



9° MONACO ENERGY BOAT CHALLENGE

POWERED BY
YACHT CLUB DE MONACO
4-9 JULY 2022

NOTICE OF RACE Monaco Energy Class Solar Class

The Yacht Club de Monaco welcomes all teams interested in participating in the Monaco Energy Boat Challenge 2022, an event which is owned and managed by the Yacht Club de Monaco.

Founded in 1953 by Prince Rainier III 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 competition uniting yachting projects around zero emission propulsion and sustainability. The regulatory philosophy is to provide guidance for safe participation to the event. Those wanting to participate in the Monaco Energy Boat Challenge 2022 edition are required to design and construct boats within given design parameters and participate in the races in Monaco in accordance with these regulations.

This Notice of Race sets out the rules of the Monaco Energy Boat Challenge 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

Version 9.2 - Issued 30/09/2021
Changes from v 9.1 are highlighted in **Yellow**

by Yacht Club of Monaco

#energyboatchallenge

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Yacht Club de Monaco



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1. Organisers

The Monaco Energy Boat Challenge (MEBC) is organised and owned solely by the Yacht Club de Monaco: Quai Louis II, 98000 Monaco - Telephone: +377 93 10 65 05 - Website: www.ycm.mc

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

2. Eligible classes

- 2.1. Each Team is permitted to enter one boat (the "Boat") from one (1) of the classes below, by validation & invitation from the selection committee:
 - 'Monaco Energy Class'
 - 'Solar Class' made of the Solar Open Class & the V20 Class
- 2.2. A maximum of 16 boats per class will be accepted. Entry conditions set in the registration paragraph below.
- 2.3. A Team's Boat must comply with all the Technical Regulations applicable to that Boat's Class.
- 2.4. Teams are not permitted to use any boat or craft to provide on-water support to their Boat while racing & in the racing area as defined by the racing instructions.

3. Governing Rules

- 3.1. The Energy Boat Challenge will be governed by the following rules:
 - all applicable local maritime authority rules and regulations;
 - this Notice of Race (the "NoR");
 - the Technical Regulations applicable to the class;
 - the Racing Instructions handed out in Monaco during the confirmation of registration;
 - any amendments to the rules above issued in writing by the Organiser;
- 3.2. In the event of conflict, the Rules shall be applied in the order of precedence as they are listed above.
- 3.3. During the event, any changes to the rules or the Programme will be announced by the race management to the Team's Liaison by any means described in the Welcome Webinar.



4. Team(s)

- 4.1. All Team Members must be at least 18 years of age, must be declared in the Team Roaster & must be officially accredited with the organiser. Substitution of competitors will not be allowed without prior written approval of the Organiser.
- 4.2. The following roles must be clearly assigned to Team Members:
- 4.2.1. “Team 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
- Regulatory compliance;
 - Safety of the boat, vehicles, equipment and individuals;
 - Actions of team members;
 - Actions of any other individuals associated with the team...
- 4.2.2. “Team Liaison”:
- Is a team member ashore at the disposal of the organisation;
 - Cannot be the Pilot;
 - May be the Team Manager. If that is not the case, the liaison must be able to speak for the Team Manager;
 - Must speak English fluently;
 - Must always be able to communicate with the pilot when the Boat is outside of YCM Marina. This communication must work without WIFI;
 - Must be at the Liaison Center when the Boat is outside of YCM Marina. The Boat will not be allowed to race if the Liaison is not physically at the Liaison Center when the Boat is outside the YCM Marina. After 2 reminders, the Boat may be disqualified from the Race.
- 4.2.3. “Pilot(s)” responsible for operating the Boat when it is on the water.
- Must hold the appropriate permit to drive a boat under its own country regulation;
 - Must know and apply the maritime regulations and races regulations;
 - Must be capable to operate the boat in a safe and responsible manner;
 - Must have a sound knowledge of marine terms in English to be allowed to race to facilitate communication with the race organisation.
 - Must wear an approved lifejacket of 100 Newton buoyancy capacity or equivalent. If not of the rigid type, the lifejacket must be automatically inflatable when coming into contact with water.
 - Must wear an open face, bright colour fluorescent helmet, a bright colour flame resistant clothes or boiler suit and non-buoyant shoes.
 - Must be capable of communicating to one member of their onshore team. The means of communication must have a broadcast range of at least 2 nautical miles. The means of communication must be integrated into the helmet of the pilot, waterproof and supplied with a battery of sufficient capacity to last at least one race without being recharged.



