



9° MONACO ENERGY BOAT CHALLENGE

POWERED BY
YACHT CLUB DE MONACO
4-9 JULY 2022

OPEN SEA TRIALS Regulations

The Yacht Club de Monaco welcomes all teams interested in participating in the Monaco Energy Boat Challenge 2022.

Founded in 1953 by Prince Rainier and presided since 1984 by HSH the Sovereign Prince Albert II, the Yacht Club de Monaco has 2,500 members, from 80 nationalities. Many of the world's most prestigious private yachts fly the Yacht Club de Monaco's burgee, testimony to its unique position on the international yachting scene.

In accordance with its statutes and its mission to serve as a link "between people who love the sea", the Yacht Club de Monaco is at the centre of life in the harbour, organising around 30 international nautical events promoting the Principality, with the ambition of positioning "Monaco as the World Capital of Yachting". Initiated in 1904, when Monaco welcomed the first powerboat meetings trialling the first combustion engines at sea, it is now a testing ground for green innovation where students, engineers, researchers, owners and the industry can meet.

The Monaco Energy Boat Challenge is a showcase uniting projects around zero emission propulsion in yachting. The Open Sea Trials, part of the MEBC Exhibition, will be made of 3 different Trials (Manoeuvrability, 16NM Speed & Endurance) to evaluate the capacities of the boats and display them to the public.

This document sets out the rules of the Open Sea Trials and may be subject to modifications which, if necessary, will be communicated on the website of the Monaco Energy Boat Challenge. www.energyboatchallenge.com

DOCUMENT CONTROL

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by Yacht Club of Monaco



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1. Organisers

The Open Sea Trials are hosted within the Monaco Energy Boat Challenge (MEBC) It is organised and owned solely by the Yacht Club de Monaco.

Contact: Quai Louis II, 98000 Monaco - Telephone: +377 93 10 65 05 - Website: www.ycm.mc

All inquiries may be sent to: energychallenge@ycm.org

2. Eligible boats

2.1. May participate to the Open Sea Trials:

2.1.1. Boats of twelve (12) meters or less capable of carrying at least 3 persons.

2.1.2. Boats constructed to the following standard:

- CE certified, built to Category C standards (Inshore), with appropriated paperwork OR
- Non-CE certified, assessed by the Organiser to be up to Category C standards. Annex C will be used to assess non-CE boats.

2.1.3. Boats carrying the safety equipment listed in Annex B: Boat Checklist.

2.1.4. Boats carrying a Marine VHF when outside of the harbour walls.

2.2. Any support boat or craft used to provide on-water support to their Boat while participating in the Trials are not allowed.

3. Governing Rules

3.1. The Open Sea Trials will be governed by the following rules:

- All applicable local maritime authority rules and regulations.
- These regulations.
- The Open Sea Trials Instructions handed out at least one week before the start of the MEBC.
- Any amendments to the rules above issued by the Organiser.

3.2. During the event, any changes to the rules or the Programme will be announced by the Organisation to the Boat Manager by any means described in the Welcome Webinar.



4. *The team*

4.1. The following roles must be clearly assigned to the Team Members over 18 years old on the first day of the MEBC:

4.1.1. A “Manager” is the main contact with the organisation. He is responsible for any liability related to the team or the team activities including but not limited to:

- Regulatory compliance;
- Safety of the boat, vehicles, equipment and individuals;
- Actions of team members;
- Actions of any other individuals associated with the team...

4.1.2. A “Boat Captain” responsible for operating the Boat:

- Must hold the appropriate permit to drive a boat under its own country regulation;
- Must know and apply the maritime regulations and Open Sea Trials regulations;
- Must be capable to operate the boat in a safe and responsible manner;
- May be the Manager.
- Must have a sound knowledge of marine terms in English to be allowed to facilitate communication with the Organisation.

4.1.3. For non-CE certified boats, a “Liaison”:

- Is a dedicated person ashore, nominated by the Manager;
- Is not part of the boat crew;
- Is at the disposal of the organisation;
- May be the Team Manager. If that is not the case, the liaison must be able to speak for the Manager;
- Must speak English fluently;
- Must always be able to communicate with the boat crew when the boat is outside of YCM Marina. This communication must work without WIFI;
- Must be at the Liaison Centre when the Boat is outside of YCM Marina.

