

Comitato Circoli Velici Genovesi



**REGIONE
LIGURIA**



**REGIONE AUTÒNOMA DE SARDIGNA
REGIONE AUTONOMA DELLA SARDEGNA**



COMUNE DI GENOVA



Comune di
Alghero



COMUNE
DI CARLOFORTE



COMUNE PEGLI



COMUNE CALASETTA



2023 Edition

25th SEPTEMBER – 1st OCTOBER



NOTICE OF RACE

Red Gold Regatta

La rotta dei Tabarkini





Maurizio Buscemi
Presidente

Prima Zona

Dear Competitor,

The year 2023 marks the first edition of the “Red Gold Regatta the Tabarkini Route”, Genoa-Carloforte. Its course of 330 miles represents one of the longest and most remarkable routes in the Mediterranean for both participants and organizers. The Zone I Committee FIV looked to combine the forces of both local and regional governments including: The Genoa Administration, united with those from Carloforte, Calasetta, the Ligurian Region, Sardinian Region, Alghero, and especially the Pegli Municipality. The regatta captures the essence of navigation and sailing, the joint history of Ligurian and Sardinia and all of the inhabitants of Mediterranean shores, and touches the heart of even those who may not live near the Mediterranean, but know and love it.

One may go sailing for sport, fun, or vacation, but it is so much more than that. The crew that maneuvers a boat moved by the force of the wind are repeating gestures that have been performed for thousands of years by sailors who made history. The equipment, construction techniques, and materials have evolved over time, but the fundamental activities always remain the same just like the spirit of those who face the wind and the sea without claiming to dominate yet never being overwhelmed. With this strength, sailors become one with the elements in order to reach their objectives. A dedication that requires effort, courage, constant progress, and respect for nature, which today more than ever inspires us to examine our relationship with our environment.

The regatta celebrates this relationship with the sea and its ancient history: the migratory voyage of a group of Ligurians, mostly from Pegli but from other villages along the Riviera as well, who between 1540 and 1542 sailed to the island of Tabarka, today a peninsula, located around 100 km (62 miles) from Tunisia. From 1738 on, settlements were built on the islands of San Pietro and on Calasetta in Sardinia. Over the centuries, they established their own identity which remained fundamentally Ligurian in its traditions, language, and cuisine. Their ancestors left Pegli for Tabarka with the intention of extracting “red gold” or coral for commercial exploits.

Nevertheless, the ties between Ligurian corallers with the Sardinian sea date back to the 1300s when the Doria and Malaspina families began their activities in Alghero and Bosa. They continued until 1354 when they were overthrown by the alliance of the Catalans with the Venetians to then be vanquished from the Sardinian sea definitively by the Aragons in 1448. The adventures of Ligurian corallers continued in Marsacares and later with the settlement in Tabarka.

Documents have shown that one of the most powerful families of Genovese aristocrats, the Lomellini, who owned land and a large Villa in Pegli, received a concession from Carlo V of Spain for the island of Tabarka. They encouraged a group of fishermen from Pegli who were experts in extracting coral to begin fishing on the Tunisian island with its extensive coral reefs. Several versions of the history of the land grant of the island to the Lomellini family exist and according to Tabarkan lore, the grant from Emperor Carlo V was received as a payment for the liberation of the pirate, Dragut, who had been captured by Giannettino Doria during the war. The Ligurian community remained for nearly two centuries while the Lomellini prospered from “red gold” in Genoa who after crafting the coral, sold it all over Europe.





Over time, the coral reefs were depleted and the local population grew, but so did the persecution of the native inhabitants of the island by pirates and the Bey of Tunis and Algeria. The Tabarkini then turned to the king of Sardinia, Carlo Emanuele III. He intended to repopulate the territory and in particular, the island of San Pietro which was situated offshore from the peninsula of Sulcis on the southwestern coast of Sardinia and entirely uninhabited. The interests of the Genovese Colony and those of the king coincided, and in 1738, a group of around 600 Tabarkini moved to the island which was named Carloforte in honor of the king. The new inhabitants earned their livelihoods from fishing and processing tuna as well as the production and commerce of salt. Instead, part of the Tabarkini community preferred to remain on Tabarka which turned out to be an unfortunate choice because they soon fell victim to attacks from Tunisian and Algerian pirates. In 1741, the Bey of Tunis invaded Tabarka and imprisoned its inhabitants reducing them to slavery. Eventually, they were liberated thanks to the intercession of the Pope, Carlo Emanuele III, and Carlo III of Spain.

Many of the freed slaves returned to their countrymen in Carloforte while others started two new communities: Calasetta was settled on the island of Sant'Antioca in 1770 in Sardinia across the bay from Carloforte, and Nueva Tabarca was on the island of San Pablo of Alicante in Spain.

The latter eventually integrated with the Spanish population and lost their cultural roots over time while the opposite occurred with those who settled in Carloforte and Calasetta. These communities maintained and strengthened their cultural identities thanks to the continued relations of the Tabarkini, later known as Carlofortini,¹ with their homeland due to both trade and the knowledge of their origins.

In this period, ties with Alghero were renewed so that part of the daily catch was sold for processing and commerce.

In 2004, Carloforte was recognized as an honorary Municipality by the Genoa Province in virtue of its historic, economic, and cultural ties to the Ligurian capital and in particular to Pegli. This honor was also conferred to Calasetta in 2006.

