

TRIESTE
2-11 OCTOBER
2026
—
NOTICE OF RACE

▲ BARCOLANA®58



WHERE PASSION MEETS THE SEA

Welcome to Barcolana58 Presented by Generali!

This year, Barcolana is first and foremost an invitation: to be there, to take part, to share. In one phrase: Be Barcolana.

From 2 to 11 October 2026, the world's largest sailing race will once again transform Trieste and the Friuli Venezia Giulia region into a great celebration of the sea, sport and togetherness. "Be Barcolana" is the message that will guide this edition: an invitation to experience the sea with enthusiasm, passion and team spirit, becoming part of an event that brings together people, stories and territories.

Barcolana continues to grow alongside its community, strengthening its connection with the region through an increasingly rich programme of events both on the water and ashore. Alongside beloved traditions and exciting new experiences – from sailing to swimming, from emerging sports events to initiatives spread throughout the region – Trieste will once again be the beating heart of the event, with an ever more widespread Barcolana Village extending across the waterfront, Borgo Cavana and Borgo Teresiano, creating a shared space dedicated to the sea, culture, conviviality and encounters.

Taking part in Barcolana means much more than simply entering a regatta: it means feeling part of one great crew, sharing values and emotions, embracing maritime culture and contributing to the collective energy that makes Barcolana a truly unique experience in the world.

We invite you to carefully read the Notice of Race for all the technical information you need to register and participate. During the event, the registration office and the entire Barcolana team will be ready to welcome you in the spirit of joy and sport: check our website, app and event calendar to make the most of your Barcolana days!

We look forward to welcoming you to Trieste. Be Barcolana!



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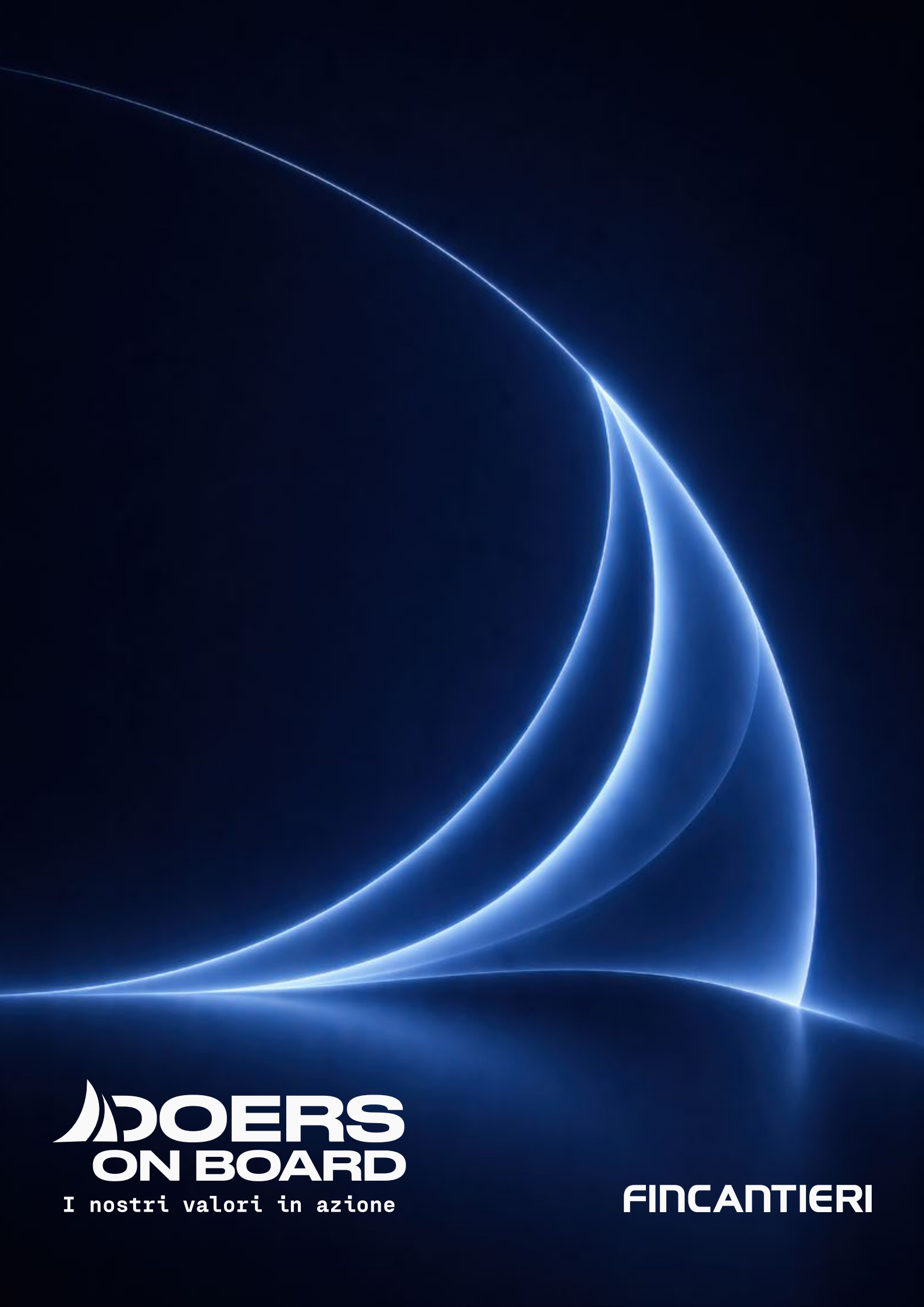
Un mondo unico di tradizioni, bellezza e stile racchiuso in ogni calice di Prosecco DOC. Ecco perché il Prosecco DOC è un vino speciale che puoi trovare solo in bottiglia. Il mondo del Prosecco DOC ti dà il benvenuto a bordo del Super Maxi Prosecco DOC Shockwave³, 3° classificato alla 57ª Barcolana 2025, 1° classificato alla 12ª Venice Hospitality Challenge 2025 e 2° classificato alla 18ª Veleziana 2025.



