



PALERMO
MONTECARLO
2025



Sailing Instructions

August 19-24, 2025

Abbreviations			
WS	World Sailing	CVS	Circolo della Vela Sicilia
FIV	Italian Sailing Federation	YCM	Yacht Club de Monaco
RRS	Racing Rules of Sailing	YCCS	Yacht Club Costa Smeralda
OA	Organising Authority	IMA	International Maxi Association
ONB	<u>Online Official Notice Board</u>	RD	Race Director
NoR	<u>Notice of Race</u>	RC	Race Committee
SI	Sailing Instruction	IJ	International Jury
OSR	Offshore Special Regulations	RO	Regatta Office
DP	Discretionary Penalty	TC	Technical Committee

The notation in a rule of the SI:

[NP] Denotes that a breach of this rule shall not be grounds for a protest by a boat (this modify RRS 60.1).

[SP] Denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing. This changes RRS 63.1 and A5.1;

1 RULES

- 1.1 The event will be governed by the current versions of the Rules stated in the NOR.
- 1.2 The OA reserves the right to amend the NoR until two hours before the start of the Race by posting the new version on the event website and sending it by e-mail to boats already registered.
- 1.3 Such notification shall be deemed to be in compliance with RRS 89.2(a)
- 1.4 In the event of a conflict between the NoR and the SI the latter, including the notice to competitors, shall prevail. (this change RRS 63.7)
- 1.4 From 2000 hrs to 0530 hrs CEST, Part 2 rules of RRS shall be replaced by the International Regulations for Preventing Collisions at Sea (IRPCAS).
- 1.5 This paragraph applies only to Maxi Yachts:
 - a. If declared on the measurement or class certificate, canting keels, moveable appendages, trim tabs, and water ballast are permitted. The amount of water in the water ballast can be changed at any time. This changes RRS 48.1 and 51.
 - b. Steering, ram and winch systems powered by force other than manual are permitted. This changes RRS 52.
 - c. Electric or electronic devices of any kind are permitted but shall not be used to helm or operate the boat's sailing systems including appendages independently other than in case of emergency or if permitted by class rules. Boats, whose project provides documented evidence, due to the high power required, the existence of a single engine intended for hydraulic and electrical maneuvers, ballast movement (canting keel) and propulsion, may request the Organizing Authority to be authorized to use the engine even when racing, exclusively for rigging and moving ballast. This changes RRS 52.
 - d. Exceptions to RRS 77 may be granted by the OA upon written request prior to the close of registration. This changes RRS 77.
- 1.6 The official languages of the regatta are English and Italian. If there is a conflict between languages, the English text will take precedence.

2 CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted on the ONB before 0900 hrs on Tuesday, August 19, 2025, except that any change to the schedule of the Race will be posted by 2000 hrs on Monday, August 18, 2025.
- 2.2 Changes to a sailing instruction may be made on the water by displaying the Third Substitute on the RC vessel with repetitive sounds and communicating to all boats on VHF channel 74.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the ONB.

Additional information may be posted on the: Palermo-Montecarlo WhatsApp Group Chat.

3.2 Race Offices:

- a. Palermo Race Office is located at Marina di Villa Igiea.
Phone: +39 331 5730477 +39 334 9173811(RC) Email: info@palermo-montecarlo.it
- b. Montecarlo Race Office is located at Yacht Club de Monaco.
Phone: +39 334 9173811(RC) +377 93 10 65 05 (YCM) Email: regates@ycm.mc
- 3.3 On the water, the RC intends to monitor and communicate with competitors on VHF 74.
- 3.4 Failure in transmitting or receiving VHF communications are not grounds for a request for redress. This changes RRS 62.1(a).
- 3.5 While racing the boats shall use VHF 74 exclusively for: a) safety or emergency calls; b) information on retiring; c) after finishing to inform the RC of their intention to protest.
- 3.6 Questions may be submitted on the ONB using the Online Question Form. Answers to those questions will also be published on the ONB.

