 1923

ZERO IMPACT CREWS

Last year, with the hashtag #SailBeyondPlastic we began our quest for a plastic free regatta, a significant commitment that we are very proud to confirm for this year's edition of the 151 Miglia.

So, 2020 sees the return of **Worldrise** an Italian not-for-profit organisation run by young people who are dedicated to protecting our seas, to help us make our **#SailBeyondPlastic project a reality: an (almost) zero impact 151 Miglia**. Worldrise activities begin with the basic elimination of single-use plastics and then vary from promoting Protected Marine Areas and Sustainable Fishing, to eco-tourism - especially activities involving the protection of marine biodiversity and to facing the issue of plastic pollution, by way of spreading information to new generations, companies and small businesses.

The world's oceans can be considered as a great **Blue Planet**, which play an important role in the balance of nature, providing oxygen, thanks to photosynthetic organisms (just like forests) and absorbing carbon dioxide. Currently, however, due to a number of phenomena, including climate change, over-fishing and pollution the **marine ecosystem** is already seriously compromised. In particular, The **Mediterranean Sea**, a closed body of water over which our densely populated and industrialised coasts loom, is one of the seas most affected by **over-fishing and pollution**. In the seas surrounding Italy, 90% of commercial fish stocks is over-exploited. Most produce on the market originating from salt water fi-



shing is not a sustainable product: we fish so much there is not enough time for reproduction! That is not all. The National Board of Research has found that the Mediterranean Sea, particularly across that stretch of water that we so love to sail, the **Tyrrhenian Sea, between the coast of Tuscany and Corsica**, presents a very high concentration of **microplastics**, whose accumulation is assisted by marine currents. This so-called "plastic soup" has a concentration of fragments of plastic equal to 10kg per square kilometre.

What can we do with the help of 151 Miglia and Worldrise? We can become **protagonists of change**. We must make a real start by reducing domestic waste and teaching the young about the environment and its protection. **What ends with the sea begins with us**, from the city, from daily habits, from a regatta whose participants are aware that their experience at sea can still be enjoyable, even whilst protecting the beauty of the marine environment. There is still time to make a difference. Start by following our initiative **#SailBeyondPlastic** and discover what you can do to become a **responsible sailor!**

THE HANDBOOK OF THE RESPONSIBLE SAILOR

1 SAIL BEYOND PLASTIC

Refuse to use disposable plastic. Say no to dishes, glasses, cutlery made of plastic and straws! Choose to install filters and purifiers and eliminate plastic bottles definitively.

3 ALWAYS CHECK WHERE YOU ARE

Always check the cartography when you're sailing and the type of seabed before anchoring. Respect the rules of the Marine Protected Areas and do not anchor in fragile areas such as the Posidonia prairies.

5 REFUEL WITHOUT SPILLING

Refueling is one of the most common actions that unintentionally provoke sea pollution, damaging both fauna and flora. Just pay a little bit of attention!

7 CLEANING

Cleanser and detergents end up directly into the sea and may be aggressive for the marine fauna and the ecosystem in general. Use biodegradable detergents and soaps.

9 SEWAGE AND ANTIPOULING

Do not discharge black waters into the sea! Always use the collecting systems available in the marinas. Avoid copper based antifouling paints and choose alternative, sustainable products... they last even longer!

2 DISPOSAL OF WASTE AND RECYCLING

Throwing waste in the sea does not only damage environment and animals, but it can also damage your boat. Remember the rule of the 4 Rs: Reject, Reduce, Reuse, Recycle... and collect!

4 SUSTAINABLE GALLEY

Do a responsible shopping before leaving. Buy local products e find out about the sustainability and origin of the fish you are about to buy.

6 SOLAR PROTECTION

Check the ingredients of your solar cream. Avoid products that contain oxybenzone which is toxic to your health and for the environment.

8 MARINE WILDLIFE

When you sail, you are a guest, privileged enough to live an unforgettable experience with the animals you meet. Keep a safety distance, moderate your speed and enjoy the magnificence of nature.

10 NO CIGARETTE BUTTS

Cigarette butts are among the more common type of wastes in the oceans and require decades to decompose. So never, ever throw them into the sea, use the ashtray!

#SailBeyondPlastic





LINE HONOURS

2019

USA25555
RAMBLER88
George David
13:50:43

IRC
GBR880X
ROSSKO
Timofey Zhbankov
28:55:50

IRC OVER 60
ITA1123
VERA
Miguel Galuccio
15:10:03

ORC
LIST
ROAD TO EXCELLENCE

ITA31041
SCRICCA
Leonardo Servi
28:58:32

2018

US 7744
PENDRAGON
Nicola Paoleschi
15:30:45

ITA 16677
TEVERE REMO MON ILE
Gianrocco Catalano
22:12:49

MLT1248
FANTAGHIRÒ
Carlandrea Simonelli
21:41:03

2017

US 7744
PENDRAGON
Nicola Paoleschi
21:57:45

ITA 16677
TEVERE REMO MON ILE
Gianrocco Catalano
25:35:13

ITA15650
LISA
Giovanni Di Vincenzo
25:21:49

2016

US 7744
PENDRAGON
Nicola Paoleschi
17:55:36

ITA 1123
MY SONG
Pier Luigi Loro Piana
17:57:54

ITA4888
CIPPA LIPPA 8
Guido Paolo Gamucci
21:59:55

2015

ITA 77773
SUPERNIKKA
Roberto Lacorte
26:38:48

ITA 16133
CANTANKEROUS
Marco Tognella
27:24:52

ITA4888
CIPPA LIPPA 8
Guido Paolo Gamucci
28:40:28

2014

US 7744
PENDRAGON
Nicola Paoleschi
17:55:36

ITA 5200
B2
Michele Galli
22:36:06

NED 7842
MANDOLINO
Martino Orombelli
27:44:31

2013*

USA 50705
SAGAMORE MAXI
Nicola Paoleschi
15:37:39

ITA 333
AURORA
Paolo Bonomo Roberto Bruno
16:59:42

ITA 16335
PROSPETTICA
Giacomo Gonzi
17:13:53

2012

USA 50705
SAGAMORE MAXI
Nicola Paoleschi
21:55:33

ITA 15934
CAPRICCI RICCI
Gianluigi Dubbini
23:59:18

ITA 16203
.G
Gabriele Guerzoni
24:09:22

2011

GBR 7070
OUR DREAM
Claudio Uberti
16:25:23

ITA 16355
XENIA
Alessandro Pfanner
20:34:16

GBR 7070
OUR DREAM
Claudio Uberti
16:25:23

2010

USA 50705
SAGAMORE MAXI
Nicola Paoleschi
16:39:26

USA 50705
SAGAMORE MAXI
Nicola Paoleschi
16:39:26

ITA 16203
.G
Gabriele Guerzoni
21:31:18

* course shortened to 108 miles

RECORD 2019 | USA25555 | GEORGE DAVID | RAMBLER88 | TIME: 13:50:43

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