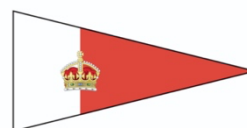




ROLEX MIDDLE SEA RACE

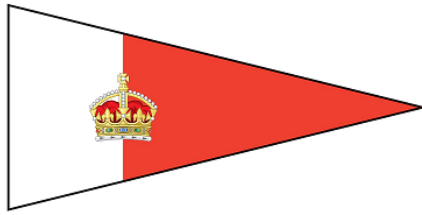
2020

SAILING INSTRUCTIONS



ROYAL MALTA YACHT CLUB

ROLEX MIDDLE SEA RACE



Royal Malta Yacht Club

The 41st Edition of the Rolex Middle Sea 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.

1. Rules

- 1.1 The Rolex Middle Sea Race 2020 will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) 2017 – 2020
- 1.2 The WS Offshore Special Regulations 2020-2021 for Category 2 Races (Monohulls & Multihulls).
- 1.3 IRC Rules and Regulations 2020, parts A, B and C.
- 1.4 ORC Rating Systems 2020.
- 1.5 MOCRA Rules and Regulations 2020 for multihulls.
- 1.6 The rules and regulations of any one design class.
- 1.7 No National Authority Prescriptions apply.
- 1.8 Between the times for sunset and sunrise, which for this event are defined as Sunset 1800hrs and Sunrise 0740hrs, the Rules of Part 2 of the RRS are replaced by the right of way rules of the International Regulations for Preventing Collisions at Sea. (IRPCAS).
- 1.9 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
- 1.10 English will be the official language used throughout the race. If there is a conflict between languages the English text will prevail.

2 ADVERTISING

- 2.1 Competitors are required to display advertising for the event sponsor in accordance with WS Regulation 20.4.1.1. Supplied Pennants and Flags include: the Rolex pennant to be flown beneath the Start Group pennant from the backstay, during the race and a Rolex battle flag is to be displayed on the forestay while berthed.

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** Boats shall be built to a standard that complies with the requirements of Section 3 of the WS Offshore Special Regulations 2020-2021.
- 4.2** Where it is not possible to demonstrate compliance with ISO 12217-2, a boat will be considered eligible if it has an 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.
- 4.3** The Person in Charge is required to complete and sign a declaration confirming that their boat is in compliance with the WS Offshore Special Regulations 2020-2021 for Category 2.
- 4.4** 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 25th September, 2020. The 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 will be allowed after the 2nd October, 2020 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 2nd October, 2020. *This changes RRS 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 will 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 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 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 SI 7.1 and SI 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 virtual Official Notice Board, (ONB) on the <https://rolexmiddlesearace.com/race/documents> and will be replicated at the Royal Malta Yacht Club. In the event of a conflict the virtual ONB will prevail.

9 CHANGES TO SAILING INSTRUCTIONS

- 9.1** Any changes to the Sailing Instructions will be posted not later than 2130hrs. on Friday 16th October, 2020.

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 a mast at the Upper Barrakka Saluting Battery, Valletta.

11 SCHEDULE

- 11.1** A technical and meteorological briefing will be broadcast via a live video link, as communicated to all participants, on Friday, 16th October at 1800hrs. A weather forecast covering the race area and period will be prepared and presented over the same link, by an Officer of the Italian Air force Meteorological Service.
- 11.2** The first start of the race is scheduled for Saturday 17th October at 1100hrs. A time check will be given over VHF channel 72 at 1040hrs. There will be a sequence of starts with the warning signal for the first start scheduled to be given at 1050hrs. All times shown in the sailing instructions are local (UTC +2).

12 RACING PENNANTS

- 12.1** Competing boats shall display the appropriate class pennant provided by the Organising Authority according to their starting group, ABOVE the Rolex pennant, on the backstay, on PORT side in the case of twin backstays.

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, displaying a Rolex flag, at the Saluting Battery below the Upper Barrakka in Valletta and an outer distance inflatable buoy laid off Fort St. Angelo to be left to Starboard. There may be an inner distance inflatable buoy laid off the Valletta quayside which to be left to Port at the start.
- To an inflatable Rolex buoy (Mark 1) laid off the outer breakwater end at approximate position 35° 54.16' N, 14° 31.54' E, leaving it to Port,
 - To an 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,
 - 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 Valletta Harbour fairway buoy at approximate position 35° 54.75' N, 14° 32.51' E, leaving it to Starboard and on to the finish line just inside the entrance to Marsamxett Harbour.

14.2 Attention is drawn to the following restricted areas to be complied with -

14.2.1 The Messina Traffic Separation Scheme. See Appendix 2.

14.2.2 The Stromboli exclusion zone. See Appendix 3.

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

14.3 Other Rolex buoys may be laid in Grand and Marsamxett Harbours for promotional purposes. They are not part of the course.