4 [DP] CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with any reasonable requests from race officials.
- 4.2 All boats shall display the official event stickers.
- 4.3 All boats shall display the official event flag on the forestay when moored and any other element of advertising as requested by the OA.

5 REGISTRATION, TRACKING UNITS, and DAMAGE DEPOSIT

- 5.1 To complete the registration, a boat shall submit the signed entry form and all of the following documents to the OA by 1500 on Monday, August 18, 2025:
 - a. Crew List (including individual weights);
 - b. A valid WS Offshore Personal Survival Training Course certificate for the minimum of one (1) crew members;
 - c. 2025 FIV membership card of each Italian crew member (Non-Italian crew, see NoR 7.2);
 - d. Crew list with handicap as per 2025 FIV Regulation for Offshore Races, if applicable;
 - e. For competitors less than 18 years of age, a completed and signed, by the parents or guardians, Minor Parental Consent Form;
 - f. A valid 2025 measurement/class certificate issued before Monday, August 18, 2025;

- g. Adequate third party liability insurance, with a minimum coverage of Euro 1.500.000,00;
- h. Advertising licence, if applicable;
- i. Risk Recognition Form, in accordance with RRS 3, signed by all crew members;
- j. Disclaimer of Liability Form, regarding the mandatory safety equipment in accordance with Category 3 WS OSR (most current version adopted) with mandatory life-raft and life jackets with waterproof strobe light;
- k. Commitment to pay the amount of Euro 500, in case of Tracking Unit Damage or not returned at the end of the race. (See SI 5.2).
- l. Category 3 PAMC.

All the forms listed before (if applicable) have to be filled, signed and submitted in time. The lack of forms may be a reason for rejecting or cancel the entry of a boat as par RRS 76.1

5.2 [DP] Tracking Units and Damage Deposit

- a. An electronic tracking system will be used for monitoring the nautical positions of the boats.
- b. Each Owner/Skipper shall allow the installation of the tracking unit on his/her boat and be responsible for the unit while on board.
- c. The OA may use the information received for media coverage of the Race as well as for safety purposes.
- d. Owners/Skippers shall return the unit to the Montecarlo RO after finishing (See SI 16.5).

6 SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed at the flagpole located in Marina di Villa Ignea.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This changes Race Signal AP.

7 SCHEDULE

- 7.1 The official time for the Race will be CEST.
- 7.2 The schedule is as follows:

Saturday, August 16	1000 1000-1800	Palermo RO Opens Registration and Inspections
Sunday, August 17	1000 – 1800	Registration and Inspections
Monday, August 18	1000 – 1500 11:00 To Follow 1500 1500 – 1800	Registration and Inspections Press Conference at Circolo della Vela Sicilia Skippers' Meeting at Circolo della Vela Sicilia Registration Closes Tracker Distribution at RACE OFFICE
Tuesday, August 19	1155 To Follow	Warning Signal Monohull Warning Signal Other Classes
Sunday, August 25	1600 1900	Time Limit Expires Prize Giving at Yacht Club de Monaco

8 STARTING ORDER & CLASS FLAGS

Warning Signal Time	Starting Order	Class Flag	Visual
11:55	Monohulls	Flag K (Kilo)	
To Follow	Multihulls	Flag F (Foxtrot)	

9 STARTING AREA

The starting area will be Mondello's Gulf.

10 COURSE

- 10.1 The course is: 1) Start in the Mondello Gulf;
 2) Possible Offset Mark (See SI 11.2);
 3) Sardinia Island shall be left to port;
 4) Fly-through Gate at Porto Cervo (See SI 15);
 5) Corsica Island may be left to port or starboard; (when leaving Corsica Island to Starboard also Les Moines and Iles Sanguinaires shall be left to Starboard)
 6) Finish in the waters off Montecarlo.

- 10.2 The length of the course is fixed at 437 NM for scoring purposes.