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An abstract graphic featuring a dark blue background with a bright, glowing blue light source on the right. This light creates a series of concentric, curved bands that sweep across the frame from the bottom right towards the top left, resembling a stylized wave or a comet's tail. The light has a soft, ethereal quality with some internal texture.

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Organizing Authority

Società Velica di Barcola e Grignano
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iscrizioni@barcolana.it – www.barcolana.it

BARCOLANA 58
11 OCTOBER 2026

NOTICE OF RACE

0. NOTATION

- 0.1 The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule or a rule there mentioned and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1.
- 0.2 The notation [SP] in a rule means that a Standard Penalty for a breach of this rule or a rule there mentioned may be applied by either the Race Committee or the International Jury without a hearing or a discretionary penalty may be applied by the International Jury with a hearing. This changes RRS 60.5 (b) and A5.1.
- 0.3 The notation [DP] in a rule means that the penalty for a breach of this rule may, at the discretion of the International Jury, be less than disqualification.

1. RULES

- 1.1 The Rules defined in the Racing Rules of Sailing shall apply (henceforth RRS).
- 1.2 The Italian Sailing Federation (FIV) prescriptions shall apply. Class rules shall not apply, except for the Meteor category should they form their own category.
- 1.3 [DP] The Regatta is ranked as Category 4, as defined in section 2, subsection 2.01.5 of the World Sailing Offshore Special Regulations 2026–2027 (OSR).
- 1.4 Any official notice by either the Organizing Authority, the Race Committee or the International Jury, including amendments to this Notice of Race and to the Sailing Instructions, will be posted on the online Official Notice Board before 9 p.m. on the day preceding the regatta. In the event of conflict between languages, the English text will take precedence.
- 1.5 Protests shall be heard by an International Jury appointed for this purpose in accordance with Appendix N of the RRS. Its decisions will be unappealable as approved by FIV.
- 1.6 The rules for Support Boats (STR) attached to the Sailing Instructions shall apply.

Amendments to the Rules and Special Requirements

- 1.6 [SP] RRS 49 “Crew position; Lifelines” shall apply. No devices shall be used for the outboard projection of any crew member. It is therefore forbidden to use deck extensions, trapezes or hiking straps to position the torso of a crew member outside lifelines except briefly to execute necessary tasks.

