

2023 IMA MAXI EUROPEAN CHAMPIONSHIP

ROLEX OVERALL TROPHY

LORO PIANA CHALLENGE TROPHY

12 – 18 May, Sorrento - Italy

NOTICE OF RACE

3 MARCH 2023 UPDATES IN RED

27 MARCH 2023 UPDATED IN GREEN

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. TITLE, VENUE, DATES AND ORGANISING AUTHORITY

- 1.1 Under the authority of the Italian Sailing Federation, the IMA Maxi European Championship is organised from 12 to 18 May 2023 by the Circolo del Remo e della Vela Italia in conjunction with the International Maxi Association (Organizing Authority), YCI and RYCCS supported by ROLEX as Official Timepiece.
- 1.2 The venue of the event is Sorrento, Italy.
- 1.3 Event web site: www.tregolfisailingweek.com
Contacts: info@tregolfisailingweek.com / maxi@tregolfisailingweek.com
- 1.4 The 2023 IMA Maxi European Championship includes:
 - a) one long-distance race of approximately 150 nm (3G) along the course of the 68th Regata dei Tre Golfi, eligible for the IMA Mediterranean Offshore Challenge; and
 - b) four days of inshore races, eligible for the IMA Mediterranean Inshore Challenge.
- 1.5 The Maxi European Championship title will be assigned to the first yacht overall including the long-distance race and the inshore races.
- 1.6 The IMA Maxi European Championship (MEC) is an open championship, IMA membership and European citizenship are not required.
- 1.7 English is the official language of the event.
- 1.8 The racing area of the inshore races will be the bay of Naples and the surrounding waters.
- 1.9 The long-distance race will start from Naples and arrive between Sorrento and Capri after rounding the islands of Ponza and Li Galli for approximately 150 miles.
- 1.10 The OA reserves the right to amend this NoR until 6 May 2023, by posting the new version on the event website and sending it by e-mail to the yachts already registered. Such notification shall be deemed to be in compliance with RRS 89.2 [(a)][(b)].

2. RULES

- 2.1 The Regatta will be governed by:
 1. The rules as defined in the RRS;
 2. WS Offshore Special Regulations Category 3, life raft is mandatory only for the long-distance race;
 3. World Sailing Eligibility Code (WS Regulation 19), and Sailors Categorization Code (WS Regulation 22);
 4. The IMA class rules:
 - (a) IMA Rule C.2.1.(a).2 applies to all boats competing in the MEC
 - (b) IMA Rules C2.2 to C2.5 applies to helmsmen competing in the MEC **inshore races only** (NB Owner-driver rules). **For Owner Drivers from the age of 75 the conditions of IMA Rule C.2.2 are relaxed as follows:**

- a. WL races: Owner Driver or Charterer Helm only from the preparatory signal. Per hour a 10 minute break is permitted. The Owner Driver or Charterer Helm shall drive the first and final mile of the race. The break(s) shall take place between mark roundings and avoid clearly imminent maneuvers (tack/gybe).
- b. Coastal Races (any non WL race up to 60 miles): Owner Driver or Charterer Helm only from the preparatory signal. The first hour a 10 minute break is permitted, thereafter a Relief Helm may helm up to a total of 30 minutes per hour and after four hours up to a total of 45 minutes per hour. The Owner Driver or Charterer Helm shall drive the final two miles of the race.

2.2 Rating rules: 2023 IRC Rule, Parts A, B and C;

- (a) for the purpose of IRC Rules 21.1.5 (d) and (e) this Regatta is on consecutive days and the sails carried on board need to remain the same for each day of racing but not for the duration of the whole event. For the purpose of this rule the day begins when a boat leaves the mooring for the first time each day and ends when the boat returns to the mooring after racing;
- (b) IRC Rule 22.4.2 is deleted and replaced with: "The maximum number of crew members on board shall be the crew number printed on her certificate. There is no weight limit".
- (c) are eligible to enter the event on basis of the IRC REDUCED CREW rating calculation. This allows a boat to race with a maximum crew number of 70% of the IRC standard crew number. On application, this value shall be recorded on the IMA Certificate and shall apply for all races. The calculated TCC shall be used in determining sub-class allocation. For further information please contact the IMA ATO.

2.3 If declared on the measurement and/or class certificate, steering, ram and winch systems powered by force other than manual, as well as moveable appendages, trim tabs, water ballast and canting keels are permitted (this changes RRS 51 and 52).

2.4 Exceptions to RRS 77 may be granted by the OA upon written request prior to the close of registration (this changes RRS 77).