11 MARKS

- 11.1 The marks will be as follows:
- The starting mark (if used) will be a yellow cylindrical inflatable buoy.
 - The offset mark (if used) will be a yellow cylindrical inflatable buoy.
 - The Porto Cervo Gate mark will be a yellow cylindrical inflatable buoy which may have a strobe light on top (flashing every 2 seconds when switched on).
 - The finishing mark will be a yellow cylindrical inflatable buoy which may have a white light on top.
- 11.2 A possible offset mark may be set approximately 1.0 NM to windward of the starting line.
- Bearing will be displayed on the RC vessel and communicated via VHF 74.
 - RC will also display a green flag (starboard rounding) or red flag (port rounding) to inform boats on which side the offset mark shall be left.

12 OBSTRUCTIONS

See appropriate nautical charts.

13 THE START

- 13.1 The Race will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 13.2 The starting line will be a line between a staff displaying an orange flag on the RC vessel (At the right end of the line. Boats starting shall leave on Starboard side) and a staff displaying an orange flag on the pin boat (At the left end of the line. Boats starting shall leave on Port side). The pin boat may be replaced by a yellow cylindrical mark. See Appendix A.
- 13.3 The orange flags will be displayed no less than 5 minutes prior to the first warning signal.
- 13.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number or boat name on VHF 74. Failure in hailing, transmitting or receiving sail number, boat name, or the order in which boats are hailed, will not be grounds for a request for redress. This changes RRS 62.1(a).
- 13.5 In RRS 29.1 words "four minutes" are changed to "fifteen minutes".
- 13.6 "World Sailing Development Rule – DR21-01" will be applied.

Change definition Start as follows:

Start A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) at or after her starting signal, or
- (b) during the last 30 seconds before her starting signal.

When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall she shall receive a 30% Scoring Penalty calculated in accordance with RRS 44.3(c).

- 13.6 [DP] A boat that does not start within 15 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS 35, A5.1, and A5.2.

14[DP] TEMPORARY DISCONTINUANCE OF RACING (This changes RRS 41, 42.1 and 45.)

- 14.1 A boat may after having started, use its engine to assist with:
 - a. taking shelter from extreme weather; or
 - b. disembarking sick or injured crew who will not further take part in the race (such crew shall not be replaced). A boat shall comply with SI 3.5 if she continues racing after disembarking crew; or
 - c. berthing or anchoring when attempting repairs being undertaken wholly on board.
- 14.2 For the purpose of SI 14.1.c, mechanical propulsion may be used only to assist with berthing or anchoring.
- 14.3 If a boat makes fast in order to take shelter or in an emergency, the crew may temporarily leave the boat to handle her moorings, this change RRS 48.2. No outside assistance shall be accepted other than as permitted in RRS 41. If a boat uses her engine for propulsion she shall,

on re-joining the race, return to the spot where she began to use her engine, turn off her engine and continue to race from that spot. A boat shall report the circumstances on her Declaration of Compliance Form.

- 14.4 A boat complying with RRS 1.1 – Giving assistance (except as to her own crew), which sustains damage or depletes its stores, may accept outside assistance to runs out of stock equipment or stores provided that such assistance is not provided over a cumulative period exceeding 24 hours in total.
- 14.5 For the purpose of this SI 14 a boat's elapsed time shall continue to accrue, except that the time taken under SI 14.4 may be considered for the purposes of RRS 62.
- 14.6 A boat that temporarily discontinued racing shall inform RC via WhatsApp as soon as practicable.

15 [DP] PORTO CERVO GATE

- 15.1 The gate will be a straight line between the beacon "Secca del Cervo" on the left end, Lat. 41°08.670' N - Long. 009°32.730' E, and a yellow cylindrical mark with a strobe light on top (flashing each 2 seconds), on the right end, Lat. 41°09.014' N - Long. 009°32.980' E, (at approx. 800 metres NE from the beacon). See Appendix B.
- 15.2 In accordance with Italian Maritime Laws, it is forbidden:
 - a. To navigate between the coast and the "Secca (shoal) del Cervo";
 - b. To pass closer than 50 metres of the "Secca(shoal) del Cervo".
- 15.3 After sunset, a strobe light will be placed on top of the yellow mark. A different location of the yellow gate mark or the absence of the light are not grounds for a request for redress. This changes RRS 61.1.

