



May 30TH - June 1ST 2021

OVER THE RAINBOW

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 PHARMANUTRA

151 OVER THE RAINBOW

Editorial

It has been a long wait but now we are back, stronger, more impassioned and enthusiastic than before. So, welcome to the **151 Miglia 2021 Over the Rainbow**. The context for this edition is not an easy one but transmitting light heartedness, freedom and fun remains a firm objective. These, after all, are the sentiments that have always fired the spirit of this regatta and they are those which we are all eager to experience once again.

You already know what to expect from our 151 Miglia "Over the Rainbow": a breathtaking and unforgettable course, which will begin on the afternoon of **Sunday 30th May, 2021** off the coast of Livorno. Once beyond the starting buoys, the fleet will sail out towards the Giraglia Rock, then turn south, passing Elba Island and the Formiche di Grosseto, to finally arrive at Punta Ala.

For this, the twelfth 151 Miglia – Trofeo Cetilar, fully aware of the crews' enthusiasm and desire to sail together, we will be relying on them all to do so **within anti-Covid guidelines**. Our primary commitment is to guaranteeing everyone's safety before, during and after the regatta.

In the meantime, we want keep you dreaming of the starting line with this new Magazine 2021.

Enjoy the read and fair winds!

The 151 Miglia team

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The event will follow government and FIV recommendations for containing and limiting the spread of COVID-19, which are applicable at the time of reference.

For further information: www.151miglia.it/en/protocollo-anti-covid

151 HOME EDITION

Last year, the real challenge for the 151 Miglia was not played out at sea; instead, it was a race to help those who were fighting on the front line against COVID-19.

We all, old friends of the 151, remember the moment last April, when the 151 Miglia – Trofeo Cetilar also had to surrender and push the event back to 2021 because of the COVID-19 emergency.

A difficult but necessary decision for the organising committee.

If there is one thing that the sea teaches us, however, it is that we cannot change the direction of the wind; what we can do though is turn the sails. That is how the 151 Miglia 2020 Home Edition came to life: an invitation to pay homage to our regatta, a way to sail together whilst far apart, all thanks to the imagination and creativity of our participants.

The 151 community responded enthusiastically to the idea of giving the eleventh edition an alternative life. Result? A video that brings together the most exciting moments of the 151 Miglia in a variety of new contexts - all domestic - where dreams transported us from being prisoners of routine to standing at the helm.



So, the organising committee and the staff owe a **HUGE thank** you to all those who got involved by sending us a video clip of home gybes, domestic galleys and rounding the sofa. Very different, very virtual, **but still an unforgettable 151 Miglia**, thanks to you.



It was an edition that also made a mark where **the commitment and generosity** of the organisers and participants was concerned.

The main sponsor PharmaNutra S.p.A. decided in fact to devolve 50% of 2020 enrolments to Civil Protection, to provide concrete support to front line workers in the fight against COVID-19.

It had already become clear that this might be more than a simple regatta and it is at times of need that the true value of a crew becomes clear.

Those enrolled to the 151 Miglia de-

monstrated full support and faith in this event: of 250 participants, 107 opted to leave their enrolment fee to be carried over to the 2021 edition effectively confirming participation 14 months in advance.

A result that has enabled us to add another important chapter to the story of this regatta: at the dawn of its 12th year it already looks to start more enthusiastically than ever, conveying a positive message of a new season in Italian sailing.

ONE COURSE, MIRIAD WAYS TO NAVIGATE

The course of the 151 Miglia - departure from the start buoys in Livorno, then on past Marina di Pisa, the Giraglia Rock and island of Elba, the Formiche di Grosseto and arrival at Punta Ala - is famous and best loved for its extraordinary ambivalence: perfect for offshore novices, who can sail along the coast for most of the regatta, whilst remaining technically and tactically stimulating for experts. In this regard, we asked two well-known sailors to relive the 151 Miglia on two boats of differing dimensions and to reveal their secrets for successfully navigating key sections of the course.

Enrico Zennaro, in recent editions aboard the Mini Maxi SuperNikka, in regatta on a high-performing boat, and **Franco Manzoli**, who in 2019 won the ORC overall coupled with Leonardo Servi on Comet 38' Scricca, on a smaller boat.

Enrico Zennaro

*The 151 Miglia is a relatively short regatta for a boat over 60' and forecasts can be accurate as the intention is to spend just one night at sea. Even though the regatta starts at around 4pm, tactical choices start in the morning, when after the first weather meeting we have to decide **which sails to take on board**. With a light wind it is clearly pointless to prepare sails for strong winds and vice versa. As well as jibs and genakers, the 151 is a regatta that often suits the use of the Code Zero, for intermediate angles, so those lucky enough to have one might bear it in mind, regardless of expected wind intensity.*

THE START

This does not just include the minutes before departure, it is also the section that takes us to the start buoy, which is usually windward, and to the two buoys placed in front of Marina di Pisa. This whole section should be managed like a **windward-leeward regatta**, putting 110% into manoeuvres and choices.

There is no time to change your t-shirt, check your phone or grab a bite because your opponents wouldn't hesitate to take advantage of any distraction.