2.5 The registration nationality of a boat is indicated by the owner of the boat as set out in the entry form. If not indicated, the sail national letters or the owner's nationality will be used.

3. SAILING INSTRUCTIONS

The sailing instructions will be available to competitors upon final registration and published on-line on the event website.

4. COMMUNICATION

4.1 The official notice board (ONB) will be on-line at the event website (www.tregolfisailingweek.com).

4.2 Communication with competitors will be through the online ONB and/or e-mails and/or WhatsApp. Each boat shall have at least one device connected to the internet with WhatsApp installed.

4.3 All boats shall carry a VHF radio capable of communicating on channel(s) 16, 6, 72, 74.

5. ELIGIBILITY, ENTRIES AND REGISTRATION

5.1 Entries are restricted to the Maxi yachts as defined by IMA class rules (LH > 18.29m and ≤ 30.50m).

5.2 Each entry shall have a valid endorsed IRC measurement certificate issued no later than 5 May 2023 approved by the IMA Technical Office (ATO), which issues IMA certification. The IMA ATO may require full or partial re-measurement or additional information. For early approval (strongly advised) or information please submit the IRC certificate and/or questions to: technicaloffice@internationalmaxiassociation.com.

5.3 If supported by sufficient entries, besides racing for the European Championship title, yachts may be allocated by the OA, at their sole discretion, to sub-classes based on TCC following the IMA rule: Maxi 0 (≤ 2.000), Maxi 1 (> 2.000 - ≤ 1.700), Maxi 2 (> 1.700 - ≤ 1.600), Maxi 3 (> 1.600 - ≤ 1.400), Maxi 4 (> 1.400 - ≤ 1.260) and Maxi 5 (< 1.260) or combinations of these sub-classes. A minimum of 5 boats is required for separate sub-class scoring, unless the minimum is waived by the OA, with the approval of the IMA.

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- 5.3.1 Yachts having more than 80% of crew members (rounded to the closer number) classified WS Group 1 at registration may be allocated to the Corinthian division for mainly amateur crews.
- 5.3.2 Scoring of each sub-class and of the Corinthian division will be extracted from the overall ranking.
- 5.4 Yachts may pre-register until 24.00 hrs. of 15 March 2023 (the “Registration Deadline”) by completing the online registration form available on the event web site.
- 5.5 A yacht will be considered pre-registered if the following documents are received:
- o entry form;
 - o entry fee payment confirmation.
- 5.6 The list of pre-registered yachts will be updated on the event’s website upon receipt of each new entry.
- 5.7 Entry fees paid will not be refunded if the yacht does not participate at the event.
- 5.8 Entries completed before the Registration Deadline are subject to Euro 2,000 entry fee (net of any bank charges), reduced to Euro 1,500 for IMA members.
- 5.9 Entries completed after the Registration Deadline may be accepted at the OA’s discretion with a 50% surcharge.
- 5.10 The OA is not responsible for any cost incurred by the non-acceptance of a yacht’s registration nor for any delay, postponement or cancellation of the race.
- 5.11 In order for a boat to be considered registered **its endorsed IRC measurement certificate shall be uploaded online latest by 18.00 hrs 5 May** and the following documents shall be uploaded online **latest** by 16.00 hrs 10 May (Crew Deadline as per WS Sailor Categorization Code, this changes RRS 78.2):
- (a) crew list;
 - (b) a valid third-party liability insurance of Euro 5,000,000;
 - (c) liability acceptance form, correctly filled out and signed;
 - (d) FIV advertising license, if applicable;
 - (e) personal contact details.
- 5.12 **In accordance with the decision made by World Sailing to suspend participation of Russian and Belarusian competitors, the following are not eligible to take part in this regatta if this decision is still in place at the time of the close of entry:**
- (a) Competitors with Russian or Belarussian passport or representing these countries;**
 - (b) Boats whose owner or person in charge is a national from Russia or Belarus; or**
 - (c) Boats registered in Russia or Belarus or with a sail number from these countries.**
- 6. ADVERTISING, TRACKING UNIT AND DAMAGE DEPOSIT**
- 6.1 Advertising will be in accordance with World Sailing Regulation 20.
- 6.2 Boats will be required to display the following throughout the period starting one hour after the completion of registration and ending one hour after the finish of the last race of the series
- sponsor pennant on the backstay or centre back stanchion throughout the entire event;
 - event battle flag and/or sponsor pennant on the forestay while moored;
- 6.3 The OA may require the installation, at no cost to the competitors, of on-board cameras, position devices and guest riders; on board positions will be defined in the SI.
- 6.4 An electronic tracking system may be used for monitoring the nautical position of the yachts. The OA may use the information received for media coverage as well as for safety purposes.
- 6.5 Participants shall allow the installation of the tracking unit on their boats and shall be responsible for the unit while on board. They shall return the unit to the RO as soon as possible after finishing the race and will be required to leave a damage deposit of Euro 900, by credit card or check, in case the unit is not returned.
- 6.6 Boats are responsible for informing advertisers and sponsors that no activities advertising any brand will be permitted ashore within the marina area without written consent from the OA prior to the start of the regatta.