15.4[DP] Approaching the Gate

- a. 5 miles Before the Gate: Boats shall send a text or a WhatsApp message (identifying herself) to the Yacht Club Costa Smeralda Race Office at number + 39 348 7423705. Boats will receive acknowledgement from RC of their position.
- b. 1 mile Before the Gate: Boats shall call the Yacht Club Costa Smeralda Race Office on VHF 74. Boats will receive acknowledgement from RC of their position.
- c. At the Gate: Boats shall, when light conditions so require, illuminate their sail numbers, using a powerful light, for identification by Yacht Club Costa Smeralda Race Office ashore. The time that the boat crosses a line between the gate mark locations will be recorded and may be communicated via VHF to a boat from Yacht Club Costa Smeralda Race Office.
- d. Boats that do not comply with the above procedure may not have their crossing time recorded.

16 [DP] THE FINISH - See Appendix D

- 16.1 The finishing line will be a line between a staff displaying a Blue flag located on the inner breakwall of Port Hercule Harbour (Lat. 43°44.234' N - Long. 007°25.767' E) on the left side and the finishing mark. (Lat. 43°44.165' N - Long. 007°26.606' E) located at about 0.6 NM (bearing 097°) to be left to starboard. See Appendix C.
- 16.2 After sunset, a strobe white light may be placed on the finishing mark. A different location of the finishing mark or the absence of the light are not grounds for a request for redress. This changes RRS 62.1(a).

16.3[DP] Approaching the Finish Line (the WhatsApp number to use is different from the previous one)

- a. 5 miles Before the Finish: Boats shall call or send a text or a WhatsApp message (identifying herself) to the RC at the number +39 334 9173811. Boats will receive acknowledgement from RC of their position.
- b. 1 mile Before the Finish: Boats shall call the RC on VHF 74. Boats will receive acknowledgement from RC of their position. Boats shall also continue to monitor VHF 74 for updated information from RC. Boats shall repeat communication to the RC if they do not receive acknowledgement from the RC of their message.
- c. At the Finish Line: Boats shall illuminate their sail numbers, using a powerful light, for identification by RC ashore. After finishing and before docking, boats will be informed of their finishing time by the RC on VHF 74.

16.4 [DP] Entrance and Mooring Procedures of PORT HERCULE – YACHT CLUB DE MONACO MARINA

- a. Complete the procedures outlined in Appendix D before starting the Race.
- b. Before entering the harbour a boat shall:
 - 1) Call YCM Marina (VHF 14) to ask permission to access your mooring.
 - 2) Call Port of Monaco (VHF 12) to request entry authorisation.
 - 3) MANDATORY remain on VHF 14 during the docking manoeuvres.
- c. Once authorised, a boat may enter the harbour and proceed to the Yacht Club de Monaco Mooring Area where the OA will assist with the mooring of each boat.
- d. Boats wishing to stay after 11:00 hrs on Monday, August 26, 2024 must obtain authorization from the Yacht Club de Monaco Marina Desk.

Normal harbour fees will apply, berth may be allocated upon availability.

Phone +377 93 10 65 00

Competing boats shall be kept in their assigned places as directed by the OA for the duration of their stay.

In the event of adverse weather conditions or other imperatives affecting the Marina's management, boats may be required to change berths as instructed by the Harbor Master.

Boats must be equipped with fenders and mooring lines. Once moored, crews are asked to dispose of waste and pallet packaging in the containers provided by the OA.

- e. For any information regarding Organization & logistics in Monaco, please be informed of the following contacts:
 - Welcome Desk open 24h/24h from first boat arrival to line closure
 - Permanent phone (from 9am to 6pm): +377 93 10 65 05
 - Email: regates@ycm.org
- f.

16.5 [DP] Race Check Out

- a. Each boat shall deliver the following to the Montecarlo RO:
 - 1) Declaration of Compliance Form (including CEST finish time)
**Including penalties, if applicable (See SI 17).
 - 2) Tracking Unit

- b. Boats finishing at night may deliver the items in SI 16.5.a the following morning between 09:00 and 10:00 hrs.

