

2025 TRE GOLF SAILING WEEK

IMA MAXI EUROPEAN CHAMPIONSHIP

ROLEX TROPHY LORO PIANA TROPHY

16th – 22nd May 2025, Sorrento, Italy

NOTICE OF RACE

Under the authority of the Italian Sailing Federation, supported by ROLEX as Official Timepiece the IMA Maxi European Championship is organised from 19th to 22nd May 2025 by the Circolo del Remo e della Vela Italia and the International Maxi Association (Organizing Authority), in conjunction with YCI and RYCCS.

1. RULES

- a. The event is governed by the rules as defined in the 2025-2028 Racing Rules of Sailing (RRS). Other documents under RRS Definition Rule (g) include:
- b. World Sailing Offshore Special Regulations Category 3 without Life Raft (except for the 3G long-distance race, having separate Notice of Race);
 - i. OSR Category 3 compliance will be evaluated by the Technical Committee, which may address related issues with a Notice of Race Amendment.
 - ii. RRS 48.1 does not apply to water used in a water ballast system that is declared and described in a yacht's measurement certificate (changes RRS 48.1).
- c. The IMA Class Rule as published on the IMA web site.
 - i. The IMA Rule C.2.1.(a).2 (OWNER DRIVER) and IMA Class Rules C.2.2 to C.2.5 apply to helmsmen competing in the Maxi European Championship inshore races, not the 3G long distance race.
 - ii. For Owner Drivers from the age of 75 the conditions of IMA Rule C.2.2 are relaxed as follows:
 - (a) WL races: Owner Driver or Charterer Helm only from the preparatory signal. Per hour a 10-minute break is permitted. The Owner Driver or Charterer Helm shall drive the first and final mile of the race. The break(s) shall take place between mark roundings and avoid clearly imminent maneuvers (tack/gybe).
 - (b) Coastal Races (any non-WL race up to 60 miles): Owner Driver or Charterer Helm only from the preparatory signal. The first hour a 10-minute break is permitted, thereafter a Relief Helm may helm up to a total of 30 minutes per hour and after four hours up to a total of 45 minutes per hour. The Owner Driver or Charterer Helm shall drive the final two miles of the race.
 - iii. [NP] The IMA Class Rule C.2.6 Guests applies. Guests may be varied per race day but shall all be applied for latest at the close of registration using the IMA Guest Application Form. The Organising Authority may set additional rules, refuse guests, or cancel the approval in case of abuse of the arrangement.



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- d. The IRC Rating rules: 2025 IRC Rule, Parts A, B and C;
 - i. For IRC Rules 21.1.5 (d) and (e) this regatta is on consecutive days and the sails carried on board need to remain the same for each day of racing but not for the duration of the whole event. For this rule the day begins when a boat leaves the mooring for the first time each day and ends when the boat returns to the mooring after racing;
 - ii. IRC Rule 22.4.2 is deleted and replaced with: “The maximum number of crew members on board shall be the crew number printed on her certificate. There is no weight limit.”
 - iii. During the inshore races a boat shall race with the entire crew declared on the crew form for the entire inshore regatta. Any changes to the crew shall have proper reason and shall be submitted by 9.00am to the Jury for its approval. Only substitutions approved by the Jury will be accepted.
 - iv. Boats are eligible to enter the event based on the IRC REDUCED CREW rating calculation. This allows a boat to race with a maximum crew number of 70% of the IRC standard crew number. The IRC REDUCED CREW application deadline is 18.00 3 May 2025, the IRC REDUCED CREW rating shall be recorded on the IMA Certificate and shall apply for all races.
 - v. If declared on the measurement and/or class certificate, steering, ram, and winch systems powered by force other than manual, as well as moveable appendages, trim tabs, water ballast and canting keels are permitted (this changes RRS 51 and 52).
- e. Exceptions to RRS 77 may be granted by the Organising Authority upon written request prior to the close of registration.
- f. RRS 44.1 is changed so that the “Two-Turns Penalty” is replaced by the “One-Turn Penalty”.
- g. World Sailing Appendix 3 - Eligibility Code Regulation 19, and World Sailing Sailor Classification Code World Sailing Regulation 22 shall apply to boats in any Corinthian categories.
- h. [NP] denotes a rule that shall not be grounds for protests by a boat and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1(a) and 63.1.
- i. No National Authority prescriptions apply.
- j. If there is conflict between languages the English text will take precedence.