4.2. “Additional crew members” nominated by the team manager and approved by the Organiser must be over 18 years old on the first day of the MEBC:

4.3. When underway during the Trials, all boats must be manned by a minimum of 3 persons.

4.3.1. If the boat is fitted with a functional “kill cord”, a boat may be manned by only 2 people when underway.

4.3.2. A “kill cord” is a safety device attached to the helmsman's and linked to an engine cut-out switch, such that the switch is triggered and the boat's engine automatically stopped (“killed”) if the helmsman is thrown from his seat.



5. Registration & Fees

- 5.1.** By applying, Teams declare that they know and understand the regulations of the Open Sea Trials and agree that participation will constitute their full acceptance.
- 5.2.** Entrants are expected to act fairly and in good faith in accordance with the regulations.
- 5.3.** To simplify comprehension to the public, all participants wishing to participate in the Open Sea Trials, will be considered as exhibitors of the MEBC Exhibition and must register online and request a Marina Mooring on the MEBC website, *Book Your Stand*: <https://form.jotform.com/213073267274354>
- 5.4.** The Organiser reserves the right to refuse a Team's application at the Organiser discretion.
- 5.5.** Each Team/Boat must be insured with reputable insurers for Third Party Liability risks up to €1 million or the equivalent in other currencies for the period when the Boat is in the Principality of Monaco. This must be presented to the Organiser to confirm participation. See Annex I: Team and Boat Insurance 2022.
- 5.6.** Each Team Member must be insured for personal accident and medical expenses cover for at least €100,000 per accident.
- 5.7.** The Registration Fee will depend on the MEBC Exhibition Package chosen by the Team. See MEBC exhibition conditions for details on the event website.
- 5.8.** See MEBC exhibition conditions for cancelation and refunds.
- 5.9.** Teams that are part of University may benefit from the reimbursement of their entry fee, by filling the ANNEX E University Affiliation Form 2022.
- 5.10.** Selected teams that do not complete the entry procedure as set out in Annex A may be refused access to the Open Sea Trials.
- 5.11.** Late entries may be accepted at the Organisers discretion.



6. Programme

6.1. It is the Organiser's intention that the Open Sea Trials will follow the following provisional programme. The programme may be modified.

2022	Time	
Thursday June 23 rd	11am	Welcome Webinar
Monday July 4 th	9am	Paddock opens
Tuesday July 5 th	4pm	Non-CE boats arrival deadline
Wednesday July 6 th	9am to 5pm	Technical Inspections & Sea Trials
	7pm	Opening Ceremony
Thursday July 7 th	9am	Compulsory Captain's Briefing
	9am to 12noon	Technical Inspections & Sea Trials
	2pm	Parade
	2.30pm to 4pm	Manoeuvrability Trial
	5pm	Daily results
Friday July 8 th	After tech Talk	Happy Hour & Job Dating
	9am	Compulsory Captain's Briefing
	10am	16NM Speed Trial
	3pm	YCM Speed Record
	5pm	Daily results
Saturday July 9 th	After tech Talk	Happy Hour
	9am	Compulsory Captain's Briefing
	10am to 4pm	Endurance Trial
	5pm	Daily results
	6pm	MEBC Exhibition Closes
Sunday July 10 th	8pm	Prize Giving Ceremony
	12noon	Paddock Closes – Marina access Closes

6.2. Non-CE boats will be required physically in Monaco no later than Tuesday the 5th July 2022 at 4pm. The Team need to be ready to start the inspection on the 6th July 2022 at 9am. Participation to the Open Sea Trials may be denied to non-CE boats failing to comply to this rule.

6.3. Each Team must be represented by the Boat Captain (and the Liaison if applicable) during the Compulsory Captain's Briefings. Participation to the day's Trial will be denied to boats whose Captains are not in attendance to the Compulsory Captain's Briefings.

6.4. Without written permission for YCM Marina, all boats participating in the Open Sea Trials must depart YCM Marina no later than 11am on the 10th July.