- 1.7 [SP] RRS 31 “Touching a mark” is changed as follows: “A boat may touch a mark but it shall not hold on to it. While racing, boats shall not touch a Race Committee vessel which is also a mark”.
- 1.8 [SP] Each boat shall be equipped with an inboard or outboard engine, in running condition and adequate for the propulsion of the boat.
- 1.9 [SP][NP] After the starting signal, all the propulsion-engines shall be turned off (gear disengagement is not sufficient).
- 1.10 [SP][NP] After the starting signal, all outboard engines shall be removed or placed in vertical position.
- 1.11 [SP][NP] After the preparatory signal, the anchor shall neither be placed on the boat’s bow nor shall it overhang her hull.
- 1.12 [SP] Rule 40.1 will apply. Furthermore, crew members younger than 18 years old shall wear life jackets for the entire duration of the race.
- 1.13 [SP] Competitors shall not wear or carry clothing or equipment for the purpose to increase their weight (see RRS 50.1 “Competitor Clothing and Equipment”).
- 1.14 [NP] A boat shall not protest another boat for an alleged breach of RRS 47 or RRS 56.2 “Traffic Separation Schemes”. This changes RRS 60.1.
- 1.15 [SP] RSS 51 “Movable ballast” is changed, permitting the use of movable ballast (water or dead weight including the keel); for this purpose, manual power or the use of pumps driven by engine(s) not used for propulsion and not connected to the propeller shaft are allowed. For safety reasons, boats with a retractable center board shall keep it fully extended at all times during the race.
- 1.16 RRS 48.1 does not apply to water used in a water ballast system that is declared and described in a yacht’s measurement certificate. This changes RRS 48.1.
- 1.17 Recently designed and built boats, whose project provides documented evidence, due to the high power required, the existence of a single engine intended for hydraulic and electrical maneuvers, ballast movement (canting keel) and propulsion, may request the Organizing Authority to be authorized to use the engine even when racing, exclusively for rigging and moving ballast. This changes RRS 52, “Manual Power”.

- 1.18 A boat is not required to display a red flag in order to protest another boat. This changes RRS 60.2(a)(1).
- 1.19 Should the Organizing Authority or Race Committee decide that the weather conditions may be dangerous, boats belonging to some categories may be excluded from the race. The excluded boats shall not be allowed to enter the racing area, nor to request redress. This changes RRS 61.1(a).
- 1.20 RRS 90.3(e) will apply. The time will be 24 hours for actions initiated by competitors, 2 weeks for all the others.

2. ADVERTISING

- 2.1 [NP][DP] Boats are allowed to display advertising in compliance with World Sailing Regulation 20 (Advertising Code). Italian competitors shall have a specific license issued by Italian Sailing Federation for the display of advertising (www.federvela.it, advertising section). Boats taking part in the race may be required to display the advertising chosen and supplied by the Organizing Authority.

3. COMMUNICATION

- 3.1 The online Official Notice Board (ONB) is available only on the Official Web Site. Competitors may be required to attend briefing and hearings online and not in person. It is up to the competitors to have an internet-enabled device to monitor the Notice Board and eventually participate to hearings.
- 3.2 [NP][DP] All boats shall carry a VHF radio capable of transmitting.
- 3.3 Although the only official source of information is the ONB, whenever possible messages will be relayed also via VHF (see Sailing Instructions for the relevant channel), email and/or other communication channels; failing to do so shall not be grounds for a request for redress by a boat. This changes RRS 61.1(a).
- 3.4 [NP] RRS 41 is changed such that exclusively for safety purposes boat to boat communication is allowed and encouraged. A dedicated VHF channel shall be used for this purpose and will be announced at the Skippers' briefing and published in the Sailing Instructions. Boats shall maintain a constant watch on the safety channel when sailing in or near the racing area.

4. ELIGIBILITY

- 4.1 The race is open to monohull boats complying with this Notice of Race. Boats will be grouped into Categories on the basis of their overall length (LOA). Within these categories there will be a "CRUISING" class as per Notice of Race point 9. Each boat will be assigned to a class and a category by the Organizing Authority. No boat can request redress on this matter. This changes RRS 61.1(a).
- 4.2 Multihulls, boats belonging to Olympic classes, dinghies or similar even if altered, are not entitled to enter the race. Sailboats equipped with foils can enter the race only if authorized by the Organizing Authority and shall abide to all the rules and limitations established by the Organizing Authority. Such sailboats shall request authorization at least 15 days before registration.
- 4.3 Boats which do not comply with current construction norms and do not observe the safety equipment rules of the World Sailing Special Regulations for Category IV races (such as pulpits, stanchions, self-emptying bilges, etc.) and which do not comply with safety regulations of the Italian Maritime Authority for offshore sailing within 3 nautical miles from the coast, are not entitled to enter the race. The Organizing Authority may request a rating certificate proving that the boat complies with World Sailing rules both when entering the race and after the race until the official result list is posted.
- 4.4 If the rating certificate is not provided within one day after it has been requested or if it is not available, the boat will be disqualified without a hearing (this changes RRS 78.2 and RRS Appendix A 5.1).
- 4.5 Boats with a width greater than 40% of LOA for categories Mega Yacht, Super Maxi, Maxi, 0° and 1°, greater than 45% of LOA for categories 2°, 3°, 4°, and 5 and greater than 50% of LOA for categories 6°, 7°, 8° and 9° are not entitled to enter the race.
- 4.6 Monohull one-design boats belonging to a class association whose safety regulations have been verified and accepted by the Organizing Authority may enter the race. Nevertheless, the boat must comply with the safety regulations set forth by the Italian Maritime Authority.
- 4.7 Boats with a LOA smaller than m 5.95 may enter the race if approved by the Organizing Authority, "Passere" and "Gozzi" boats shall have a LOA longer than m 5.95.