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 SI 14.1 are approximate. Any variation from these positions will not be grounds for redress. *This changes RRS 62.1(a)*

16 THE START

16.1 The Start will be in Grand Harbour, between a mast, displaying a Rolex battle flag, at the Saluting Battery below the Upper Barrakka in Valletta and the course side of an outer distance inflatable buoy laid off Fort St. Angelo to be left to Starboard. There will be an inner distance inflatable buoy laid off the Valletta quayside which is to be left to Port.

16.2 The Race will be started using Rule 26 with the warning signal given 10 minutes before the starting signal. Times shall 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 (Colour) displayed with 1 sound (Gun)	10
Preparatory	Code Flag 'P' displayed with 1 sound (Horn)	4
1 minute	Code Flag 'P' removed with 1 long sound (Horn)	1
Starting	Group Flag removed with 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 the starting signal of the preceding group.

16.4 Starting groups will be according to Class. With Class 6 starting first, The MOCRA class will start last. 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 0900hrs. International Code Flag "D" means, "All starts are delayed indefinitely. Boats are to remain on their moorings." The first warning signal will be made 120 minutes after Code Flag "D" is lowered.

17 RECALLS

17.1 The Race Committee may attempt to call an OCS boat's sail number on VHF Channel 72. Failure to transmit and/or receive will not be grounds for redress. *This changes Rule 62.1(a)*.

17.2 17.2 When, having been on the pre-start side of the starting line after her preparatory signal and having crossed the starting line, a boat is on the course side of the starting line at her starting signal and fails to start correctly, she is not required to do so and will receive a 30% scoring penalty, calculated in accordance with RRS 44.3(c), without a hearing. If, despite receiving the penalty, she

gained an advantage in the race, she shall be disqualified without a hearing. In addition, the first sentence of RRS 28.2, 'to start' is replaced by 'to cross it'. This changes *RRS 28, A4.2 and A5*.

18 THE FINISH

- 18.1** The Finish will be just inside the entrance to Marsamxett Harbour across a line between a mast, displaying a Rolex battle flag, set up on the corner of the Valletta bastions, at approximately 35° 54.14' N, 014° 30.81' E to a Mast, displaying a Rolex battle flag, on Tigne' point at approximately 35° 54.37' N, 014° 30.80' E.
- 18.2** Boats approaching the finish line are to identify themselves by calling 'Spinnaker' on VHF Channel 72. In darkness they are to illuminate their sail numbers. Note that **no sound signal** indicating a finish will be made between 2300hrs and 0600hrs. Communication will be made over the VHF Channel 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 the line described in 18.3 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. *This changes RRS 60.1(b)*

19 TIME LIMIT

- 19.1** The Time Limit for all boats will be Friday 23th October, 2020 at 1800hrs. No further finishers will be recorded after this time. *This changes RRS 35 and A5*.

20 RULE INFRINGEMENTS AND PENALTIES

- 20.1** The penalty for breaking a rule, including a rule of Parts 1 and 2 of the RRS, is at the discretion of the International Jury. Decisions of the International Jury will be final as provided in RRS 70.5.
- 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 will receive a separate penalty for each incident.
- 20.4** Places will be determined after the imposition of penalties or the granting of redress. Boats will 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 will be placed above boats with greater penalties. *This changes RRS 44.3 & RRS A7*.
- 20.5** A boat that intends to take a One-turn or Two-turns penalty in accordance with RRS44.1 due to an incident before rounding Mark 1, may delay taking the penalty until after she has rounded Mark 1. She shall then take the penalty in accordance with RRS 44.2. *This changes RRS 44.2*.

- 20.6** A breach of RRS 48.2 shall not be grounds for a protest by a boat. A report by the Italian Coast Guard that a boat has broken RRS 48.2 will result in the boat being disqualified without a hearing. *This changes RRS 60.1 and A5.*
- 20.7** When SI 1.8 applies, the Scoring Penalty, RRS 44.3, applies and replaces the One-Turn and Two-Turns Penalty. Penalties taken shall be noted on the Declaration Form.

21 RACE CONTROL

- 21.1** Race Control will be maintained and manned continuously for the duration of the race up to the official time limit of SI 19.

22 PROTESTS AND REQUESTS FOR REDRESS

Due to COVID-19 the jury will be remote from the RMYC this year. Protests and requests for redress will be managed electronically, and hearings will be held by video conference, with parties and witnesses using their own devices where possible (tablets or laptops preferred to phones due to screen size).

There will be a Jury Secretary at the RMYC, Claudia Villani, who will facilitate the process at the club, be the point contact for boats, and be available for help. Claudia can be contacted on claudia@rmyc.org or +356 21 333109. The video conference system to be used is Zoom, which can be downloaded at <https://zoom.us/>.