APPROACHING THE GIRAGLIA ROCK



The section from the starting line to the Giraglia Rock usually takes from 4pm into the middle of the night and is the part of the regatta when **the initial offshore tactical choices come into play**.

The most complex moment is managing to balance the weather and sea conditions at the starting line with those predicted after 4-5 hours of navigation, particularly when evening falls and visibility is greatly reduced.

With a **carrying wind**, the direction to follow is almost always the shortest, using the most suitable sail for the angle. If the point of wind is **beating or running downwind**, the fleet tends to fan out and within the space of a few hours it becomes very difficult to recognise your opponents, especially in the dark. If you establish that one side of the course is favoured, to avoid sailing pointlessly for miles it is better to position yourself at least 10 degrees under your lay line for the Giraglia Rock, so eventually wind rotation will either take you to the buoy or require a slight adjustment to the sails.

In a competition like the 151, some top professional teams arrange the crew as they would for a 'buoy race' until 8pm, when, conditions permitting, they separate into three shifts of three hours each, excluding the navigator. For all the others, navigation is **on, off or on standby**. The boat will always be sailed by the on shift, who can rely on the standby shift for support in manoeuvres. If the point of sail is beating or broad reaching, when weight is important in the gunwale, the standby shift will stay on the lines, whereas when running they will go below deck to rest, still ready to manoeuvre at any time. This shift method means that each person will sleep for three hours during the night and the lucky ones a bit more, if the standby shift permits. As far as eating is concerned, I recommend one hot meal only to be served when the crew is still complete on deck and before darkness falls.

SAILING PAST ELBA



This section of the regatta is without doubt the most difficult. Choices are drastic **and compromises never pay off!** If the wind allows we can sail past Elba downwind; in my own experience **it's best to run along the coastline** to benefit fully from gusts channelling out of coves and others rushing down from the mountains. Whereas if the key strategy is to sail at a distance to avoid the wind shadow, this should be at least 10 miles. Anything in between not only leads to failure, it also penalises the boat, both those sailing along the coast and those who sail at a distance. Which of these two choices is the correct one depends on the weather, the kind of boat and the time of day we reach this section.

FORMICHE - ARRIVAL



At this stage of the competition, the rank has already become clear and the fight is more or less for five positions. So, usually, shifts are out and everyone is **on deck arranged for a windward-leeward course**. The last few miles are relatively straightforward whether the point of sail be beating, beam reach or running downward. Considering that fatigue is now setting in, it is fundamental to check we are with the best sail and settings will permit the boat to reach our objective easily. It is now the early hours of the morning and a good practice to hand out snacks or coffee, useful for regaining some energy **and keeping concentration high** right to the end.

Franco Manzoli

*I know the 151 Miglia like the back of my hand. My friend Leonardo Servi and I have taken part in ten editions: eight as part of a crew from 2011 to 2017 and twice as a two-man in 2018 and 2019. Our best results were two third ORC overall places (2014 and 2017) and ORC and Challenge Trophy victories in 2019. It is truly a great regatta, where mistakes inevitably have a high price. The number of participants is incredible, and **the average skill level is very high**. There is a collection of both novices to the open water, trying out a long 'short course', and old hands at offshore: everyone who counts.*

THE START

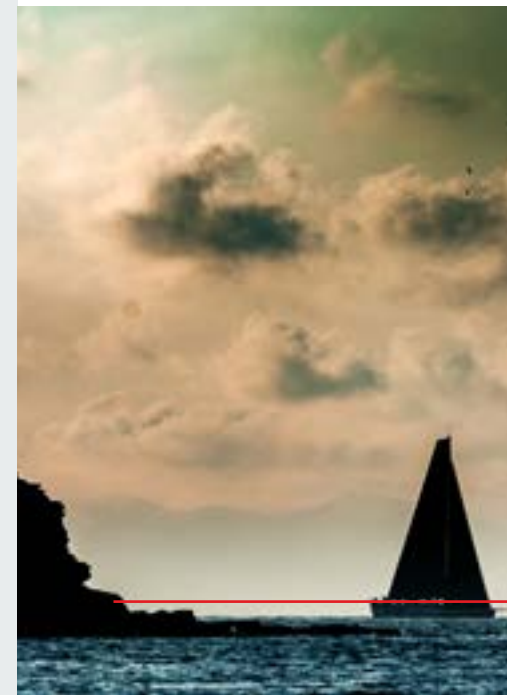
For any boat with the similar dimensions to ours (ed: Comet 38S) the start is a source of considerable stress, given that the ORC class is the most highly **populated and crowding on the starting line is guaranteed**. Getting this bit right gets everyone in the right mood and we have never considered being conservative at this stage. The leg to the buoys at Marina di Pisa, where you are up against the others in close encounters, can provide some satisfaction. If your manoeuvres are successful and you've done some good tacking ... more money in the pot for later! Here, in the direction of the Giraglia Rock, is where the real sailing begins, consequently shifts do too. **The forecast wind rotation** tells us how to manage navigation: full sails and run, because the wind is going to turn to our favour, or mix speed with angle to avoid covering extra distances. In most of these regattas **the crucial leg is around Gorgona**, where brief drops in the wind have to be dealt with near the island.