Maurizio Buscemi
Presidente

**Prima Zona
FIV Liguria**



APPENDIX A – RED GOLD REGATTA SCHEDULE OF EVENTS

Date	Activity	Location	Time
Sunday 17 September	Close of Entries	-	18:00
Wednesday 20 September	Registration Opens Sailing Instructions Available	Circolo Vela Pegli, Comitato Circoli Velici Genovesi	09:00
Sunday 24 September	Registration Closes	Circolo Vela Pegli, Comitato Circoli Velici Genovesi	16:30
Sunday 24 September	Weather & Race Briefing	Salone Nautico Genova	18:00
Monday 25 September	Start Red Gold Regatta	Genova Pegli	10:00
Tuesday 26 September	Gate passage time limit	Revellata (France)	12:00
Friday 29 September	Arrival time limit	Alghero	14:00
Friday 29 September	Crew Party	Lega Navale Italiana Alghero, Yacht Club Alghero	20:00
Saturday 30 September	Start2 Red Gold Regatta	Alghero	09:00
Sunday 1 October	Finish time limit	Carloforte S. Pietro island	19:00
Sunday 1 October	Prize Giving and Crew Party	Lega Navale Italiana Carloforte, Carloforte Yacht Club	21:00



The notation '[DP]' in a rule in the Notice of Race means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1 (a).

1. RULES

1.1. The event is governed by the rules as defined in The Racing Rules of Sailing (RRS) 2021-2024, the World Sailing Offshore Special Regulations (OSR) 2022 Category 3 races, the rules and regulations of appropriate One Design and/or restricted class rules, IRC Rules (2022) Parts A, B & C, ORC Rating Systems Rules.

1.2. The use of an autopilot and power winches is permitted. This changes RRS 52.

1.3. The Time Limit for all boats will be Friday, 6 October 2023 at 14:00. No further finishers will be recorded after this time. This changes RRS 35.

1.4. Except when changed in the Sailing Instructions, the rules of RRS part 2 are replaced by the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS), or by government right of way rules, between the times of local (Malta) sunset and sunrise.

1.5. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken a rule when racing.

1.6. If there is a conflict between languages the English text takes precedence.

2. SAILING INSTRUCTIONS

2.1. Sailing Instructions will be issued to boats that have met all the entry requirements by Wednesday 20 September 2023 and made available on the event website.

2.2. Where there is a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail. This changes RRS 63.7.

3. ADVERTISING [DP][NP]

3.1. Boats may be required to display advertising chosen and supplied by the Organising Authority.

3.2. Boats taking part in the event may display advertising as permitted by and in accordance with World Sailing Regulation 20 – Advertising Code.

4. ELIGIBILITY

4.1. Boat Eligibility

4.1.1. [NP] The race is open to seaworthy boats which comply with the rules and regulations described in the Notice of Race and the OSR 2022-2023 Category 3 races and which are manned by an adequate number of experienced crew who are physically fit to face bad weather.

4.1.2. Responsibility for compliance rests with the Person in Charge of the boat. However, the Organization will endeavour to help competitors to understand the OSR 2022-2023 and reserves the right to conduct an OSR inspection on any competitors boat at any time. For this purpose, boats are to be made available for Scrutineering at the boat's assigned berth during the period between Wednesday 20 September and Monday 25 September 2023. It is mandatory that the Person in Charge or his authorised representative be present at the time of inspection.

4.1.3. The Person in Charge shall, before the race, complete an OSR Category 3 Checklist and submit the form to the Registration Office.

4.1.4. The minimum crew shall be two.

4.1.5. Boats shall have a hull length of not less than 10 metres. A boat's hull length shall be taken as defined by IRC and ORC Rules and stated in its rating certificate.

4.2. Construction and Stability Eligibility

4.2.1. Boats shall be built to a standard that



complies with the requirements of OSR 3.0.3 and provide evidence of this compliance as necessary.

4.2.2. Boats must satisfy the stability requirements of Section 3 of the OSR.

4.2.3. Where it is not possible for a yacht to demonstrate compliance with ISO 12217-2 Design Category A and the corresponding STIX and AVS requirements, a boat may be considered eligible if it has an SSS base value of at least 28 as stated on its IRC rating certificate or a Stability Index of at least 110 as stated on its ORC certificate.

4.2.4. Boats participating in more than one category need only satisfy one of these criteria.

4.3. Crew Eligibility

4.3.1. All crew members shall meet the requirements of World Sailing Regulation 19

- Eligibility Code. All crew members shall be at least 14 years of age by the Saturday 24 September 2023 .

4.3.2. Any crew member still under the age of 18 by Saturday 24 September 2023 shall supply the written consent of a parent or legal guardian, which consent shall be attached to the crew list submitted on registration before the race .

4.3.3. Both the Person in Charge and crew in a Double-Handed entry shall be at least 18 years of age by Saturday 24 September 2023.

4.3.4. [NP]The Person in Charge of each participating boat shall ensure that there is adequate knowledge and experience among his crew to take part in a Category 3 offshore race. The Person in Charge and at least 50% of the crew (but not fewer than 2) shall have previously taken part in an offshore race of extended duration.

4.3.5. At least 30% (but no fewer than 2) members of the crew including the Person in Charge shall have undergone training in survival at sea as required by OSR 6.01. Courses covering all topics included in an approved World Sailing Offshore Personal Survival Training Course given by suitably qualified and experienced instructors

may be considered as satisfying this requirement. STCW is NOT an approved equivalent for the World Sailing Offshore Personal Survival Training Course.