- 4.8 Boats belonging to the “Passere” category may be exempted from the above mentioned safety specifications regarding pulpits, stanchions, self-emptying bilges, etc. as long as they comply with the safety regulations of the Italian Maritime Authority.
- 4.9 All boats shall have a license for sailing as required by the Italian Maritime Authority, or they shall have a valid measurement issued by the Italian Sailing Federation (FIV) or by their own National Authority, provided that it is officially recognized by WS. The Organizing Authority and/or the Race Committee may accept, exclude or cancel the entry of a boat for safety reasons and/or if she does not comply with the spirit and the specifications of this Notice of Race (RRS 76, Exclusion of boats or competitors).

5. MNA LICENSES

- 5.1 The event is open to all competitors complying with the WS Eligibility code (Section II, Regulation 19, Appendix 3).
- 5.2 Italian competitors shall meet the requirements set by the Italian Sailing Federation in order to enter the Regatta.

6. REGISTRATION

- 6.1 The registration deadline is at 07:00 pm on October 10th 2026. The Organizing Authority reserves the right to modify the registration closing date.
- 6.2 The registration will be valid only if completed with:
- registration form filled and signed in all its parts,
 - crew list,
 - copy of the insurance, and
 - payment of the entry fee as described in the table below.
- 6.3 Registration open on May 27th 2026 online on www.barcolana.it following the “Register” link and on site from the date that will be published on the Official Web Site.

7. ECOLOGICAL PERSON IN CHARGE

- 7.1 The helmsman of the boat, unless otherwise indicated during the registration phase, will take on the role of “Ecological Person in Charge” whose function is to promote environmental sustainability during the race. This changes RRS 4.4.

8. BOATS CATEGORIES AND ENTRY FEES

- 8.1 Boats will be divided into the following categories:

Categories	Overall length (LOA)	Entry fee
MEGA YACHT	over 24.01	€ 1.500,00
SUPER MAXI	from 19.01 to 24.00	€ 1.100,00
MAXI	from 16.01 to 19.00	€ 750,00
O	from 13.51 to 16.00	€ 360,00
I	from 12.01 to 13.50	€ 210,00
II	from 11.11 to 12.00	€ 150,00
III	from 10.26 to 11.10	€ 110,00
IV	from 9.41 to 10.25	€ 110,00
V	from 8.46 to 9.40	€ 95,00
VI	from 7.71 to 8.45	€ 95,00
VII	from 7.11 to 7.70	€ 75,00
VIII	from 6.46 to 7.10	€ 70,00
IX	up to 6.45	€ 60,00
PASSERE	Passere and Gozzi	€ 60,00
METEOR	Meteor	€ 60,00

- 8.2 Registration for the Barcolana 58 Coppa D'Autunno automatically includes participation in the prize draw for a Honda WN7 and a Honda SH125i Vetro Blue, through the bow number assigned at registration and acceptance of the relevant regulations, unless explicit withdrawal is communicated at the time of registration. Owners who register and complete payment by 31 July 2026 will be entered in the draw with a double number, thereby increasing their chances of winning. The draw will take place on Sunday, 11 October at the end of the race. The winner of the first prize is automatically excluded from the draw for the second prize.
- 8.3 Meteor will form their own category with at least 30 entries. Otherwise, they will be included in the corresponding category according to their LOA. The Organizing Authority may still decide to form this category with less than 30 entries.
- 8.4 The entry fee is not meant as payment for the provision of a service, but is aimed to help cover the organizational costs of the Regatta. In case of non-participation, it will not be refunded.