7. *Open Sea Trials Format and Ranking*

7.1. The Open Sea Trials will be made as follows:

- Manoeuvrability Trial in Monaco Harbour.
- 16NM Speed Trial in Monaco, France and Italian coastal waters.
- Endurance Trial in Monaco Coastal waters.

7.2. A separate ranking will be established for each Trial.

7.3. Global ranking will be established separately for CE and non-CE boats, using the following point system:

Rank - Points	Rank - Points	Rank - Points	Rank - Points
1 - 400	6 - 95	11 - 22	16 - 5
2 - 300	7 - 71	12 - 17	17 - 4
3 - 225	8 - 53	13 - 13	18 - 3
4 - 169	9 - 40	14 - 9	19 - 2
5 - 127	10 - 30	15 - 7	20 - 1

7.4. In case of a tie in the global ranking after Trials are completed, the boat with best ranking in the Endurance Trial will be declared the winner.

7.5. A mandatory tracking scheme will be established by the Organiser.

7.6. Registration numbers will be handed out by the Organisers and will have to be affixed to the satisfaction of the Organiser.

8. *Manoeuvrability Trial*

8.1. One by one, boats will have to complete a timed run, in close quarters, to assess the manoeuvring capabilities of the Team.

8.2. The manoeuvres to complete the run will be described in the Open Sea Trials Instructions.

8.3. The aim is to complete the run within the least amount of time recorded by the Organiser. Only full runs will be counted. The Organiser will be sole judge that the run is complete.

8.4. In case of a tie, the boat will be ranked with the same amount of points.

8.5. Two runs may be held if time allows. Decision will be made by the Organiser after the first run. The best run will be recorded as long as all participants were given the chance to run twice.



9. 16NM Speed Trial

- 9.1.** Boats will have to complete a costal course of 16 nautical miles in length between Monaco & Ventimiglia after a mass fleet start. The course will be described in the Open Sea Trials Instructions.
- 9.2.** Boats failing to cross the start line within 5 minutes of the first boat will not be allowed to participate in the 16NM Speed Trial.
- 9.3.** The aim is to complete the course within the least amount of time recorded by the Organiser.
- 9.4.** Boats failing to complete the course 3 hours after the first boat will not be classed.
- 9.5.** In case of a tie, the boat will be ranked with the same amount of points.
- 9.6.** The 16NM Speed Trial may be shortened or stopped at any time if the Organiser believes that the conditions will not allow to finish the course safely.

10. Endurance Trial

- 10.1.** Boats will be allowed to sail the course between 10am and 2pm. Times may be adjusted depending on the conditions.
- 10.2.** Boats will start in a mass fleet start but may start at any time during the Endurance Trial.
- 10.3.** The aim is to complete the most amount of complete laps recorded by the Organiser in the time frame stated above.
- 10.4.** In case of a tie in the number of laps, the boat completing the laps first will be declared winner.
- 10.5.** Drivers may be changed during the Endurance Trial, but boats must return to the paddocks in the harbour and respect all harbour rules.



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11. Other events not counting towards the final ranking of the MEBC

11.1. Testing at sea for non-CE boats

11.1.1. Boats will be allowed to sail in the MEBC Stadium area to test the boat.

11.1.2. Non-CE boats will be allowed to sail outside of YCM Marina from Tuesday to Saturday of the MEBC after the technical inspection is complete.

11.1.3. Non-CE boats are not allowed to sail outside of YCM Marina from 5pm to 9.30am.

11.2. Parade

11.2.1. Boats may participate in the parade, following the instructions given in the morning briefing.

11.3. Speed Record

11.3.1. Rules will be published in due time in Annex R - Speed Record.



12. *Charging of Boats*

12.1. *Open Sea Trials Boats*

12.1.1. Each team may recharge their energy container afloat in Monaco, once moored in their designated area. For those using electrics, only charging equipment contained in the boat may be used; one (1) shore power points (CEE 3P+N+T - 32A - 380/420V) will be provided per team by the Organisation.

12.1.2. Superchargers may be allowed at the Organiser's discretion.

12.1.3. Boats requiring different charging means must contact the Organiser in writing at least one month prior the start of the event.

