



## NOTICE OF RACE (NoR)

# Madeira 950 Open Race

Mediterranean & Ocean Regatta

The first regatta from Italy to Madeira, and return x2 (2 crew members)

July 1, 2018: first leg, Livorno-Funchal

July 25, 2018: second leg, Funchal-Livorno

Competitors may choose between the full regatta's track (both legs) or just one of the legs (first or second leg)



## Organising Authority (OA):

Yacht Club Livorno (Livorno – Italy)

Clube Naval do Funchal (Madeira – Portugal)

## Promoter Committee (PC):

Comitato Promotore Madeira Race (Milan – Italy)

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## 1. RULES

- 1.1. The event will be governed by:
- The rules as defined in the Racing Rules of Sailing (RRS),
  - Flag Rules for navigation without limits, CE Mark Class B.
  - FIV regulations, harmonized with the Classes set of rules (for Classes Recognized by World Sailing)
  - any FIV or FPV prescriptions in force will eventually be attached to Sailing Instructions (SI).
  - The sailing instructions will consist of the instructions as per the RRS Appendix S.
  - SI will be available as of 1st jun 2018 at 09.00 UTC on the official notice board located at <http://www.madeira950race.eu>.
  - RRS and NIPAM/COLREGs: The Part 2 RRS apply up to 25 NM after the starting line, then again at the finish of each leg, from 25 NM to the finishing line, during daylight. At night, they are replaced by Part B of the International Regulations to Prevent Collisions At Sea (NIPAM/COLREGs) for the rest of the race.
  - The Offshore Special Regulation, Category 2. With the addition of the equipment of point 11.
- 1.2. The official time for the event will be UTC
- 1.3. English is the official language
- 1.4. By entering the competitors fully accept the entire dispositions of this NoR. The OA and PC reserve the right to amend this NoR if changes appear to be necessary for the crew safety and/or safety of the event.

## 2. Advertising

- 2.1 Application of World Sailing Regulation 20 (Advertising Code): boats shall carry advertising provided by the OA and PC.

- 2.2 Race flags  
Each registered boat will receive, at the latest when arriving in LIVORNO, a race flag which shall be displayed up on her rigging (minimum height 1.5m above deck), from the opening of the Livorno Sail village all along the race until the prize giving ceremony in LIVORNO.
- 2.3 Banners or Flags  
OA, PC and partners' flags, provided in LIVORNO, will be hoisted on the mainstay. Flags shall imperatively be displayed:
- i. Inside LIVORNO harbor and up to 0.2 NM from the exit of the harbor; after crossing the finishing line in MADEIRA and for all the duration of the Funchal stop over until leaving the harbor;
  - ii. After crossing the finishing line in LIVORNO until the prize giving. Those Flags must stay on board for the whole duration of the race.
- 2.4 Race logo  
Crew logos shall be displayed hanged on the rear lifelines. Fixing and preservation of the logo until the finish is crew's responsibility until the prize giving in LIVORNO.
- 2.5 The absence of one or several transfers, dodger or flags provided by the OA will be charged to the crew.

## 3. Eligibility and Registration

### Eligibility

- 3.1.1 The race is open to Class 950, Class 40, Sun fast 3600, mono-types and boats ranging from 30 to 40 feet, with minimum Class B CE Certificate and / or unlimited navigation. A minimum number of 3 boats is necessary to build up the class scoring. The regatta will be run only with a minimum total number of 10 entry boats registered within the May 30<sup>th</sup>, 2018. Since three distance-sailing options are envisaged, permitting to race just one leg (one way to Portugal or the reverse course only) or the complete track (IT-PT-IT), at least 10 boats per leg will validate the eventually opted partial race.
- 3.1.2 Boats ranging from 30 to 40 feet will be scattered in two classes: 30-35 feet , 35,1-40 feet and the ranking will be based on the actual real time.  
A minimum number of 3 registered boats will be considered as a Class and will deserve the relative class scoring. Boats entries are limited in accordance with AO evaluations The number of boats entered in the race is limited to thirty (30). The OA may accept further registrations at its sole discretion.
- 3.1.3 Crew members and boats should have participated and accumulated a minimum 400 as participants in regattas during the years of 2016 and 2017.