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9. CRUISING CLASS

- 9.1 A boat is defined as a “cruiser” and thus can be included in the “Cruising” class if she meets the following conditions:
- has been mainly designed for this purpose with a special layout and accommodation offering a comfortable and long stay on board, permanently maintaining all the original and/or additional cruising equipment during the race;
 - the following ratio between sail area (mainsail + genoa), expressed in square meters, divided by ((displacement divided by 1026) and then raised to 2/3) is lower than 38.
- 9.2 Boat Owners whose vessels can be classified as “cruisers” because of their construction features, rigging, equipment and use (as defined above), shall specify this on the entry form. Such boats will be included in the “cruising” class within each category and shall compete for class prizes.
- 9.3 A special commission within the Organizing Authority shall assess whether the boat meets the requirements, spirit and features of the “cruising” class. This may be done either upon registration or at a later moment. The decision of the commission shall be final and the boat shall not request redress. This changes RRS 61.1(a).
- 9.4 [SP] Boats entering the race in the “Cruising” class are not allowed to carry onboard or use headsails which are not hoisted on the forestay (see RRS 55.4 for the definition of Head Sail: “the width of a headsail, measured between the midpoints of its luff and leech, is less than 75% of the length of its foot”). As a non-exhaustive example Drifters or Code Zeros are not allowed while Gennakers and Spinnakers (even if furlable) are allowed.

10. PROGRAM

- 10.1 The start of the race is at 10.30 am on Sunday October 11th 2026.

11. OVERALL LENGTH MEASUREMENTS

- 11.1 The person in charge for registering the boat for the regatta shall declare ‘bona fide’ the boat’s hull length on the entry form. The hull length is defined according to WS Equipment Rules of Sailing 2025–2028 Rule D.3.1, excluding rudder, bowsprit, spinnaker and whisker poles, pulpits and other fittings projecting from the hull.

- 11.2 Should the data indicated on the entry form be incorrect following a measurement, the Jury may consider such event a “Misconduct”, and consequently take action according to Racing Rules of Sailing Rule 69, notifying the incident to the competitor’s National Authority.

- 11.3 The Race Committee or the Technical Committee may require a measurement of the overall length of boats before or after the race on its own initiative or after having received a protest by a competitor.

12. SAILING INSTRUCTIONS

- 12.1 The Sailing Instructions will be available in English and Italian on the Official Notice Board and possibly sent via e-mail to the address inserted on the registration form not later than October 2nd 2026. The delivery of a paper copy of the Sailing Instructions is not expected.

13. VENUE AND COURSES

- 13.1 The Regatta will be raced on a fixed marks course in the Gulf of Trieste, with the starting line positioned between the Società Velica di Barcola e Grignano Club House and Miramare Castle.

14. PENALTY SYSTEM

- 14.1 All Standard Penalties and any breach of RRS Part II or IV or of any rule of the Sailing Instructions will be subject to a 30% scoring penalty as described in RRS 44.3(c), calculated on the total number of entries in the event.
- 14.2 Boats penalized with more than 2 penalties will be disqualified.
- 14.3 Penalties for breaches of class rule, RRS 78.1 and NoR 1.6. will be at the discretion of the International Jury and may range between 0 points and disqualification.
- 14.4 [SP] Standard Penalties will also apply to the following rules: RRS 28 “Sailing the Course”, RRS 42 “Propulsion”, RRS 49 “Crew Position” and RRS 50 “Competitor Clothing and Equipment”.
- 14.5 Redress Limitation: actions by official boats, drones or helicopters shall not be grounds for a request for redress by a boat. This changes RRS 61.1(a).

15. TECHNICAL COMMITTEE

- 15.1 A Technical Committee will be appointed by the Organizing Authority as per RRS 92.

16. RANKING, PRICES AND PRICE-GIVING

- 16.1 Overall, Category and Class rankings will be scored according to the real time finishing order. Prizes, cups and trophies will be awarded as described in the Appendix "Cups and Trophies" attached to this Notice of Race.
- 16.2 The prize-giving ceremony will take place in Trieste. Time and date will be announced later on.