17 PENALTY SYSTEM

- 17.1 If a boat may have broken a rule of Part 2 RRS or a rule of the IRPCAS (when applicable) against another boat entered in this Race, she may exonerate herself by promptly taking a One-Turn Penalty - one tack and one gybe in the same direction. This changes RRS 44.1.
- 17.2 If a boat takes a penalty in accordance with SI 17.1, she shall report the time and location on the Declaration of Compliance Form.

18 TIME LIMIT

The Race time limit expires at 1600 hrs CEST on Sunday, August 24, 2025. This changes RRS 35.

19 HEARING REQUESTS

- 19.1 The protest time limit is 60 minutes after the finishing time of the boat intending to protest, or from the moment she retired.
- 19.2 A boat shall inform RC via VHF 74 of her intention to protest immediately after she finishes or retires.
This changes RRS 61.1(a).
- 19.3 The Hearing Request Form is available through the ONB and shall be used to submit a protest or request for redress. If the online system is not operational, contact the RO via phone at +39 334 9173811 to receive clearance to send the request by email tTOrd@palermo-montecarlo.it.
This changes RRS 61.2, 62.2 and 66.
- 19.4 Notices will be posted on the ONB no later than 30 minutes after the protest time limit or, when lodged in accordance with SI 19.3, 30 minutes after being delivered to the Montecarlo RO, to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held virtually ASAP or when all parties are available.
Cases will be discussed using video conferences as soon as possible, even before the protest time limit expires, and will continue in the following days according to the schedule set by the International Jury.
Parties shall send an email to IJ_hearing@palermo-montecarlo.it within 30 minutes prior to the scheduled time of their hearing, specifying the case number in the email subject. The jury will then send a link to the video conference replying to that email.
Only one representative for each party can access the video conference.
If a party intends to call a witness who could only attend through a video conference, it shall say so within 30 minutes prior to the scheduled time of their hearing. The Jury will send a link to the video conference replying to that email, and it will be up to the parties to forward the video conference link to the witnesses they intend to call; witnesses are not allowed to enter the video conference until they have been authorized to do so by the Jury, and it will be the responsibility of the party to notify its witness when the Jury grants them permission to enter the hearing.
- 19.5 An fully on line, International Jury has been appointed in accordance with RRS 91. The right of appeal from an International Jury decision is denied as provided in RRS 70.3. (a).

20 SCORING

- 20.1 A software chosen by the TC from among the official ones will be used to calculate the results of the Race for monohulls and multihulls. Different interpretations shall not be grounds for a request for redress.

This changes RRS 61.1.

- 20.2 The scoring option used for the monohulls will be chosen by the TC among those based on:

- a. IRC: "Time on Time" method;
- b. ORC: "Time on Distance" method;

- 20.3 Different interpretations shall not be grounds for a request for redress. This changes RRS 61.1.

- 20.4 To submit a scoring inquiry, use the Scoring Inquiry Form.

21 [DP] SAFETY REGULATIONS

- 21.1 [NP] The AIS transponder shall be in function throughout the race.

- 21.2 All owners/skippers shall sign the Declaration, which confirms:

- a. Knowledge of WS OSR most current version;
- b. The boat meets the required standard to race;
- c. All safety equipment listed in WS OSR most current version Category 3 (with mandatory life raft) is on board.

- 21.3 A boat that retires from the Race shall notify the RC at the first reasonable opportunity by calling or sending a text or WhatsApp message (identifying herself) to +39 334 9173811. The boat shall also inform RC of the time and GPS location of when the decision to retire was made.

Promptly after returning ashore, the boat shall complete a Penalty Report Form.

***In the form, complete the first section with your boat information, then click "Remove this Boat" in the Boats Fouled section and then below in the Incident Description section, select "Retired" from the Penalty Taken drop-down menu.

Failure to inform RC of her decision may result in a report to the IJ and a penalty at the discretion of the IJ.