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4.2.4. "Additional Team Members" nominated by the team and approved by the Organiser.

The Organiser may limit the number of additional team members allowed during the Event.

Please note that only five (5) accreditations are included in the Entry of each Team. Accreditations are required to access the YCM, the dedicated allotment, the social events & team benefits. The additional accreditation must be requested in advance and are subject to payment by the 30th of June.



5. Registration & Fees

- 5.1. Pre-registration are open online on September 15th 2021.
- 5.2. By applying, Teams declare that they know and understand the regulations of the event and agree that participation will constitute their full acceptance.
- 5.3. Entrants are expected to act fairly and in good faith in accordance with the regulations.
- 5.4. Team wishing to participate in the MEBC 2022 is required to complete stage 1 of the entry procedure as set out in Annex B to the satisfaction of the Organiser.
- 5.5. At stage 2, the Organiser will confirm acceptance to the teams that have been selected by E-mail to the Team Manager. The other teams will be put in a waiting list.
- 5.6. Selected teams that do not complete the entry procedure as set out in Annex B may be refused access to the challenge. Their space will be passed on to one of the teams from the waiting list.
- 5.7. 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 at stage 4 to confirm participation.
- 5.8. Each Team Member must be insured for personal accident and medical expenses cover for at least €100,000 per accident.
- 5.9. The Organiser reserves the right to refuse a Team's application if the quality and the rigour of the application are considered insufficient.
- 5.10. The Registration Fee, detailed in Annex B, will be entirely reimbursed 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 after the Team satisfactorily completes the Energy Boat Challenge 2022 and by not breaching any of the Rules. Annex E must be returned signed and stamped at Stage 1 to validate the status of your team.
- 5.11. A Team may withdraw from the Energy Boat Challenge by prompt written notification to the Organiser.
- 5.12. A Team withdrawing from the Event after 1st June 2022, will have its Booking Fee refunded only if another boat registers to the event in its position.



6. Programme

6.1. It is the Organiser's intention that the Energy Boat Challenge will follow the following provisional programme. The programme may be modified.

2022	Time	Solar Classes	Energy Class
Thursday June 30 th	3pm	MANDATORY WELCOME WEBINAR	
Monday July 4 th	9am	Paddock opens & Energy Class Hull Delivery	
	2pm to 6pm	Confirmation of registrations & Technical inspections	
Tuesday July 5 th	9am to 6pm	Confirmation of registrations & Technical inspections & Sea Trials	
Wednesday July 6 th	9am to 5pm	Technical Inspections & Sea Trials	
	5pm	Tech Talk	
	7pm	Opening Ceremony	
Thursday July 7 th	9am	Compulsory Pilots Briefing	
	09.30am to 1pm	Sea Trials	
	2pm	Parade	
	2.30pm to 4pm	Qualifying laps	
	5pm	Daily Results & Tech Talk	
	After tech Talk	Happy Hour & Job Dating	
Friday July 8 th	9am	Compulsory Pilots Briefing	
	10am	Start of Endurance Race	
	3pm	Speed Record	
	5pm	Daily Results & Tech Talk	
	After tech Talk	Happy Hour	
Saturday July 9 th	9am	Compulsory Pilots Briefing	
	10am	Start of Slalom Race	
	2pm	Start of Championship Race	
	8pm	Prize Giving Ceremony	
Sunday July 10 th	12noon	Paddock Closes	

6.2. Each Team is required to complete their registration with the Organiser in person with the Team's Boat at Yacht Club de Monaco no later than Tuesday the 5th July 2022 at 4pm. Any exception to this rule must be requested in writing to the organiser as soon as possible. Failure to comply to this rule may result in disqualification.

6.3. Each Team must be represented by the Pilot(s) and the Liaison during the Compulsory Pilot's Briefings. Non-attendance to the Pilot Briefings will result in the team being disqualified for the day races.



7. Race Scoring

- 7.1.** Races shall be held in Monaco waters.
- 7.2.** Race scoring will be done by a race committee appointed by the Yacht Club de Monaco and is made of
- A Race Director
 - A minimum of 2 Timekeepers
 - A minimum of one Observer
- 7.3.** Electronic or video means may be used to validated by the Race Committee
- 7.4.** The following races will count towards the final ranking of the MEBC with equal number of points:
- Endurance Race: as many complete laps in a set amount of time.
 - Slalom Race: alternate between marks as quickly as possible.
 - Championship Race: one on one duels.
- 7.5.** The final ranking will be established for each class 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

- 7.6.** In case of a tie in the final ranking after all races are completed, the boat with best results in the Endurance Race will be declared the winner.