- 22.1** A boat intending to protest or request redress shall inform Race Control, by calling 'RACE CONTROL' on VHF Channel 72, by telephone on (+356) 21310341, or by mobile phone or SMS on (+356) 7902 8442, as soon as reasonably possible after finishing or retiring.
- 22.2** Protests and requests for redress shall be submitted by email to the Jury Secretary (*this changes RRS 61.3 and 62.2*) within the appropriate time limit.
- 22.3** A protest shall be in accordance with RRS 61.2 – as a minimum it shall identify the incident; the protestor and protestee shall be identified in writing at any time before the hearing, and other requirements of RRS 61.2 may be met before or during the hearing. A request for redress shall be in accordance with RRS 62.2 – it shall identify the reason for making it.
- 22.4** The protest time limit is three hours after a boat finishes or retires, unless the boat finishes or retires between 1900hrs and 0700hrs, in which case the protest time limit is 1000hrs.
- 22.5** 22.5 Notices will be posted on the virtual Official Notice Board (ONB) to inform competitors of hearings in which they are parties or named as witnesses. The scheduled time of each hearing will be posted when this is decided; for incidents in the racing area this will be posted after the protest time limit for the last party to the hearing to finish. Other than on Friday 23rd October, they will be posted only between the hours of 1000hrs and 1800hrs.
- 22.6** Hearings will be held in the jury room located at the RMYC, in the company of the Jury Secretary, unless a party or witness is unavoidably in a different port, in which case arrangements for the hearing will be determined by the jury.
- 22.7** Notices of protests by the Race Committee, Technical Committee or International Jury will be posted on the ONB to inform boats under RRS 61.1(b).
- 22.8** The Race Committee may protest a boat for an infringement of the IRPCAS or RRS 48 based on information from any source other than a boat, unless it is from the boat itself. The protest time limit shall not apply. The person providing the information may not be available to be questioned. *This changes RRS 60.2, 61.3 and 63.6.*

- 22.9** 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 15th October at 1200hrs.

23 RETIREMENT

- 23.1** A boat that retires from the race shall advise Race Control as soon as reasonably possible by SMS, or Telephone +356 79028442, or email quoting the boat's name, sail number and the word 'retired'. She shall advise Race Control of her intentions thereafter and shall not resume racing.

24 DECLARATION FORMS

- 24.1** Persons in Charge are required to complete the race declaration form, supplied by the Organising Authority, recording the information required 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 signed and a photograph or scan be sent to Race Control, Tel +356 7902 8442 within three (3) hours of crossing the Finish Line. Paper forms may be left in the Race Control Letter Box in the envelope provided.

25 SCORING

- 25.1** Overall results will be produced as well as class results with each class scored separately.
- 25.2** The IRC Category will be scored on corrected time using the TCC time correction factor.
- 25.3** The ORC Category will be scored on corrected time using Time on Time Coastal/Long Distance Offshore.
- 25.4** Multihulls will 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(a).*

27 COMMUNICATIONS

- 27.1** Boats shall contact the Finish Line by calling 'Spinnaker' on VHF channel 72, on rounding the Valletta Harbour fairway buoy.
- 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, provided she does not gain any significant advantage in the race. 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(i).

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 a collision, to comply with Appendix 2, The Strait of Messina, 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 significant 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.

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 204.*

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, IRC 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 will 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 will be no limit on crew weight. Boats taking part in both ORC and IRC Categories will 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 monohulled boat to finish the race.

- 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 12.64 knots established in 2007.
- 36.7** The FIV Trophy will be awarded to the first Italian Boat on corrected time in the ORC Category.
- 36.8** The Transport Malta Trophy will be awarded to the first boat to finish the race having a Maltese Citizen as the person in charge and the majority of crew being Maltese.
- 36.9** The Malta Tourism Authority Trophy will be awarded to the first foreign boat to finish the race.
- 36.10** The Arthur Podesta Trophy will be awarded to the first boat on corrected time in the IRC Category having a Maltese Citizen as the person in charge and the majority of crew being Maltese.
- 36.11** The Teddie Borg Trophy will be awarded to the first boat on corrected time in the ORC Category having a Maltese Citizen as the person in charge and the majority of crew being Maltese.
- 36.12** The John Illingworth Trophy will be awarded to the first boat on corrected time in the Double Handed Class.
- 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 Alessandro Vattani Trophy will be awarded to the first Double Handed Class boat to finish the race.
- 36.16** The Swan Mediterranean Challenge Trophy will be awarded to the first Swan on corrected time in the IRC Category.
- 36.17** The Super Maxi Cup will be awarded to the winner on corrected time in the Super Maxi Class.
- 36.18** 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.
- 36.19** 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 that country of which the entrant is a citizen and has been declared when making 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 Person in charge 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 flotation device 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 2020, 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 PHOTOGRAPHIC 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 third-party liability and wreck recovery, insurance valid for racing.