### Registration

- 3.2 Eligible boats shall enter by filling in the entry form which can be downloaded on the web site <http://www.madeira950race.eu> and sending it together with a copy of the 500€ entry fee for all classes (payments to bank account: Yacht Club Livorno, c/c UniCredit, Livorno, IBAN: IT 80 I 02008 13918 000010292634, insert causal of the transfer: "name of boat – entry fee registration MADEIRA RACE", at the latest on January 1<sup>st</sup>, 2018. Only complete registration files will be taken into account.
- 3.3 Registration procedures will open on October 31<sup>st</sup>, 2017 at 11.00 A in the website registration page <http://www.madeira950race.eu>. Entries will be registered in chronological order of reception of registration files.
- 3.4 Final registration shall be uploaded not later than the February 1<sup>st</sup>, 2018 together with total fee to bank account:

Yacht Club Livorno, c/c UniCredit, Livorno, IBAN: IT 80 1 02008 13918 000010292634, insert causation of the transfer: "name of boat – complete fee registration MADEIRA RACE".

The residual amount to pay is:

450€ (950€-500€ entry fee) for Class 950 boat

600€ (1100€-500€ entry fee) for Sun Fast 3600 and equivalent boat (classes: 30-35 feet)

800€ (1300€-500€ entry fee) for class40 and equivalent boat (classes: 35,1-40 feet)

### 3.5 Qualifications

Each competitor shall submit these documents:

- Registration form as downloadable from website <http://www.madeira950race.eu>;
- Ranking/results of the races each boat took part in the years 2016 and 2017 cited in 3.1.3 (at least two offshore races cat.3 or higher whose sum is 400 miles).
- Insurance coverage with cover for racing and ocean navigation with a minimum of € 1.5 million
- Valid medical certificate for sailing off-shore (in Italian, French or English) got not earlier than one year.
- Certificate of tonnage or class or CE cat. B as cited in 3.1.1.

### 3.6 Crew and Person in Charge requirements

The regatta is double-handed. One of the two crew members on board is declared Person in Charge and the other Crew Member. It is allowed to change at any time only one crew member, with the obligation to meet the characteristics defined for the role of Person in Charge or Crew Member.

**NOTE:** It is allowed to use the autopilot and any related electronic device.

Minimum requirements mandatory for crew members:

#### 3.6.1 Class 950 Crew Member and the Person in Charge have completed at least 400 miles in Class 950's events and for those from other Classes the requirements are:

- i. The Person in Charge must have completed at least 400 miles in Category 2 races during last two years.
- ii. The Crew Member must have at least 400 miles in category 3 races in the last two years.

**NOTE:** In case of replacement these requirements must be maintained.

#### 3.6.2 Crew Member and the Person in Charge must have a valid ID document or passport

#### 3.6.3 Each sailor embarked has to be member of a club affiliated to the World Sailing; shall own a 2018 valid sailing license issued by a Member National Authorities (MNA) with a less than one year old medical certificate.

#### 3.6.4 Each person on board shall own a valid and WS approved certificate:

- O.S.R. 6.0 Survival training
- O.S.R. 6.05.2 First Aid training.

### 3.7 Boat and Crew Member Acceptance

Subscriptions will be considered by the OA according to the email date received containing the registration form and required documents. All ships and crew members subscribed will be evaluated by the Organising Authority (OA), their acceptance or rejection will be done according to the OA unquestionable judgment, and its decisions are unappealable. Entries over the limit of 30 competitors set in the NoR will be placed in a waiting list, always kept in the order of email entry date, and could be accepted to the regatta's fleet in case of abandonment of any previous boat already accepted by the OA.

