



# **ROLEX MIDDLE SEA RACE**

## **2018**

### **SAILING INSTRUCTIONS**



ROYAL MALTA YACHT CLUB



# ROLEX MIDDLE SEA RACE

39<sup>th</sup> Edition - Saturday 20<sup>th</sup> October 2018

*2018 is the 50<sup>th</sup> anniversary of the first Middle Sea Race sailed in 1968*

**Royal Malta Yacht Club**



## SAILING INSTRUCTIONS

### 1. Rules

- 1.1 The Rolex Middle Sea Race 2018, the 39<sup>th</sup> Edition of the race, is organised by the Royal Malta Yacht Club with the support of the Royal Ocean Racing Club and under the auspices of the Maltese and Italian Sailing Federations. The Organising Authority referred to in these Sailing Instructions is the Royal Malta Yacht Club. The Rolex Middle Sea Race 2018 will be governed by the Notice of Race, by these Sailing Instructions including any appendices and amendments thereto, and except as may they be changed by these Sailing Instructions, by the following rules:
  - 1.1.1 The Rules as defined in the World Sailing Racing Rules of Sailing (RRS) 2017 – 2020
  - 1.1.2 The WS Offshore Special Regulations 2018 – 2019 for Category 2 Races (Monohulls & Multihulls).
  - 1.1.3 IRC Rules and Regulations 2018, parts A, B and C.
  - 1.1.4 ORC International and Club Rules and Regulations 2018.
  - 1.1.5 MOCRA Rules and Regulations 2018 for multihulls.
  - 1.1.6 The rules and regulations of any one design class.
  - 1.1.7 Between the times for sunset and sunrise, which for this event are defined as Sunset 18:00 hrs and Sunrise 07:40 hrs, the Rules of Part 2 of Racing Rules are replaced by the right of way rules of the International Regulations for the Prevention of Collisions at Sea. (IRPCAS).
  - 1.1.8 In the event of any conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions and any amendments thereto shall prevail. This changes RRS 63.7
- 1.2 English shall be the official language used throughout the race. If there is a conflict between languages the English text will prevail.

### 2 ADVERTISING

- 2.1 Boats displaying any advertising shall comply with WS Regulation 20 – Advertising Code, Category C.

- 2.2 Competitors may be required to display advertising for the event sponsor in accordance with WS Regulation 20.4.1.1. This may include self adhesive Rolex decals to be affixed on either side of the bow area, a Rolex battle flag to be displayed on the forestay while berthed in the Marina and a Rolex pennant to be flown off the backstay during the race.

### **3 ENTRIES**

- 3.1 Participating boats shall have fully completed their entry process and registered with the Organising Authority as outlined in the Notice of Race. They shall submit all the required documentation and signed declarations listed in the Notice of Race and have satisfied the requirements of safety of each category entered.

### **4 SAFETY REQUIREMENTS**

- 4.1 Participating boats shall fully satisfy the requirements of the WS Offshore Special Regulations 2018-2019 for category 2 races.
- 4.2 Boats shall be built to a standard that complies with the requirements of Section 3 of the WS Offshore Special Regulations 2018-2019.
- 4.3 Where it is not possible to demonstrate compliance with ISO 12217-2, a boat will be considered eligible if it has a SSS base value of at least 28 as stated in its IRC Certificate or a Stability Index of at least 110 as stated on its ORC Certificate. Boats participating in more than one Category need only satisfy one of these criteria.
- 4.4 The Person in Charge shall be required to complete and sign a declaration confirming that their boat is in compliance with the WS Offshore Special Regulations 2018-2019 for Category 2.
- 4.5 A harness and lifejacket shall be worn on deck between the hours of sunset and sunrise when, alone on deck, when reefed and when the weather situation warrants this. It is the responsibility of the Person in Charge to ensure that all crew comply with this.

### **5 Measurement and Rating Certificates**

- 5.1 Final and updated measurement and rating certificates applicable to the categories entered shall be submitted by the 5<sup>th</sup> October. The Owner and Person in Charge of each boat shall ensure that the certificate submitted is current and valid, that the boat conforms in all respects to this certificate and that the boat is sailed in conformity with its certificate during the race.
- 5.2 No applications for changes to rating certificates shall be allowed after the 12<sup>th</sup> October except to correct a genuine 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. A boat that has been accepted to enter a second Handicap Category as a late entry and does not have a rating certificate for that Handicap Category, may apply for a rating certificate for the second Handicap Category up to the 12<sup>th</sup> October. This changes RRS Rule 78.2.

### **6 INSPECTIONS**

- 6.1 Boats may be inspected for compliance with safety requirements as well as for compliance with their rating certificates. When so requested, boats shall be made available for inspection at their berth at an appointed time before the race. Further inspections may be made at random before starting and after finishing.

- 6.2 Any inspection that is carried out by any officer delegated by the Organising Authority shall not exonerate the Person in Charge of a boat from his responsibility to ensure that his boat complies fully with all safety and other requirements applicable to the race.

## 7 CATEGORIES AND CLASSES

- 7.1 **IRC Category** - Boats having a current and valid IRC rating certificate and a SSS Base Value of 28 or higher may enter in the IRC Category. This category shall be divided into six classes as follows:

IRC Class 1 - TCC greater than 1.400  
IRC Class 2 – TCC from 1.276 to 1.400  
IRC Class 3 – TCC from 1.176 to 1.275  
IRC Class 4 – TCC from 1.101 to 1.175  
IRC Class 5 – TCC from 1.051 to 1.100  
IRC Class 6 – TCC less than 1.051

- 7.2 **ORC/ORC Club Category** - Boats having a current and valid ORC (International or Club) rating certificate and a Stability index of 110 or higher may enter the ORC Category. This Category shall be divided into six classes as follows:

ORC Class 1 – GPH less than 450.1  
ORC Class 2 – GPH from 505.0 to 450.1  
ORC Class 3 – GPH from 545.0 to 505.1  
ORC Class 4 – GPH from 575.0 to 545.1  
ORC Class 5 – GPH from 600.0 to 575.1  
ORC Class 6 – GPH greater than 600

- 7.3 **Other Categories** - Subject to the participation of a sufficient number of entries, there may also be the following other categories or classes.

- 7.3.1 Double Handed Class for boats sailed by two people only, within the IRC Category. Boats in this class will also be scored in the Overall IRC Category.

- 7.3.2 Offshore One Design Classes for boats complying with one design rules for their class.

- 7.3.3 Multihull Category for multihulls having a current and valid MOCRA rating certificate.

- 7.4 The formation of any of the above categories or classes is subject to a minimum of four entries. However, should there be less than four entries in a particular class the Organising Authority reserves the right to include the entries in another class or, to form a class with less than four entries. The Organising Authority reserves the right to accept entries or classes that are not listed in this SI 7.