2. ADVERTISING AND EQUIPMENT SUPPLIED BY THE ORGANISING AUTHORITY [DP] [NP] [SP]

- a. Advertising will be in accordance with World Sailing Regulation 20. Boats are responsible for informing their own sponsors that no activities advertising any brand will be permitted ashore within the harbour area without written consent from the Organising Authority prior to the start of the regatta.
- b. Boats may be required to display advertising chosen and/or supplied by the Organising Authority, including but not limited to the following throughout the period starting one hour after the completion of registration and ending one hour after the finish of the last race of the series;



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- i. Event sponsor pennant on the backstay or the center back stanchion;
 - ii. Event flag hoisted on the forestay while moored in the harbour;
- c. The Organising Authority may require the installation, at no cost to the competitors, of on-board cameras.
- d. Participants shall allow the installation of the tracking unit on their boats and shall be responsible for the unit while on board. They shall return the unit to the Race Office as soon as possible after finishing the regatta and will be required to leave a damage deposit of Euro 900, by credit card or check, in case the unit is not returned.
- e. Competitors and support persons shall handle and equipment or place advertising provided by the Organising Authority with care, seamanship, in accordance with and instructions for its use and without interfering with its functionality.

3. COMMUNICATION

- a. The official notice board (ONB) will be on-line at the event website:
www.tregolfsailingweek.com
- b. All boats shall carry a VHF radio capable of communicating on channels 16, 6, 72, 74.
- c. A Telegram messaging group will be used. Sign up details for the Telegram group will be provided at registration. Failure to receive Telegram messages shall not be grounds for redress. This changes RRS 62.1(a).
- d. Except in an emergency, a boat whilst racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRIES

- a. The IMA Maxi European Championship is an open championship, IMA membership and European citizenship are not required.
- b. Entries are restricted to monohull Maxi yachts as defined by IMA class rules with LH > 18.29m and < 30.50m and having 2,100 maximum IRC rating.
- c. Each entry shall have a valid endorsed IRC measurement certificate issued no later than the 3rd May 2025. Please note: The IMA Maxi European Championship includes the 3G long distance race and shall be raced on the basis of one rating certificate.
- d. Each boat's IRC certificate has to be approved by the IMA Technical Office (ATO), which issues IMA certification. Until the 15th April the IMA ATO may require full or partial re-measurement or additional information. For early approval or information please submit the IRC certificate and/or questions to: technicaloffice@internationalmaxiassociation.com.
- e. For a boat to have entered, its current IRC measurement certificate and the following documents shall be uploaded online:
 - i. policy document for a valid third-party liability insurance of at least Euro 7,750,000;
 - ii. liability acceptance form, correctly filled out and signed;
 - iii. FIV advertising license, if applicable;
 - iv. crew list and personal contact details.
- f. Yachts may enter until 23.59 hrs. on the 31st March 2025 by completing the online entry form, which is available on the event web site and making the full payment of the entry fee.



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- g. Yachts may be allocated by the Organising Authority, at their sole discretion, to sub-classes or combinations of sub-classes based on TCC following the IMA 2025 Class Rules rule.
- h. Yachts having more than 80% of crew members (rounded to the closer number) classified WS Group 1 at registration may be eligible for the Corinthian Division. The Crew Deadline as per World Sailing Sailor Categorisation Code is at 18:00 hrs. on the Tuesday 13th May.
- i. In accordance with the decision made by World Sailing to suspend participation of Russian and Belarusian competitors, the following are not eligible to take part in this event if this decision is still in place at the time of the close of entry:
 - i. Competitors with Russian or Belarussian passport or representing these countries;
 - ii. Boats whose owner or person in charge is a national from Russia or Belarus; or
 - iii. Boats registered in Russia or Belarus or with a sail number from these countries.