## 4. Fees

### 4.1 Registration fees:

#### 4.1.1 Full regatta's track (both legs):

The enrollment fee is 500€ per each registration file and is non-refundable. The residual fee will be:

- 450€ (950€-500€ entry fee) for Class 950 boat
- 600€ (1100€-500€ entry fee) for Sun Fast 3600 and equivalent boat (classes: 30-35 feet)

- 800€ (1300€-500€ entry fee) for class40 and equivalent boat (classes: 35,1-40 feet)
- 4.1.2 First or Second leg only:  
For those competitors who choose to do only one leg will be charged 50% of the full quote, the enrollment fee is 250€ per each registration file and is non-refundable. The residual fee will be:
- 225€ (475€-250€ entry fee) for Class 950 boat
  - 300€ (550€-250€ entry fee) for Sun Fast 3600 and equivalent boat (classes: 30-35 feet)
  - 400€ (650€-250€ entry fee) for class40 and equivalent boat (classes: 35,1-40 feet)
- 4.1.3 The second portion of registration fee is refundable in case of withdrawal before 24:00h UTC of March 1<sup>st</sup>, 2018, and non-refundable in case of withdrawal after 24:00h UTC of March 1<sup>st</sup>, 2018. The total amount of the registration fee will be refundable only in those cases OA rejects the entry of the boat in the competition (including boats registered on the waiting list).

**NOTE:** Registration cost includes the disposal of a positioning beacon from the OA for the competitor.

- 4.2 Beacon deposit
- 4.2.1 The deposit of 1000 € tax included per beacon will be kept by the OA and asked for during the controls week in LIVORNO and should be done in the following bank account:  
Yacht Club Livorno, c/c UniCredit, Livorno, IBAN: IT 80 1 02008 13918 000010292634, insert causation of the transfer: name of boat – “Beacon deposit”.
- NOTE:** Cash, national credit cards, MAESTRO and ELECTRON cards will not be accepted to pay the deposit.
- 4.2.2 The deposit will be totally given back on return of the beacon in good working condition to the Organizing Authority (OA) and after the check that will be made by the beacon provider. In case of retirement or no return to any final destination of each leg (Funchal at the first leg and Livorno at the second leg), the competitors must send the beacon, at his own expenses, to the provider or to the Organizing Authority (OA).

## 5. Program

<b>5.1 Provisional Program Livorno</b>		
<i>Date</i>	<i>Time (UTC+1)</i>	
<i>Tuesday, June 26</i>	<i>19:00</i>	<i>Time limit for arrival of the boats in LIVORNO</i>
<i>Wednesday, June 27</i>	<i>10:00</i>	<i>(* Safety Briefing n°1 (24F)</i>
	<i>14:00 -18:00</i> <i>14:00 -18:00</i>	<i>(* Confirmation of registrations and Control of Safety Equipment</i> <i>Predisposition for sparking the engine</i>
<i>Thursday, June 28</i>	<i>9:00-16:00</i>	<i>(* Confirmation of registrations and Control of Safety</i>
	<i>16:00</i>	<i>(* Briefing n°2 (prologue)</i>
	<i>17:00</i> <i>19:00</i>	<i>(* Crews presentation event and extended crews, followed by party with grilled meat on the dock</i>
<i>Friday, June 29th</i>	<i>9:30 - 11.00</i> <i>11:00 -16:00</i>	<i>Briefing SAR (Search and Rescue)</i> <i>Promenade "5 Hours of Livorno for All" on Closed Rolling Track with crew extended with Guests</i>
	<i>19:00</i>	<i>Fish Grill on Quayside</i>
<i>Saturday, June 30</i>	<i>10:00 -16:00</i>	<i>Promenade "6 Hours of Livorno" on Closed Rolling Track with crew extended with Guests</i>
	<i>19:00</i>	<i>(* Briefing n°3 (Course 1st leg and Weather forecast)</i>
	<i>20:00</i>	<i>(* Gala Soirée .....</i>

Sunday, July 1 <sup>st</sup>	10:00 - 11:30	Boats go out of LIVORNO harbor
	12:00	Start Signal of the Madeira Race

(\*): *Mandatory presence of the crew.* If a boat cannot be checked by the OA because the crew is not present, she will not be allowed to start.