12.2. *Hydrogen and other*

12.2.1. Teams using hydrogen of other energies will be given on site instructions on how to store and refill. Strict adherence to these rules must be followed at all times.

12.2.2. A team may organise refuelling of Hydrogen boats in Monaco but must approach the Organiser at least 3 months in advance to obtain clearance from local authorities and the organisation.

12.2.3. Annex H: Hydrogen datasheet must be handed in to the Organizer at registration stage (see Annex A).

13. *Prizes*

13.1. The following prizes will be awarded at YCM:

13.1.1. During the daily results

- The winner of Each Trial (Manoeuvrability, 16Nm Speed & Endurance)
- The winner of the YCM Speed Record

13.1.2. During the MEBC Prize Giving Ceremony

- The overall CE certified general winner
- The overall non-CE certified general winner
- Coup de Coeur Exhibitors' Prize (see Exhibitors' brochure)
- New Generation Prize (see exhibitor brochure)

13.2. The Organiser may introduce more prizes or awards if it so chooses



14. Penalties

- 14.1.** A Team may at the sole discretion of the Organiser and/or the Organisation Committee be penalised and/or disqualified if that Team's Boat:
- 14.1.1. is operated or handled in an overly aggressive, un-seamanlike and/or unsafe manner and/or
 - 14.1.2. the Team violates or ignores the Rules and/or
 - 14.1.3. to the Team deemed to have departed from the spirit of the event by deliberately acting to gain an unfair advantage over others or by conduct that could bring the event into disrepute.
- 14.2.** The Organiser's and/or Organisation Committee decision-making and interpretation of the Rules is final and binding on all Teams.

15. Protests

- 15.1.** Protest may be logged by the Team Liaison, by the means communicated by during the Welcome Webinar, up until one (1) hour after the results are published.
- 15.2.** Protests are frowned upon by the Organisation Committee, but in appropriate circumstances and at the sole discretion of the Organiser, the Organisation Committee may convene a protest hearing. The decision will take into account both objective and subjective factors in determining the outcome of an alleged infringement of the Rules and will be final and binding on all Teams.
- 15.3.** As a result of a collision or other damage or injury being sustained during the Monaco Energy Boat Challenge, the Organiser shall not be required to convene a protest hearing.
- 15.4.** The Organiser, the Organisation Committee, the Organising Partners and their agents or representatives shall not be required to give evidence or disclose any documentation in connection with any civil hearing.
- 15.5.** The jury will be composed of an odd number of members appointed by the Organiser. The Jury will be presented during the Welcome Webinar.



16. *Support to the Teams*

16.1. *Accommodation*

Team members may benefit from YCM pre-negotiated fees by contacting energychallenge@ycm.mc.

YCM offers free accommodation to the teams that are part of a group or a group of schools or universities such as legally and administratively represented by a teacher or an academic referee. Annex C must be returned signed and stamped at Stage 1 in order to validate the status of your team.

Accommodations will be in the neighbourhood of Monaco for up to 5 people per team from the 4th July to the 10th of July 2022 (6 nights). Extra Team members may benefit from the negotiated rates available to all participants.

16.2. *Parking*

Parking will be available for vans and trailer free of charge during the event. Cars must be parked in public carparks or parking space. Voucher will be available at registration to park in public carparks surrounding the club up to a maximum cost of €12 per day. The Yacht Club de Monaco will not be held responsible if your vehicle is parked illegally and fined or towed away.

17. *Team Undertaking*

Each Team hereby undertakes to:

- Participate in the Exhibitors Pitch taking place during the event.
- Become an Ambassador of the Yacht Club de Monaco's message by promoting and spreading its message about energy efficiency and innovation.
- Publish on its website and other means of communication, a standard text that the Organiser will send which presents the Energy Boat Challenge.
- Leave all the facilities used in the condition they were found and ensure that no trash is disposed in an incorrect fashion.



18. Media, Advertising and Logos

18.1. Energy Boat Challenge Registration Numbers:

The Organiser will allocate each Team with a bow number for its Boat and will issue each Team with decals showing this number and which are to be attached to Boat's registration panel as specified in the Technical Regulations. The Monaco Energy Boat Challenge registration numbers may not be modified except by the Organiser.