APPROCHING THE GIRAGLIA ROCK

Once round Gorgona, carry on fast until about 7/8 of a mile from the Giraglia Rock, where you usually arrive at night and you need to manage the transition between the wind that got you there and the land breezes that are common around the rocks.

In ten editions, **this leg has never been the same twice** and the approach is impossible to predict. It is imperative not to stop and therefore, with light sails, maintain an apparent wind so as to advance somehow. Often you will find yourself in unpredictable positions, but just follow light breezes that will enable you to move.





I have lost count of the dawns spent in the fleet just beyond the Giraglia Rock waiting for the wind to come in. Sometimes, the lucky ones manage to slip away along the coast, picking up the air blowing towards Elba. Here there is more fast sailing, drawing close to Punta Nera where 'deceptive' winds kick in, so you prefer to go to land, a choice you almost always regret by the time you reach Pomonte. There have been years when those who have gone to land have come out fast and well, other years when those further out have had to extend. That 'further out' can vary greatly, from two or three miles up to being closer to Pianosa than Elba.

A mixture of **weather, navigation and trust in your choices** are the elements that accompany your passage below Elba until you pick up the current blowing from the Piombino channel.

This is where you try to get your breath back, fewer sail changes consent keeping to shifts, regaining some energy to face the last part of the regatta and, occasionally, a second night. **This leg is a regatta within the regatta.** Approaching the Formiche often turns into a 'windward-leeward' with a tailwind, sometimes with winds up to 20 knots, manoeuvres should be performed with care, because your position in relation to other competitors has to be decided quickly. An extra gybe might help you to go round the Formica Grande with a much better angle than someone who didn't bother.

From the Formiche to the Sparviero often starts with a tight beating which then widens as you pass Marina di Grosseto, with winds picking up and gusts that are typical to this part of the coast. It is possible to reach high speeds that carry you to the last 'bend'. Here too can be a **tacking battle, with the grand suspense-filled finale** saved for the last two miles, from the Sparviero to the arrival line at Punta Ala. Whilst you sail the last mile before going round the rocks, look at what is happening 'behind': it is not unusual to see boats coming in with the spinnaker and 15 minutes later you find yourself sailing close-hauled across the line.

The important thing is to prepare the deck for anything.

You never stop learning at the 151 Miglia and she will never stop surprising you. You need to face it with utmost care and acknowledge that every leg will drain your energy. Brief and intense, your head must be clear - eat before you are hungry and sleep before you are tired - and never underestimate how soon it is over.



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 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 2021 Mediterranean Maxi Offshore Challenge e del TAT-Trofeo Arcipelago Toscano 2021.

Le attività di regata dovranno essere svolte secondo le disposizioni in materia di contrasto e contenimento di diffusione del COVID 19 emanate dalla Federazione Italiana Vela, a cui i partecipanti si dovranno attenere sotto il controllo del Comitato Organizzatore. Eventuali casi di COVID 19 che dovessero essere rilevati nel corso della manifestazione saranno denunciati dal Comitato Organizzatore ai competenti organi sanitari preposti.

DP: In caso di mancato rispetto delle prescrizioni da parte dei concorrenti, secondo quanto indicato dai Protocolli Federali in materia sanitaria, il Comitato delle Proteste potrà sanzionare (senza udienza) l'imbarcazione cui il/i contravventore/i sarà riconducibile, con una penalità che potrà essere dal 20% dei posti in classifica, per ciascuna classe, alla squalifica. L'applicazione della presente disposizione riguarderà il periodo che intercorre tra l'inizio e la chiusura della manifestazione con la premiazione.

1 REGOLE

La regata sarà disciplinata dai seguenti regolamenti in vigore:
-Regolamento W.S.

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 Regulations;
-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 Regulations (OSR-equipaggiamento minimo e sistemazioni standard) per regate di 3ª 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.

Sarà in vigore il sistema di penalizzazione sul punteggio, regola 44.3.

2 PUBBLICITÀ

Le imbarcazioni potranno esporre la pubblicità in accordo con la Normativa FIV 2021 (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 20:00 del 1 Giugno 2021:

-(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 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 ELEGGIBILITÀ

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, Gran Crociera e IOR Legend) 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 on-line all'indirizzo www.151miglia.it entro e non oltre le ore 18:00 del 1 Maggio 2021.

E' facoltà del Comitato Organizzatore accettare ulteriori iscrizioni dopo la data del 1° Maggio 2021 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 2021, 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 on line entro e non oltre il 15 maggio 2021 e potranno essere modificate non oltre la data del 24 maggio 2021 sempre con procedura on-line. Dopo la data del 24 Maggio 2021, il modulo on-line non sarà più editabile e le modifiche saranno consentite solo presso la Segreteria Regate a Livorno nei giorni 29 e 30 maggio 2021. 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 per la sottoscrizione del modulo di iscrizione e della lista equipaggi.



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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 2 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



4 QUOTA 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 oppure tramite pagamento on-line a mezzo Paypal seguendo le istruzioni della procedura, entro e non oltre il 1 Maggio 2021.

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 2021 le quote di iscrizione subiranno un aggravio del 25%.

5 PROGRAMMA

Il 30 Maggio 2021 alle ore 10.00 sarà tenuto il briefing a Livorno. Il primo segnale di avviso è previsto alle ore 16.00 del 30 Maggio 2021.