- 5.2 According to weather conditions, the race direction may alter the start time. Crew will be informed of the program modification through an amendment published no later than Saturday June 30<sup>th</sup>, 2018 at 20:00 Livorno's local time (UTC+1).

### 5.3 Provisional Program Madeira

July 15, 2017	Arrival of the first boats in Madeira
The expiry time to complete the first leg will be five (5) days after the arrival of the first boat for each Class or Group	(*) Prizes presentation 1 <sup>st</sup> leg for concerned skippers (*) Prologue 2 <sup>nd</sup> leg for concerned skippers (*) Safety Control and briefing 2 <sup>nd</sup> leg
<i>Promenade at Funchal</i>	Promenade: to define Funchal Nautic Club will organize a local regatta to young inexperienced sailors with competitors' boats that want to be part of this initiative. Further details will be released by the OA.
After the expiration time there will be three (3) more days at time limit to start the second leg per class or group, or all boats together.	The race direction may alter the start date and time of the second leg. Crew will be informed of the program modification through an amendment.
Classes or group that have run out of time can be called individually or merged	12:00 (UTC) Start 2 <sup>nd</sup> leg

(\*): *Mandatory presence of the crew.*

### 5.4 Provisional Program Livorno

15 days after departing from Madeira	Arrival of the 1 <sup>st</sup> boats in Livorno
The deadline for completing the second leg will be six days after the arrival of the first boat for each Class or Group	Promenade: to be define (*) Postlogue: to be define (**) Prizes presentation

(\*): *Mandatory presence of the crew.*

(\*\*) *Prize-giving at the Genoa Boat Show in October 2018 (to be confirmed).*

- 5.5 *In case of infringement and non-attendance of the crew, he might be subject to a hearing with the jury [DP], except if authorized by the OA.*

## 6. Seals

The engine will be sealed before the start in LIVORNO before the start of the first leg, and in MADEIRA for the second leg, and the crew must set the engine to be properly sealed.

The quality and validity of these settings shall be checked and validated by the Race Committee.

## 7. Sailing instructions

The Sailing Instructions will be issued not later than Wednesday June 27<sup>th</sup>, 2018 during the briefing in LIVORNO and on the website <http://www.madeira950race.eu>

## 8. Courses

8.1 The MADEIRA 950 Open Race could be sailed in three different modalities, the first one limits the race to the Livorno and Funchal leg. The second option is the leg from Funchal to Livorno, and the third one is the complete regatta (first and second legs together, Funchal stop-over included). However, the Race Committee can arrange for one or several stop overs due to safety reasons linked to weather conditions and/or sports fairness. It can be envisaged either before or after each gate. These stop overs will be detailed in the sailing instructions.

### 8.2 **First leg: July 1, 2018 – Livorno-Funchal**

- Port of Departure: Livorno
- 1<sup>st</sup> Gate: Porquerolles
- 2<sup>nd</sup> Gate between Mallorca and Ibiza
- 3<sup>rd</sup> Gate: Gibraltar Strait
- Route to Funchal
- Port of Arrival: Funchal

Prologue in LIVORNO: 10\* competitors minimum chosen by the Organizer will have to take part in a friendly crewed for fun regatta and will be asked to welcome on board partners, VIPs or children.