4.3.6. [NP]As required by OSR 6.05 at least one crew member should be familiar with the management of medical emergencies that may occur at sea and hold a qualification in First Aid or be a practicing medical practitioner. The minimum number of persons on a boat, as required under this clause, shall be two in the Double-Handed class.

5. CLASSES AND CATEGORIES

5.1. Boats shall hold valid rating/class

certificate(s) by the Rating Deadline. Boats racing under IRC, ORC are required to submit a copy of their valid rating certificate. Changes to ratings and class certificates will only be accepted after the Rating Deadline in exceptional circumstances at the discretion Race Committee. Every boat racing shall have on board a current valid signed copy of the rating and/or class certificate for the class or classes in which she is racing. Please allow sufficient time for your rating/class certificate to be processed and issued by the relevant authority.

5.2. The formation of any of the categories or classes is at the discretion of the Organization and subject to minimum entries and the Organization reserves the right to include entries within another class as necessary.

5.3. Should the classes of the IRC and ORC Categories outlined in 5.4 and 5.5 prove to be manifestly unsuitable to the composition of the fleet of entries, the Organization reserves the right to adjust these classes as it deems appropriate.

5.4. IRC Category

5.4.1. Boats having a current and valid IRC rating certificate may enter in the IRC Category. This category will be divided into classes as follows:





- *IRC Zero TCC greater than 1.276*
- *IRC One TCC from 1.051 to 1.175*
- *IRC Two TCC from 1.051 to 1.175*
- *IRC Three TCC less than 1.051*

5.4.2. IRC Rule 11.2 applies and a boat may carry one more spinnaker than the number stated in its IRC certificate.

5.4.3. IRC Rule 22.4.2 is deleted and replaced by; The maximum number of crew that may sail aboard a boat shall be the number shown on the certificate unless amended by the sailing instructions. There is no weight limit. This provision overrides IRC Rule 22.4.1.

5.5. ORC Category

5.5.1. Boats having a current and valid ORC International or ORC Club rating certificate may enter the ORC Category. This category will be divided into classes as follows:

- *ORC A CDL greater than 15.000*
- *ORC B CDL from 12.000 to 14.999*
- *ORC C CDL from 10.000 to 11.999*
- *ORC D CDL less than 9.999*

5.5.2. In the ORC Category, there shall be no limit on the number of rated headsails and spinnakers

that may be carried in the race. However, boats who elect to participate in both IRC and ORC rating categories shall be limited to the sails they are allowed in the IRC Category.

5.6. Multihull Category

5.6.1. Boats rating 1.100 and greater with endorsed MOCRA (Multihull Offshore Cruising and Racing Association) rating certificates may enter a multihull division of the race. For more information on MOCRA and to apply for a rating visit the MOCRA website (<http://www.mocra-sailing.org.uk>). The minimum crew for any multihulls shall be two.

5.6.2. Open multihulls may race without any rating.

5.7. Double-Handed Class

5.7.1. [NP]A Double-Handed Class within IRC will be available subject to the participation of a sufficient number of entries.

5.7.2. Boats will be eligible for both Double-Handed and IRC rating band class & overall trophies.

5.7.3. [NP]Entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately prepared for double-handed sailing.

5.8. Offshore One Design (OOD) Classes

5.8.1. One design or level rating classes for boats complying with one design or class rules may be available subject to sufficient entries.



5.8.2. With prior permission from the Race Committee certain classes may be allowed to race under class rules (e.g. Mini650, Class40, Figaro).

6. RESPONSIBILITY

6.1. Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 3: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone” and to OSR 1.02.1 which states: “The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge...”

6.2. The Weather and Race Briefing shall be attended by at least two crew members of a boat intending to compete in the Red Gold Regatta. It is strongly recommended that these briefings be attended by the Person in Charge and the Navigator.

6.3. The Organization, its sponsors and other organising clubs, accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

6.4. The Person in Charge and crew will be held jointly responsible for the conduct of the boat’s crew before, during and after a race. Misconduct may result in both the Person in Charge and crew being excluded from future

races and renders a boat liable to disqualification. This alters RRS 69.1(a)

6.5. Crew members’ attention is drawn to RRS 1.2 Life-Saving Equipment: “Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions.” See also OSR 5.02.

7. INSURANCE

7.1. The Entrant, Owner or Charterer of a participating boat shall hold current adequate marine legal liability insurance with respect to the boat, valid when racing, including wreck removal, with a minimum Third Party Cover of 1.5 million euros.

7.2. The Entrant, Owner or Charterer of a participating boat will ensure that all crew members are aware of the importance of effecting appropriate personal insurance.

8. ENTRIES AND REGISTRATION

8.1. Applications for entry close Sunday 24 September 2023 16:30. Applicants must submit the following documentation:

Copies of the boat’s measurement and rating certificates for the rating categories entered.

Verification of compliance with the hull construction and stability requirements of OSR 2022-2023 3.03 and 3.04 or 3.05 Category 3 races.





8.2. Following the submission of the documentation required in 8.1, the Organization will notify the entrant of acceptance and the entry must then be confirmed, by payment of the applicable entry fees, by no later than the 22 September 2023 also submitting the following additional documentation:

8.2.1. Updated copies of measurement and rating certificates for the rating categories entered, if amended after the issue of the certificate submitted with the application for entry.

8.2.2. Certificate of insurance in English with details of the cover and the insurer.

8.2.3. EPIRB number, Call Sign and MMSI number where available.

8.3. On arrival in Genoa harbour for the race, but no later than 14:00 on Sunday 24 September 2023, the Person in Charge must complete the registration process at the Race Office, which includes the confirmation of the crew list with next of kin details submitted online or the submission of such details in the form supplied by the Organization if not previously submitted.