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 2021 presso la Segreteria Regate a Livorno 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 del-la 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 estrapolate dalle rispettive classifiche Overall.

9 ORMEGGI

Fino alla 151esima imbarcazione iscritta, con versamento della quota di iscrizione eseguito, saranno garantiti ormeggi gratuiti a Livorno dal 22 Maggio 2021 e all'ar-rivo presso il Marina di Punta Ala fino al giorno 3 Giugno 2021 compreso. Per tutte le altre imbarcazioni pre-iscritte e/o accettate dal Comitato Organizzatore, dopo la data del 1 Maggio 2021 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 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 garan-tito, potranno beneficiare delle condizioni che il Comitato Organizzatore stabi-lirà 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 2021. Il Comitato Organizzatore, anche per conto dei soggetti che ge-stiscono gli ormeggi messi a disposizione dei partecipanti, ricorda che le operazio-ni di attracco 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 fon-dale 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 po-sizione 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 compensato 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;
-Trofeo “151 Miglia - Gavittello d’Argento” al vincitore della combinata nella classe ORC.
-Trofeo Challenge IOR Legend.
Premi alle prime tre imbarcazioni classe IOR LEGEND estrapolate dalla classifica generale ORC 151.

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 Gavittello d’Argento concorreranno all’assegnazione del Trofeo combinata “151 Miglia Trofeo - Gavittelo d’Argento”. Per l’assegnazione del Trofeo la classifica sarà redatta quale somma delle posizioni finali ottenute nelle rispettive classifiche del-le due manifestazioni, depurate delle imbarcazioni che non hanno partecipato a entrambi gli eventi.

14 REGOLAMENTO TROFEO IOR LEGEND

Potranno iscriversi al “Trofeo IOR Legend” tutte le imbarcazioni con “Age date” o “Series date” compresa tra il 1 Gennaio 1970 e il 31 Dicembre 1991 e che abbiano avuto numero velico e/o certificato IOR. Il certificato IOR, se non già convertito in ORC, potrà esserlo attraverso l’UVAL. Le imbarcazioni del periodo 1968/1991 che non hanno mai partecipato a regate in passato, con certificato IOR, potranno beneficiare dello stesso rating assegnato alle imbarcazioni gemelle.

Le imbarcazioni dovranno fornire all’organizzazione i seguenti dati (che verranno poi indicati su una tavola da appendere nella zona poppiera della barca all’ormeg-gio nei Marina):

- Anno costruzione:
- Progettista:
- Cantiere:
- Palmares:

15 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 in-fortunî alle persone o nei casi di morte che avvengano a causa della regata prima, durante o dopo la stessa.

16 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 libe-ratoria 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 im-barcazioni 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 du-rante 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 imbarca-zione in regata. Il Comitato Organizzatore si riserva la possibilità di far sbarcare 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).

17 MODIFICHE AL BANDO DI REGATA

Il Comitato Organizzatore si riserva la possibilità di modificare il presente Ban-do di Regata. Ogni modifica apportata entro il 30 Aprile 2021 sarà trasmessa a mezzo posta elettronica agli Armatori delle imbarcazioni la cui iscrizione è stata accettata. Successive comunicazioni saranno depositate sul sito web ufficiale del-la regata www.151miglia.it.

NOTICE OF RACE

NOTICE OF RACE

The “151 Miglia” will be organized by the owning Yacht Clubs of Punta Ala, Repubblica Marinara di Pisa and Livorno (Organizing Authority) with the collabo-ration of Marina di Punta Ala and the International Maxi Association. The event is part of the Italian Offshore Championship and of the IMA 2021 Mediterranean Maxi Offshore Challenge and of the TAT-Trofeo Arcipelago Toscano 2021.

The regatta will be carried out according to prescriptions against diffusion of COVID 19 issued by the Italian Sailing Federation, crews and all persons invol-ved in the event shall comply to preventing rules under the supervision of the Organizing Authority. Any situation, suspected to be a case of COVID 19 during the event, shall be reported to the Organizing Committee to inform the National Health Authorities.

DP: Failure to respect Health Prescriptions of National Italian Authority (FIV) will result in a penalty, at discretion of the Protest Authority (without hearing), of a number of places from 20% of the number of entries in each class, until the disqualification. This shall apply from the beginning to the end of the event with the Prize giving Ceremony.

1 RULES

The race will be governed by rules in force:

-The Racing Rules of Sailing.

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 accommo-dation 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.) mem-bers 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 lan-guages, the Italian text shall prevail.

At the time of leaving the berth it is mandatory for all yachts to have the tran-sponder 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. 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 2021 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 20:00 on June 1, 2021:
-(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.

The failure to display flags or sponsors logos, if observed by the Race Committee at the Marinas in Livorno 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 partici-pate:

-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, Grand Cruise and IOR Legend) 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 measu-rement 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 2021. From 6:00 pm on May 1 2021 the Organizing Authority may accept further registrations with a 25% surcharge on the entry fee, without any gua-rantee of mooring at the start or at the arrival. Not later than May 15 2021, owners shall upload the following documents to the race website www.151miglia.it:

- Copy of a valid measurement certificate;
- Crew list with FIV membership cards and medical certification (for Italian crew members);
- 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.
- Liability Declaration (use only the official form downloadable from the website www.151miglia.it);
- Copy of the valid FIV license for advertising if the Italian yacht is sponsored.