### 8.3 **Second leg: July 25, 2018 – Funchal – Livorno**

- Port of Departure: Funchal
- 1<sup>st</sup> Gate: Gibraltar Strait
- 2<sup>nd</sup> Gate : between Majorca and Ibiza
- 3<sup>rd</sup> Gate: Bonifacio Strait
- Port of Arrival: Livorno

Competitors who did not complete a leg or did not finish will not be allowed to take part in the following leg. A boat who finishes out of time will be scored DNF. Even if the leg is abandoned afterwards, boats who retired or did not sail the course shall not be allowed to start in the following leg(s)

Funchal: 10\* competitors minimum chosen by the Organizer will have to take part in a friendly crewed regatta and will be asked to welcome on board partners, VIPs or children.

### 8.4 TIME LIMIT FOR FINISHING

- 8.4.1 1<sup>st</sup> leg: 4 days after the first boat finishes in each category.  
8.4.2 2<sup>nd</sup> leg: 6 days after the first boat finishes in each category.

## 9. Penalty System

An infringement of the rules other than RRS Part 2 may be, after a hearing, sanctioned with a time penalty which can go up to disqualification:

- OCS one hour of penalty
- Sparking the engine will penalize in time

Decisions of the [protest committee] [international jury] will be final as provided in RRS 70.5.

## 10. Scoring

- 10.1 Stages scoring  
The scoring system is as follows: Minimum score (Low Point System).  
The ranking will be based on the actual run time event that may be subject to penalties in hours on stops and/or other.  
Ranking for each of the two maneuvers and general ranking based on the minimum score of the two maneuvers, in case of parity the best sum of the two run times will solve it.  
There will be classifications for each leg and for each class.
- 10.2 General scoring  
The first scoring is associated to the first leg, the second scoring is associated to the second leg and the general scoring is associated to full regatta route (first and second legs).  
Each final general scoring will be for each class, adding for each boat the score of the two legs, calculating with the possible penalties or bonuses decided by the jury.
- 10.3 Will be declared winner the competitor with the lowest score addition. In case of a tie, the time of the last leg will break it (This changes RRS A8).
- 10.4 The OA and CP reserves the right to establish other rankings or trophies which will be detailed in the sailing instructions.

## 11. Positioning system and mandatory safety equipments

- 11.1 System of positioning beacon:  
In Livorno, the OA will set up on each boat a positioning beacon which will allow to track the boat.
- 11.2 The following additional accessories other than those required by O.S.R. cat 2 will be compulsory on board and can be checked for their functionality:
- AIS Automatic identification system - fixed receiver and transmitter.
  - Personal transponder AIS-MOB fixed on inflatable life jackets.
  - SOLAS Insulated Suit for each crew member
  - Grab Bag Minimum content: 3 red parachute rockets, 4 red hand flares, portable VHF, warning light, 1 flash light, 5 light sticks, fishing kit, knife, first aid kit, thermal blanket, at least 10 energy bars, three liters of water in envelopes, satellite phone, PLB Personal Locator Beacon.
  - Batteries with autonomy of at least 200 A
  - At least 3 liters / day H<sub>2</sub>O for each crew member
  - Obligation of the logbook
  - Obligation to register waste
- Recall that these equipments are already provided by O.S.R. cat.2: VHF-DSC - EPIRB - Oceanic life raft ISO 9650-2

## 12. Mooring in the marina.

Boats will be assured with suitable moorings as follows:

- In Livorno, from Sunday 24 June 2018.
- In Madeira, from July 13<sup>rd</sup> to 20<sup>th</sup> (at maximum until 27<sup>th</sup>), 2018.
- In Livorno, from August 01<sup>st</sup> to 15<sup>th</sup> (at maximum until 27<sup>th</sup>), 2018.

The OA will provide a mooring plan for the boats in due time on the arrival in Livorno, and skippers are requested to respect it as defined on 20 June, 10:00 (UTC+1).

Boats are not allowed to go out of the harbor except a written authorization is provided by the Race Committee after 27 June, 17:00 (UTC+1).