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8. *Endurance Race*

- 8.1. Boats will compete for a set amount of time over a closed course (2 nautical miles maximum) that will be described in the racing instructions.
- 8.2. Boats will start in a mass fleet start but may start at any time during the race.
- 8.3. Boats will be allowed to run for 3 hours. This time may be shortened by the Race Organisation depending on weather conditions on the day of the fleet race. This information will be passed on during the Compulsory Pilot's Briefing on the day of the race.
- 8.4. The race may be shortened at any time if the race director believes that the conditions will not allow to finish the race safely.
- 8.5. Drivers may be changed during the race, but boats must return to the paddocks in the harbour and respect all harbour rules.
- 8.6. The winner of each Class will be the boat completing the most number of laps recorded by the Race Committee in the set time. Any laps started before the end of set time and within 15 minutes of such time will be counted.
- 8.7. In case of a tie in the number of laps, the boat completing the laps first will be declared winner.



9. *Slalom Race*

- 9.1.** One by one, after a running start, the boats will complete a timed run on a slalom course. The length of the course will vary depending on the circumstances.
- 9.2.** A 10 seconds penalty will be added for every buoy missed made while completing the course.
- 9.3.** If more than 3 buoys are missed or if it is clear that the pilot is intentionally not completing the course, the run will be classed as incomplete and be will be discarded.
- 9.4.** Additional timed runs may be held if time allows. Decision will be made by the Race Committee after the first run.
- 9.5.** The winner in each Class will be the boat completing the course in the quickest time recorded by the Race Committee.
- 9.6.** In case of a tie, the winner will be the boat with the fewest penalties. If the tie remains, the boats will be scored with the same number of points.

10. *Championship Race*

- 10.1.** Boats, two by two per Class starting from standstill, will compete on a standard power-boat match-race course. The length of the course will vary depending on the circumstances and will be described in the Pilots Briefing.
- 10.2.** The championship charts will be established based on the Qualifying Race results. The championship charts can be found in Annex A: Championship Charts.
- 10.3.** Boats failing to complete the requested course or boats cutting across the bow of the other boat will be disqualified and the race will be stopped if that was to happen.
- 10.4.** The ranking in each Class will be determined by the completion of the Championship Charts for ranks 1st to 4th. Other boats will be classed as per the qualifying laps results. If time allows, additional matches may be run to class lesser ranks.



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

11.1. *Sea Trials (All Classes)*

- 11.1.1. Boats will be allowed to sail the Fleet Race course to test the boat. A slalom course may be installed for teams to train on slaloms.
- 11.1.2. Boats will be allowed to sail outside of YCM Marina from Tuesday to Saturday of the Race.
- 11.1.3. Boats are not allowed to sail outside of YCM Marina from 5pm to 9.30am

11.2. *Parade (All Classes)*

- 11.2.1. Boats must participate in the parade, following the instructions given in the morning briefing.
- 11.2.2. Boats not in the water in front of YCM for the parade will lose 1 lap in the Endurance race.
- 11.2.3. Boats must carry their national flag during the parade.

11.3. *Qualifying Laps*

- 11.3.1. Each Class will have to complete one clocked lap of a closed-circuit course of approximately 0.5 nautical miles.
- 11.3.2. The aim is to complete the course within the least amount of time recorded by the Race Committee.
- 11.3.3. Boats may do as many laps as they wish. Priority may be granted by the Race Committee to the teams that have not yet completed a lap.
- 11.3.4. The results will be used to determine the starting order of the Slalom race and put up the Charts for the Championship Race.
- 11.3.5. In case of a tie, the boat that did the best qualifying lap first will win the tie.

11.4. *Speed Record*

- 11.4.1. Rules will be published in due time in Annexe R – Speed Record
- 11.4.2. The winner, all classes together, will be the boat completing the distance in the quickest time recorded by the Race Committee.



12. Charging of Boats

12.1. Solar Classes

Team shall recharge their Boat using the sun only. Charging using shore power points is not allowed when the race has started (beginning of qualifiers).

12.2. Monaco Energy Class

Each team must recharge their energy container, ashore in Monaco, in their designated paddock area. For those using electrics, shore power points will be provided by the Organisation for Type F plugs – 16A – 220V.