17. [NP][SP] MOORINGS MANAGED BY THE ORGANIZING AUTHORITY

- 17.1 Only boats authorized by the Organizing Authority will be allowed to dock in moorings managed by the Organizing Authority. Boats wishing to dock there shall request it on the registration form. The Organizing Authority may authorize these boats to use these moorings up to the maximum of admissible spaces. Mooring procedures will be published on the Official Notice Board. Boats mooring along the bank of San Giusto basin shall display on the forestay a flag chosen and supplied by the Organizing Authority.
- 17.2 Boats arriving from the municipalities of Duino-Aurisina, Monfalcone, Muggia and Trieste will not get authorization to dock in moorings managed by the Organizing Authority. However, it is at the sole discretion of the Organizing Authority to make exceptions for specific boats.
- 17.3 Boats using a mooring not assigned to them as provided in Notice of Race 17.1 will be excluded from the race and the entry fee will not be refunded.

18. [NP][DP] RADIO COMMUNICATION

- 18.1 Except in an emergency or for safety reasons, while racing a boat shall neither make radio transmissions nor receive radio communications which are not available to all boats.

19. LIABILITY

- 19.1 The Organizing Authority, the Race Committee and the International Jury decline any liability for material damage or personal injury that may occur at sea as well as ashore in conjunction with or prior to, during or after the Regatta.

- 19.2 Competitors participate in the Regatta entirely at their own risk and responsibility. The responsibility for a boat's decision to participate in or to continue racing is hers alone. Competitors are advised to carefully assess weather conditions and risks related to the event, relying on the information provided by the Organizing Authority through the website www.barcolana.it, social media and during the competitors' briefing session, which will take place in Trieste the day before the race.

- 19.3 Admittance to the Regatta does not imply that the Organizing Authority shall be in any way responsible for the crews' sailing skills. The safety of the boat and its crew is the sole responsibility of the boat owner, his/her representative or the skipper, and is not transferable; s/he shall do everything possible to guarantee the sound condition of the hull, mast, sails, engine and all other material and equipment; s/he must also guarantee that the entire crew is capable of participating in the race and is aware of the use and location of life-saving equipment. Each race participant is responsible for his/her own safety and is advised to wear a personal flotation device which is adequate for the race.

- 19.4 Competitors will be responsible to cover any expense incurred to rescue their boat and equipment if needed.

20. INSURANCE

- 20.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of € 1,500,000.00.

21. DATA PROTECTION

- 21.1 By participating to the event, competitors automatically grant to the Organizing Authority and their Sponsors the right in perpetuity to make, use and show from time to time at their discretion any motion pictures and live, recorder or other reproductions of the athletes during the period of the competition without compensation in any media, including video for the purpose of advertising, promoting, reporting and disseminating information relating the Organizing Authority, close partners' involvement in sailing events and to competitors participation in such event. Competitors and crew members' name, voice, image, likeness and biographical material shall not be used by Società Velica di Barcola e Grignano, Barcolana and affiliated companies in a way which constitutes an endorsement, unless the relevant competitor or crew member is engaged by them and gives his written consent to such use.
- 21.2 Competitors may be invited for interviews during the event.

22. [DP] COMPETITOR DRONES

- 22.1 Boats (including support persons and team boats) shall not fly drones over the race area during the race without complying with the local legislation and without prior written approval by the Organizing Authority.
- 22.2 The approval will be granted at the sole discretion of the Organizing Authority, who may impose limitations on where and when drones may fly.
- 22.3 The person operating the drone will assume all the risk and responsibilities involved with it. When there is a reasonable request to do so, images and/or video taken in the race area shall be shared with the Organizing Authority, Race Committee or Jury.

23. [NP][SP] TRACKING, CAMERAS AND ELECTRONIC EQUIPMENT

- 23.1 The Organizing Authority may require boats to install cameras and electronic equipment on board to track and record their position and the race. The equipment supplied, once installed on board in accordance with the instructions of the Organizing Authority, must not be manipulated in any way by the competitors or any support person, unless this is requested by the Organizing Authority. The Organizing Authority may use the information received from the system for the media coverage of the regatta as well as for technical and safety reasons. Competitors will be responsible for the devices when installed on board and must return them to the race office at the end of the race. Boats required to carry this equipment shall provide a valid credit card which will be charged € 500.00 if the equipment is not returned.
- 23.2 Boats authorized by the Organizing Authority to keep the engine on after the starting signal as provided in NoR 1.17 are required to record a video of the gear box which is controlling the propeller, its actuator or of any other device engaging propulsion systems from the starting signal until finishing. If protested under RRS 42 or NoR 1.17 and the Jury requires so, this video shall be delivered to the race office before the hearing starts and it will be used to verify if the rule has been followed.

