

WORLD CRUISING CLUB RALLY INFORMATION PACK ARC EUROPE 2017



ARC EUROPE CONDITIONS OF ENTRY

AE-1 DATES & COURSE	2
AE-2 ENTRIES	2
AE-3 ELIGIBILITY	2
AE-4 QUALIFYING CRUISE	2
AE-5 SAFETY EQUIPMENT INSPECTION/ARRIVAL NANNY CAY OR PORTSMOUTH	2
AE-6 BERTHING FEES	2
AE-7 ENTRY FEE	2
AE-8 CREW FEE	3
AE-9 BOOKING FEE	3
AE-10 DISCOUNT	3
AE-11 LATE PAYMENT SURCHARGE	3
AE-12 ARC EUROPE COMMITTEE	3
AE-13 DEFINITIONS	3

SAFETY EQUIPMENT REQUIREMENTS

GENERAL REQUIREMENTS	4
SECTION ONE: MANDATORY SAFETY EQUIPMENT REQUIREMENTS.....	4
Liferaft	4
Liferaft Servicing	5
Long Range Communications Equipment	5
VHF	5
Handheld VHF Transceiver	5
Passive Radar Reflector	5
Automatic Information System (AIS)	5
Flares	5
Lifebuoys	5
Bilge pumps	5
Navigation lights	6
High Powered Search Light	6
Lifejacket/Combined Harness	6
Clipping Points	6
Heavy equipment	6
SECTION TWO : RECOMMENDED SAFETY EQUIPMENT	7
APPENDIX 1: RECOMMENDED GRAB BAG CONTENTS	7
APPENDIX 2: RECOMMENDED CREW TRAINING	7

WORLD CRUISING CLUB GENERAL CONDITIONS

WCC-1. Objectives	8
WCC-2. Event Provisional Conditions of Entry	8
WCC-3. Rules	8
WCC-4. Ownership	8
WCC-5. Insurance	8
WCC-6. Crew and Crew Training	8
WCC-7. Qualifying Cruise	8
WCC-8. Long Distance Communications	9
WCC-9. Position Tracking	9
WCC-10. Berthing	9
WCC-11. Safety Equipment Inspection ®	9
WCC-12. Skippers Briefing	9
WCC-13. Identification	9
WCC-14. Divisions ®	9
WCC-15. Handicaps ®	10
WCC-16. Classes ®	10
WCC-17. Engines ®	10
WCC-18. Arrival Declaration ®	10
WCC-19. Prizes ®	10
WCC-20. Protests ®	10
WCC-21. Penalties ®	10
WCC-22. Withdrawals and Landfalls	10
WCC-23. Non Starters/Late Starts/Re-Starts ®	10
WCC-24. Sponsorship	10
WCC-25. Advertising	11
WCC-26. Sponsorship Surcharge	11
WCC-27. Dressing Overall	11
WCC-28. Entries	11
WCC-29. Payment Methods	11
WCC-30. Refunds	11
WCC-31. Cancellation	11
WCC-32. Responsibility	11
WCC-33. Liability	12
WCC-34. Media & Film rights	12
WCC-35. Event Logos	12
WCC-36. Amendments and Incorporation	12
WCC-37. Translation and Law	12
WCC-38. Disqualification	12
WCC-39. Definitions	12

WORLD CRUISING CLUB

PROVISIONAL CONDITIONS OF ENTRY

ARC EUROPE 2017



AE-1 DATES & COURSE

The Rally will sail from Nanny Cay, BVI, and Portsmouth, Virginia, on 06 May 2017. Yachts will sail to St. George's, Bermuda, from where they will restart on 17 May 2017 and cross the Atlantic to Horta, Faial, Azores. From there yachts will cruise to Terceira and on to Sao Miguel from where there will be a restart on 10 June 2017 to Lagos in southern Portugal. Weather forecasts and web site position display will be provided for yachts leaving from Ponta Delgada on 10 June up until 20 June for those headed towards the English Channel.

AE-2 ENTRIES

The Rally will be limited to forty participating yachts. Places will be allocated on a first-come, first-served basis. A short waiting list may be started once the limit is reached. Participants should enter the Rally by completing the official entry form and sending it together with the Booking Fee to the organisers (see para AE-9 - Booking Fee).

AE-3 ELIGIBILITY

The Rally is open to monohulled yachts and multihulls between 8.23m (27ft) and 18.29m (approx 59ft 11") LOA. The length overall (LOA) is the actual length of the yacht and includes the bowsprit, bumpkin, asymmetric pole, pulpit, pushpit and externally hung rudder.

At the discretion of the organisers, yachts not meeting the criteria in (3a) may be allowed to join the Rally in the Open Division.

The organisers reserve the right to reject, or cancel, the entry of any yacht, which in their opinion infringes the spirit of the Rally, stating the reason for doing so.

AE-4 QUALIFYING CRUISE

The skipper and one crew member of each yacht must complete a non-stop coastal or offshore voyage of at least 250 nautical miles onboard the yacht on which they will be participating. Yachts that have sailed in the ARC or World ARC or proof of other similar sailing experience will be accepted.