Crew lists shall be uploaded on-line within May 15 2021 and may be modified not later than May 24 2021, only through the online procedure. After the 24th of May 2021, the on- line form will not be editable and any change will be allowed only at the Race Office in Livorno on May 29 and May 30 2021. 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 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 2021.

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 2021.

5 SCHEDULE

On May 30 2021 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 2021. 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 2021 at the Race Office in Livorno 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 from May 22 2021 and at arrival in Marina di Punta Ala, up to June 3 2021 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 2021. 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 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 2021. 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 harbor 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 harbors 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 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;
- "151 Miglia - Gavittello d'Argento" Trophy to the winner of the combined event

in the ORC class.

- IOR Legend Challenge Trophy.
Awards to the first three IOR LEGEND class boats from the ORC 151 overall ranking list.

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 Gavittello d'Argento will compete for the combined "151 Miglia - Gavittello 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 IOR LEGEND TROPHY

All boats with "Age date" or "Series date" between January 1st 1970 and December 31st 1991 having a sail number and/or IOR certificate will be able to register for the "IOR Legend Trophy". The IOR certificate, if not already converted into an ORC certificate, can be obtained through UVAI. The 1968/1991 boats that have never take place to races, with IOR certificate, will benefit from the same rating assigned to the sister boats.

Yachts must provide the organization the following data (which will be printed on a board in the aft area of the boat when moored in the Marina):

- Year of construction;
- Designer
- Building site
- Honors

15 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.

16 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).

17 AMENDMENTS TO THIS NOTICE OF RACE

The Organizing Authority reserves the right to amend this Notice of Race. Any amendment prior to April 30 2021 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 | ORGANIZING COMMITTEE



**YACHT CLUB
PUNTA ALA**

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Time stops. My conscious mind switches off. There is nothing left but commitment and euphoria as 50 feet of water turn into air.

TAG HEUER AQUARACER



DON'T CRACK UNDER PRESSURE

151 OVER THE RAINBOW: MAIN NEWS

After a year in lockdown, we are all ready to go out to sea again with the 250 confirmed crews participating in the regatta that is set to kick-start the Italian offshore season.

May 30th 2021: the official date for the start of the twelfth edition of the 151 Miglia – Trofeo Cetilar will mark the return of great national and international sailing off the Tyrrhenian coast.

The starting line will be off the port of Livorno, exclusively hosting the moorings, thanks to collaboration with the Azimut-Benetti group, who are making their wharfs available for logistical reorganisation, specially designed to limit participants moving around and to manage activities in complete safety.

Whilst anti-Covid protocol leaves no space for on-land events, at sea the boats will be the absolute stars of the 151 Miglia 2021. Joining the traditional Challenge Trophy (for the first boat in real time and the first Overall in compensated time of the most numerous group between ORC and IRC) and the IMA Maxi Trophy, is the **new IOR Legend Trophy**, specially for boats with an Age Date or Series Date between January 1st, 1970 and December 31st, 1991, with a sail number and/or IOR certification.

For news about logistics, materials and anti-Covid rules you are invited to read carefully the useful information on pages 20 and 21 of this magazine, in addition to checking your in-box for official emails. Further details and updates relating to the twelfth edition of the 151 Miglia – Trofeo Cetilar are available in the “News” section of the 151miglia.it website.