18.2. Sponsors:

A Team may be sponsored provided that any such sponsorship does not, at the sole discretion of the Organiser, conflict with the moral standards and/or commercial or other interests of the Organiser, the Organising Partners, or the Energy Boat Challenge itself. Number of sponsors on Crew's overall, helmet and team member's t-shirts are not limited.

Details of any proposed sponsorship (including sponsors' names and the types of products and/or services offered by sponsors) must be included in the Team Specs. A Team breaching this Clause may, at the sole discretion of the Organiser, be disqualified from the Monaco Energy Boat Challenge.

A Team is not permitted to add sponsorship and/or advertising graphics to the Boat after Technical Inspection without the Organiser's prior written approval.

The Paddocks are reserved for the Team boats, no additional communication material such as windflag, roll ups etc.. may be added.

18.3. Logos:

A Team is not permitted to apply or use any logos, marks or distinguishing features belonging to the Organiser or the Organising Partners without the Organiser's prior written approval.

18.4. Graphics:

The Organiser reserves the right, on its sole approval, to disapprove any graphics on the Boat or otherwise which it considers inappropriate and/or offensive. Failure to remove any such graphics or comply with this provision may result in disqualification of that Team.

18.5. Media:

Each Team is required to provide comments to the media and attend media events for broadcast purposes, if requested to do so by the Organiser. Such events will be advertised on the Organiser's Official Notice Board online.



19. *Organisation, communication and promotion*

By entering the Monaco Energy Boat Challenge the Team expressly acknowledges and agrees:

- a) and warrants that they have obtained permission from their sponsors and commercial partners (wherever appropriate) that the Organiser and the Organising Partners are hereby granted a perpetual, irrevocable, royalty free licence to reproduce, print, publish or disseminate worldwide and in any medium the names, logos, images, likenesses and voices of the Team and the Boat for any reason whatsoever and in particular in connection with the promotion, advertising, broadcasting and commercial exploitation of the Monaco Energy Boat Challenge;
- b) in promoting the Monaco Energy Boat Challenge, the Organiser reserves the right to use any images, sound, video and interviews of the Participants, their families and friends, on any media, during their preparation and when they are in the zone of the Event, in Switzerland, Europe and the rest of the world;
- c) that the Organiser may request to place a video or photo camera (GoPro or similar, provided by Organiser) on Team boat or Crew's helmet;
- d) That any information and documents, including those considered confidential, which have been communicated directly or indirectly, within the framework of the Monaco Energy Boat Challenge, by the Team to the Organizer may be used and disclosed by the latter, for non-commercial purpose. In the event that the Team wishes to oppose the disclosure of any information or document, including those considered confidential, it is up to the Team to request the establishment of a Non-Disclosure Agreement with the Organizer ;
- e) and warrants that its Boat has been developed solely by the Team and/or that the Team has obtained all necessary licenses and permissions to use the technology, know-how and intellectual property embedded or employed in the Boat;
- f) and undertakes to indemnify the Organiser and the Organising Partners to the fullest extent permitted by law, against all liabilities, costs, expenses, damages and losses including any direct, indirect or consequential losses, loss of profit, loss of reputation and all interest, penalties and legal costs on an indemnity basis and all other costs and expenses sustained or incurred by the Organiser or the Organising Partners arising out of or in connection with a breach of this Clause.



20. Safety

It is the responsibility of the Team to decide whether to compete in the Event. Motorboating can be unpredictable and therefore involves an element of risk.