AE-5 SAFETY EQUIPMENT INSPECTION/ ARRIVAL NANNY CAY OR PORTSMOUTH

The ARC Europe offices open five days before each start; exact dates will be published in an event newsletter; all boats must be available three days before the start for a Safety Equipment Inspection.

AE-6 BERTHING FEES

The entry fee includes berthing fees for the participating yachts for three days before the start at the nominated port of departure. Yachts staying for less than three nights will not be entitled to any refund. Utilities and other services are not included. A minimum of three days complimentary berthing will be given on arrival in Horta, and two days before the re-start from Ponta Delgada. Three days complimentary berthing is provided on arrival in Lagos. **Berthing fees in Bermuda are not included.**

AE-7 ENTRY FEE

The entry fee includes the following:

Pre-event

- ARC Europe Rally Handbook and information pack (including special offers)
- ARC Europe flag
- ARC Europe Newsletter (3 during build up to event)
- Chart and pilot Book discounted order service
- Access to WCC website participants forum
- Calculation of WCC Rating Handicap

On legs at sea

- Radio Net
- Daily weather forecast
- Tracking of yacht positions, including loan of an Iridium Tracker (against a security deposit)
- Position reporting service and display of positions on worldcruising.com website

Nanny Cay and Portsmouth

- Three days complimentary berthing before the start
- Safety equipment inspection
- Seminar programme
- Comprehensive social programme including farewell supper
- Skippers' Briefing (including weather information)

Bermuda

- Welcome on arrival and welcome pack of Bermuda tourist information
- Liaison with Customs & Immigration authorities
- Full social programme including leg prize giving supper
- Skippers' Briefing (including weather information)

WORLD CRUISING CLUB

PROVISIONAL CONDITIONS OF ENTRY: ARC EUROPE 2017

Horta, Faial

- Welcome on arrival and welcome pack of Azores tourist information
- Liaison with Customs & Immigration authorities
- Full social programme including leg prize giving party
- Three days complimentary berthing on arrival
- Island tour
- Commemorative plaque

Angra, Terceira

- Liaison with Customs & Immigration authorities
- Island tour
- Organised social programme

Ponta Delgada, São Miguel

- Two days complimentary berthing before the re-start
- Liaison with Customs & Immigration authorities
- Island tour
- Organised social programme
- Skippers' Briefing (including weather information)

Lagos, Portugal

- Welcome on arrival and welcome pack of local information
- Prize giving dinner
- Three days complimentary berthing on arrival
- Discounted marina berthing for longer stay

The entry fee for each yacht is £800.

Yachts that intend to join the Rally at Bermuda, or leave the rally in Ponta Delgada, will be given a discount of £50 off their entry fee. No discount will be given off the crew fees.

AE-8 CREW FEE

A fee of £275 is payable for each person on board including the skipper. This fee covers one person for the entire Rally. There is no additional charge for crew changes. Children under 16 years on 01 May 2017 are exempt. Where a yacht has extra crew for one leg only a fee of £100 per extra crew will be payable for that leg. Responsibility for payment of the crew fees remains with the skipper.

AE-9 BOOKING FEE

Prior to 1 September 2016 a non-refundable booking fee of £200 is payable to ensure a place in ARC Europe 2017. The booking fee will be credited against the entry fee, which must be paid in full by 18 December 2016 to confirm participation. Entries received on or after 1 September 2016 must be accompanied by full payment of the entry fee.

AE-10 DISCOUNT

A 5% discount (20% for 2016 ARC or ARC Caribbean 1500 participants) is applicable for payments of the basic entry fee received by the organisers before 18 December 2016. This discount does not apply to crew fees.

AE-11 LATE PAYMENT SURCHARGE

Entry fees and/or crew fees paid after 1 April 2017, or received in the Cowes office after that date, will incur a surcharge of 25%.

AE-12 ARC EUROPE COMMITTEE

The ARC Europe Committee will be made up of two members of the Rally staff, a member of the Committee of the local host yacht club and a member of the local yacht club (who may also be a Committee member) and an independent vote casting chairman nominated by the organisers. Yachts in the Cruising Division may not lodge more than one protest during the Rally. Decisions taken by the protest committee are final. No protests may be lodged in the Open Division.

AE-13 DEFINITIONS

For the purpose of the ARC Europe 2017 Provisional Conditions of Entry or any other material issued by the Organisers, the following terms shall be defined as:

“The Rally” shall mean the ARC Europe 2017.

“Rally Logo” shall mean the ARC Europe logo consisting of the World Cruising Club Ltd. icon, and the text ARC Europe.

Issue 2, dated 1 October 2016

WORLD CRUISING CLUB

SAFETY EQUIPMENT REGULATIONS

2017



The following safety equipment requirements have been drawn up to ensure the minimum acceptable level of safety equipment for yachts participating in World Cruising Club Events. The World Sailing Offshore Special Regulations have been used as a guideline to compile these regulations.

Divisions II (Racing) is run under World Sailing Offshore Special Regulations for Category 1 and these Safety Equipment Requirements.

These safety equipment requirements do not override any greater safety requirement demanded by the yacht's national or flag country, maritime authorities or appropriate regulatory bodies.

Yacht owners considering taking fare paying guests or crew should consider the implication in relation to their national or flag regulations as required by the appropriate proper authorities.