8.4. The Person in Charge and all the crew are required to sign a Disclaimer of Liability and a Media Release and Image Rights Waiver, as supplied by the Organization. A copy of all race documents, schedule of events and other information will be provided by the Organization on registration.

8.5. At the discretion of the Organization, an entry may be accepted after the 22 September 2023 and shall be required to pay the specified late entry fee. No further entries will be accepted after the 24 September 2023 16:30.

8.6. A boat that has entered in time for one rating category, may at the discretion of the Organization, be accepted to enter an additional category no later than the Rating Deadline and may be required to pay 25% of the specified late entry fee.

8.7. No applications for changes to rating certificates shall be allowed after Rating Deadline on 24 September 2023 16:30 except to correct a genuine and verifiable error, to make corrections as a result of a rating protest before the start of the race, or in the case of ORC certificates to correct crew weight before the start of the race.

8.8. An entry may be cancelled by advising the Organization. Cancellations made before the 24 September 2023, will be eligible for a full refund of the race entry fee. Cancellations made after this date will be eligible for a refund of 50% of the race entry fee. No refund will be given if an Entrant fails to notify the Organization of cancellation by the 24 September 2023 unless, in the opinion of the Organization, just reason is given.

8.9 The Entrant is the person considered responsible for the entry and shall be the person to appear in connection with the entry, together with the boat name, on any documentation pertaining to the event, including the results.

8.10. The nationality of the entry shall be that country of which the Entrant is a citizen and shall be declared when making the entry.

9. FEES

9.1. Early fees rebate:

Fees payment **before April, 30** 20% less

Fees payment **before July, 31** 15% less

OSR Course free fees for 2 Crew members.

9.2. Base Entry Fee per LOA (m):

9.3. Additional Rating Category fee: **100 euros**

9.4. Additional OOD Class fee: **100 euros**

9.5. Additional Late Entry fee: **200 euros**

9.6. The entry fees listed may be paid by bank transfer as follows:

Bank Transfer:

Bank: BANCA PASSADORE & C

IBAN: IT62 A 03332 01400 000000965240

Swift Code: PASBITGG

Indicating the “Red Gold Regatta” *and the Sailing Number* .

Confirm your entry by effecting payment and sending required documents by e-mail to: raceoffice@redgoldregatta.com. Please include the Boat Name on all correspondence and bank transfers.

10. SCHEDULE OF EVENTS

As per Appendix A of the Notice of Race.

11. COURSE

As per Appendix B of the Notice of Race.

12. PENALTIES

12.1. When the right-of-way rules of IRPCAS apply (between the hours of local sunset and sunrise) a scoring penalty applies. Except when a scoring penalty applies, a boat may take a Two Turns Penalty as permitted and described in RRS 44.2 for breaking a rule of RRS Part 2.

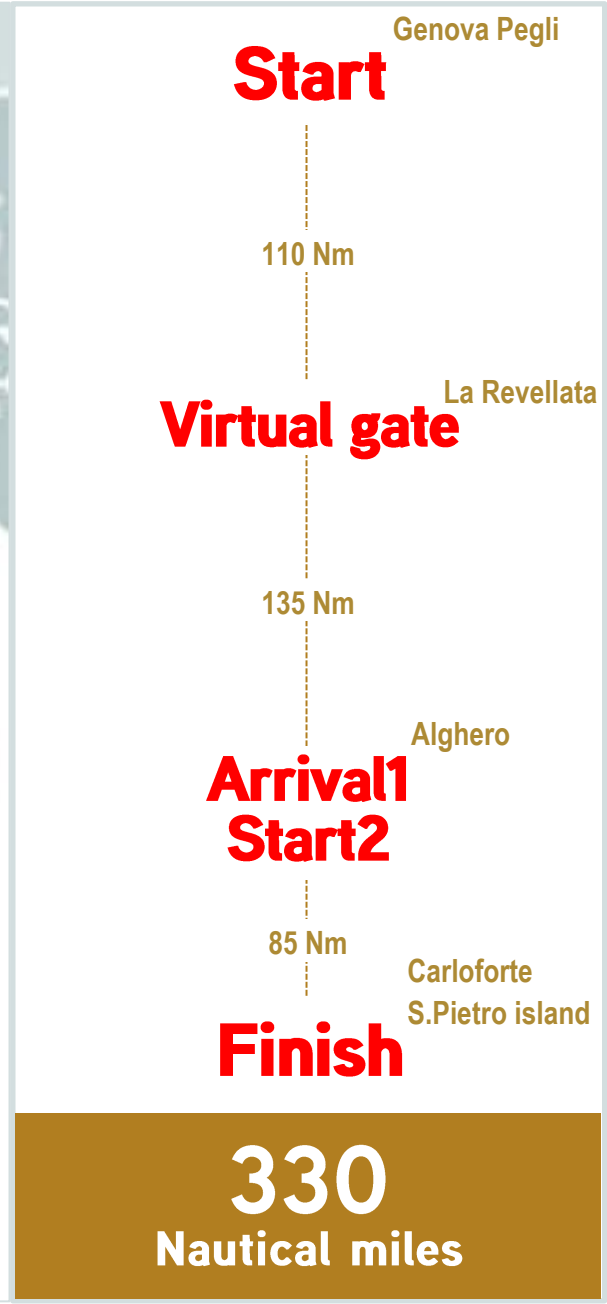
Base Entry Fees

Length Overall (LOA)/OOD	OOD Mini6.50	OOD Figaro3	OOD Class40	9.50 – 12.49m	12.50 – 16.99m	16.00 – 18.29m	18.30 – 23.99m	24.00 and above
Base Entry Fee	300.00€	400.00€	500.00 €	500.00 €	800.00 €	1,000.00€	1,500.00€	2,000.00 €