- 21.4 A boat not leaving the harbour shall inform the RC or the RO, at least, by text or WhatsApp as soon as practicable, preferably before 09:30 on Tuesday, August 19, 2025.

21.5 PERSON OVERBOARD

- a. A boat's 'man-overboard' (MOB) procedure shall be practised aboard each boat at least once by the crew racing in the regatta prior to the race.
- b. RRS 41 OUTSIDE HELP is changed. Add new: "(e) Help to recover from the water and return any person back on board, provided the return on board is at the approximate location of the recovery.
- c. A boat shall notify the RC as soon as practicable after racing. The circumstances of the recovery, whether by the boat or another vessel, will be reviewed by the RC and the IJ.

- d. A boat that has a MOB incident shall immediately stop sailing to the next mark and either recover the person or coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the boat that had the MOB incident shall stand by in the vicinity of the incident.
- e. Maxi yachts only: A boat's captain and/or the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the boat that had the MOB incident for safety reasons. The transfer of the person from the recovery boat to the boat that had the MOB incident may occur at any time during the race, after the boat finishes or retires, or ashore. If the transfer is delayed, the boat that had the MOB incident may resume racing when the person is safely on board the recovery boat.

22 [DP] REPLACEMENT OF CREW OR EQUIPMENT

- 22.1 Substitution of registered crew members is **ONLY** allowed with prior written approval of the RC. All new crew members shall supply all required documents. To request a substitution of a crew member, complete the Crew Substitution Form before 08:30 hrs on Tuesday, August 19, 2025.
- 22.2 Except for the owner, a crew member shall not return on board after having been substituted.
- 22.3 Substitution of damaged or lost equipment is **ONLY** allowed with prior written approval of the TC. Requests for equipment substitution shall be made by completing the Equipment Substitution Form at the first reasonable opportunity, which may be after the Race.

23[DP] EQUIPMENT AND MEASUREMENT CHECKS

- 23.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 23.2 When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

24 OFFICIAL VESSELS

The Race Committee vessel at the start will be identified by Circolo della Vela Sicilia burgee.

25 MOORING and SERVICES

See NoR 18.

26 [DP] HAUL-OUT and DIVING RESTRICTIONS

- 26.1 Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the RC or TC.
- 26.2 In accordance with Italian Law, it is strictly forbidden to dive inside the harbour while in Marina di Villa Igiea.
- 26.3 In accordance with Monaco Law, it is strictly forbidden to dive inside the harbour of Port Hercule.

27 PRIZES

The following trophies and awards will be presented:

- a. 1st Maxi Yacht crossing Porto Cervo Gate on corrected time.
1st IRC LH < 18.29m yacht crossing Porto Cervo Gate on corrected time.
- . 1st ORC Group 1 yacht crossing Porto Cervo Gate on corrected time.
1st ORC Group 2 yacht crossing Porto Cervo Gate on corrected time.
- c. Giuseppe Tasca d'Almerita Trophy - "First yacht to cross the finishing line": will be awarded to the 1st yacht to finish in Montecarlo on elapsed time.
- c. 1st Maxi Yacht to finish in Montecarlo on corrected time.
1st, 2nd and 3rd IRC LH < 18.29m class to finish in Montecarlo on corrected time.
1st, 2nd and 3rd ORC Group 1 to finish in Montecarlo on corrected time. 1st, 2nd and 3rd ORC Group 2 to finish in Montecarlo on corrected time.
- d. Perpetual Challenge "Angelo Randazzo" Trophy: will be awarded to the 1st overall yacht on corrected time of either ORC or IRC, whichever has the highest number of starters. If the number of starters is the same, the trophy will be awarded at the discretion of the OA. The OA will inform the competitors of the decision before the start of the Race.
- e. Emanuele Bruno Trophy, first Sicilian yacht.
- f. 1st, 2nd and 3rd yachts on corrected time of Palermo Montecarlo - Double Handed of ORC or IRC class, whichever has the highest number of starters.
- g. 1st, 2nd and 3rd Class 40 yachts
- h. 1st yacht in any other class
- i. Other prizes may be awarded at discretion of the OA.