The regulations are in two sections:

Section One - Mandatory Safety Equipment Requirements

This equipment must be carried and all items will be sighted during the safety equipment inspection prior to the start. Failure to comply may lead to disqualification from the Rally.

Section Two - Recommended Safety Equipment

Whilst equipment in this section is not mandatory the organisers strongly suggest that all the recommendations in this section are complied with. The Safety Equipment Officer will be available to discuss points made in this section during his inspection.

GENERAL REQUIREMENTS

Whilst everyone on board plays a part in the safe operation of the yacht, it is the sole and inescapable responsibility of each skipper to ensure that all necessary safety precautions are taken in respect of himself the crew and the yacht.

All safety equipment that requires regular servicing must be in date, at the start of the Rally, and remain in date for the duration of the Rally. (The Test Certificate for the liferaft will be inspected during the Safety Equipment Inspection).

All safety equipment carried must:

- **be of type, size and capacity commensurate with the size of yacht and crew**
- **function correctly**
- **be easily accessible**

Each crew member must be fully conversant with the stowage location and operation of all safety equipment on board.

SECTION ONE

MANDATORY SAFETY EQUIPMENT REQUIREMENTS

Liferaft

One or more purpose made, self-inflating, liferafts of sufficient capacity for at least all the crew on board shall be either:

- i. "ISO Standard 9650" Type 1 Group A with service Pack 1 (>24 hours), or equivalent made up of service Pack 2 (<24 hours) and a grab bag, or
- ii. ISAF liferafts manufactured before 2016 until replacement is due at end of service life plus food and water equivalent to (i) above, or
- iii. SOLAS LSA Code 1997 Chapter IV or later containing a SOLAS A pack

If not fitted externally with a hydrostatic release each raft shall be capable of being at the lifelines ready to launch within 15 seconds. If a liferaft is stowed in a locker that locker will be dedicated to the stowage of the liferaft and will not have stowed in it anything else that is likely to hinder access to the liferaft or cause damage to it.

The end of each liferaft painter line should be permanently made fast to a strong point on board the yacht.

Each liferaft shall have a valid inspection certificate from the manufacturer or approved servicing agent, valid for the period of the Event.

WORLD CRUISING CLUB

SAFETY EQUIPMENT REGULATIONS: 2017

See the World Sailing website for the full text of the World Sailing Offshore Special Regulations:

<http://www.sailing.org/documents/offshorespecialregs>

Liferaft Servicing

- a) Liferafts based on type are to be serviced at a service station approved by the manufacturer at the following maximum intervals:
- i. SOLAS liferafts annually.
 - ii. ISO 9650 canister packed liferafts no less frequently than every 3 years.
 - iii. ISO 9650 valise packed liferafts no less frequently than 3 years except that hired valise liferafts shall be serviced annually.
 - iv. ISAF liferafts annually.
- b) The servicing certificate, or a copy, shall be carried on the yacht.

EPIRB

Emergency Position Indicating Radio Beacon. A floating, water and manually activated EPIRB transmitting on 406MHz and 121.5MHz, correctly registered with the appropriate home authority. A 406 MHz EPIRB registered after 2015 shall include an internal GPS. Personal locator beacons (PLBs) carried do not replace the requirement for a yacht's EPIRB.

Long Range Communications Equipment

A satellite communications system (or an SSB radio with pactor modem) capable of sending and receiving E-mail messages whilst at sea. **This paragraph does not apply to ARC Portugal, ARC DeIMarVa, ARC Channel Islands, ARC Baltic or the Malts Cruise.**

VHF

A VHF radio transceiver having a rated output power of 25W and capable of working on all standard international channels must be fitted. An external cockpit extension speaker should also be fitted to the set. The radio shall have a masthead antenna, and an emergency antenna shall also be carried.

Handheld VHF Transceiver

With min 5w output power, watertight or with waterproof covers. (It is recommended the handheld receiver should have Digital Selective Calling (DSC) and be equipped with GPS.)

Passive Radar Reflector

Permanently mounted in, or capable of being hoisted to, a position at least 5m (15 feet) above deck. Octahedral circular sector plates of minimum diameter 300 mm (12"), or octahedral rectangular plates of minimum

diagonal dimension 405 mm (16"). Non octahedral radar reflectors must have a documented minimum RCS (radar cross-section) of not less than 10m². Smaller cylindrical reflectors do not meet this RCS requirement. (Where fitted a Radar Target Enhancer does not replace the requirement for a passive radar reflector).

Automatic Information System (AIS)

- i. **World ARC.** A transponder is a mandatory requirement for World ARC. The AIS Transponder shall share the masthead VHF antenna via a low loss AIS antenna splitter or a dedicated AIS antenna that is a minimum of 381mm long, mounted with its base at least 3 meters above the water, and fed with coax cable that has a maximum 40% power loss.
- ii. **All other events.** An AIS receiver shall be fitted as a minimum; a transponder is strongly recommended for long distance offshore events..

Flares

Shall be pyrotechnic SOLAS compliant, and not older than the stamped expiry date, or four years from date of manufacture, for the end date of the event. Pyrotechnic flares to be stowed in a watertight container, with protective gloves and goggles, with as a minimum:

- 4 red hand held flares (2 of which may be eVDS)
- 2 orange smoke

These flare requirements are separate to any flares carried in liferafts, supplementary service packs or grab bags.