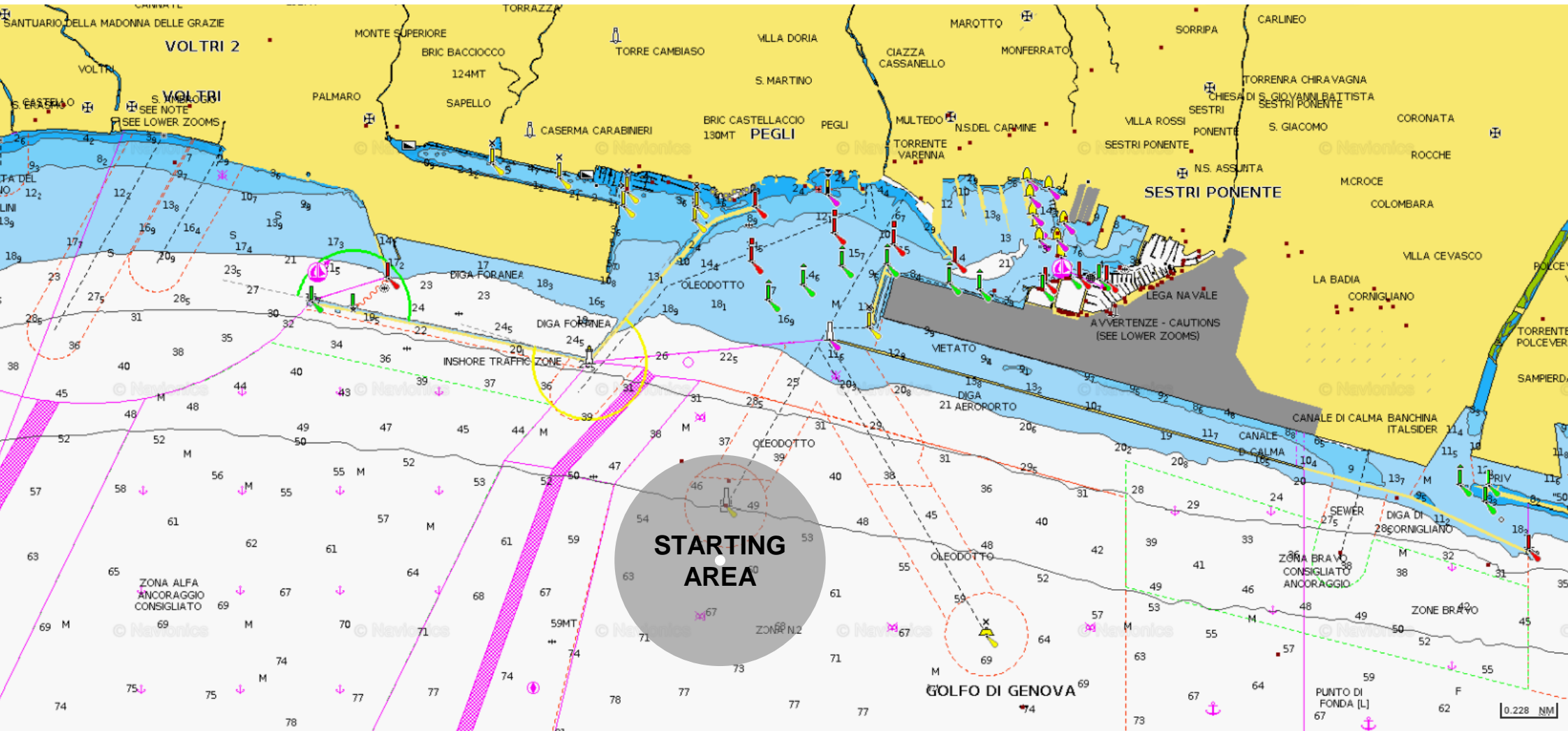


Race Course

Red Gold Regatta



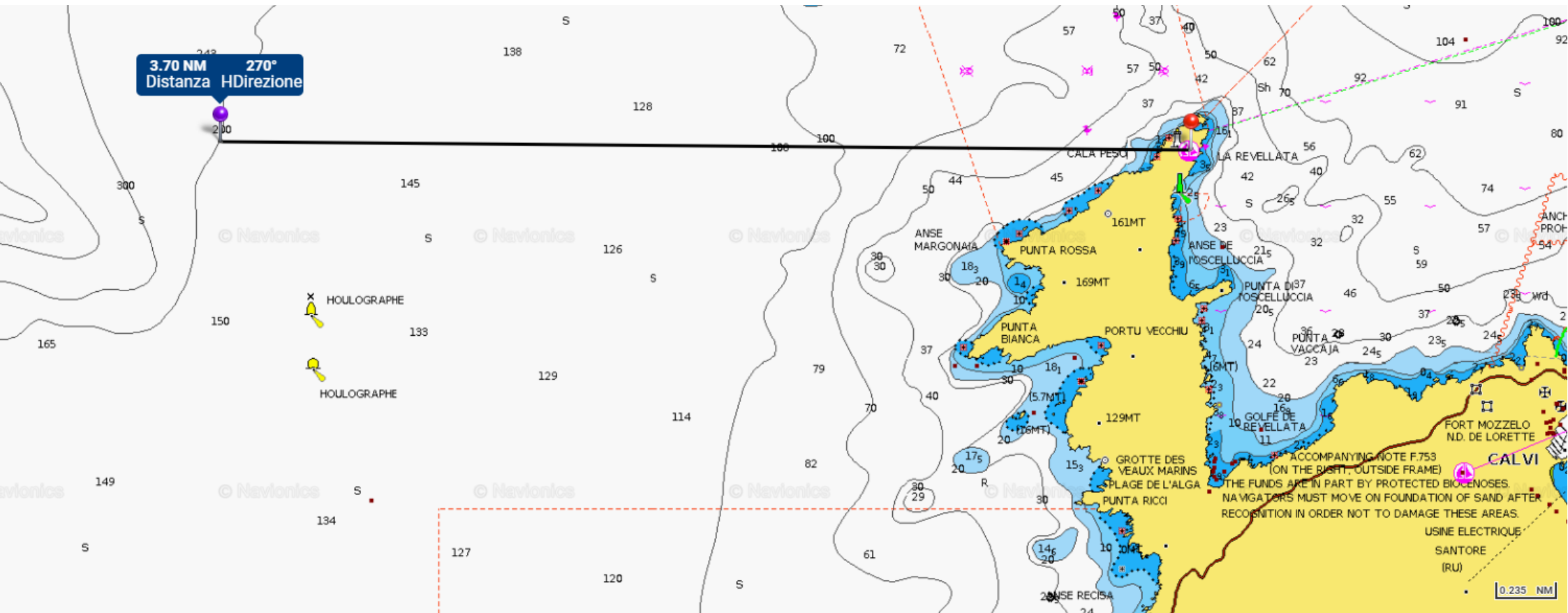
APPENDIX C – STARTING AREA



Start Genova Pegli **44° 23,905 N / 08° 48,360 E**