- 7.5 Monohulls may enter in more than one category.

- 7.6 Final information on the division of classes will be made available upon the completion of the registration of entries. Should the rating bands for the division of the IRC and ORC Categories into classes as given in 7.1 and 7.2 prove to be manifestly unsuitable to the composition of the fleet of entries, the Race Committee may adjust these bands as it deems appropriate.

## 8 NOTICES TO COMPETITORS

- 8.1 Notices to competitors will be posted on the Official Notice Board located at the Royal Malta Yacht Club.

## **9 CHANGES TO SAILING INSTRUCTIONS**

- 9.1 Any changes to the Sailing Instructions will be posted not later than 21:30 hrs. on Friday 19<sup>th</sup> October.

## **10 SIGNALS MADE ASHORE**

- 10.1 Signals made ashore will be displayed on the mast at the Royal Malta Yacht Club up to 120 minutes before the warning signal of the first start and after that they will be displayed on the mast at the Upper Barrakka Saluting Battery, Valletta.

## **11 SCHEDULE**

- 11.1 A technical and meteorological briefing will be held at the Grand Hotel Excelsior, on Friday, 19<sup>th</sup> October at 18.00hrs. to be attended by two members of the crew of each boat only. A weather forecast covering the race area and period will be prepared and presented by an Officer of a Meteorological Service.
- 11.2 The first start of the race is scheduled for Saturday 20<sup>th</sup> October at 11:00hrs. A time check will be given over VHF channel 72 at 10:40 hrs. There will be a sequence of starts with the warning signal for the first start scheduled to be given at 10:50hrs. All times shown in the sailing instructions are local (CET).

## **12 RACING PENNANTS**

- 12.1 Competing boats shall display the appropriate pennant provided by the Organising Authority according to their starting group, above the sponsor's race flag, on the port side backstay.

## **13 RACING AREA**

- 13.1 The racing area will be the waters of the Central Mediterranean extending from the island of Malta, around the island of Sicily, the Aeolian Islands, the Egadi Islands, and the islands Pantelleria and Lampedusa.

## **14 THE COURSE**

- 14.1 From the Start line laid in Grand Harbour, between a mast at the Saluting Battery in Valletta with an inner distance inflatable mark to be left to port, and a mark laid off Fort St. Angelo to be left to Starboard;
- To a yellow inflatable Rolex buoy (Mark 1) laid off the breakwater end at approximate position 35° 54.16' N, 14° 31.54' E, leaving it to Port,
  - To the yellow inflatable Rolex buoy (Mark 2) laid off St. Julians, at approximate position 35° 55.65' N, 14° 30.07' E, leaving it to Starboard,
  - The island of Sicily, leaving it to Port, following the Messina Straits Traffic Separation Scheme, - See appendix
  - The Aeolian Islands, including Strombolicchio, Stromboli, Panarea, Salina, Lipari, Vulcano, Filicudi, and Alicudi, all being left to Port,
  - Levanzo and Favignana being left to Port,
  - Marettimo being left to Starboard,
  - Pantelleria being left to Port,
  - Lampedusa being left to Port,
  - to the South Comino Channel, keeping Malta to starboard and the Islands of Gozo and Comino to port,

- to the finish line, between a Mast flying a Blue flag, on Couvre Port Manoel Island and a black and white board on the Valletta bastions opposite.

14.2 The length of the course is approximately 608 nautical miles.

## 15 MARKS

15.1 Marks 1 and 2 will be inflatable marks bearing the ROLEX logo.

15.2 The positions of the marks given in S114.1 are approximate. Any variation from these positions shall not be grounds for redress.

## 16 THE START

16.1 The Start will be in Grand Harbour from a line between a mast set up at the Saluting Battery and a Pin End mark laid off Fort St. Angelo. An inner distance mark will be laid on the Valletta side. Both the pin end of the line and the inner distance mark will be inflatable marks bearing the Rolex logo. Boats shall start leaving the inner distance mark to Port and the Pin End to Starboard..

16.2 The Race will be started using Rule 26 with the warning signal given 10 minutes before the starting signal. Times will be taken from the visual signals and the absence of a sound signal shall be disregarded.

Signal	Flag & Sound	Minutes To Start
Warning	Group flag + 1 sound (Gun)	10
Preparatory	Code Flag 'P' + 1 sound (Horn)	4
1 minute	Code Flag 'P' removed + 1 sound (Horn)	1
Starting	Group Flag removed + 1 sound (Gun)	0

16.3 The fleet will be divided into a number of starting groups depending on entries. The warning signal for each succeeding starting group will be made with or after the starting signal of the preceding group.

16.4 The division of the fleet into starting groups will be made after the closing date for the submission of entries. This information, together with the starting sequence and the warning signals for each starting group will be given during registration. Backstay pennants will be given to each Entrant in the colour of its starting group

16.5 If in the opinion of the Race Committee the conditions are such that it is manifestly unsafe for any of the boats entered to race, International Code Flag "D" will be displayed at the mast at the Royal Malta Yacht Club at 09.00hrs. International Code Flag "D" means, "The start is delayed indefinitely. Boats are to remain on their moorings." The warning signal will be made 120 minutes after Code Flag "D" is lowered.

## 17 RECALLS

17.1 Boats on the course side of the start line at their starting signal will be recalled in accordance with RRS 29.1. In addition, the Race Committee may attempt to call the OCS boat's sail number on VHF CH.72. Failure to transmit and/or receive will not be grounds for redress. This changes RRS 62.

17.2 A boat that is on course side of the start line at its starting signal shall return to start correctly and keep well clear of all other boats until it starts.

- 17.3 A boat observed on the course side at its starting signal, whether individually called over VHF or not, and that fails to return to start correctly, shall be given a 30% scoring penalty calculated in accordance with RRS 44.3(c). This changes RRS A.4.2

## 18 THE FINISH

- 18.1 The finish will be a Mast flying a blue flag on Couvre Port Manoel Island and a black and white board on the Valletta bastions opposite. Both Mast and Board will be illuminated at night.
- 18.2 Boats finishing at night are to identify themselves by calling Spinnaker on VHF Ch 72 and to illuminate their sail numbers on the Port side. Note that NO sound Signal indicating a finish will be made between 23:00hrs and 06:00hrs. Communication will be made over the VHF Ch 72.
- 18.3 In the event that severe weather conditions prevent boats from entering Marsamxett Harbour to finish, the Race Committee reserves the right to have all boats finish by crossing an alternative finish line in the South Comino Channel formed by the following coordinates: -  
Cirkewwa Point                    35° 59.50' N    14° 19.80' E  
Comino Island Point            36° 00.30' N    14° 19.50' E  
If the alternative finish line is being used, the Race Committee will make every effort to advise boats by VHF Channel 72 or other means, such as SMS to the registered mobile phone.
- 18.4 Whether the alternative finish line is being used or not boats are required to record their own time when crossing this line and to report this time on their post race declaration. A boat that fails to include this time in its declaration may not seek redress if the Race Committee fails to take this time or to identify the boat in the conditions that the alternative finish line is used.