Lifebuoys

Within reach of the helmsman for instant use:

1. One lifebuoy with a drogue, or a lifesling (without a drogue), with a self-igniting light and whistle attached, **and**
2. One lifebuoy, or a MOB Module, equipped with a whistle, drogue, a self igniting light and a pole and flag (a danbuoy).

At least one lifebuoy shall either be a lifesling or have permanent (e.g. foam) buoyancy. Every inflatable lifebuoy and danbuoy shall be tested at intervals in accordance with its manufacturer's instructions.

Each lifebuoy shall have the yacht's name painted on them and must be fitted with marine grade retro-reflective material.

Bilge pumps

One manual bilge pump securely fitted, operable from on deck with companionways and hatches shut. (It is recommended that a second manual bilge pump, operable from below decks, is also fitted). Unless permanently

WORLD CRUISING CLUB

SAFETY EQUIPMENT REGULATIONS: 2017

fitted, bilge pump handles shall be provided with a lanyard, securely attached, or catch, or similar device, to prevent accidental loss.

Navigation lights

Navigation lights must be fitted so that the yacht shall, at all times, comply with the International Regulations for Preventing Collision at Sea. Two independent sets of navigation lights are required. For example, **the primary set** (bow and stern lights), **the secondary set** (masthead tricolour); battery operated handheld torches/flashlights are not acceptable. Spare bulbs of correct wattage shall also be carried for non LED navigation lights. LED navigation lights are known to fail, and consideration should be given to carrying spare units.

High Powered Search Light

A watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available in the cockpit for use on deck, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.

Lifejacket/Combined Harness

Shall have a whistle, a light, yacht name (or lifejacket owner's name), retro-reflective tape, a crotch strap, spray hood and a safety line not more than 2m (6'6") long with a snap hook at each end, and an additional snap hook placed between to provide one short and one longer tether. Spare re-arming kits and gas bottles appropriate for each make of lifejacket onboard shall also be carried. There shall be a lifejacket/combined harness provided for each member of the crew.

For USA flagged yachts where Type 1 inherently buoyant PFDs are carried, an offshore inflatable lifejacket/harness (preferably USGC Type II approved) shall also be carried

Clipping Points

Attached to through bolted or welded deck plates, or similar, in positions close to the helm, and to enable crew to clip on before coming on deck, and unclip after going below.

Heavy equipment

All heavy equipment (i.e. anchor, batteries, gas bottles and stoves) shall be firmly secured to prevent damage from possible knockdown or capsize.

The following equipment shall also be fitted/carried

- Emergency grab bag (see Appendix 1)
- Nautical almanac
- Navigational charts (not solely electronic) and pilots for the route of the event
- A recognised secondary or alternative method of navigation
- Securely fitted taut double lifelines/guardrails around the entire deck of stainless steel or high modulus polyethylene (Spectra®/Dyneema® or equivalent) rope (braid on braid is recommended). When HMPE (Dyneema®/Spectra®) is used, it shall be protected from chafe and shall be spliced in accordance with the manufacturer's recommended procedures.
- Jackstays/jacklines along port and starboard side decks
- Anchor of sufficient weight plus a suitable combination of chain and rope
- Fire extinguishers (at least two)
- Fire blanket (secured near the galley)
- Companionway washboards to be capable of being secured shut and with lanyards or similar device to prevent accidental loss
- Bungs or softwood plugs – securely attached/stowed adjacent to each fitting to enable any through hull fitting (below and above waterline) to be closed off
- Throwing line (floating) 15–25m (50–75ft) length, readily accessible to cockpit
- A watertight torch/flash light with spare batteries and bulbs
- Emergency tiller or secondary steering device
- Hacksaw and spare blades, bolt croppers, or suitable method for cutting away rigging fitted.
- First aid kit and manual
- Foghorn
- Buckets (at least two) of stout construction and fitted with lanyards; capacity to be at least 2 gallons (9 litres)
- Echo sounder and boat speed/distance log

SECTION TWO

RECOMMENDED SAFETY EQUIPMENT

It is recommended that the following equipment be carried:

- PLB's or AIS Beacons for individual crew members
- Dinghy and oars
- Sextant and tables
- Storm jib
- Storm trysail or 3rd reef in mainsail
- A second manual bilge pump operable from below deck
- White parachute flares (to provide illumination for Search and Rescue)

- Four white hand held anti-collision flares – of which one stored ready for use
- Mast step. The heel of a keel-stepped mast should be securely fastened to the maststep or adjoining structure
- Drogue or Sea Anchor. A drogue (for deployment over the stern), or alternatively a sea anchor, or parachute anchor (for deployment over the bow), is strongly recommended as a means to reduce the risk of capsize in heavy breaking seas
- A safety equipment location chart in durable waterproof material displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

It is highly recommended that each person on board carries a knife at all times whilst at sea.

APPENDIX 1

RECOMMENDED GRAB BAG CONTENTS

A yacht is to have a grab bag for each liferaft with the following recommended contents, which need not be additional to the items required by the Safety Equipment Requirements. The grab bag offers a suitable place to stow items where they will be quickly found and readily carried to the liferaft. A grab bag should have inherent flotation, be marked with the name of the yacht, and have a lanyard and clip.