## 13. Haul out restriction

Boats shall not be hauled out after 27 June 9.00 (UTC+1) unless a Race Committee written authorization is released permitting it.

## 14. Outside Help

- 14.1 The race is double-handed without organization assistance at sea. Each boat shall have, at any time, only two person on board, and always the same, except in the cases stated in RRS 41.
- 14.2 Boats shall complete the whole race independently and must not deliberately sail in convoy or arrange in any way to plan to share a route with another boat. During the race, the boat shall not have any physical contact with any other vessel or aircraft. All replenishment of supplies shall be in accordance with this Notice of Race.
- 14.3 During the race, a boat may put into port or lie at anchor and receive assistance:
- Must Inform the OA as soon as possible and not later than 2 hours from the moment of requested of assistance;
  - Never turn off tracking.
- 14.4 The boat may be towed in order to put into or leave port or anchorage for a maximum distance of 2 miles, if it can be demonstrated that the overall result of such an action has not contributed to its progression towards the finishing line.
- When the boat is being towed, and only at that moment, persons may get on board.
  - While the boat is at anchor or tied up to a buoy or moored to another vessel in port or otherwise sheltered, repairs may be carried out and supplies replenished. The crew may disembark.
  - After the completion of repairs, the boat may, in order to re-join the race, be towed for a maximum distance of 2 miles, informing the OA.
  - The crew must demonstrated that the overall result of such an action has not contributed to its progression towards the finishing line. As soon as the boat re-joins the race, only the crew members are allowed on board.
  - The duration of any halt needing an outside help, or when the skipper is obliged to leave the boat, even for a few moments, may not be less than 4 hours. This condition does not apply to the ports of LIVORNO and Funchal, where all means are permitted in order to seek or leave port up to a point indicated by the OA.
  - The time limit of any technical stop shall not exceed 6 hours for each stage, whatever the number of stages. A boat will be considered to be receiving technical assistance from the time of tying up to the time of re-joining the race. As soon as this time limit of 9 hours is exceeded, the competitor will be scored DNF without a hearing.

Any stopover must be communicated to the OA (by telephone and by e-mail) together with an account of the circumstances and a full report of any damage. The competitor shall alert the OA before setting off to re-join the race.

Except in an emergency, a racing boat shall neither transmit nor receive vocal information or data which are not available to all competitors. [DP]

## 15. Prizes

Only the boats who crossed the finishing lines of the MADEIRA 950 OPEN RACE and have finished within the time limit will be taken into account for trophies and prizes.

COURSES and PRIZES

The courses to be sailed and the Prizes will be given as follows:

- 15.1 **First leg: LIVORNO – FUNCHAL**
- Gate to Porquerolles: **FRANCE Award**

- Gateway between Majorca and Ibiza: **IBIZA Award**
- Gibraltar Gate: **COLUMNS OF HERCULES Award**
- Arrival in Funchal (Madeira): **MedOcean Funchal Race 2018 Award**

#### 15.2 **Second leg: FUNCHAL – LIVORNO**

- Gate between Majorca and Ibiza: **MAIORCA Award**
- Passage through "Bonifacio Strait ": **BONIFACIO Award**
- Arrival in Livorno: **MedOcean Livorno Race 2018 Award**

#### 15.3 **Complete Regatta Route:**

**Arrival in Livorno: MADEIRA RACE 2018 Trophy**

## 16. Decision to race

The decision to take part, sail and continue the race is a competitor's responsibility only. Consequently, by entering the race and continuing racing, the competitor lifts the OA of any responsibility in the event of damage or injury.

Sailing is a hazardous sport and an activity which is potentially dangerous. Any person planning to take part in the race must do so while accepting the risks inherent in such participation and in full understanding of the damage and loss this may entail.

#### 16.1 Decision to race

Each member on board takes part in the race at his/her own risks and dangers and under his/her sole responsibility. Each competitor, who remains sole judge of personal competences, physical and medical fitness, of the condition of the boat and its rigging, of prevailing or forecast weather conditions and so on.