24. FURTHER INFORMATION

- 24.1 Official Web Site www.barcolana.it



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dal latino *progredior*, “procedere”, “andare avanti”

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Per andare avanti ogni giorno.

Concedendo legittimo spazio ai momenti di distrazione e riposo, ma per riprendere subito con rinnovata lena.

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•
**BARCOLANA
TROPHY**

To the overall winner

•
**GENERALI TROPHY
– WOMEN IN SAILING**

Goes to the first mixed crew which crosses the finishing line with a woman as the skipper

•
**FULVIO MOLINARI
TROPHY**

To the first boat owner (overall ranking) who participated in at least 20 Barcolana regattas (Old Sailors*)

•
**IYFR
TROPHY**

To the first boat whose crew includes a disabled sailor in the category with the highest number of boats whose crew includes disabled sailors

•
**ADAC
TROPHY**

To the owner of the first German boat to reach the finish line

•
**NARC
TROPHY**

To the first boat in real time among boats competing in NARC circuit 2026

•
**GIOVANNI SIGOVICH
TROPHY**

To the first boat of the IX category. In case such class is not allowed to race, the trophy goes to the first boat of the smallest category of boats allowed to race

•
**LE FALESIE
TROPHY**

To the yacht with the youngest crew coming from Duino Aurisina

•
**FAIR PLAY
TROPHY**

To the boatowner who during the Barcolana distinguished himself/herself for fair play actions which best express the seafaring spirit of the event

•
**CITY OF TRIESTE
TROPHY**

To the Sailing Club within Zone XIII with the highest number of entrants (excluding SVBG)

•
**ROSA NEI VENTI
TROPHY**

To the first helmswoman of a boat with a female crew

•
**BOATOWNERS
OF THE ITALIAN
NAVY LEAGUE TROPHY**

To the first boat of the Italian Navy League

•
**FIV – BARCOLANA CHALLENGE
TROPHY**

To the yacht coming from the furthest port

•
**FONDAZIONE CRTRIESTE
TROPHY**

To the best-placed skipper resident in the Province of Trieste

•
**PORT OF TRIESTE
TROPHY**

To the Italian boat that beat the greatest number of boats in her category

•
CITY OF MONFALCONE TROPHY

To the first boat of a shipowner from a sailing club in the city of Monfalcone

•
CUP

To the first, second and third boat in each Category and to the first second and third in each Cruiser Class

•
CUP

To the first one design boat belonging to a class with over 10 participants

•
GIFTS

All entrants will receive a sailors' sack with gifts offered by the sponsors, while stocks last

CUPS TROPHIES

*Old Sailors are the boat owners who have taken part in at least 20 Barcolana regattas, even on different boats

YEAR	YACHT	SKIPPER/HELMSMAN	CLUB
2025	Arca Sgr	Benussi/Benussi	Yacht Club Adriaco
2024	Arca Sgr	Benussi/Benussi	Yacht Club Adriaco
2023	Arca Sgr	Benussi/Benussi	Yacht Club Adriaco
2022	Deep Blue	Schmidt	New York Yacht Club
2021	Arca Sgr	Benussi	Yacht Club Adriaco
2019	Way of Life	Vinčec	Sailing Planet
2018	Spirit of Portopiccino	Benussi/Benussi	Yacht Club Portopiccino
2017	Spirit of Portopiccino	Benussi/Benussi	Yacht Club Portopiccino
2016	Alfa Romeo	Benussi/Benussi	Yacht Club Adriaco
2015	Robertissima III	Tomasini Grinover/Vascotto	Yacht Club De Monaco
2014	Esimit Europa 2	Simčič/Schumann	Yacht Club De Monaco
2013	Esimit Europa 2	Simčič/Schumann	Yacht Club De Monaco
2012	Esimit Europa 2	Simčič/Schumann	Yacht Club De Monaco
2011	Esimit Europa 2	Simčič/Schumann	Yacht Club De Monaco
2010	Esimit Europa 2	Simčič/Favini	Yacht Club De Monaco
2009	Maxi Jena	Kosmina	Jahtni Klub
2008	Alfa Romeo 2	Crichton	Royal New Zealand Yacht Squadron
2007	Alfa Romeo 2	Crichton	Royal New Zealand Yacht Squadron
2006	Alfa Romeo 2	Crichton	Royal New Zealand Yacht Squadron
2005	Skandia Trieste...	Benussi/Spangaro/Bressani	Società Velica di Barcola e Grignano
2004	Alfa Romeo	Crichton	Cruising Yacht Club Australia
2003	Alfa Romeo	Crichton	Cruising Yacht Club Australia
2002	Uniflair	Cilenti/Bressani	Circolo della Vela Venezia
2001	Cometa	Pfizer/Favini	Circolo Velico Marina di Massa
2000	@dria.com	Cilenti	Circolo Della Vela Padova
1999	@dria.com	Cilenti	Circolo Della Vela Padova