5. ENTRY FEES

- a. Entries of Maxis yachts with an IRC TCC higher than 1,600 completed before the entry deadline are subject to Euro 3,000 entry fee (net of any bank charges), reduced to Euro 2,500 for IMA members.
- b. Entries of maxis with an IRC TCC below 1,600 completed before the entry deadline are subject to Euro 2,000 entry fee (net of any bank charges), reduced to Euro 1,500 for IMA members.
- c. Entries after the 31st March 2025 may be accepted at the Organising Authority's discretion with a 50% surcharge.
- d. The cost for electricity, water, tenders, containers parking are not included in the entry fee and will be billed separately.
- e. The Organising Authority is not responsible for any cost incurred by the non-acceptance of a yacht's entry nor for any cancellation of the series.
- f. Entry fees paid will not be refunded if the yacht does not participate in the event.

6. FORMAT

- a. The 2025 IMA Maxi European Championship includes:
 - i. The 3G long-distance race of approximately 150 nm on the same course as the 70th Regatta dei Tre Golfi starting near Naples, also eligible for the IMA Mediterranean Offshore Challenge; and
 - ii. Inshore races (windward/leeward or coastal) starting in the waters between Sorrento and Capri. A maximum of two inshore races may be scheduled each race day.



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7. SCHEDULE

- a. Final registration for the IMA Maxi Europeans takes place in the Sorrento Race Village on Wednesday 14 and Thursday 15 May between 10:00 – 18:00 hrs.
- b. Dates of racing:

Friday	16 May	3G Long distance race starting from Naples, warning signal displayed at 16.30 hrs. There is a separate Notice of Race for the 3G Long distance race.
Monday	19 May	inshore race(s) first warning signal displayed at 12:00 hrs.
Tuesday	20 May	inshore race(s) first warning signal displayed at 12:00 hrs.
Wednesday	21 May	inshore race(s) first warning signal displayed at 12:00 hrs.
Thursday	22 May	inshore race(s) first warning signal displayed at 12:00 hrs. Prize Giving for IMA Maxi European Championship after racing
- c. No warning signal will be displayed after 15.00 hrs. on Thursday 22 May.
- d. From Monday 19 May there will be a daily briefing at 09:30 hrs. in the Race Village at Sorrento.

8. EQUIPMENT INSPECTION

- a. Equipment inspection and event measurement will be Thursday 15 May from 10.00 to 18.00 hrs. and Friday 16 May from 9.00 to 12.00 hrs. Yachts must be available for inspections by the Technical Committee in Sorrento and, if only competing in the inshore races, from 10.00 to 18.00 hrs. of Sunday 18 May.
- b. Boats shall remain at their berth and be available to the Technical Committee until the boat's inspection and controls are completed or at such time as agreed with the IMA ATO.
- c. Boats may book an inspection time before arrival or agree a time when attending registration in Sorrento. Please contact IMA ITO:
technicaloffice@internationalmaxiassociation.com
- d. At any reasonable time throughout the regatta period race committee or technical committee members may undertake random inspections and measurement checks on any boat.
- e. A list of the boat ratings will be posted on the event web site by 17.00 on 15 May. The list will remain posted on the online ONB during the event. The Protest Time Limit for rating protests by boats, except relating to changes made during the regatta, will expire at 12.00 on 16 May.
- f. The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in the rules.

9. SAILING INSTRUCTIONS

- a. The Sailing Instructions will be available by Friday 9 May on the Official Notice Board.



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10. VENUE

- a. The venue of the event is the Sorrento Harbour, where the Race Village will be located.
- b. The offshore race will start from Naples.
- c. Inshore races will be sailed in the Bay of Naples and waters adjacent to Sorrento and Capri. Details of the race area and courses will be provided in the Sailing Instructions.