7. SCHEDULE

- 7.1 Registration Deadline: 24.00 hrs. on Wednesday 15 March 2023.
- 7.2 Equipment inspection and event measurement: Thursday 11 May from 10.00 to 18.00 hrs yachts must be available for inspections by the TC in Sorrento and, if only competing in the inshore races, from 10.00 to 18.00 hrs of Sunday 14 May 2023. **Boats shall remain at their berth and be available to the Technical Committee until the boat's inspection and controls are completed or at such time as agreed with the IMA ATO. To book an inspection slot please contact: technicaloffice@internationalmaxiassociation.com**
- 7.3 Dates of racing:
- | | |
|------------------|--|
| Friday 12 May | 17.00 hrs. start of the long-distance race from Naples (<i>individual start for MEC</i>) |
| Monday 15 May | inshore race(s) |
| Tuesday 16 May | inshore race(s) |
| Wednesday 17 May | inshore race(s) |
| Thursday 18 May | inshore race(s) |
- 7.4 The OA and/or the RC has the authority to change the schedule of the races by posting on the ONB before 19.00 hrs on the day before it will take effect.
- 7.5 No warning signal will be displayed after 15.00 hrs on Thursday 18 May.
- 7.6 The courses will be further detailed in the SI.
- 7.7 Format: besides the long distance race, a maximum of five inshore (windward/leeward or coastal) races with the starting line placed in the waters between Sorrento and Capri. A maximum of two windward-leeward races or one coastal race may be scheduled per race day.
- 7.8 The championship is valid if at least three races are completed.
- 7.9 Prize giving is scheduled for Thursday 18 May.

8. INTERNATIONAL JURY, REQUESTS OF REDRESS

- 8.1 An International Jury will be appointed in compliance with RRS 91(b) and Appendix N. All decisions will be final as provided in RRS 70.5.
- 8.2 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification if the International Jury so decides.
- 8.3 Redress Limitation:
- (a) redress shall not be given to a yacht for a greater number of races than she completed during the regatta; this changes RRS 60.1(b) and RRS 62.1.
 - (b) Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat, this changes RRS 60.1(b).

9. SCORING AND TROPHIES

- 9.1 The "Low Point" scoring system of Appendix A shall apply.
- 9.2 Results will be calculated on the basis of "Time on Time".
- 9.3 The European Championship will be awarded to the first maxi yacht of the overall ranking based on the results of the long-distance race (coefficient of 0.75) and the inshore races (coefficient of 1.0). The result of the long-distance race (3G) shall not be discarded. If four or more inshore races are completed, a boat's worst score will be discarded.
- 9.4 Trophies (the final list will be posted on the ONB):
- ROLEX timepiece for the Maxi European Champion;
 - **Loro Piana Challenge Trophy to the 1st yacht in Maxi Classes 1 and 2;**
 - Trophies for 2nd and 3rd place overall at the Maxi European Championship;
 - Trophies for the 1st, 2nd and 3rd place in each class of the Maxi European Championship;

- Trophies for the 1st, 2nd and 3rd place of the Maxi European Championship Corinthian division, and **Coppa Guido Imperiali di Francavilla perpetual challenge for the first yacht**;
- IMA trophy for the highest placed IMA member at the Maxi European Championship;
- Line honours trophy and Coppa Roberto Garolla di Bard perpetual challenge, for the 1st yacht on elapsed time based on low-point system scoring on all races with no discard;
- Trophies for 1st place in each class of the Maxi European Championship inshore race series;
- Trophies for the 1st place in each class of the Maxi European Championship long-distance race.
- **Mylius Trophy to the first Mylius Yacht in the overall ranking.**

10. TECHNICAL COMMITTEE

- 10.1 At any reasonable time throughout the regatta period the Technical Committee may undertake inspections and measurement checks on any boat. This may include measurement, equipment checks and weighing, or determination of displacement by other means as approved by the IMA ATO. In the event of a protest, access for inspections may be requested at any time.
- 10.2 A list of the boat ratings will be posted on the event web site by 15.00 on 10 May. The list will remain posted on the online ONB during the event.
- 10.3 The protest time limit for rating protests by boats, except relating to changes made during the regatta, will expire at 17.00 on 11 May.