Any advice or information offered by the race organizers, for example: a weather forecast or advice following a boat-inspection, is to be seen as strictly advisory and it remains the sole responsibility of each competitor to verify the weather conditions as well as equipment carried on board.

Neither the OA, nor any associated body will be charged of responsibility for any occurrence following suggestions or information they offered.

#### 16.2 Person in Charge

Whatever the legal connections may be between the owner(s) of the boat, the agent and the crew, only the Person in Charge officially named on the entry form may communicate directly with the race organizers (see RRS 46).

All crew members are wholly and personally responsible for any damage to property or persons, both to themselves and to their boats, and to any third party or property belonging to a third party. It remains their responsibility to take out all the necessary insurances, to cover injuries, losses, damage or other claims. Moreover, all competitors undertake to provide proof of such insurances and all possible exclusion clauses and levels of compensation to any third party with whom they will have come into contact within the framework of the race and associated events.

In particular, each Person in Charge is responsible to the OA for payment of all insurance policies needed to cover civil liability up to a minimum of 1.5 million euros.

Failure to meet these conditions will lead to withholding of permission to start the race and all entry fees will remain property of the race organizer. The absence of third party insurance cannot be considered the responsibility of the OA or of any partner.

As an essential condition of participation in the race, each skipper must submit to the organizers a standard waiver, duly signed, absolving the OA, representatives, agents and insurers from any responsibility.

## 17. Responsibility of the OA

### 17.1 Abandonment

- In case of not reaching the minimum of 10 registered boats the OA can cancel the race by returning 100% of the registration fee.
- In case of absolute necessity or if the safety of the competitors requires it, the organizers may decide to abandon the ongoing event. Abandonment in case of absolute necessity or for any reason beyond the OA's decision will not be grounds for refunding the registration fee nor for compensation. This may happen (this is not a limitative list) in case of exceptional weather conditions, armed conflict, criminal attempt, requisition, fire, flooding, strike or maritime installations blockade from foreign origin and totally beyond the organizers' wills.

### 17.2 Responsibilities of the OA

Sailing is a hazardous sport and an activity which is potentially dangerous. Any person planning to take part in the race, either as a participant or in another role, must do so while accepting the risks inherent in such participation and in full understanding of the damage and loss this may entail.

The responsibility of the organizer (OA) and all partners is limited to ensuring compliance with the rules of the sport. Any other responsibility borne by the organizer shall be contractual and explicit. In particular:

- All checks and balances undertaken by the race organizers, either at their own initiative or at the request of the international jury or other body, would be solely with the aim of ensuring that the rules, race regulations and their codicils have been respected.
- Monitoring, and especially radio monitoring and tracking by the use of buoys, which the organizer can put in place, must be considered by competitors as voluntary and unpredictable, and not in any way as additional security upon which they can depend.
- Any request made to anyone connected to the organizer will only entail a legal obligation if that person explicitly accepts a responsibility, either personally or by delegation to someone with official accreditation. This is particularly in the case of requests for assistance, at sea or otherwise.

### 17.3 Acceptance of the rules

This is a sporting event. Any sporting dispute shall be judged according to the SI. Making a complaint implies that the competitor and all beneficiaries renounce any jurisdiction other than sporting. No claim for damages or material advantage will be legitimate (RRS Fundamental Rule 3). Consequently, the organizers shall accept no responsibility for any implied breach of contract along usual lines, written or otherwise, nor for negligence; and shall not be held responsible for any loss or injury (whatever the cause or circumstance), or for any dereliction of duty, misrepresentation and so on.

### 17.4 The OA cannot be held responsible for any direct or indirect loss, real or alleged, however slight, in any circumstance, sustained by anyone concerned: competitor, agent, patron or other interested party and its absolute absence of responsibility related to any loss of profit, opportunities, business, publicity, reputation (or any opportunity to enhance a reputation) or any financial loss whatsoever.