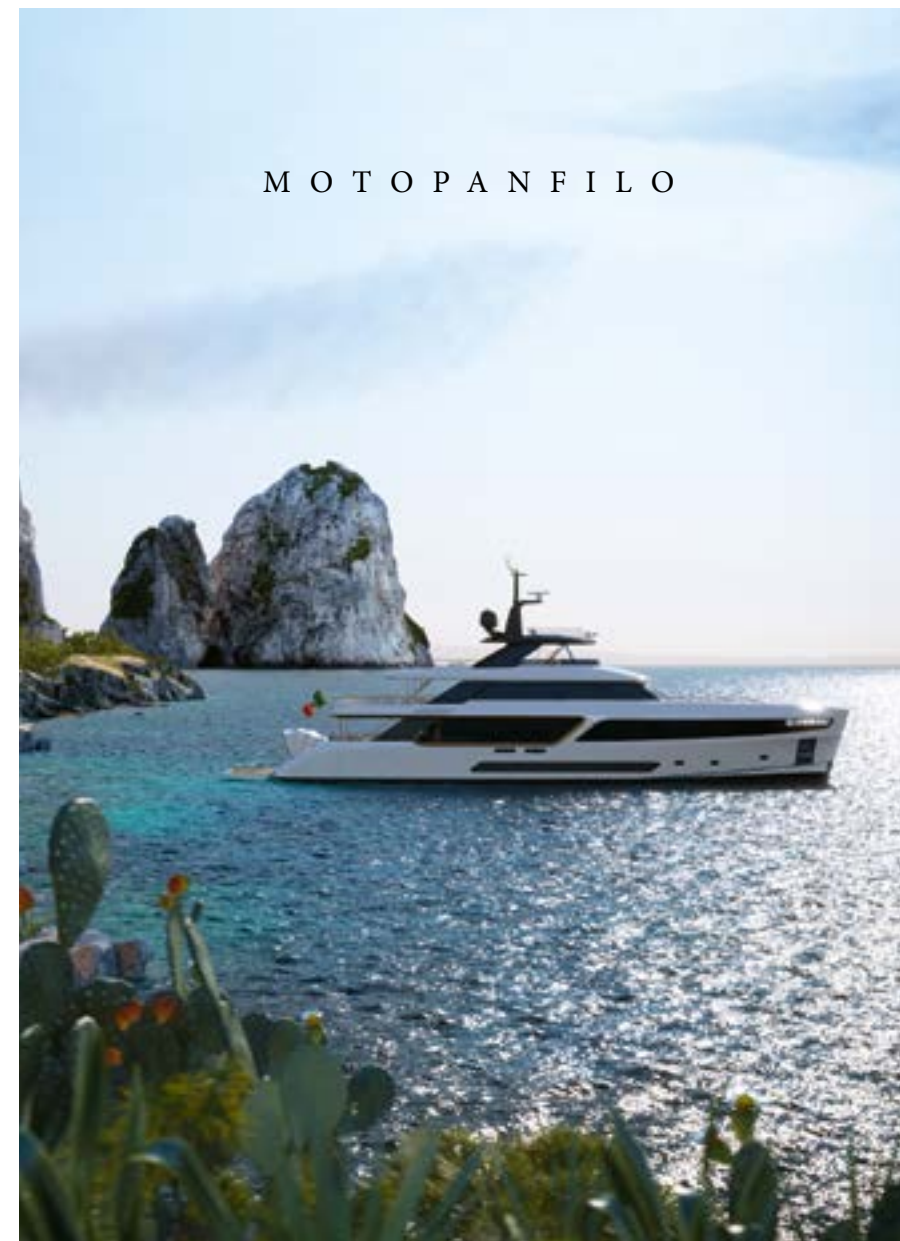
RACE CHANNEL: CHF 16/71

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USEFUL INFORMATION

ANTI-COVID19 GUIDANCE

The event will adhere to governmental and FIV guidelines for contrasting and containing the spread of COVID-19 which are valid over the period of reference.

For further information: [151miglia.it/en/protocollo-anti-covid](https://www.151miglia.it/en/protocollo-anti-covid)

SPORTS SECRETARIAT

All Ship Owners must complete their registrations **online only**, on their reserved areas at www.151miglia.it. All documentation must be uploaded no later than **May 15th, 2021**. The last date for altering crew lists is **May 24th, 2021**. After this deadline, changes to the crew list will be possible only by sending an e-mail to segreteria@151miglia.it indicating: owner's name and sail number of the boat, name of the component being replaced and name of the substitute.

Any boats that have not completed their enrolment, and included all documents, within the set deadline will not be admitted to the competition.

COVID SECRETARIAT

All participants are required to show a negative swab test (PCR or antigen) carried out no more than **72 hours prior** to the start of the competition (**7pm on Friday May 28th, 2021**). Documentation must be sent in .pdf format by email to tamponi@151miglia.it. Ship Owners must send a single e-mail containing the swab results of the whole crew, specifying in the subject line: NAME OF THE BOAT and SAIL NUMBER. Together with the results of all swabs, the appropriate signed release must also be attached (available on the website).

In the event of a positive swab of one or more participants, the Ship Owner must notify the Organization via e-mail, indicating the name of the component to be replaced and the name, plus outcome of negative swab, of the substitute. Should the crew be forced to withdraw from the competition due to an excessive number of positive members, the Organization will refund 50% of the registration fee.