12.3. Hydrogen and other

Teams using hydrogen or 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.

A specific hydrogen declaration data sheet will have to be provided to the Organiser.

13. Prizes

Race Results dependent:

- The Overall 'Winner'; 'Runner-up'; and 'Third Place' Team in each Class;
- The 'Speed Record' breaker

The following prizes will be awarded by an international jury:

~~Within University TEAMS:~~

- The 'Innovation Prize' sponsored by Credit Suisse for the most significant innovation awarded by the Jury for inventiveness and originality...
- The 'Spirit Prize' for the Team that has attracted the most attention for acting in the spirit of fair play and good sportsmanship voted by the teams;

~~Within both University Teams and the Industry:~~

- The 'Best Tech Talk' for the team with the best technical presentation
- The 'Communication Prize' for the team the team with the best communication strategy and coverage. Elements to prepare this prize are available in the pre-registration pack;
- The 'Eco Conception Prize' For the team with the greatest eco-friendly impact over the life of the project, deep sustainability thinking, inclusion of renewable material in the construction...
- ~~The 'New Generation Prize' for the team whose project is the most feasible and brings something new to the market.~~

The Organiser may introduce more prizes or awards if it so chooses in which case appropriate announcements will be made on the website of the Energy Boat Challenge.

Official Prize Rules are available on the event website.



14. *Support to the Teams*

14.1. *Paddocks*

A minimum of 3m by 3m dedicated allotment will be put at the disposal of each Team. Each allotment will be provided with electricity and Wi-fi.

14.2. *Tracking*

A mean for tracking will be provided by the Organizer. Participation in the tracking scheme is mandatory.

14.3. *Team communication support:*

In order to assist and support Teams with communications and the search for partners, the Organiser shall provide:

- Videos and photos pack of the Energy Boat Challenge 2021
- A presentation file for the Energy Boat Challenge 2022 including information on the 2021 edition.

The Organiser sets up a programme promoting the Teams, before, during and after the Event, including:

- All the Teams will be presented on the *Team's* page on the event website.
- Teams' preparation will be presented and kept up to date on the website and the social networks.
- Each project will be promoted with the media, professionals, and the general public, in particular during the Event itself.

Teams are encouraged to provide the Organiser with any useful content (videos, photos, articles, press reviews, etc.), about the Team, the main lines of work or information about the conditions of preparation. This content will then be shared and promoted by the Organiser at its sole discretion. Teams with good visibility find it easier to find partners.

14.4. *Accommodation*

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 E 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 or other teams may benefit from YCM pre-negotiated fees by contacting energychallenge@ycm.mc.



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14.5. *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.

14.6. *Energy Class Hulls*

The hulls will be available on the first day of the event as specified in the Notice of Race program and will have to be returned the day after the last race of the event.

A Team which participation has been validated by the Technical Committee may request to loan free of charge the hulls prior the participation in Monaco for testing. A loan agreement will bind the conditions of this loan, transport & packing of the hulls will be at the charge of the Team.

The hulls will only be loaned to a team after validation of participation from the Technical Committee & reception of the registration fee by the Organiser.

15. *Team Undertaking*

Each Team hereby undertakes to:

- Submit its project Tech Talks at stage 4 of Registration, and if selected by the jury present the project during the Tech Talks held during the Event after racing where teams are invited to present their project to other participants, professionals and the public. Apart from describing the Team and the conditions surrounding the preparation, emphasis should be placed on the technological innovations, conceptual choices and the technical solutions adopted in order to attain the best possible level of energy efficiency.
- 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.



16. *Media, Advertising and Logos*

16.1. **Energy Boat Challenge Registration Numbers:**

The Organiser will allocate each Team with a racing 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.

16.2. **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 Pilot'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.

16.3. **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.

16.4. **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.

16.5. **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.



17. Penalties

- 17.1.** A Team may at the sole discretion of the Organiser and/or the Race Committee be penalised and/or disqualified if that Team's Boat:
- 17.1.1.** is operated or handled in an overly aggressive, un-seamanlike and/or unsafe manner and/or
 - 17.1.2.** the Team violates or ignores the Rules and/or
 - 17.1.3.** 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.
- 17.2.** The Organiser's and/or Race Committee decision-making and interpretation of the Rules is final and binding on all Teams.