- second sea anchor and line
- two safety can openers (if food or water carried is in cans)
- waterproof hand-held VHF transceiver
- watertight flashlight with spare batteries and bulb
- EPIRB
- first aid kit, including sunscreen and medical supplies for pre-existing medical conditions
- graduated plastic drinking vessel for rationing water
- two "Cyalume" sticks or two watertight floating lamps
- one daylight signalling mirror and one signalling whistle
- two red parachute flares and two red hand flares, compliant with SOLAS
- additional high energy food
- additional drinking water in a dedicated and sealed container, or a hand operated desalinator, plus containers for water
- string, polythene bags, seasickness tablets

APPENDIX 2

RECOMMENDED CREW TRAINING

It is recommended that the skipper and at least one crew member should have undertaken training within the five years before the start of the Rally in both theoretical and practical sessions in the following sessions. World Sailing recommends that all crew members do likewise.

- care and maintenance of safety equipment
- liferafts
- storm sails
- fire precautions and fire fighting
- damage control and repair
- heavy weather – crew routines, boat handling, drogues
- man overboard prevention and recovery
- giving assistance to other craft
- hypothermia
- first aid
- search and rescue systems
- using communications equipment (VHF, GMDSS, satcoms etc.)
- weather forecasting

Dated 15 July 2016

WORLD CRUISING CLUB

GENERAL CONDITIONS

Issue 13: 15 July 2016



® - Marked paragraphs do not apply to ARC Baltic, ARC DelMarVa, ARC Channel Islands and the Malts Cruise.

WCC-1. Objectives

These General Conditions govern the events organised by World Cruising Club, which are intended primarily as fun events for cruising yachts. They provide a framework of contacts, standards, knowledge, experience and friendly competition, to promote a more manageable, enjoyable and safer voyage for the typical offshore cruising sailor.

WCC-2. Event Provisional Conditions of Entry

Provisional Conditions of Entry specific to each event are shown separately, and should be read in conjunction with these General Conditions. A separate Notice of Race will also be issued for events in which there is a Racing Division.

WCC-3. Rules

World Cruising Club events will be conducted under the provisions of the International Regulations for Preventing Collisions at Sea 1972 (amended 2007), these General Conditions, the Safety Equipment Requirements, the events' Conditions of Entry, and the Sailing Instructions issued before the start. In events where there is a Racing Division, Racing Rules for Sailing will apply for times as detailed in the events' Conditions of Entry or Notice of Race; the World Sailing Offshore Special Regulations (2016-2017) for Category 1 (Monohulls) apply; and a separate Notice of Race will be issued detailing other rules that apply.

WCC-4. Ownership

The owner of the yacht should be onboard for the Rally. Where the yacht is sailed by someone other than the owner, that person must have written permission from the owner to sail the yacht in the event. Yachts owned by a company, club or association may participate in the Rally providing a letter of authority for its participation is sent to the organisers in advance. Yachts on charter for the Rally must show a copy of the charter agreement when entering the Rally.

WCC-5. Insurance

- i. It is each owner's responsibility to carry insurance in respect of their legal obligations to third parties arising out of their interest in or use of the boat to include cover for participation in the World Cruising Club Event, from the time of arrival at the port of departure, until safe arrival at the port of destination.
- ii. Owners are responsible for ensuring that the Insurance Provider is made fully aware of and have

issued an insurance policy in acknowledgment of participation in the World Cruising Club Event both with regard to the published itinerary and basis of entry into the rally, whether in the cruising or racing division.

- iii. A current valid insurance certificate, or a copy, must be carried onboard and shall be logged on the event website boat details page prior to the event start.
- iv. Owners are responsible for ensuring that any insurance premiums are paid prior to commencement of the event and that they comply with all the terms, conditions and warranties contained within the insurance policy to ensure that cover remains valid and is maintained at all times.
- v. Owners are responsible for ensuring their compliance with any laws and obligations arising from the flag state of the vessel.
- vi. It is recommended that each crew member takes out a personal travel insurance policy, which should include coverage for offshore sailing, and for owners to include cancellation and curtailment to cover non participation in the event.

WCC-6. Crew and Crew Training

- i. The minimum number of crew (including the skipper) is two. The maximum number must not exceed the number of permanent berths/bunks on board the yacht.
- ii. The skipper and at least one crew member should have undertaken training as detailed in Appendix 2. Participants may contact the organisers for information about available courses.
- iii. **World Cruising Club considers the safety of all Rally participants to be paramount; ensuring proper training of the crew is the responsibility of the skipper. To ensure that Skippers have thought about the key factors affecting safety on board, and that a minimum level of on board training is carried out before the start of an event, all Skippers will be issued with a Pre-Departure Safety Declaration. This should be used as an aide memoire and must be signed by the skipper prior to the start, and returned to the organisers.**

WCC-7. Qualifying Cruise

Each yacht must complete a qualifying cruise of the distance, and within a time before the start, as specified in the event Provisional Conditions of Entry.