By entering the Monaco Energy Boat Challenge each Team expressly acknowledges and agrees that:

- a) Each Team Member is aware of the risks involved in powerboat operations;
- b) It accepts responsibility for all its Team Members due to exposure to such risks;
- c) Each Team Member clearly understands that the provision by the Organiser; safety boats and/or officials does not relieve the Team of its responsibilities under the Rules;
- d) The safety of the Team, the Boat and other Teams and Boats is the primary consideration during the Monaco Energy Boat Challenge;
- e) It is responsible for the safety of the Boat, all Team Members and all Team property whether afloat or ashore;
- f) It accepts responsibility for any injury, damage or loss caused by its or its Team Members' acts or omissions;
- g) It will ensure that the boat will be in sound working order, seaworthy and fit to participate in the Monaco Energy Boat Challenge;
- h) It will ensure that each Team Member will wear a life jacket at all times whilst on the water;
- i) It will ensure the testing outside of YCM Marina are conducted in accordance with the rules;
- j) It will ensure that the Boats shall at all times respect the 3-knot speed limit in the Harbour of Monaco. A 3 laps penalty in the Endurance Trial will be issued to boats disregarding this rule. On second reminder, a boat may be disqualified from the Open Sea Trials.
- k) It will ensure that no Team Member will be attached to the Boat by harness or other restraint at any time while the Boat is afloat;
- l) It will ensure that no Team Member walks in the paddocks or on the slipway without shoes on.
- m) It will ensure no work is carried out on the boat while the boat on the water (not applicable for the boats staying afloat for the duration of the challenge).
- n) It will ensure that no team member work on the boat when wet.
- o) It will ensure that, at all times while the Boat is on the water, the crew will be in radio contact with a Team Member ashore. That communication system will be checked by the Organiser during the Technical Inspection; and
- p) All its Team Members will be courteous to all other Boats, Teams and Team Members participating in the Monaco Energy Boat Challenge, the Organiser, the Organising Partners and their assistants and representatives as well as all other water users.



21. *Disclaimer of Liability and General Conditions*

This Regulations and the terms of the contract created by a Team entering the Monaco Energy Boat Challenge shall be governed by the laws of Monaco. The Parties hereby expressly agree that any dispute which is not resolved in accordance with the Rules shall be referred to the exclusive jurisdiction of the courts of Monaco.

Each Team shall be responsible for reading, understanding, and complying with these Rules. In registering to take part, each Team accepts to comply with the Monaco Energy Boat Challenge Rules and with the Organiser's decisions.

- q) It is an express condition of entry to the Event that: i) the Disclaimer of Liability Form is accurately and fully completed and signed by each Team Member at the confirmation of registration in Monaco; and ii) each Team accepts that it is entirely responsible for its own and its Team Members' safety, whether afloat or ashore, and nothing, whether in the Rules or elsewhere, reduces the Team's responsibility.
- r) It is for each Captain to decide whether the Boat is seaworthy and/or fit to compete in any conditions that may be encountered during the Monaco Energy Boat Challenge. By going to sea and participating in a Trial, parade or exhibition, the Captain hereby expressly undertakes and confirms that the Boat is seaworthy and fit in all respects and that the Team is competent to compete in any conditions that may be encountered during the Monaco Energy Boat Challenge.
- s) The Organiser hereby excludes all liability for property damage, death and personal injury sustained at sea or on land in connection with, prior to, during and/or after the Monaco Energy Boat Challenge, to the fullest extent permitted by law. Nothing done by the Organiser, the Organising Partners and any of their subsidiaries, associated companies, consultants, agents, representatives, organisation committee, organisation officer, trustee, support boat, sponsor, supporter and other company and organisation officially involved with the Monaco Energy Boat Challenge will reduce the responsibility of the Team nor will it make the Organiser responsible for any loss, damage or personal injury, however the same may have occurred, as a result of the Team's participation in the Event.
- t) Each Team and/or Team Member hereby undertakes to indemnify the Organiser and/or the Organising Partners jointly and severally and to the fullest extent permitted by law for any damage, loss, liability, costs and fees incurred (whether directly or indirectly) by the Organiser and/or the Organising Partners in connection with the Team's acts or omissions in connection with the Monaco Energy Boat Challenge.
- u) All accidents, whether on or off the water, must be notified in writing to the Organiser immediately. Failure to do so may result in either a points penalty and/or a disqualification from particular Trial(s) or the entire Monaco Energy Boat Challenge.
- v) If any provision in this Regulation is deemed invalid, void or inapplicable the remainder of this Regulation shall nevertheless remain in full force and effect.