18. Racing Protests

- 18.1.** 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.
- 18.2.** Protests are frowned upon by the Race Committee, but in appropriate circumstances and at the sole discretion of the Organiser, the Race 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.
- 18.3.** 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.
- 18.4.** The Organiser, the Race 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.
- 18.5.** The jury will be composed of an odd number of members appointed by the Organiser. The Jury will be presented during the Welcome Webinar.



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 Pilot's helmet;
- d) that any technological know-how, copyright, patents, design rights (whether registered or unregistered) and any other intellectual property rights, trade secrets and other valuable and/or commercially sensitive information (the "IPR") may be disclosed to the public by the Organiser, the Organising Partners or their agents or representatives. In particular, the Organiser and the Organising Partners are under no duty or expectation of confidence in connection with the IPR;
- 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. Motorboat racing 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 racing;
- 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 of race management; safety boats and/or race 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 Pilot and/or Alternate Pilot wears a helmet at all times when the Boat is underway and/or racing;
- i) It will ensure that each Team Member will wear a life jacket and helmet at all times whilst on the water;
- j) It will ensure the sea trials out of YCM Marina are conducted as indicated in this Notice of Race
- k) 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 Fleet Race will be issued to boats disregarding this rule. On second reminder, a boat may be disqualified from the race.
- l) 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;
- m) It will ensure that no Team Member walks in the paddocks or on the slipway without shoes on.
- n) It will ensure no work is carried out on the boat while the boat on the water (not for the boats staying afloat for the duration of the challenge).
- o) It will ensure that no team member work on the boat when wet.
- p) It will ensure that, at all times while the Boat is on the water, the Pilot and/or Alternate Pilot will be in radio contact with a Team Member ashore. That communication system will be checked by the Organiser during the Technical Inspection; and 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 NoR 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.

- a) 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.
- b) It is for each Pilot 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 race, parade or exhibition, the Pilot 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.
- c) 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, race committee, race 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.
- d) 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.
- e) 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 race(s) or the entire Monaco Energy Boat Challenge.
- f) If any provision in this NoR is deemed invalid, void or inapplicable the remainder of this NoR shall nevertheless remain in full force and effect.