28 RISK STATEMENT

In accordance with World Sailing RRS Fundamental 3: "the responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes. The OA, the RC, the IJ and the TC accept no liability for any damage to persons and/or property, both ashore and afloat, as a result of their participation in the races under these instructions. Owners and managers on board are reminded that they shall respond personally to all accidents that can happen to their boats and/or their crews. Therefore, owners and managers will have to contract the necessary insurance to cover all risks including those from third parties. The owners and skippers are also responsible for the decision to take part in a race based on the wind strength, the sea state, the weather forecast. The Regatta, under the current regulation, has no personal assistance except in case of emergency, in which the Maritime Authority (Capitaneria di Porto) is responsible. For this reason all boats shall have a VHF radio able to transmit and receive on channel 16 (rescue channel) and 74.

As a consequence of a breach of behaviour or sportsmanship, the IJ may apply disciplinary actions. This shall apply during all of the event ashore and afloat. The owner or his representative is responsible for the behaviour of the crew.

29 INSURANCE

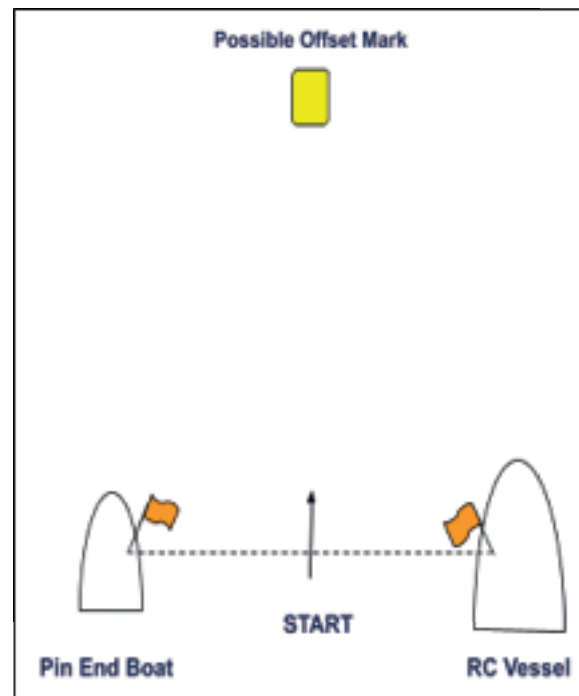
See NoR 22.1



PALERMO
MONTECARLO
2025

Sailing Instructions
APPENDIX A STARTING AREA

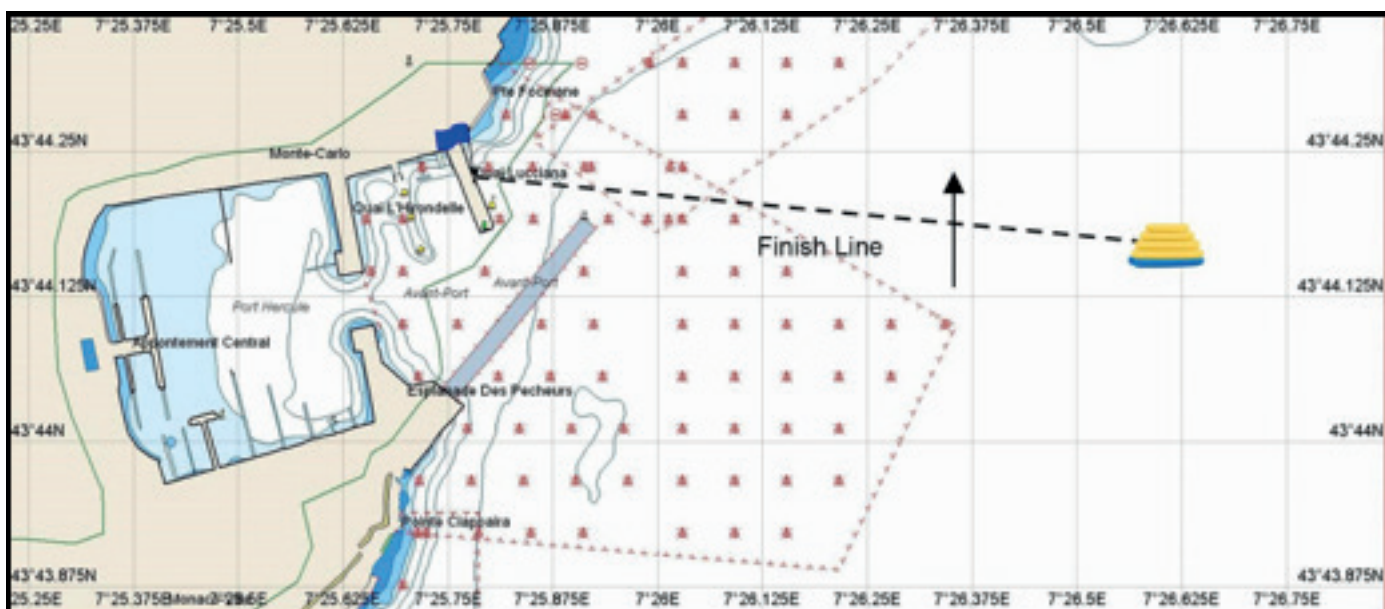
(not to scale)