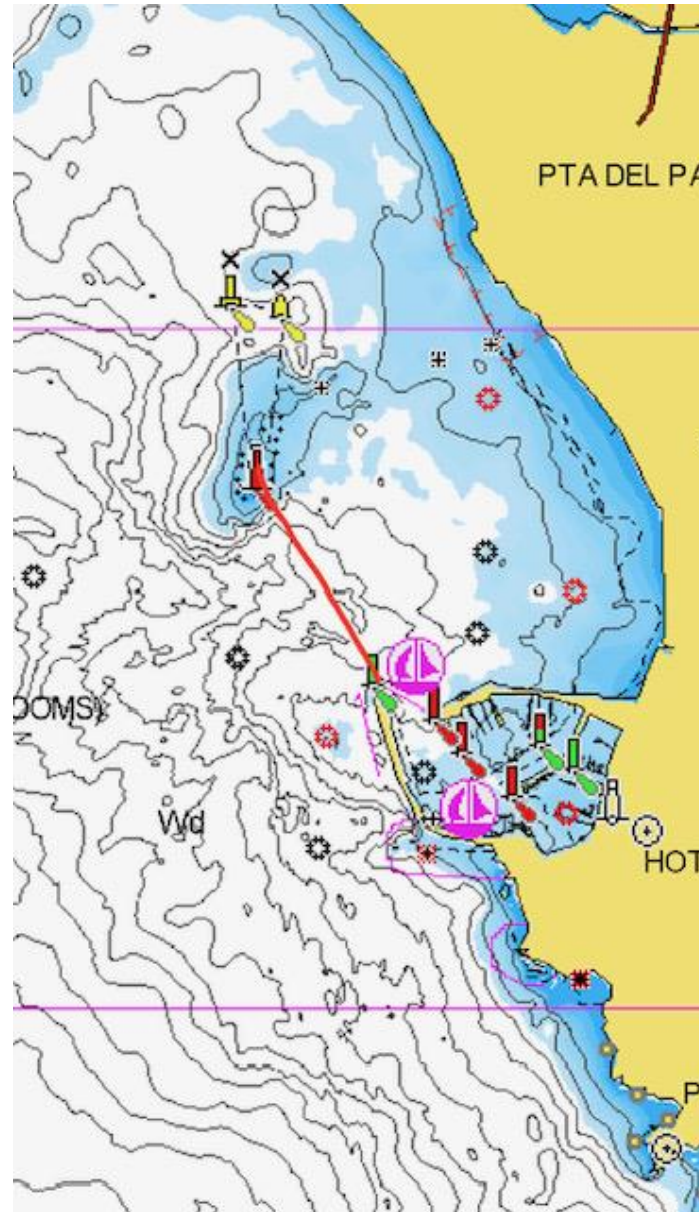
APPENDIX C – VIRTUAL GATE AREA



Virtual Gate La Revellata 42° 35,059 N / 08° 38,540 E and 42° 34,985N / 8° 43,469E (Lighthouse of Revellata)