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- w) These Rules form the entire agreement between the Organiser and the Teams entering and participating in the Monaco Energy Boat Challenge and the Organiser hereby expressly reserves the right to revise the Rules at any time and will take all reasonable steps to notify participants of such revisions in the form of email notifications to each Team and bulletins being posted on the Organiser's notice board at the YCM during the Monaco Energy Boat Challenge.
- x) Cancellation of the Trial(s) and/or the Monaco Energy Boat Challenge:
- In the event that the Organiser abandons or cancels any Trial of the Monaco Energy Boat Challenge due to adverse weather or any other reason, no liability shall attach to the Organiser;
 - The Organiser reserves the right to cancel the Monaco Energy Boat Challenge entirely, in such circumstances: i) the contract between the Organisers and the Teams will be terminated forthwith by email notice from the Organiser to each Teams using the Team's contact email address set out on the duly completed Entry Form; and ii) or iii) each Team and Team Member hereby expressly agrees that any claim of any nature whatsoever against the Organiser is expressly excluded and undertakes to indemnify the Organiser in respect of any claim brought by anyone associated with them and/or any costs incurred by the Organiser in relation to any such claim



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ANNEX A: ENTRY PROCEDURE

	NON-CE BOATS & HYDROGEN BOATS	OTHER BOATS (CE CERTIFIED)
REGISTRATION	<p>Complete online the pre-registration form at https://form.jotform.com/213073267274354</p> <p>by booking a Marina exhibition mooring and specifying your participation in the Open Sea Trials.</p> <p>Pre-registration will be deemed complete on reception of <u>all applicable documentation</u> to the organiser energychallenge@ycm.org</p> <p>CE Certificates, or ANNEX C self-assessment for non-CE boats</p> <p>ANNEX E University Affiliation Form 2022 if applicable</p> <p>ANNEX H – Hydrogen Data Sheet if applicable</p> <p>CLOSING 1st May 2022</p>	<p>Complete online the pre-registration form at https://form.jotform.com/213073267274354</p> <p>by booking a Marina exhibition mooring and specifying your participation in the Open Sea Trials.</p> <p>Pre-registration will be deemed complete on reception of all required documentation to the organiser energychallenge@ycm.org</p> <p>CE Certificate</p> <p>ANNEX E University Affiliation Form 2022 if applicable</p> <p>CLOSING 1st July 2022</p>
ARRIVAL	Arrival in Monaco no later than 5 th July 2022 4pm.	
INSPECTION	<p>Held on 6th & 7th July 2022.</p> <p>On arrival at the Monaco Energy Boat Challenge, each Team's Boat will be inspected by the Organiser to ensure compliance with the Rules and the Technical Regulations.</p> <p>Following documentation must be ready for the Inspectors:</p> <ul style="list-style-type: none">• ANNEX B: Boat Checklist & Participation Declaration• ANNEX I: Team & Boat Insurance 2022	



ANNEX B: (for all sea trial participants)

BOAT CHECKLIST & PARTICIPATION DECLARATION

<https://energyboatchallenge.com/wp-content/uploads/2019/02/MEBC-Open-Sea-Trials-ANNEX-B-All-boat-Checklist.pdf>

ANNEX C: (additional for non-CE sea trial participants)

SELF ASSESSMENT FOR NON-CE BOATS

<https://energyboatchallenge.com/wp-content/uploads/2019/02/MEBC-Open-Sea-Trials-ANNEX-C-Self-Assessment-for-Non-CE-boats.pdf>

ANNEX E:

UNIVERSITY AFFILIATION FORM 2022

<https://energyboatchallenge.com/wp-content/uploads/2019/02/ANNEX-EUNIVERSITY-AFFILIATION-FORM-2022.01.pdf>

ANNEX H:

HYDROGEN DATA SHEET 2022

<https://energyboatchallenge.com/wp-content/uploads/2019/02/ANNEX-HHYDROGEN-DATA-SHEET-2022.01.pdf>

ANNEX I:

TEAM & BOAT INSURANCE 2022

<https://energyboatchallenge.com/wp-content/uploads/2019/02/ANNEX-ITEAM-BOAT-INSURANCE-2022.01.pdf>