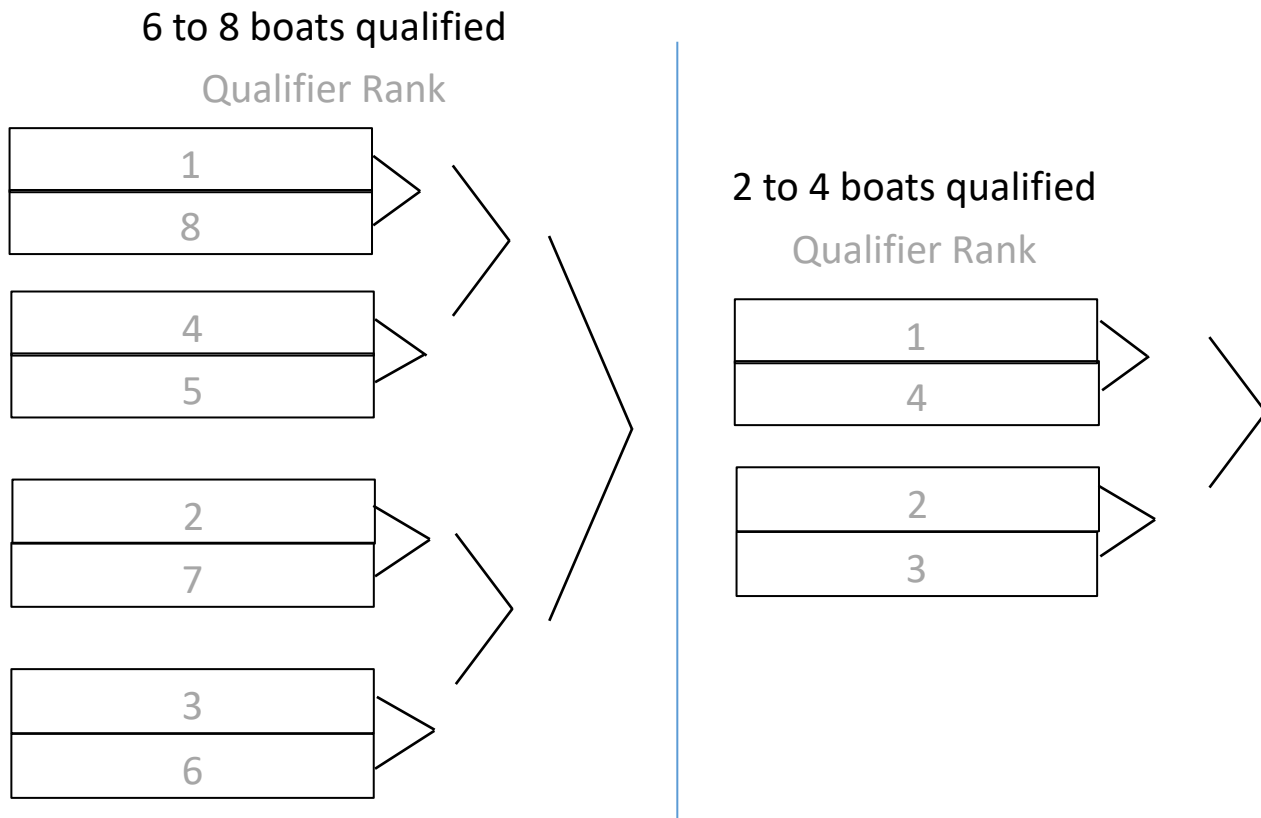
9° MONACO ENERGY BOAT CHALLENGE

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4-9 JULY 2022

- g) 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.
- h) Cancellation of the races and/or the Monaco Energy Boat Challenge:
- In the event that the Organiser abandons or cancels any race 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



ANNEX A: CHAMPIONSHIP CHARTS





9° MONACO ENERGY BOAT CHALLENGE

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ANNEX B: REGISTRATION DEADLINES

DEADLINES PER CLASS	ENERGY CLASS	SOLAR CLASS
Pre-Registration Opening	15 th September 2021	
Stage 1: Pre-Registration Closing	15 th December 2021 noon	15 th March 2022 noon
Stage 2: Confirmation of Participation (by the organiser)	15 th January 2022 noon	31 st March 2022 noon
Stage 3: Registration Fee Payment	15 th February 2022 noon	30 th April 2022 noon
Stage 4: Paperwork	15 th June 2022 noon	
Stage 5: Confirmation of Registration in Monaco	From 4 th July 2pm to 5 th July 2022 at 4pm	
Stage 5 bis: Technical Inspection	Validation by Technical Committee in Monaco	



ANNEX C: REGISTRATION STAGES

Stage 1: pre-registration	<ul style="list-style-type: none">- Complete online the pre-registration form at https://energyboatchallenge.com/.- Pre-registration will be deemed complete on reception of all required documentation to the organiser energychallenge@ycm.org<ul style="list-style-type: none">• ANNEX D - Technical Data Sheet• ANNEX E - Signed and stamped if applicable,• ANNEX G – Grant Request for Energy Class University teams if applicable.• ANNEX H – Hydrogen Data Sheet if applicable
Stage 2: Confirmation of participation By the Organiser	The Team Manager will be informed by E-mail that the team has been selected to participate. You must complete Stage 3 within the deadline set in the rules to have your final confirmation of participation.
Stage 3: Registration Fee	The Registration fee of 1010€ must be paid electronically to the following bank account: Bank Name: CFM Albert 1er Bank address: 11, Boulevard Albert 1er MC98000 Monaco Beneficiary: Yacht Club Monaco IBAN: MC 78 1273 9000 7001 2417 2000 L37 Swift: CFMOMCMXXXX Please use Payment Reference instructions below when sending payment: Registration Fee MEBC 2022 + (TEAM NAME) + CLASS (Energy/Solar) Please send your proof of payment to the organiser.
Stage 4: Paperwork	Send to the Organiser by Email the following information: <ul style="list-style-type: none">• ANNEX I – TEAM & BOAT INSURANCE• A copy of the proof of insurance for the Team/Boat• The Final Tech Talk
Stage 5: Technical Inspection	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.



**ANNEX D:
TECHNICAL DATA SHEET 2022**

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

**ANNEX E:
UNIVERSITY AFFILIATION FORM 2022**

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

**ANNEX G:
YCM GRANT REQUEST UNIVERSITY TEAM 2022**

<https://energyboatchallenge.com/wp-content/uploads/2019/02/ANNEX-G-YCM-GRANT-REQUEST-UNIVERSITY-TEAM-2022.01.pdf>

**ANNEX H:
HYDROGEN DATA SHEET 2022**

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

**ANNEX I:
TEAM & BOAT INSURANCE 2022**

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