WORLD CRUISING CLUB

GENERAL CONDITIONS: Issue 13

WCC-8. Long Distance Communications

® *and, in addition, this paragraph does not apply to ARC Portugal*

- i. **At Sea Communications System** World ARC, ARC, ARC Europe, ARC Caribbean 1500 and ARC USA yachts must have the ability to send and receive e-mail whilst at sea, either via satellite systems or HF radio (with a pactor modem).
- ii. **SSB Radio**
 - a. World-ARC yachts must be fitted with a marine SSB HF radio transceiver covering the 2 – 22 MHz bands.
 - b. ARC, ARC Europe, ARC Caribbean 1500 and ARC USA. It is strongly recommended that yachts participating in these events are also fitted with SSB radio to enable participation in the Radio Net during the offshore passages.
- iii. **Daily Radio Net** On World ARC, ARC, ARC Europe, ARC Caribbean 1500 and ARC USA a daily radio call will also be conducted within the fleet on VHF and SSB frequencies. This is for safety reasons and its main purpose is to assist with serious emergencies.

WCC-9. Position Tracking

World Cruising Club will provide a satellite tracking device to yachts on each event, as detailed in the event Conditions of Entry. Positions will be displayed on the official event website. Participants will be required to complete a hire agreement that comes into force on a specified date at the end of the event, and after that date to pay a weekly charge until the unit is returned to the organisers. Yachts failing to complete the hire agreement will be moved to the Open Division, in which there are no results.

WCC-10. Berthing

Yachts entered in any event cannot be assured of an individual berth and may be asked to raft up to another yacht. The organisers reserve the right to assign berths to yachts on arrival in a port and to ask yachts to move during the stopover should it be necessary. Yachts that move from their designated berth must keep the organisers informed as to their whereabouts. Failure to comply with berthing requests made by the organisers may lead to disqualification from the event.

WCC-11. Safety Equipment Inspection ®

All yachts must be available for a Safety Equipment Inspection before an event start, during the period specified in the Event Conditions of Entry. The inspecting officer will sight the items listed in the Rally Safety Equipment Requirements and may also check the measurements supplied on the entry form for the calculation of the yacht's rating. Yachts that do not comply will be asked to withdraw from the Rally. The decision

of the organisers will be final. The entry fee and crew supplements will be returned in full.

WCC-12. Skippers Briefing

The skipper, or his/her representative, and one crew member, of every yacht must be present at the skippers briefing held on the day before the start. Failure to do so may lead to disqualification.

WCC-13. Identification

- i. **Event Numbers** Every yacht must display an identification number, (when supplied by the organisers), in a visible position adjacent to the cockpit.
- ii. **Event Flag** Each yacht will be supplied with an Event flag, which must be displayed from the port spreader, or similar position, throughout the Event.

WCC-14. Divisions ®

Yachts taking part in an event can join one of the following divisions (not all divisions are available for all events – see Event Conditions of Entry):

Division I (Cruising): Results in this division will be calculated according to the World Cruising handicap. The use of the engine for propulsion is allowed in this division and the time the engine was used for propulsion, as well as the nautical miles covered under power, must be accurately recorded and reported to the organisers on arrival in port. An adjustment factor will be applied to the total engine hours when results are calculated. Yachts that motor for more than one third of the course distance will automatically move to Division III (Motorsailing), in which no results are calculated.

Division II (Racing): Results in this division will be calculated according to the IRC rating and the use of the engine is expressly forbidden. Yachts motoring will be transferred to the Open Division, in which no results are calculated.

Division III (Motorsailing): Yachts in Divisions I and IV that motor for more than one third of the distance of any leg are automatically transferred into this division, in which no results are calculated.

Division IV (Multihulls): This division is open to cruising multihulls. Every boat will receive a World Cruising Club handicap. A limited amount of motoring is allowed in this division and the same provisions apply as in Division I.

Division V (Open): Yachts outside the size range for an event, or of unusual design, may be allowed to join this Division, in which motoring is allowed, and no results are calculated.

Division VI (Motor boats): This division is open to powered vessels; yachts joining it are exempt all regulations pertaining to yachts under sail.

The organisers reserve the right to decide which division a yacht shall participate in.

WCC-15. Handicaps ®

Performances in Divisions I, III and IV will be judged on the World Cruising Club handicap. In order to obtain a World Cruising Club handicap, every participant must supply precise measurements of the yacht as detailed on the event entry form, or event data sheet. Handicaps will not be recalculated at the request of the owner or skipper of a particular yacht if the disputed handicap has been arrived at as a result of incorrect data supplied with entry. Yachts in Division II (Racing) will compete under IRC. Participants intending to race must obtain a valid IRC rating certificate, paying the required fee themselves. A copy of the certificate must be submitted to the organisers as soon as possible, but in any case not later than 3 days before the start; no changes are permitted after that time.

WCC-16. Classes ®

Yachts may be subdivided into separate classes by handicap TCF bands. The bands will be announced before the event start. The minimum number of yachts in each class will be six. No separate classes will be created if there are fewer than 10 yachts in any division.

WCC-17. Engines ®

The use of engines for propulsion is permitted except in Division II (Racing). All yachts, except any motor yachts, must cross the starting and finishing lines under sail. From 5 minutes before the start, and for the first two hours after the start, engines must not be used for propulsion except in an emergency. The engine hours and the nautical miles covered under power must be recorded and logged on the Arrival Declaration.