## 19 TIME LIMIT

- 19.1 The Time Limit for all boats will be Saturday 27<sup>th</sup> October at 08:00hrs. No further finishers will be recorded after this time. This changes RRS 35.

## 20 RULE INFRINGEMENTS AND PENALTIES

- 20.1 The International Jury may impose any penalty it deems fit, which may also be no penalty, for an infringement of any instruction or rule which forms part of these Sailing Instructions. For an infringement of any rule of the RRS including a rule of part 2 the International Jury may apply a scoring or time penalty instead of disqualification as it considers appropriate.
- 20.2 Where the International Jury awards a Percentage scoring penalty this shall be computed as a percentage of the number of entries as listed in the List of Entries posted on the official notice board, to the nearest whole number (rounding 0.5 upwards) in each Category or Class.
- 20.3 A boat infringing in more than one incident shall receive a separate penalty for each incident.
- 20.4 Places will be determined after the imposition of penalties or the granting of redress. Boats shall be advanced to fill preceding places vacated by penalised boats. If two or more boats share the same placing after the application of penalties, the boat with the least or no penalties shall be placed above boats with greater penalties. This changes RRS 44.3 & RRS A7.
- 20.5 A boat that infringes a rule of Part 2 after its Preparatory Signal but before rounding Mark one may take a penalty as soon as possible after rounding Mark 1.
- 20.6 A breach of RRS 48.2 shall not be grounds for a protest by a boat. This changes RRS 60.1



## **21 RACE CONTROL**

- 21.1 Race Control shall be maintained and manned continuously for the duration of the race up to the official time limit of SI19.

## **22 PROTESTS AND REQUESTS FOR REDRESS**

- 22.1 In addition to the requirements of RRS 61.3 as amended in 21.2, boats intending to protest are to inform the Race Control by calling 'RACE CONTROL' on VHF CH.72 or telephone (+356) 2134 4178 or mobile phone (+356) 9925 4713, immediately after finishing.
- 22.2 Protests and Requests for Redress shall be written on standard forms, a copy of which is included in the skipper's pack and which are also available from the Race Office at the Royal Malta Yacht Club. Protests and Requests for Redress shall be lodged at the Race Control within three (3) hours after the protesting boat crosses the Finish Line. Boats finishing between 19:00hrs. and 07:00hrs. shall lodge their protest forms by 10.00hrs. This changes RRS 61.3.
- 22.3 The time Limit for lodging protests, and/or requests for redress for boats arriving after Friday 26<sup>th</sup> October at 19:00hrs, as well as for requests to reopen hearings held on Friday 26<sup>th</sup> October, shall be on Saturday 27<sup>th</sup> October at 09:00 hrs.
- 22.4 On Saturday 27<sup>th</sup> October a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day and no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 22.5 On Saturday 27<sup>th</sup> October, a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2
- 22.6 Protests will be heard in the order of receipt or as the International Jury may determine.
- 22.7 Protests concerning the eligibility of a boat shall be lodged at the Race Office at the Royal Malta Yacht Club by not later than Thursday 18<sup>th</sup> October at 12:00 hrs.

## **23 RETIREMENT**

- 23.1 Boats retiring from the race are to report their retirement and intentions thereafter, to Race Control as soon as possible. Once a boat has retired and reported this retirement, it may not thereafter resume racing, and she will be scored as DNF.

## **24 DECLARATION FORMS**

- 24.1 Persons in Charge are required to complete the race declaration form, supplied by the Organising Authority, recording the information on the race required in the form. as well as any relevant incident that may have occurred. A separate race declaration is to be signed by all the crew.
- 24.2 Declarations Forms are to be completed and handed in to Race Control at the Royal Malta Yacht Club within three (3) hours of crossing the Finish Line. Boats finishing between 19.00hrs and 07.00hrs are to lodge their Declaration Forms by 10.00hrs. Boats that finish after 19.00hrs. on Friday 26<sup>th</sup> October are to submit their Declaration Forms by 09:00hrs. on Saturday 28<sup>th</sup> October.

## **25 SCORING**

- 25.1 The Low Point Scoring System of RRS Appendix A shall apply. Overall results will be produced as well as class results with each class scored separately.
- 25.2 The IRC Category shall be scored on corrected time using the TCC time correction factor.
- 25.3 The ORC Category shall be scored on corrected time using Time on Time Offshore.
- 25.4 Multihulls shall be scored on corrected time using the MOCRA TCF.

## **26 RESULTS**

- 26.1 Provisional and final results will be displayed on the official notice board as soon as practicable following computation. Results will also be published on the official website.
- 26.2 During the race progressive or intermediate results may be published by the Race Committee. Such results are approximate, published solely for the interest of the general public and have no bearing on, nor affect the final results of the race. Progressive or intermediate results may not form the basis of a protest or constitute grounds for redress. This changes RRS.62.1.

## **27 COMMUNICATIONS**

- 27.1 Boats shall contact the Finish Line by calling 'Spinnaker' on VHF channel 72, on entering Marsamxett Harbour.
- 27.2 Boats shall permit the installation of satellite tracking devices supplied by the Organising Authority.
- 27.3 A boat may receive help from an outside source 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 any 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. This changes RRS Rule 41.c.
- 27.4 **All boats shall keep their AIS transponders switched on and transmitting at all times while racing.**

## **28 RENDERING ASSISTANCE**

- 28.1 A boat complying with RRS 1.1 – Helping those in Danger (except to itself or its own crew), which as a result sustains damage or depletes its stores, may accept outside assistance to make good the damage, equipment or stores. This changes RRS 41.

## **29 TEMPORARY DISCONTINUANCE FROM RACING**

- 29.1 After starting a boat may use its engine to assist with anchoring or berthing when taking shelter from extreme weather, when disembarking sick or injured crew who will take no further part in the race and who shall not be replaced, or when attempting repairs wholly on board. The facts and circumstances of the event shall be reported in the boat's race declaration. This changes RRS 45 and 47.

- 29.2 Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. No outside assistance shall be accepted by the boat or the crew other than as provided for in RRS 41.
- 29.3 If the boat continues to race it shall return to the position where it started its engine and continue to race from there.
- 29.4 For the purpose of this SI 29 a boat's elapsed time shall continue to accrue and be counted from the starting signal until it finishes.
- 29.5 The use of an engine in these circumstances is permitted as provided for under RRS 42.3(h).