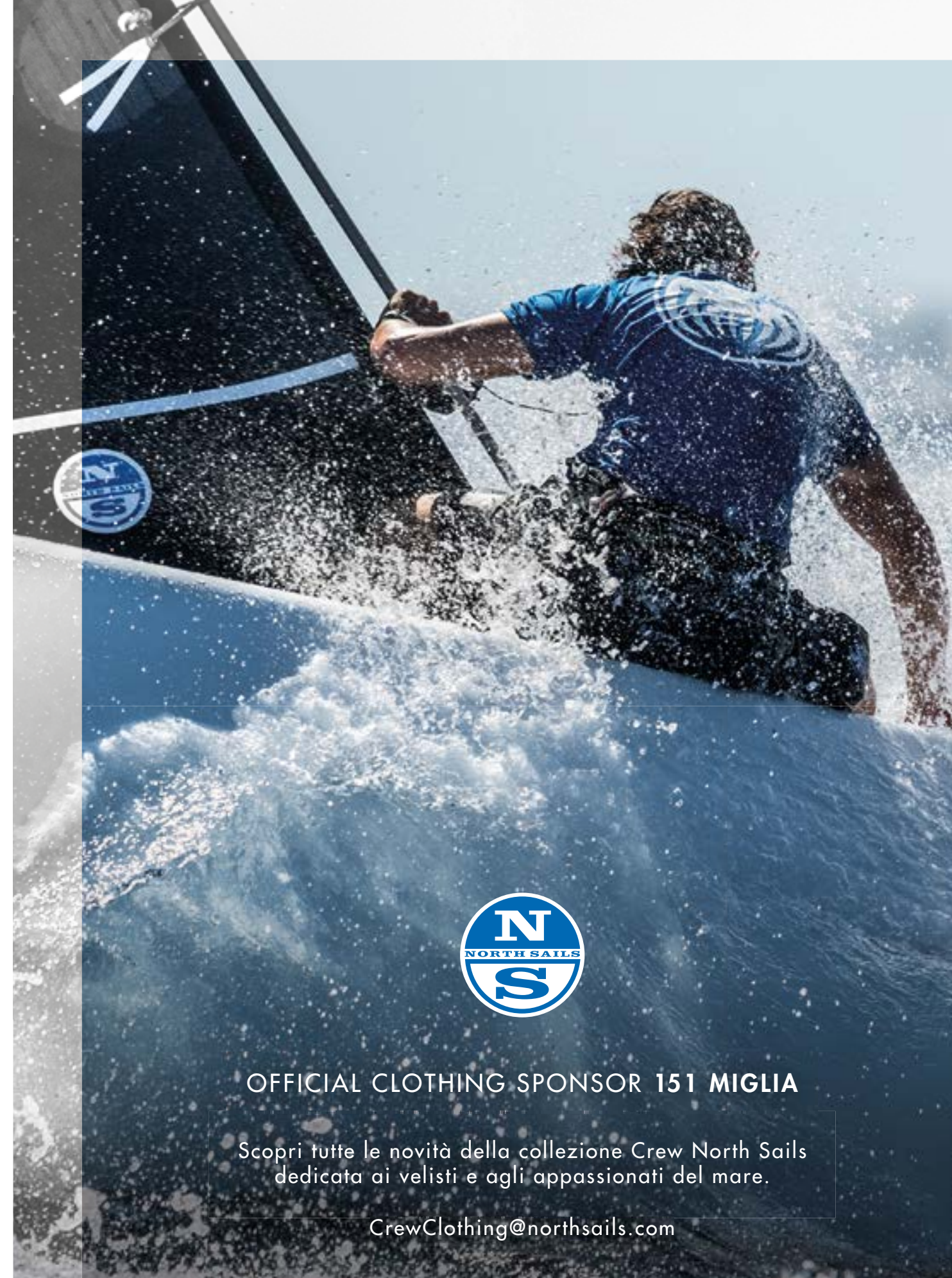
Any boats which do not send the required documents within the set deadline will not be admitted to the competition.

USEFUL CONTACTS

151 MIGLIA SECRETARIAT

151miglia.it | segreteria@151miglia.it | info@151miglia.it

YCRPM	YCL	YCPA	MARINA DI PUNTA ALA
ycrmp.com info@ycrmp.com +39 388 7348108 +39 050 310023	ycl.it segreteria@ycl.it +39 0586 896142	ycpa.it ycpa@ycpa.it +39 0564 923232	marinadipuntala.com info@marinadipuntala.com +39 0564 922217



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CrewClothing@northsails.com

MASTERCHEF ON BOARD

The perfect galley according to chef Michele Papagno

A regatta like the 151 Miglia has to be prepared early: technically, tactically, physically and nutritionally. How should the galley be organised for what might be a long sail for some and a short(ish) one for others? **Michele Papagno**, known as Cheffone, sailor-chef for the Vitamina Sailing Team will explain - it might not be quite what you expect

“When you think about food management during a regatta, there are a number of aspects to consider, such as the time of year, latitude, route and duration. It is also very important to be very familiar with the crew members because each athlete has individual needs. These might change according to role on the boat, nationality and other characteristics, of which some are essential, primarily correct intake of liquids carbohydrates, proteins and vitamins.

Another detail which cannot be ignored is the simplicity and practicality of meal preparation, which depends on sailing time and available spaces (cooking facilities) on the boat. A regatta menu should include, where possible, a hot breakfast, a cold lunch and a hot meal in the evening. The 151 Miglia-Trofeo Cetilar can last from one to three days, depending on the type of boat and the weather. My advice, therefore, is to create **a galley for fast sailing**: high in easily-digestible carbohydrates, **and another for slower sailing**: high in protein.”



FAST REGATTA

Let's talk about boats which could take 15 to 20 hours to complete the race. In a case such as this, there is no time to prepare meals on board, so the galley has to be prepared before departure.

A pasta salad, two sandwiches and plenty of fruit should be prepared for each crew member. I recommend:

- 150 gr of short wholemeal pasta, with extra virgin olive oil, tuna, fresh seasonal lettuce, cherry tomatoes, flaked almond and sultanas.
- 2 wholemeal rolls or Arabic bread, a drop of extra virgin olive oil, sliced sweet cheese, turkey breast, lettuce leaves and slices of apple or tomato.
- No less than 500 gr of chopped fruit. No red fruit (it stains the deck!) or fruit that oxidises just after it's cut (bananas, apples, pears, etc.)..