WCC-18. Arrival Declaration ®

The skipper of each yacht must complete the arrival declaration at the end of the event, or each leg of the event, on which the finishing time, the number of hours motored and the distance covered through the water whilst under power must be reported. The skipper and every crew member over 18 will be required to sign the declaration which must be handed to a Rally official immediately on arrival in port. Declarations received more than one hour after arrival may result in a 5% time penalty, or a minimum of two places.

WCC-19. Prizes ®

A full list of prizes and special awards will be published before the start of each event.

WCC-20. Protests ®

- i. **Racing Division.** Protests shall be made in accordance with the Notice of Race issued for the event.
- ii. **Cruising and Multihull Divisions.** The intention to protest must be announced by all available means at

the earliest opportunity. All protests must be made in writing and handed personally to an event official within 3 hours of crossing the finishing line. The matter will be judged by the Protest Committee within one week of the protest being lodged. The decision will be posted on the official noticeboard. The Protest Committee will be composed of the event Committee and will be presided over by an independent vote-casting chairman nominated by the organisers. Decisions taken by the Protest Committee are final. A fee of £300 [or equivalent] cash must be deposited with each protest. This fee is forfeited if the protest is dismissed.

WCC-21. Penalties ®

The protest committee will award time penalties using a percentage system and/or minimum place penalty. The elapsed time of the penalised yacht will be increased by the percentage awarded and/or its' placing in the results changed. Serious infringements of the rules may lead to disqualification.

WCC-22. Withdrawals and Landfalls

Yachts that make a landfall after the start outside the next port of destination for whatsoever reason must notify the organisers immediately. The telephone numbers will be in the Sailing Instructions issued for that leg. Failure to do so may result in the yacht being disqualified. If failure to do so results in the mounting of a search and rescue operation, the owner of the yacht will be held responsible for the cost of the operation.

WCC-23. Non Starters/Late Starts/Re-Starts ®

- i. Yachts starting more than thirty minutes after the official start time must inform the organisers (directly by or e-mail) when the yacht is ready to start the voyage. The skipper of a yacht must contact the organisers when the yacht is ready to resume an interrupted voyage.
- ii. Yachts starting prematurely (i.e. before the ten minute signal) will be considered as not taking the start and classified as DNS.
- iii. No redress will be given for late starts, or time spent in port for whatsoever reason.

This is for reasons of your own safety and must be strictly complied with.

WCC-24. Sponsorship

Sponsorship of individual yachts is allowed; the permission of the organisers must be obtained in writing before any agreement is signed with a potential sponsor. Sponsorship from cigarettes or tobacco related products will not be accepted. The organisers must be consulted before a sponsorship deal is considered with manufacturers of alcoholic beverages or pharmaceutical products, as

WORLD CRUISING CLUB

GENERAL CONDITIONS: Issue 13

these may not be acceptable. A sponsorship surcharge is payable by sponsored yachts.

Names of yachts that are not sponsored must not be associated with any commercial company, trade name, product or website, nor must the name of the boat be used for advertising purposes either before, during or after an event.

WCC-25. Advertising

Non Sponsored Yachts. The use of advertising names will not be allowed in any form, either in the yacht's name, on the hull or any other equipment including sails, apart from the usual positioning of manufacturers' names, and crew clothing. Company flags or any advertising material must not be shown either during the rally or while the vessel is in port.

Sponsored Yachts. There are no limits to the display of advertising, although the front one quarter of both sides of the hull are reserved by the organisers to display advertising as may be required for an overall event sponsor. All yachts will be required to display advertising of event sponsors as required by the organisers. Failure to do so may lead to disqualification from the event.

WCC-26. Sponsorship Surcharge

A surcharge of 100% of the basic yacht entry fee must be paid by sponsored boats.

WCC-27. Dressing Overall

Every yacht must be dressed overall with a set of international code flags for a specified period before the event start and from arrival in port until the official end of the event.

WCC-28. Entries

Participants should enter an event on line via www.worldcruising.com. The Entry Fee must be paid at the time of entry (see event Conditions of Entry for details of Entry Fees). A maximum number of entries for each event may be specified; a waiting list will be started when the upper limit is reached. Yachts that transfer from a previous year's event must submit a new entry online.

WCC-29. Payment Methods

- i. Visa and Mastercard credit and debit cards accepted.
- ii. Electronic Bank Transfer. Fees may be paid by bank transfer in pound sterling, net of all charges to:
World Cruising Club Ltd
Bank account: 20006173
Branch code: 40-18-63
HSBC Bank Plc,
86 High Street, Cowes PO31 7AN, United Kingdom
IBAN: GB86MIDL40186320006173
BIC: MIDLGB2181Y
Your name, yacht name and event should be included with transfer details.

- iii. By Cheque. Paid in pounds sterling drawn on a UK bank only. Cheques should be made payable to WORLD CRUISING CLUB. Cheques from outside United Kingdom are not accepted.