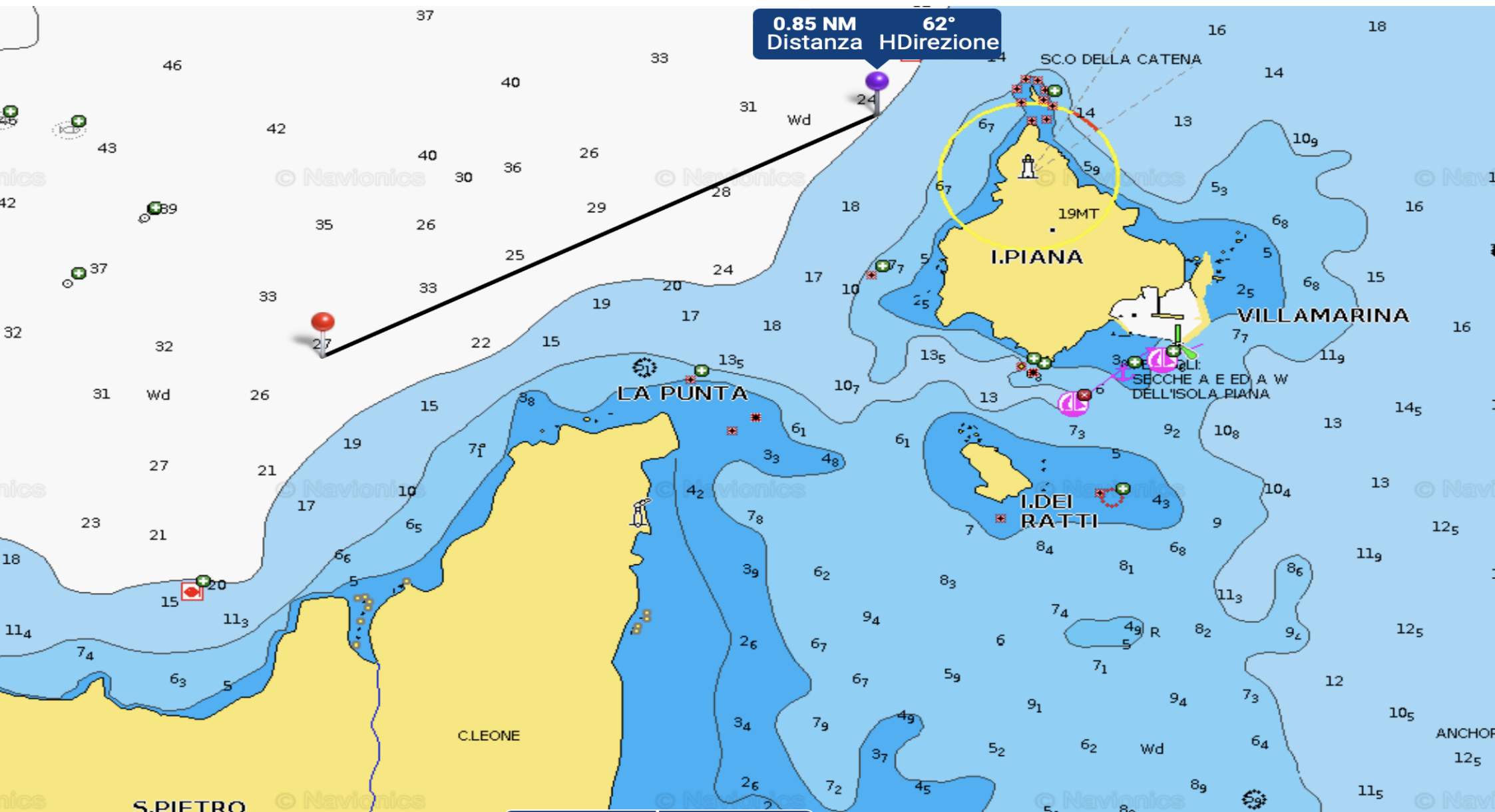
APPENDIX C – ARRIVAL1/START2 ALGHERO AREA



Arrival1/Start2 Alghero 40° 34,079 N / 8° 18,094 E



APPENDIX C – FINISH CARLOFORTE AREA



Finish

Carloforte 39° 11,514 N / 8° 18,657 E



12.2. Penalties for infringements of other rules will be detailed in the Sailing Instructions.

12.3. International Jury: An International Jury will be formed in accordance with Appendix N of the RRS and in accordance with RRS 70.5. Its decisions will be final.

13. SCORING

13.1. The IRC Category & Double-Handed class shall be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of elapsed time. The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.2. The ORC Category shall be decided by the application of APH Offshore rating as printed on each boat's certificate, as a multiplier of elapsed time. The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.3. The Multihull Category shall be calculated by the application of the MOCRA Time Corrector Factor (TCF) as a multiplier of elapsed time. The boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.4. Offshore One Design Classes with the lowest elapsed time will be scored first and other boats shall be ranked accordingly.

14. PRIZES AND AWARDS

14.1. It is the intention of the Organization to award first, second and third prizes in each class where the number of entries is six or more boats and first and second prizes where there are only five or less boats in a class.

14.2. The Red Gold Regatta Trophy will be awarded to the overall winner on corrected time of the IRC Category.

14.3. The FIV PRIMAZONA Trophy will be awarded to the first Italian Boat on corrected time in the ORC Category.

15. LINE HONOURS TROPHY

A boat that enters the race will be scored in a handicap category as well as the Line Honours category. The Line Honours winner of the Red Gold Regatta will be the boat that wins the Line Honours Category

16. COMMUNICATIONS [DP]

16.1. A boat may, without infringing RRS 41, request and receive repetition of information broadcast by the Race Committee or be told whether or not a broadcast has been made.

16.2. RRS 41(c) is replaced by:

A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.

16.3. By way of an example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted but receiving messages or information which is the result of interpretation from outside of the boat is not permitted.

17. BERTHING

17.1. Berthing in Genoa, Alghero, Carloforte, will be provided for participating boats at no additional cost by the Organization from Friday 18 September until Saturday 7 October 2023.