“In both these examples, remember to add flasks of tea and coffee, chocolate, sweets, chewing gum and protein bars, or diet supplements, before and during sports, although we do advise not to overdo potassium or magnesium. Another mistake to avoid is forgetting about liquids. Some never drink but **rehydration is important**. In 15 hours of navigations you should drink at least 3 litres of water or, for longer regattas, 3 litres a day.

To conclude, a couple of tips about physical preparation prior to the race: drink plenty of water and very little alcohol for several days. Meals leading up to the race should not include raw fish, molluscs, excessive vegetables, meat broth, oats, bran, linen seeds, prunes, kiwi, legumes. Everything that is a known laxative or that might provoke stomach upsets.

Do not forget to take a bottle of bubbles to open when you cut the arrival line: it doesn't matter where you come in but the joy of being part of such an incredible experience has to be celebrated.

I wish everyone a great 151 Miglia and fair winds!”

SLOW REGATTA

The menu isn't much different from that for fast regattas though the quantities change. At least four portions of pasta salad per person, which can be replaced with basmati rice, which keeps for a few days. Vary by adding ribbons of grilled chicken breast, salad, olives and nuts.

Sandwiches? No less than 6 a head, but take care when you choose the bread: don't take bread that needs slicing, even though it is tastier. And no cured meats - they make you thirsty, or over-oily condiments (mum's marinated aubergines).

No sauces or mayonnaise. Fruit is a must, whole pieces, and avoid fruit that can stain the deck. Quick snacks include nuts, which are perfect. No, no, no... peanuts for aperitifs are not allowed!

THE 151 MIGLIA IN FRANCESCO ETTORRE'S WORDS

President of the Italian Federation of Sailing since October 2016, Francesco Ettore has been confirmed once again as head of the FIV for 2020-2024.

The 151 Miglia 2021 represents a symbol of good hope for a new start for sailing, how do you see the situation evolving over the next few months? Compared to last year, when we all found ourselves face to face with a pandemic, totally unprepared, I am much more hopeful. The guidelines that have been introduced by clubs across the country over the months have proved to be effective, so I



am in no doubt that a gradual improvement of the situation, combined with safety measures and common sense by all involved will enable us to get back to enjoying big events like the 151 Miglia. It is bound to be different from previous editions in its social moments, but the regatta itself will, without doubt, be a great success. As things stand today, the most important thing is to get back to the sea, race and enjoy sport in safety.

Two weeks from opening enrolments we already have 200 participants. This reaction denotes a strong desire for open sea sailing. Has it surprised you?

No, I am not surprised because the pre-lockdown figures in 2020 had already confirmed a high interest in sailing. The world of offshore proved, albeit with lower numbers of events, its ability to react

positively. Participation will be even fiercer because of this and for the 2021 regatta season no one will want to miss a single event. I am certain that big events in Italy will grow and they will be the flagship for the FIV. Internationally, we have become a point of reference because we have never stopped and, thanks to fast and efficient guidance, also succeeded in keeping a very low risk level. Today, in Italy both off-

shore and Olympic sailing is ready to compete. Sadly, not all countries can say the same. Within a scenario such as this, I believe that our summer offshore competitions will be followed with great interest by a lot of crews.

How did you leave Italian offshore sailing before the lockdown? There seemed to be a growing level of interest.

The outlook for Italian sailing is nothing less than positive: at the moment there is a lot of buzz around sailing in general and offshore in particular, thanks to widespread visibility provided by the America's Cup. The final decision to have the keelboat in the Olympic programme will soon be made, which will spark even more public interest. When this pandemic is over we will be ready with great

events, great yachtsmen, boats and above all, I hope, with a new Italian offshore sailing school. **What memories do you have of the 151 Miglia? How has your experience been of it as President of the FIV?**

What strikes you most when you dock at the 151 Miglia for the first time is the wonderful hospitality and organisation. It is a regatta designed by yachtsmen for yachtsmen, particularly where the on land part is concerned, which makes it stand out from other regattas. An event doesn't grow like this for no reason; a lot of work goes on behind the scenes. The three clubs involved have been focused for years on organising a regatta where attention to the crews and boat owners runs parallel to the competitive level of the fleet. This is why cancelling the 2020 edition was such a painful decision. I am convinced that this year the 151 Miglia will not be stopped by Covid, but everyone must stick firmly to the guidance provided because we will only save ourselves by maintaining safety. Personally, my most vivid memory is the start I watched two or three years ago: a sea of sails that was as unique as it was spectacular.

I have wanted to participate in the 151 Miglia as a sailor for years and sooner or later I'll be there with you with my own crew!



LINE HONOURS

29

USA25555
RAMBLER88
George David
13:50:43

IRC
GBR880X
ROSSKO
Timofey Zhbakov
28:55:50

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

ITA31041
SCRICCA
Leonardo Servi
28:58:32

28

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

27

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

26

US 7744
PENDRAGON
Nicola Paoleschi
17:55:36

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

ITA 4888
CIPPA LIPPA 8
Guido Paolo Gamucci
21:59:55

25

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

24

US 7744
PENDRAGON
Nicola Paoleschi
17:55:36

ITA 5200
B2
Michele Galli
22:36:06

NED 7842
MANDOLINO
Martino Orombelli
27:44:31

23*

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

22

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

21

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

20

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 miglia

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

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