Sailing Instructions - APPENDIX B
 PORTO CERVO GATE
 (For representational purposes only)



Sailing Instructions - APPENDIX C
 FINISHING LINE
 (For representational purposes only)



Sailing Instructions - APPENDIX D

[NP] – [DP] MANDATORY

YACHT CLUB DE MONACO MARINA PROCEDURE FOR YOUR ARRIVAL IN MONACO

TO DO BEFORE STARTING

Please be informed that any vessel (private or charter yacht), regardless of nationality, wishing to enter the Principality of Monaco and the YCM Marina, must transmit the following to the Maritime Police (ctf@gouv.mc) 48 hours before its arrival:

- the Maritime Declaration of Health (for vessels with more than 60m)
- the crew list
- the passengers list
- the police registration form
- the declaration of transport of cash and instruments with a total value exceeding 10,000 eu-ros

You will find all the documents by clicking on the following link : [HERE](#). Please copy us on your email to the Maritime Police (assistante.marina@ycm.org).

We remind you that upon arrival you must present all the above documents as well as the original passports of all crew and guests to the Maritime Police (14, Quai Antoine 1er).

We also take this opportunity to kindly ask you to send us the following updated documents of the vessel:

- Certificate of Registry
- Insurance
- Crew List
- Mandatory letter of authority from the owner

ONCE IN MONACO

For your information, please find below the YCM Marina general procedures:

General ENTRY procedure, once you are within 1/2 miles from port entry:

- Call VHF 14 (YCM Marina) to ask permission to access your berth
- Call VHF 12 (Port of Monaco) to request entry authorization
- Turn off the radar (it must remain off during your stay)
- Prepare 2 lines hanging forward to attach to our mooring lines
- It is MANDATORY to remain on VHF 14 during the maneuvers
- Our docking pilots will show you your berth and assist you during the maneuvers

General DEPARTURE procedure, about 30 minutes before you are ready to depart:

- Please disconnect your water and electricity cables and notify our team on VHF 14
- Payment before departure is compulsory. Please stop by the YCM Marina Desk on the ground floor of the port entrance of the YCM for payment
- In case you were booked through an Agency, the invoice will be sent to them and should be paid within 30 days
- Once you are ready to depart, all crew and guests onboard and gangway in, call VHF 12 to request authorization to leave the Port of Monaco
- Please advise our team on VHF 14 once you get the authorization from the port and wait for us to release your lines and provide you with assistance



For any TECHNICAL INFORMATION, please be informed of the following numbers:

- Office number (from 9 am to 6 pm): +377 93 10 65 00
- Permanence Phone (from 7 am to 10 pm): +33 (0) 678 63 26 63
- Harbor Master (Emergency): +33 (0) 640 61 11 26
- VHF Marina: 14