11. SUPPORT BOATS AND DRONES

- 11.1 All support boats shall be registered at the Race Office.
- 11.2 Identification numbers may be provided by the OA and shall be visible at all times.
- 11.3 Teams or their representatives shall not fly drones over the race areas during training or racing days unless prior written approval by the OA, which may impose similar limitations as applicable to support boats, and without complying with Italian Law. At any time, the risk and responsibility for flying any drone is with the person flying it. Images made within the racing area shall be shared with the OA, the Jury and competitors at reasonable request.

12. MOORINGS

- 12.1 Subject to availability and based on (i) dimensions and (ii) order of registration, entrants will be provided a free of charge berth from Wednesday 10 to Friday 19 May in Sorrento or in nearby ports.
- 12.2 For entries completed after the Registration Deadline moorings and mooring fees are not guaranteed and not included in the entry fee.
- 12.3 Registered boats that do not participate in any race of the series, or requiring stay outside these dates, will be required to pay the applicable mooring fee.
- 12.4 Local regulations require that all yachts must inform the Harbour Control by radio on VHF Channel 74 when they first arrive in Sorrento and each time they leave or enter the Harbour and wait to receive acknowledgement. It is mandatory for all participants to visit the Harbourmaster's Office to finalize their registration.

13. HAUL-OUT RESTRICTIONS

- 13.1 Boats shall not be hauled out during the event, except for the purposes of repairing damage and only after written permission from the Technical Committee.
- 13.2 While hauled for the above purpose, cleaning and polishing of the hull below the waterline will not be permitted.
- 13.3 Appendages shall not be removed from the boats during the event period.
- 13.4 In accordance with Italian law diving inside the harbours is forbidden.

14. MEDIA RIGHTS

Competitors, owners and their guests grant absolute right and permission to the OA for any photography and video footage taken of persons and boats during the event, to be published and/or broadcast in any media, including but not limited to TV advertisements, whatsoever for either editorial or advertising purposes or to be used in press information.

15. MEMBERSHIP AND REGISTRATION NATIONALITY

- 15.1 Italian crews shall have a valid FIV membership card, inclusive of medical prescription.
- 15.2 Non-Italian crews must comply with the rules of their National Authorities.
- 15.3 The registration nationality of a yacht is indicated by the owner of the yacht as set out in the entry form. If not indicated, the sail national letters on the mainsail or the owner's nationality will be used.
- 15.4 Competitors must be at least 12 years old on the first day of race of the event. Crew members who are less than 18 years old shall present at registration a declaration form, available on the event website, signed by parents or legal guardian who must give consent.

16. INSURANCE

- 16.1 Participants shall be insured with valid third-party insurance with a minimum cover of Euro 5,000,000. The responsibility to hold adequate insurance cover for Tort Liability and Third-Party Insurance (Property and Persons) is to the owners or the skippers alone.
- 16.2 The OA is not responsible for verifying the status or validity of insurance certificates.

17 RISK STATEMENT

- 17.1 RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". Therefore, the participants are aware that sailing falls within those activities governed by Article 2050 of the Italian Civil Code and that all participants must have a valid federal membership card that guarantees accident coverage, including death and permanent disability.
- 17.2 It is therefore the responsibility of the Competitors and their Support Persons to choose whether to participate in the regattas, continue or give up, on the basis of their capabilities and those of their crew, the strength of the wind, the state of the sea, the weather forecast and everything else that must be foreseen by a skilled sailor.
- 17.3 The Organizers, the RC, the PC and those who cooperate in the event, decline any and all responsibility for damages that people and / or things may suffer, both ashore and sailing, as a consequence of their participation in this regatta.

18 TRASH DISPOSAL

Recalling the RRS Basic Principle stating: "Participants are encouraged to minimize any negative environmental impact of the sport of sailing", we recommend the utmost attention to environmental protection during and after the event. In particular, attention is drawn to RRS 47 - Trash Disposal - which textually mentions: "Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification".

19 OTHER INFORMATION

Based on the chronological registration order, the OA will assign a limited amount of free charge parking places for vans and containers in Sorrento.



Circolo del Remo e della Vela Italia

www.tregolphisailingweek.com - info@tregolphisailingweek.com