ROSTER

1969–2025
ABSOLUTE
WINNERS

YEAR	YACHT	SKIPPER/HELMSMAN	CLUB
1998	Riviera di Rimini	Benvenuti/Cian	Circolo Velico Rimini
1997	Gaia Legend	Kosmina	Yacht Club Jadro Koper
1996	Gaia Legend	Kosmina	Yacht Club Jadro Koper
1995	Gaia Legend	Kosmina	Yacht Club Jadro Koper
1994	Fanatic	Zizala/Puh	Yacht Club Lignano
1993	Fanatic	Zizala/Battiston	Yacht Club Lignano
1992	Il Moro di Venezia 2	Ferruzzi/Chieffi	Yach Club Italiano
1991	Satanasso Calibre	Gaburri/Poli	Associazione Nautica Sebino
1990	Fanatic	Zizala/Battiston	Yacht Club Lignano
1989	Il Moro di Venezia 2	Ferruzzi/Nava	Circolo Velico Ravennate
1988	Uragan	Battiston	Yacht Club Lignano
1987	Il Moro di Venezia	Ferruzzi/Nava	Circolo Velico Ravennate
1986	La Fenice di Venezia	Venerucci	Circolo Nautico Chioggia
1985	Blue Eyed Princess	Bardelli/Paoletti	Società Velica di Barcola e Grignano
1984	Condornonsisamai	Becchetti	Yacht Club Lignano
1983	White Shadow	Drioli	Società Velica di Barcola e Grignano
1982	Condor	Battiston	Yacht Club Lignano
1981	White Shadow	Drioli	Società Velica di Barcola e Grignano
1980	Rupe	Hoffmeister/Stadler	Yacht Club Monaco
1979	El Cid	Bartoli/Zago	Società Triestina della Vela
1978	El Cid	Bartoli/Zago	Società Triestina della Vela
1977	Papillon	Drioli	Yacht Club Adriaco
1976	El Raguseo	Colonna	Società Triestina della Vela
1975	El Raguseo	Colonna	Società Triestina della Vela
1974	Kaiten	Zalukar	Società Velica di Barcola e Grignano
1973	Vento di mare	Rizzi	Società Triestina della Vela
1972	Sandra	Toffaloni	Yacht Club Adriaco
1971	Carla	Sigovich	Circolo Velico Torri del Benaco
1970	Marie	Pesle	Yacht Club Adriaco
1969	Betelgeuse	Napp	Società Triestina della Vela

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2027

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TRIESTE: LA CITTÀ DEL MARE, DEL VENTO E DEI MUSEI



Innovare il presente per immaginare il futuro

Barcolana non è solo una regata:
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BAT Italia la sostiene perché crede
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glo™, il suo brand di punta nel **settore
dei dispositivi per stick* da scaldare**,
incarna questi stessi valori: ogni prodotto
è progettato per ridefinire l'esperienza,
con soluzioni tecnologiche avanzate e un
design studiato nei minimi dettagli, pensato
per **cambiare le regole del mercato**.

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polo produttivo di BAT Italia
dedicato ai prodotti a potenziale
rischio ridotto, è il cuore di questo
percorso di trasformazione,
dove eccellenza e innovazione
prendono forma, ogni giorno.

**Insieme, spieghiamo le vele
verso il futuro.**



*Stick di tabacco o di erbe a base di rooibos contenenti nicotina, sostanza che crea dipendenza.

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Women in Sailing



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PROTAGONISTI IN MARE OLTRE OGNI TRAGUARDO

Per Generali la passione per la vela costituisce anche un momento di dialogo su temi fondamentali come inclusione ed uguaglianza di genere. Con **Generali Women in Sailing**, il trofeo destinato all'equipaggio misto che ha tagliato per primo il traguardo con una donna nel ruolo di skipper, ancora una volta l'evento sportivo diventa occasione per ispirare sempre più donne a essere protagoniste. A terra e per mare.

Segui su womeninsailing.it le nostre storie di mare.

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