### **30 USE OF ENGINE**

- 30.1 A boat that comes to the starting area under power and fails to stop using its engine to propel the boat before its preparatory signal shall do so before starting and shall exonerate itself after starting, by completing a one turn penalty under sail including one tack and one gybe.
- 30.2 When a boat is compelled to use its engine to avoid collision, or in a grave emergency it shall report all the facts in its race declaration. Except when it is shown at a hearing that the circumstances which led to the use of an engine were entirely outside the control of the boat and its crew and that no advantage was gained, the boat shall receive a time or scoring penalty or any other penalty the International Jury deems appropriate. See also Appendix 2 – The Strait of Messina.
- 30.3 The use of an engine in these circumstances is permitted as provided for under RRS 42.3(i).

### **31 MECHANICAL POWER**

- 31.1 For this race, the use of an autopilot and power winches is permitted. This changes RRS Rule 52 and ORC Rating Rule 316.

### **32 MOVEABLE BALLAST**

- 32.1 Only those boats whose rating certificates have been computed taking into consideration movable ballast are allowed to move this and only this ballast. This changes RRS 51.

### **33 SAIL LIMITATIONS**

- 33.1 In the IRC Category, Rule 11.2 applies and a boat may carry one more spinnaker than the number stated in their IRC certificate.
- 33.2 In the ORC Category, there shall be no limit on the number of rated headsails and spinnakers that may be carried in the race. This changes ORC Rating Rule 206. However, boats participating in both handicap Categories shall be limited to the sails declared in their IRC certificate as modified by SI 33.1.
- 33.3 A boat may not carry sails that they are not rated for and not allowed to use while racing. In particular, a boat rated under IRC with a single furling headsail and a storm jib with or without a heavy weather jib may not carry any other headsail. This changes IRC Rule 21.1.5 and 21.8.4.
- 33.4 A boat may carry one spare mainsail which may only be used while racing as a genuine replacement if during the race the mainsail the boat started the race with becomes damaged beyond repair and not for the purpose of improved performance. The first mainsail may not thereafter be repaired and re-used while racing. In the case that the spare mainsail is used the

substitution shall be declared in the boat's race declaration describing the circumstances and giving the reasons for its use. The Person in Charge may be required to produce the damaged mainsail for inspection by the Race Committee. This changes IRC Rule 21.1.5(e).

### **34 CREW**

- 34.1 In the IRC Category there shall be no limit on crew weight. Boats taking part in both ORC and IRC Categories shall remain limited to the crew weight stated on their ORC certificate. This changes IRC rule 22.4.2.”
- 34.2 Boats shall notify the Race Committee of any crew changes before the start of the race.

### **35 INTERNATIONAL JURY**

- 35.1 An International Jury will be appointed according to RRS Appendix N. The decisions of the Jury are final and not subject to appeal.

### **36 PRIZES**

- 36.1 A Rolex Timepiece will be awarded to the first monohull that finishes the race and to the overall winner on corrected time in the IRC Category.
- 36.2 It is also intended 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.
- 36.3 The Rolex Middle Sea Race Trophy will be awarded to the overall winner on corrected time of the IRC Category.
- 36.4 The Boccale del Mediterraneo Trophy will be awarded to the overall winner on corrected time of the ORC Category.
- 36.5 The RLR Trophy will be awarded to the first monohull boat across the line.
- 36.6 The John Ripard Trophy will be awarded to the monohull boat that breaks the course record established in 2007 by 'Rambler". The course record is 47hrs 55mins 3secs, over a distance of 606 nautical miles. The course record will be decided by taking the highest average speed over the particular course sailed and the John Ripard Trophy will be awarded if this average speed is greater than 12.63 knots established in 2007.
- 36.7 The FIV Trophy will be awarded to the first Italian Boat on corrected time in the ORC Division.
- 36.8 The Transport Malta Trophy will be awarded to the first Maltese boat with the shortest Elapsed Time.
- 36.9 The Malta Tourism Authority Trophy will be awarded to the first foreign boat with the shortest Elapsed Time.
- 36.10 The Arthur Podesta Trophy will be awarded to the first Maltese boat on corrected time in the IRC Category.
- 36.11 The Teddie Borg Trophy will be awarded to the first Maltese boat on corrected time in the ORC Category
- 36.12 The John Illingworth Trophy will be awarded to the first boat on corrected time in the Double Handed Division.

- 36.13 The Captain Morgan Trophy will be awarded to the first boat on corrected time in the Multihull Category.
- 36.14 The Italian Ambassador's Trophy may be awarded to a boat that is deemed to have performed an outstanding act of seamanship or sportsmanship.
- 36.15 The Swan Mediterranean Challenge Trophy will be awarded by Nautor to first Swan on corrected time in the IRC Category.
- 36.16 For the purposes of assigning the trophies listed above, other than the prizes being awarded for each class, each category will be considered as one class with overall results. The Royal Malta Yacht Club will retain possession of these main trophies and all winning entrants will be awarded keepsakes.
- 36.17 For the purpose of assigning the Transport Malta Trophy, the Malta Tourism Authority Trophy, the Arthur Podesta Trophy, the Teddy Borg Trophy and the FIV trophy, the Nationality of a boat will be the nationality of the entry.

### **37 RESPONSIBILITY**

- 37.1 Boat racing can be dangerous. All those taking part in the race do so at their own risk and responsibility. The Royal Malta Yacht Club and their representatives, and any other party involved with the organization of the Rolex Middle Sea Race disclaim any and all responsibility whatsoever for loss, damage, injury or inconvenience that might occur to persons and goods, both ashore and at sea as a consequence of participation in the event. The attention of owners and Persons in Charge is drawn to RRS Fundamental Rule 4: Decision to Race. "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and WS Offshore Special Regulation 1.02(a) which " ..... The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge....." in addition to the Owner's Responsibility and "Waiver of Liability" as stated on the entry form.
- 37.2 The owner, 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 owner and crew being excluded from future races and renders a boat liable to disqualification after a hearing.
- 37.3 No boat will be accepted as an entry unless its owner or his/her representative has before the start of the race signed the declarations required as part of the entry and registration process.
- 37.4 The attention of crew members is drawn to RRS 1.2 life-saving equipment...."Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions".
- 37.5 Each boat shall be responsible under RRS Fundamental Rule 4 to decide whether or not to start or to continue to race.
- 37.6 As part of the registration process, each owner, skipper and individual participating crewmember will be required to sign a declaration accepting the following disclaimer of liability:

I agree to be bound by World Sailing Racing Rules of Sailing (RRS) 2017/2020, by the Sailing Instructions, the Notice of Race and all other rules and regulations referred to in these documents. I agree that the sole and inescapable responsibility for the nautical qualities of any yacht participating in the Rolex Middle Sea Race 2018, her rigging, the safety equipment on board and the competence, behaviour and dress of her crew is that of the Owner/Charterer 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 ROYAL MALTA YACHT CLUB, , their servants,

agents and sponsors (in particular but not only ROLEX S.A. and affiliated companies) and their representatives in respect of any claim arising therefrom.