### 17.5 The OA cannot be held in any way responsible by those taking part in the race, or any third party, for any loss, damage or expense, real or supposed, resulting from any circumstance outside their control, including (but not limited to) any natural disaster, war, military action, accident, material failure, riot, abnormally severe weather conditions, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lock-out or civil unrest, as well as any omission or refusal of permission on the part of government, national or international sailing body, suppliers of equipment or telecommunications, or any delay in the provision, manufacture, production or delivery by any third party of information, goods or services.

The OA shall face no responsibility for rescue operations, either at sea or on land. Competitors are equally reminded of their obligations to give assistance to other vessels or competitors in distress (RRS Fundamental Rule 1.1) within the limits of what is possible; rescue and help at sea being governed by international convention.

- 17.6 Retiring from the race  
In case of a competitor's retirement, and as soon that he/she is safe in a harbor as confirmed by the Race Committee, the OA sets free of any responsibility about his intended movements and logistics referred to the boat.

## 18. Use of the logo – Communication – image rights

- 18.1 Name  
The official name is "Madeira 950 Open Race".  
Also could be used shorter names as "Madeira Race" or "Madeira Open Race" or "Madeira 950 Race" as decided by Promoter Committee (PC).  
The PC authorize the use of this name and the name plus the logo for the 2018 Madeira edition. Any registered boat in the race that agrees to respect the name of the race when communicating and promoting. The logo of the race is free of rights for the registered boats within their own promotion from registration date up to September 2018. A graphic chart shall be provided and shall be respected. [DP]
- 18.2 Audio-visual rights  
For competitors, entering the "Madeira 950 Open Race" means that their image and name, the image of their boat, of their sponsor(s), their partners and technical crew(s) and family members present in Livorno, in Madeira stop-over, at the finish in Livorno, at sea or any public place, press room, pontoons, support boats, social networks (Facebook, LinkedIn, Twitter etc.) may be used by the PC or OA or their representatives, to communicate on and/or enhance the "Madeira 950 Open Race" and their partners, on any territory or any media support whatsoever without any time limitation. It is understood these images will be only used in normal predictable conditions, without any ill will.

**Contact Organising Authority (OA):** [oa@madeira950race.eu](mailto:oa@madeira950race.eu)

**Contact Clubs:**

### **Yacht Club Livorno (Livorno – Italy)**

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### **Clube Naval do Funchal (Madeira – Portugal)**

<http://www.clubenaualdofunchal.com>  
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**Contact Promoter Committee (PC):** [pc@madeira950race.eu](mailto:pc@madeira950race.eu)

**Contact regatta site:** [info@madeira950race.eu](mailto:info@madeira950race.eu)

**Contact web site admin:** [admin@madeira950race.eu](mailto:admin@madeira950race.eu)

**Contact Technical:** [technical@madeira950race.eu](mailto:technical@madeira950race.eu)

## Legend

**COLREGs= International Regulations for Preventing Collision at Sea**

**DNF = Did Not Finished**

**“DP”= The Mention “[DP]”in a rule of this NoR means that the penalty for an infringement of this rule can be less than disqualification at the discretion of the Jury.**

**FIV = Italian Sailing Federation**

**FPV = Federação Portuguesa de Vela**

**IRPCAS = NIPAM/COLREGs = International Regulations to Prevent Collisions At Sea**

**NIPAM = International Regulations to Prevent Collisions At Sea**

**NoR = Notice of Race**

**OA = Organization Authority**

**OCS = On Course Side**

**O.S.R. = Offshore Special Regulation**

**Person in charge = Capitan (Skipper)**

**RRS = Racing Rules of Sailing**

**SI = Sailing Instruction**

**TMAS = Tele Medical Assistance Service**

**WS = World Sailing**