WCC-30. Refunds

- i. A refund of Entry Fees and Crew Fees paid will be made for withdrawals received in writing by the organisers before the scheduled event start date, in accordance with the table below:

Time before event start date	Entry Fee Refund	Crew Fee Refund
> 16 weeks	75%	100%
16 to 12 weeks	50%	100%
12 to 8 weeks	0%	50%
< 8 weeks	0%	0%

- ii. All refunds will be made in pounds sterling.
- iii. Alternatively, at any time up to four weeks before the scheduled event start date the full fees paid, less an administration fee of £250, may be credited against an entry for the same event in the following year, or the next World ARC. Any fees carried forward as a credit in this way are non refundable for subsequent withdrawals.

WCC-31. Cancellation

In the unlikely event of a Rally being cancelled before the start all entry fees and crew fees paid to the organisers will be refunded.

WCC-32. Responsibility

It is the sole and exclusive responsibility of each skipper to decide whether or not to start or continue the Event.

The owner is wholly responsible for the safety of himself, the crew, the yacht, its' contents and in particular the owner shall:

- i. ensure that the yacht is fully found, thoroughly seaworthy and crewed for a long ocean passage;
- ii. be satisfied as to the soundness of hull, spars, rigging, sails and all gear;
- iii. ensure that all the safety equipment is properly maintained and stowed and that all the crew knows where it is kept and how it is to be used;
- iv. ensure that each participating crew is individually responsible for wearing personal buoyancy adequate for the prevailing conditions, the owner hereby acknowledges that each member of the yacht's crew will be so briefed;
- v. ensure the competence and health and safety of the yacht's crew at all times; and
- vi. ensure that at the start of the Event he signs a declaration absolving the organisers of any liability arising in connection with the Event and agreeing to

indemnify the organisers against all such liabilities involving or connected with the owner's yacht or her crew. Before the start the owner shall declare to the organisers the names and nationalities of each person on board his or her yacht.

Neither the establishment of these General Conditions, nor the inspection of the yacht under these regulations in any way limits or reduces the complete and unlimited liability of the owner.

WCC-33. Liability

The organisers shall in no circumstances whatsoever be liable to the owner and or his crew for any loss of profit, damages, costs or direct or indirect or consequential loss to property whatsoever or for any economic loss whatsoever and howsoever it may arise.

Where any valid claim for breach of these conditions is notified to the organisers the organisers may refund the initial entry fee and crew fees, or a proportionate part of the fees but the organisers shall have no further liability to the owner.

The organisers shall not be liable to the owner and or his crew for any breach of contract by reason of any delay in performing or any failure to perform any of the organisers obligations in relation to the Event if the delay or failure was due to any cause beyond the organisers reasonable control.

Where the Services are sold under a consumer transaction (as defined by the Consumer Transaction (Restrictions on Statements) Order 1976) the statutory rights of the consumer are not affected by these terms.

WCC-34. Media & Film rights

- i. **Media Rights** The organisers retain the rights over all images, film and written material submitted to World Cruising Club by event participants. And further over all images, film and written material created by the organisers and featuring any participant in any World Cruising Club event.
- ii. **Broadcast Rights** The organisers retain the rights over all film, television and other audio-visual material taken during or about World Cruising Club events in respect of the production, sale and distribution, and public broadcasting of such material. The organisers may grant permission to individual participants to put material at the disposal of other television or production companies or to produce their film, provided such material has been submitted to the organisers first. Any participant who enters into an agreement with a television or production company to record or supply material during an event without the written permission of the organisers will be immediately disqualified and requested to withdraw from the event. The organisers may take legal action against any infringement of broadcasting rights.

WCC-35. Event Logos

Event logos may not be re-produced in any form without prior written consent of the organisers and payment of a licence fee. Participants in breach of this condition of entry will be invoiced a licence fee of no less than £100, and may be excluded from the event.

WCC-36. Amendments and Incorporation

It may be necessary for the organisers to change these General Conditions at short notice and the organisers therefore reserve the right to amend the General Conditions of Entry and Event Rules at their discretion and without prior notice or consultation. Participants will be notified of amendments in the event Newsletter, or in port before the start of the event. These General Conditions incorporate the Safety Equipment Requirements and the events' Provisional Conditions of Entry.

WCC-37. Translation and Law

In case of dispute over the translation of these General Conditions, Safety Equipment Requirements, and the events' Provisional Conditions of Entry, or any other material issued by the organisers, the English language version shall prevail.

These Conditions shall be governed by the laws of England and the owner agrees to submit to the exclusive jurisdiction of the English Courts.

WCC-38. Disqualification

Failure to observe the World Cruising Club General Conditions may lead to disqualification from an event. Non-observance of Regulations 22) and 23) will lead to instant disqualification. Yachts that have been disqualified will be requested to leave the area of the port reserved for the event immediately. Yachts disqualified from an event before the start will have their entry fee and crew fees refunded in full, or for events with more than one leg a proportion of the entry fee and crew fees for each leg not completed.

WCC-39. Definitions

For the purpose of the General Conditions, and Safety Equipment Regulations, or any other material issued by the organisers, the following terms shall be defined as:

"The event" shall mean a specific rally or race organised by World Cruising Club.

"The organisers" shall refer to World Cruising Club Ltd., trading as World Cruising Club, and its employees.

"The skipper" shall mean the owner of the participating yacht or his or her authorised representative.

Issue 13, dated 15 July 2016