I am acquainted with RRS Part 1 Fundamental Rule 4: "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 ROYAL MALTA YACHT CLUB, their servants, agents and sponsors (in particular but not only ROLEX S.A. and affiliated companies) 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.

## **38 PHOTOGRAPHS AND TV RIGHTS**

38.1 Competitors give absolute right and permission for any photograph and video footage taken of themselves or the yacht they are sailing during the event, to be published in any media whatsoever, for either editorial or advertising purposes or to be used in press information.

38.2 As part of the registration process, each owner, Person in Charge and individual participating crewmember will be required to sign a declaration accepting the following media release and waiver of rights:

Competitors and crew members on the competing yachts grant, at no cost, the ROYAL MALTA YACHT CLUB, ROLEX S.A. and affiliated companies the absolute right and permission to use their name, voice, image, likeness, biographical material as well as representations of the boats in any media (being television, print and internet media), including video footage, for the sole purposes of advertising, promoting, reporting and disseminating information regarding the ROLEX MIDDLE SEA RACE ("the race") and the competitors and crew members' participation in the race.

Competitors and crew members on the competing yachts also grant, at no cost, ROLEX S.A. and affiliated companies, the absolute right and permission to use their name, image, likeness, biographical material as well as representations of the boats in magazines edited by ROLEX S.A.

38.3 Competitors and crew members' name, voice, image, likeness and biographical material shall not be used by ROLEX S.A. and affiliated companies in a way which constitutes an endorsement of ROLEX's products by said Competitors and crew members, unless the relevant competitor or crew member is engaged by ROLEX S.A. or affiliated companies to endorse ROLEX's products or gives his/her prior written consent to such use.

## **39 INSURANCE**

39.1 Each participating boat shall be insured with adequate valid third party liability insurance valid while racing.

# ROLEX MIDDLE SEA RACE 2018

## APPENDIX TO SAILING INSTRUCTIONS – 1.

### COMMUNICATIONS

#### 1 RACE OFFICE

- 1.1 The Official Race Office is to be located at the ROYAL MALTA YACHT CLUB on Ta' Xbiex Seafront. All enquiries about the Race are to be directed to this office, or to the Race Officials indicated below.
- 1.2 For the convenience of racers, an Information Office will be installed at the Marina. This office will be there to provide information and assistance to competitors.

#### 2 TIMES

- 2.1 All times are local. Local summer time (GMT + 2) ends on Sunday 28<sup>th</sup> October at 03:00hrs when clocks will be put back 1 hour to local wintertime (GMT + 1).

#### 3 BRIEFING

- 3.1 A technical and meteorological briefing will be held at the Grand Hotel Excelsior, Floriana, on Friday, 19<sup>th</sup> October at 18:00hrs. to be attended by two members of the crew of each boat only. A weather forecast covering the race area and period will be prepared and presented by an Officer of a Meteorological Service.

#### 4 RACE CONTROL

- 4.1 The race will be monitored throughout its duration. Race control will start 1 hour before the start of the Race and will be manned throughout the race until the end of the official race time limit on Saturday 27<sup>th</sup> October at 08:00hrs, or until the last boat finishes, whichever is earlier.
- 4.2 Race Control will maintain watch on VHF channel 72 and will operate under the call sign '**RACE CONTROL**'. This channel or mobile No. **(00356) 9925 4713** or Telephone (00356) 21 344178 are to be used for all communications between yachts and race control.
- 4.3 The FINISH LINE will maintain a continuous 24 hour watch on VHF Ch 72, 'SPINNAKER' as from 09:00 hrs on Monday 22<sup>nd</sup> October, until all yachts have finished or the official time limit on Saturday 27<sup>th</sup> October.

When communicating with Race Control by mobile phone, SMS, it is important to indicate the YACHT'S RACE NAME & SAIL NUMBER.

It is requested that all entrants send the following text message to Race Control on +356 9925 4713 before the race. "This is Sail No xxxxx Race Name xxxxxxx, Number of persons on board xx"

#### 5 REPORTING

- 5.1 Boats shall contact the Finish Line by calling 'Race Control' on VHF channel 72, or by mobile

phone +356 9925 4713, when 2 miles from Marsamxett Harbour..

- 5.2 When approaching the Finish Line, boats are to contact 'SPINNAKER', by VHF Ch 72, to help identify themselves as they **finish**.

## 6 COMMUNICATION DATA

### 6.1 Race Organisation

- 6.1.1 RMYC Club Office : Tel: (00356) 21 333109  
(00356) 21 318417  
e-mail: info@rmyc.org
- 6.1.2 Race Office Registration Tel: (00356) 21 344176  
RMYC Marina Office: Tel: (00356) 21 344152  
Marina di Valletta Office: Mob: (00356) 7944 4013  
Mob: (00356) 7944 2122
- 6.1.3 Grand Harbour Marina Office: Tel: (00356) 21 800700  
Mob: (00356) 79 800700
- 6.1.4 Grand Hotel Excelsior Tel: (00356) 21 250520  
(RMYC Contact) Tel: (00356) 7944 6660
- 6.1.5 Race Control (During the Race):  
RMYC Tel: (00356) 21 344178  
Mob: (00356) 9925 4713  
e-mail: racecontrol@rolexmiddlesearace.com
- 6.1.6 Commodore RMYC (Organising Authority)  
Godwin Zammit Mob: (00356) 9949 2548
- 6.1.7 Principal Race Officer  
Peter Dimech (IRO) Mob: (00356) 9950 3126
- 6.1.8 Scrutineering  
Albert Bonnici Mob: (00356) 7961 8277

### 6.2 Port Control

- 6.2.1 The ports are controlled by the Transport Malta and this authority maintains a continuous listening watch on Ports **Vessel Traffic System** Vhf Ch: 12 & 16, Tel.(00356) 22914651. Boats should advise Valletta Port Control when entering or leaving Grand Harbour.

### 6.3 Search And Rescue

- 6.3.1 The Armed Forces of Malta are responsible for Search and Rescue operations from Malta and maintain a continuous listening watch.

#### RCC Malta

**Tel: 00356 2249 4202 or 00356 112 (national emergency number). In the case of the latter, the caller will connect to the central police switchboard and should then ask to be passed to the AFM.**

**Fax: 00356 21 809860**

**email: [rccmalta@gov.mt](mailto:rccmalta@gov.mt)**

The RCC is manned 24hrs a day to handle all forms of maritime SAR.



**Malta Radio**  
**National Coast Radio Station**  
**Tel: 00356 2249 4202**  
**Fax: 00356 21 809860**  
**Email: [rccmalta@gov.mt](mailto:rccmalta@gov.mt)**

Listening watch 24/7 on VHF Channel 16, MF 2182kHz,  
 Ch70 and 2187.5kHz DSC  
 Working channels are VHF Channel 04 and MF 2625kHz

NAVTEX Transmissions at the following times (all times UTC):  
 02:20; 06:20\*; 10:20; 14:20; 18:20\*; 22:20

\*broadcast includes weather forecast as well as NAVAREA III warnings.