11. INTERNATIONAL JURY

- a. An International Jury will be appointed in compliance with RRS 91(b). Its decisions will be final as provided in RRS 70.5.
- b. RRS 44.1 is changed so that the “Two-Turns Penalty” is replaced by the “One-Turn Penalty”.
- c. Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification if the International Jury so decides.
- d. Redress Limitation:
 - i. Redress shall not be given to a yacht for a greater number of races than she completed during the regatta; this changes RRS 60.1(b) and RRS 62.1.
 - ii. Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat, this changes RRS 60.1(b).

12. SCORING AND TROPHIES

- a. Race results will be calculated based on “Time on Time”.
- b. The sailing instructions will stipulate a finishing window no more than 45’ for windward/leeward races, 120’ for coastal races. The finishing window is the time for boats to finish after the first boat of the fleet sails the course and finishes.
- c. The Championship is valid if at least three races are completed.
- d. The “Low Point” scoring system of Appendix A shall apply with the following changes:
 - i. The result of the long-distance race (3G) shall not be discarded.
 - ii. If four or more inshore races are completed, a boat's worst score will be discarded.
- e. Rankings for any sub-classes and the Corinthian division will be extrapolated from the overall ranking for the series.
- f. The IMA Maxi European Championship title will be awarded to the best scoring yacht in the overall series.
- g. Trophies and awards will be presented for the following
 - The ROLEX timepiece for the overall winner and trophies for 2nd and 3rd overall;
 - The Loro Piana Challenge Trophy for the first yacht in Maxi Class 1;
 - IMA Maxi European Championship trophy for the highest placed IMA member in the overall ranking;
 - Trophies for 1st, 2nd and 3rd in each sub-class;
 - The Coppa Guido Imperiali di Francavilla perpetual challenge trophy for the winner of the Corinthian division and trophies for the Corinthian division 1st, 2nd and 3rd overall;
 - The Coppa Roberto Garolla di Bard perpetual challenge line honours trophy for the yacht with lowest overall elapsed time over all inshore races without discard;



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- A trophy for each sub-class winner of the inshore races;
- A trophy for each sub-class winner in the 3G long-distance race.

13. SUPPORT TEAM AND SUPPORT VESSELS

- All support teams shall register at the Race Office. By registering as a support person, each support person agrees to be governed by the rules.
- All support vessels shall be registered at the Race Office during registration.
- Identification flags may be provided by the Organising Authority and shall always be visibly displayed.
- Support Teams or their representatives shall not fly drones over the racing area during training or race days unless prior approval from the Organising Authority, which may impose similar limitations as applicable to support boats, and without complying with Italian Law. At any time, the risk and responsibility for flying any drone is with the person flying it. Images made within the racing area shall be shared with the Organising Authority, the International Jury, and competitors at reasonable request.

14. BERTHING

- Subject to availability, and based on dimensions and order of entry, entrants will be provided free of charge berth from Wednesday 14 May to Friday 23 May in Sorrento or a nearby harbour. Entrants that do not participate in any race of the series or require to stay outside these dates will be required to pay applicable mooring fees.
- 6 berths will be reserved in Sorrento for maxis with a LH > 26.00m and < 30.50m. The berths will be allocated in the order that entries are received. Maxis in this size range are advised to enter before 15 December 2024, to be guaranteed a berth in Sorrento.
- In case all entries exceed 30 yachts, boats in excess will be berthed in other marinas of the area, selected by the OA starting from those with lower draft.
- Boats with entries accepted after the entry deadline are not guaranteed moorings, and mooring fees may be applicable.
- Local regulations require that all yachts must inform the Harbour Control by VHF radio channel 74 when they first arrive in Sorrento and each time they leave or enter the Harbour and wait to receive acknowledgement. It is mandatory for the representative of all boats to visit the Harbormaster's Office and to finalise their registration.