18. TRACKING

18.1. It will be mandatory for boats to carry a tracker unit for the Red Gold Regatta. The units are



standalone and will be available when a boat has fully satisfied the entry and registration requirements. The entry fee includes tracking.

18.2. Once issued to the boat the tracker becomes the responsibility of the Entrant and loss of or failure to return the tracker will be charged at 200 euros.

19. DISCLAIMER

As part of the registration process, each Entrant and individual participating crew member will be required to sign a declaration accepting the following disclaimer of liability:

I agree to be bound by the World Sailing Racing Rules of Sailing (RRS) 2021-2024, by the Sailing Instructions and the Notice of Race. I agree that the sole and inescapable responsibility for the nautical qualities of any yacht participating in the Red Gold Regatta 2023, her rigging, the safety equipment on board and the competence, behaviour and dress of her crew is that of the Person in Charge of the yacht.

I also agree to take any and all responsibility for all damages whatsoever caused to third persons or their belongings, to myself or to my belongings, ashore and at sea as a consequence of my participation in the regatta, and hereby relieve from any responsibility, and agree to indemnify on a full indemnity basis and hold harmless, the Organization, its servants, agents and sponsors and their representatives in respect

of any claim arising therefrom.

I am acquainted with RRS Part 1 Fundamental Rule 3:

“the responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

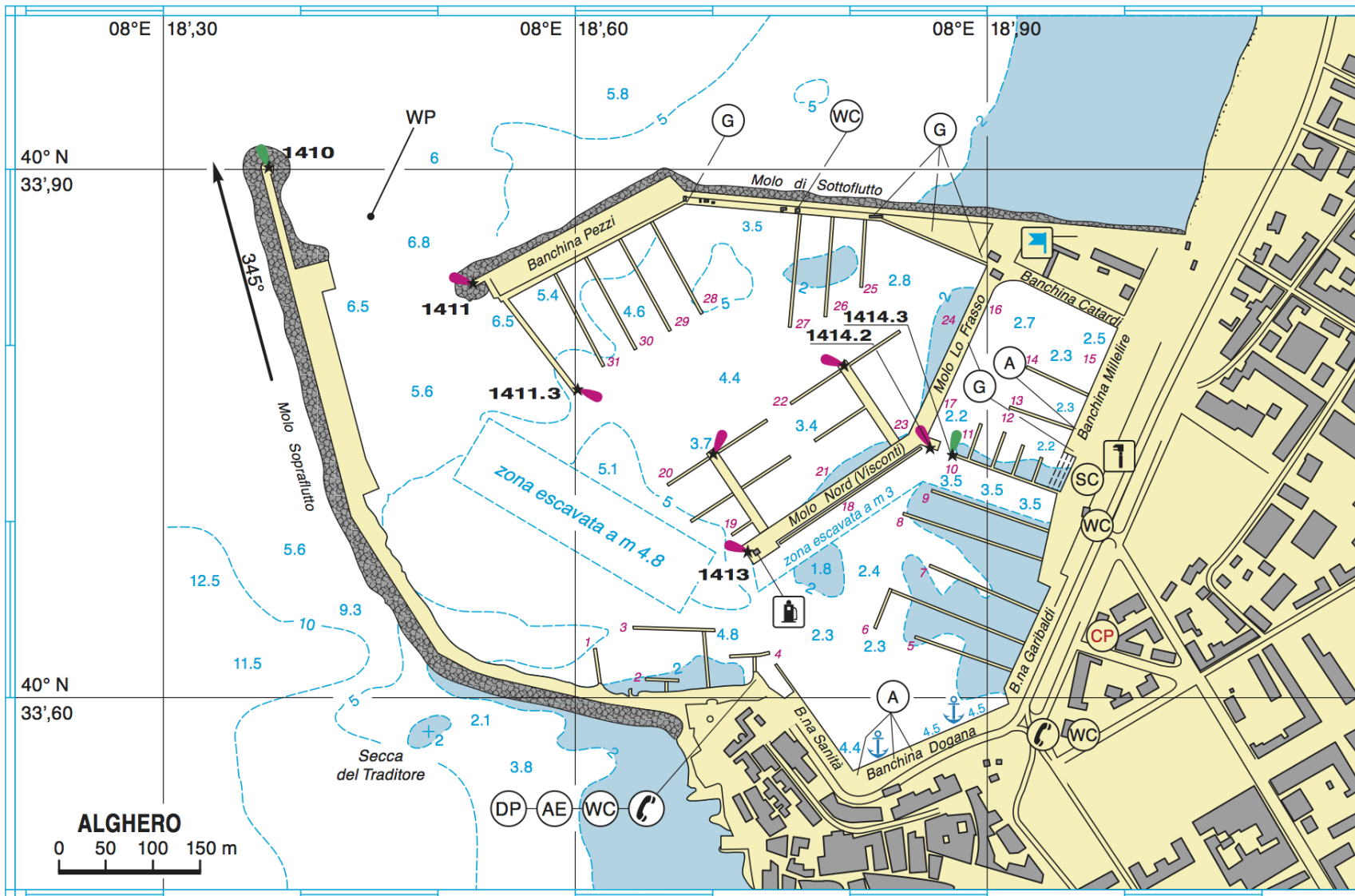
In any case, I agree that the Organization, its servants, agents and sponsors and their representatives have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property.

Red Gold Regatta Media Office

media@redgoldregatta.com



APPENDIX D – ALGHERO HARBOUR (VHF 9)



APPENDIX E – CARLOFORTE HARBOUR (VHF 9)