Voice transmissions (announced on VHF Ch16 and MF 2182kHz then broadcast on working channels) at the following times (all times UTC):

06:03; 10:03\*; 16:03\*; 21:03\*

\*broadcast includes weather forecast as well as NAVAREA III warnings.

Malta Radio also offers a Medical Advice Service which will allow a vessel to be patched through to a doctor.

**Malta VTS**  
**Coastal Vessel Traffic Service**  
**Tel: 00356 2291 4491**  
**Fax: 00356 21 809860**  
**Email: [rccmalta@gov.mt](mailto:rccmalta@gov.mt)**

Radio watch VHF Channel 16  
 Working channel VHF Channel 12

- 6.3.2** The **Maritime Rescue Coordination Centre in Rome** is responsible for co-coordinating Search and Rescue operations within Italian Waters and liaising with RCC's of other nations. A network of Coast Radio Stations maintains continuous listening watch on international distress frequencies.

**Italian MRCC : Tel. 0039 065923569**

**6.4 Italian Radio Stations**

- 6.4.1** There are several TELECOM Coast Radio Stations on the Sicilian mainland and adjacent smaller islands. These stations are all monitored by PALERMO RADIO which is manned 24 hours keeping continuous watch on VHF Ch. 16 and 2182 KHz. Palermo Radio operators are fluent in English. Palermo Radio can also be contacted on Tel. 0039 091 532828.

**6.4.2 Italian Main Coast Guard Stations**

Station	Telephone Nos.
In Sicily (anticlockwise starting from SE):	
Pozzallo	0039 0932 953327
Siracusa	0039 0931 481011
Augusta	0039 0931 525501
Catania	0039 095 7474111
Messina	0039 090 344444
Lipari	0039 090 9880819
Milazzo	0039 090 9281110
Termini Imerese	0039 091 8141007
Palermo	0039 091 6043111
Trapani	0039 0923 543911

Mazara del Vallo	0039 0923 946388
Porto Empedocle	0039 0922 531811
Pantelleria	0039 0923 911027
Lampedusa	0039 0922 970141

In SW Calabria (from S to N)	
Reggio Calabria	0039 0965 656111
Gioia Tauro	0039 0966 562911
Vibo Valenzia	0039 0963 5739201

The above stations are manned 24 hours and should be called in the event of emergencies or if requiring any kind of assistance or nautical information. Establish initial contact with the closest station on VHF Channel 16. A working channel will be given by the station once initial contact is made. If unable to establish radio contact, you can call the station by telephone (numbers above). The radio and telephone operators of the above stations may not be fluent in English. You might also contact the Coast Guard Operation Centre in Rome by telephone (free number 0039 1530). The centre will connect you to the appropriate station.

## 6.5 Weather Forecasts

### 6.5.1 Valletta Port Control

Local weather forecast for range 50 miles on VHF channel 11  
 Winter time : 09:03, 13:03, 19:03, 00:03. CET  
 Summer time : 08:03, 12:03, 18:03, 23:03 CET

### 6.5.2 Malta Radio (National Coast Radio Station)

Local weather forecast for range 50 miles on VHF channel 04  
 Winter time : 07:03, 11:03, 17:03, 22:03. CET  
 Summer time : 08:03, 12:03, 18:03, 23:03. CET

### 6.5.3 Mediterranean Weather

The weather forecast for the Mediterranean, updated four times a day by the Italian Coast Guard, is broadcasted continuously in Italian and English languages on VHF Channel 68.

## 7 Media & Public Interest/Story of the Race

To maintain coverage of the Rolex Middle Sea Race while it is on send as many reports from your boats as possible DURING the race. A system is in place to publish your story including pictures on the event website. If you wish to contribute to the Story of the Race please phone or send text/emails from the course to the Rolex Middle Sea Race Media Centre on **(00356) 21 340357**; or Maria Vella Galea at: [PR@myc.org](mailto:PR@myc.org) or Louay Habib : [louayhabib@gmail.com](mailto:louayhabib@gmail.com) .

# ROLEX MIDDLE SEA RACE 2018

## APPENDIX TO SAILING INSTRUCTIONS - 2

### The Strait of Messina

#### General

The Strait of Messina is a narrow stretch of sea with dense sea traffic. In addition to the commercial traffic through the Strait, which is subject to the traffic separation scheme (south bound lane to the west and north bound lane to the east), there is the heavy ferry traffic between the Italian mainland and Sicily, which crosses at approximately right angles to the above mentioned lanes, joining the ports of Reggio Calabria and Villa San Giovanni with the port of Messina. Tidal currents flow through the Strait of Messina. The Messina Traffic Separation Scheme is defined in the extract from the official regulation included in this appendix.

#### Vessel Traffic Service (VTS) Station

A Coast Guard VTS Station, located on the hills overlooking Messina, has recently reached full operational status and monitors continuously the traffic in the straits. If necessary, boats can contact the Station by VHF radio on channels 16 or 10, calling "Messina Traffic" or by telephone (00 39 09041711).

#### Compliance with instructions of Italian Coast Guard

In little or no wind conditions, boats may be becalmed or making little or no headway because of the tide while in sensitive areas, like the approaches to the ferry terminals of Villa San Giovanni and Reggio Calabria on the Calabria coast or those of Messina (situated in the port of Messina itself and on the coast, about one nautical mile north and about four nautical miles south of the port of Messina) on the Sicilian coast. In exceptional circumstances, particularly at night, if the situation is considered sufficiently hazardous, a boat may be approached by Italian Coast Guard patrol craft and directed to start its engine to motor out of that particular area.

The Coast Guard officials on board the patrol craft will specify how far and in what direction the boat is required to motor to clear the sensitive area. They will note the boat's name, its sail number and monitor that it complies with the instructions received. A detailed report will be forwarded to the Royal Malta Yacht Club by the Coast Guard Command.

Competitors involved in such incidents shall comply with the instructions received, take note of the following data and report them on their declaration form:

- side number of patrol craft and instruction received,
- position and time when starting their engines,
- position and time when shutting them off,
- weather conditions (wind, tide, visibility, etc.),
- any other relevant information.

It is a requirement that a continuous watch on VHF channel 16 be kept at all times while navigating the Strait of Messina.

THE MINISTER OF INFRASTRUCTURE AND TRANSPORT

approved the following regulation:

...Omissis...