15. HAUL-OUT RESTRICTIONS

- Boats shall not be hauled out during the event, except for the purposes of repairing damage and only after written permission from the Technical Committee. While hauled for the above purpose, cleaning and polishing of the hull below the waterline will not be permitted.
- Appendages shall not be removed from the boats during the event period.
- In accordance with Italian law diving inside the harbours is forbidden.



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16. MEDIA RIGHTS

- a. Competitors, and owners, grant absolute right and permission to the Organising Authority for any photography and video footage taken of persons and boats during the event, to be published and/or broadcast in any media, including but not limited to TV advertisements, whatsoever for either editorial or advertising purposes or to be used in press information.

17. MEMBERSHIP AND REGISTRATION NATIONALITY

- a. Italian crews shall have a valid FIV membership card, inclusive of medical prescription.
- b. Non-Italian crews must comply with the rules of their National Authorities.
- c. The registration nationality of a yacht is indicated by the owner of the yacht as set out in the entry form. If not indicated, the sail national letters on the mainsail or the owner's nationality will be used.
- d. Competitors must be at least 12 years old on Friday 16 May. Crew members who are less than 18 years old shall present at registration a declaration form, available on the event website, signed by parents or legal guardian who must give consent.

18. INSURANCE

- a. Participants shall be insured with third-party insurance valid for racing with a minimum cover of Euro 7,750,000 or any other larger amount that owners consider appropriate taking into account the value of the boats racing and the type of racing.
- b. The responsibility to hold adequate insurance cover for Tort Liability and Third-Party Insurance (Property and Persons) is to the owners or the skippers alone.
- c. The OA is not responsible for verifying the status or validity of insurance certificates.

19. RISK STATEMENT

- a. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". Therefore, the participants are aware that sailing falls within those activities governed by Article 2050 of the Italian Civil Code and that all participants must have a valid federal membership card that guarantees accident coverage, including death and permanent disability.
- b. It is therefore the responsibility of the Competitors and their Support Persons to choose whether to participate in the regattas, continue or give up, on the basis of their capabilities and those of their crew, the strength of the wind, the state of the sea, the weather forecast and everything else that must be foreseen by a skilled sailor.
- c. The Organizers, the Race Committee, the International Jury and those who cooperate in the event, decline any and all responsibility for damages that people and / or things may suffer, both ashore and sailing, as a consequence of their participation in this regatta.



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19. TRASH DISPOSAL

- a. Recalling the RRS Basic Principle stating: "Participants are encouraged to minimize any negative environmental impact of the sport of sailing", we recommend the utmost attention to environmental protection during and after the event. Attention is drawn to RRS 47 - Trash Disposal - which textually mentions: "Competitors and support persons shall not intentionally put trash in the water". This rule always applies while afloat.
- b. Boats shall make a reasonable effort to recover sails, parts of broken sails, halyards, etc and not just drop sails in the sea for pick up by their support boat.

20. AMENDMENTS TO THE NOTICE OF RACE

- a. This Notice of Race may be changed. Amendments will be posted on the Official Notice Board.

OTHER INFORMATION

Event web site: www.tregolfisailingweek.com

Contacts: info@tregolfisailingweek.com / maxi@tregolfisailingweek.com



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IMA MAXI EUROPEAN CHAMPIONSHIP ROLL OF HONOUR					
edition	Maxi European Champion	Maxi class 1	Maxi class 2	Maxi class 3	Maxi class 4 - 5
2022	LYRA Terry Hui	NORTH STAR Peter Dubens	LYRA Terry Hui	WALLYŃO Benoit de Froidmont	BLUE OYSTER Luca Scoppa
2023	NORTH STAR Peter Dubens	NORTH STAR Peter Dubens		LEAPS AND BOUNDS Jean-Philippe Blanpain	H2O Riccardo de Michele
2024	BELLA MENTE Hap Fauth	V Karel Komárek	BELLA MENTE Hap Fauth	KALLIMA Paul Berger	SHIRLAF Giuseppe Puttini