**Article 6**

**Traffic separation scheme in the Strait of Messina**

1. The navigation in the Strait of Messina, both bound in north-south and east-west directions, is regulated by a traffic separation scheme defined by the areas in detail identified by the geographical coordinates listed in Annex 1, and reported in the State official cartography published by the Navy Hydrographic Institute.
2. The traffic separation scheme referred to in paragraph 1 enters into force six months after the statement to the International Maritime Organization (I.M.O.), carried out by the Ministry of Foreign Affairs under the existing international conventions to which Italy is a party.

... Omissis...

## ANNEX 1

### to Ministerial Decree n. 128 dated June 23<sup>rd</sup> 2008

Strait of Messina

(Cartography of reference: Chart n. 138 - ed. 2007, WGS 84 datum)

Description of the traffic separation scheme

The traffic separation scheme of the Strait of Messina is made up of three sectors (north, centre and south).

Sector north consists of:

(a) A precautionary area N.1, included in a semicircular area with a range of 1.3 nautical miles centered in the point with coordinates 38° 17,040' N - 015° 41,480' E and connected with the northern limits of the traffic separation scheme.

(b) A 300 metres wide zone of separation, joining the following points with coordinates:

- (1) 38° 16,676' N - 15° 41,186' E;
- (2) 38° 15,797' N - 15° 40,770' E;
- (3) 38° 14,242' N - 15° 36,556' E;
- (4) 38° 13,464' N - 15° 36,437' E;
- (5) 38° 13,545' N - 15° 36,656' E;
- (6) 38° 14,133' N - 15° 36,747' E;
- (7) 38° 15,678' N - 15° 40,933' E;
- (8) 38° 16,623' N - 15° 41,381' E.

(c) A traffic lane for traffic directed to North (indicative routes: 065° - 020°), between the zone of separation and the separation line joining the following points with coordinates:

- (9) 38° 13,840' N - 015° 37,450' E;

(10) 38° 15,540' N - 015° 42,000' E;

(11) 38° 16,240' N - 015° 42,800' E.

(d) A traffic lane for traffic directed to South (indicative routes: 200° - 245° - 190°), between the zone of separation and the separation line joining the following points with coordinates:

(12) 38° 17,040' N - 015° 39,850' E;

(13) 38° 15,940' N - 015° 39,850' E;

(14) 38° 14,540' N - 015° 35,950' E;

(15) 38° 13,140' N - 015° 35,550' E.

(e) A precautionary area N.2 (West) between the sectors north and south of the traffic separation scheme, from Sicily's coastline to a line joining the following points with coordinates:

(16) 38° 13,070' N - 015° 34,080' E;

(15) 38° 13,140' N - 015° 35,550' E;

(17) 38° 11,840' N - 015° 35,100' E;

(18) 38° 11,830' N - 015° 34,360' E.

(f) A precautionary area N.3 (East) between the sectors north and south of the traffic separation scheme, from Calabria's coastline to a line joining the following points with coordinates:

(19) 38° 13,840' N - 015° 38,120' E;

(9) 38° 13,840' N - 015° 37,450' E;

(20) 38° 12,610' N - 015° 37,450' E;

(21) 38° 12,610' N - 015° 38,030' E.

(g) A roundabout centered in the point with coordinates 38° 12,680' N - 15° 36,400' E, with a range of 250 metres (Ø 500 metres).

Sector South consists of:

(h) A 300 metres wide zone of separation, joining the following points with coordinates:

(22) 38° 11,833' N - 015° 36,147' E;

(23) 38° 08,938' N - 015° 35,698' E;

(24) 38° 08,938' N - 015° 35,905' E;

(25) 38° 11,833' N - 015° 36,354' E.

(i) A traffic lane for traffic directed to North (indicative route: 005°), between the zone of separation and the separation line joining the following points with coordinates:

(26) 38° 08,940' N - 015° 38,350' E;

(27) 38° 10,840' N - 015° 37,450' E;

(20) 38° 12,610' N - 015° 37,450' E;

(l) A traffic lane for traffic directed to South (indicative route: 190°), between the zone of separation and the separation line joining the following points with coordinates:

(17) 38° 11,840' N - 015° 35,100' E;

(28) 38° 10,840' N - 015° 34,800' E;

(29) 38° 08,940' N - 015° 33,350' E.

(m) A precautionary area N.4 located south of the southern part of the traffic separation scheme, between the opposite coasts of Sicily and Calabria and latitudes 38° 08,940' N and 38° 06,940' N.

#### Coastal traffic areas

The areas are included between the coastline and the outer limits of traffic lanes, as follows.

##### Coastal traffic area A:

Area included between the traffic lane directed to South (traffic separation scheme - Sector north) and the coast of Sicily, defined northwards by the line joining the point (30) with coordinates 38° 16,120' N - 15° 39,150' E and the point (13) south of the precautionary area N.2.

##### Coastal traffic area B:

Area included between the traffic lane directed to South (traffic separation scheme - Sector south) and the coast of Sicily, defined northwards by the precautionary area N.2 and southwards by the precautionary area N.4.

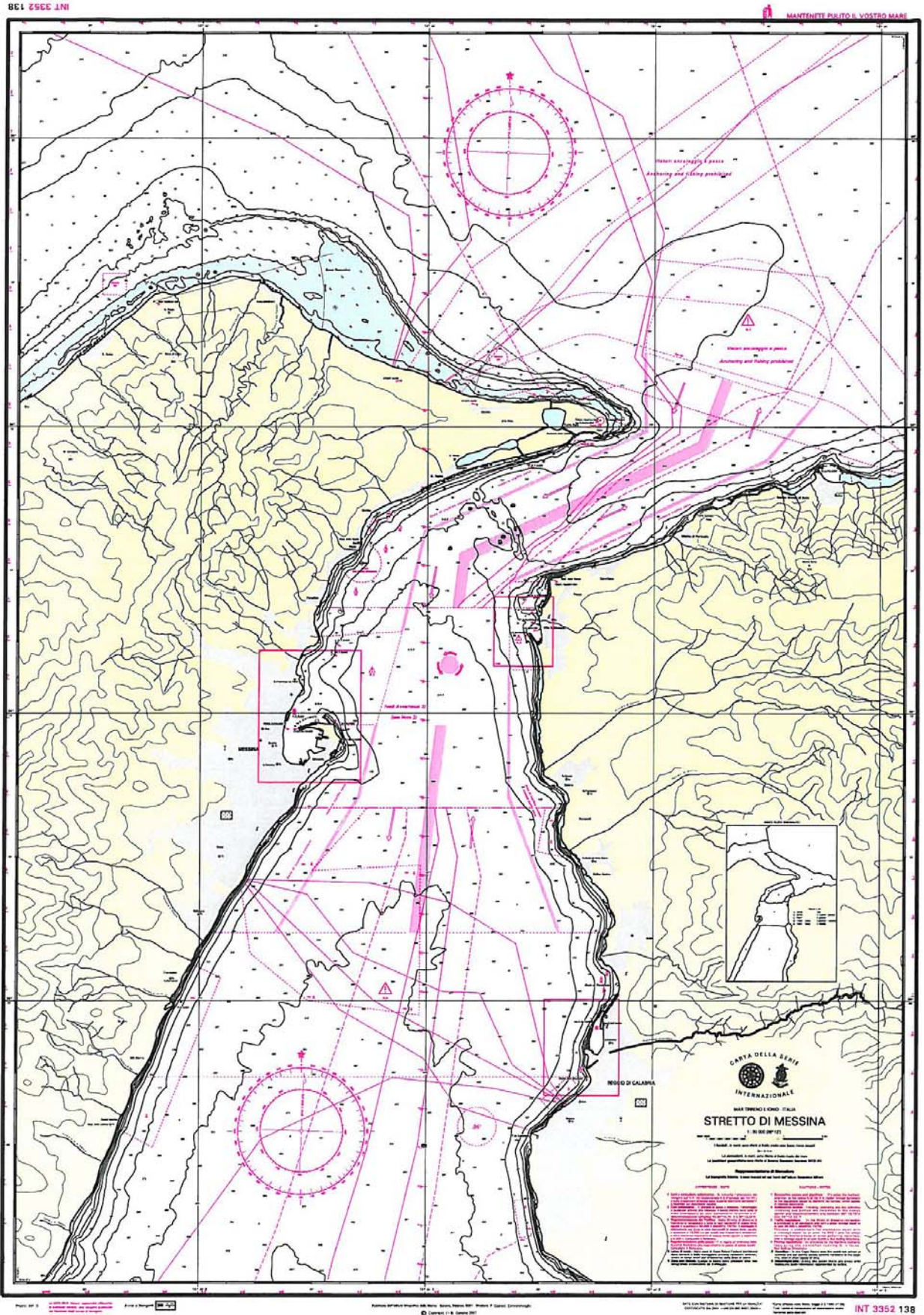
Coastal traffic area C:

Area included between the traffic lane directed to North (traffic separation scheme - Sector south) and the coast of Calabria, defined northwards by the precautionary area N.3 and southwards by the precautionary area N.4.

Coastal traffic area D:

Area included between the traffic lane directed to North (traffic separation scheme - Sector north) and the coast of Calabria, defined northwards by the line joining the point (10) and the point (31) with coordinates  $38^{\circ} 15,180' N - 015^{\circ} 42,130' E$  and southwards by the precautionary area N.3.

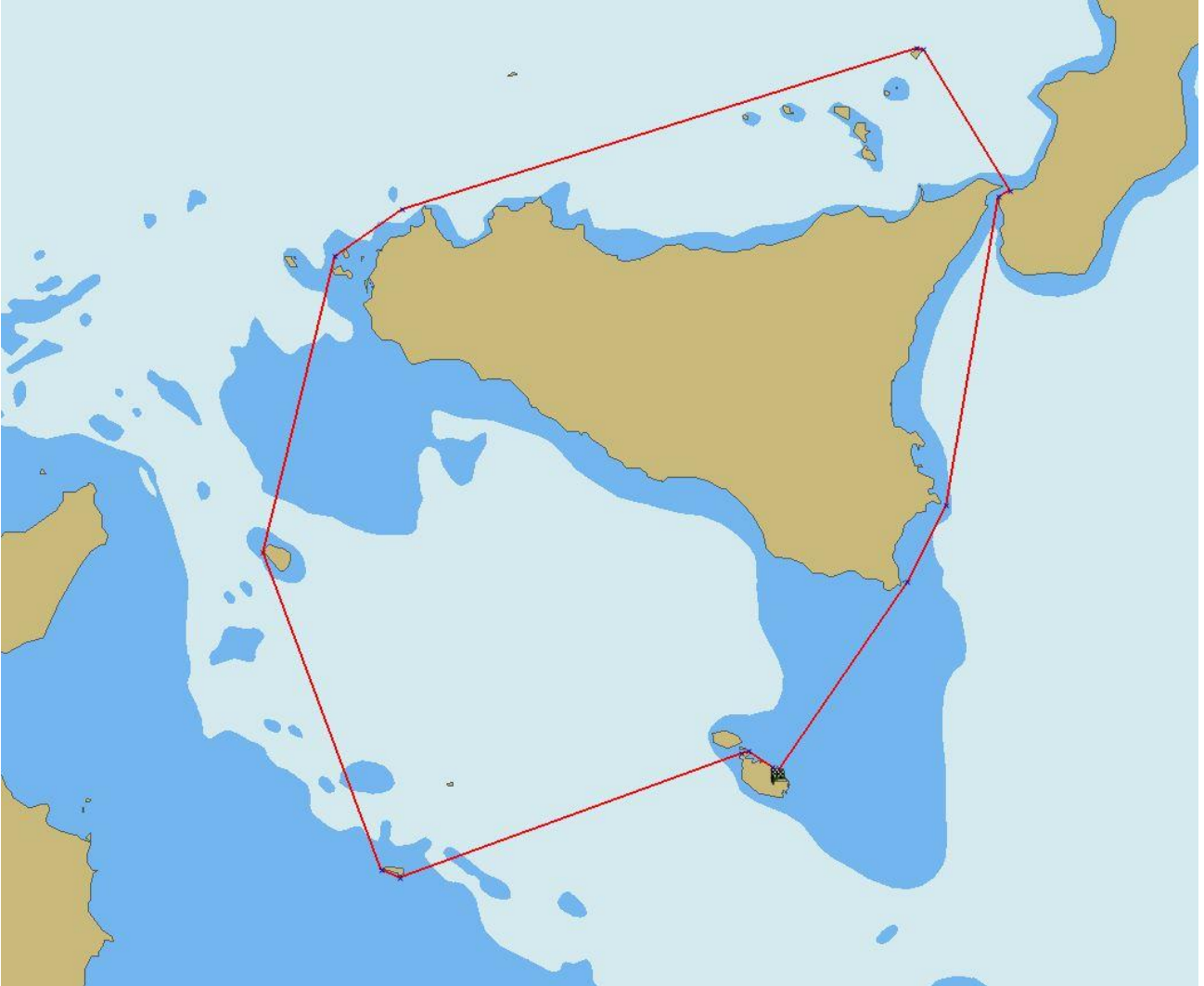




# ROLEX MIDDLE SEA RACE 2018

## APPENDIX TO SAILING INSTRUCTIONS - 3

### Course Map



## Start and Finish



**Course:** (for full details refer to sailing instructions)

Start Grand Harbour

Mark 1 to Port

Mark 2 to Starboard

Sicily to Port

Strombolicchio and all Aeolian Islands to Port

Levanzo and Favignana to Port, Marettimo to Starboard

Pantalleria to Port

Lampedusa to Port

South Comino channel, Comino to Port, Malta to Starboard

Finish Marsamxett Harbour

Notes.