

**WORLD CRUISING CLUB
GENERAL CONDITIONS**

**PROVISIONAL CONDITIONS OF ENTRY FOR
ARC EUROPE 2007**



**WORLD CRUISING CLUB
SAFETY EQUIPMENT REQUIREMENTS**

World Cruising Club
120 High Street, Cowes, PO31 7AX, United Kingdom
Tel: +44 1983 296060 Fax: +44 1983 295959

e-mail: mail@worldcruising.com

www.worldcruising.com

www.worldcruising.net

Contents

WORLD CRUISING CLUB GENERAL CONDITIONS	3
ARC Europe 2007 PROVISIONAL CONDITIONS OF ENTRY	8
WORLD CRUISING CLUB SAFETY EQUIPMENT REQUIREMENTS	10

WORLD CRUISING CLUB GENERAL CONDITIONS

1-1. 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.

1-2. 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.

1-3. RULES

World Cruising Club events will be conducted under the provisions of the International Regulations for Preventing Collisions at Sea 1972 (amended November 1995), 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; the ISAF Offshore Special Regulations 2006 for Category 1 (Monohulls) apply.

1-4. 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 Rally. 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.

1-5. INSURANCE

It is each owner's responsibility to carry third party liability insurance to cover himself, all his crew and his yacht and contents in the event of any claim arising out of an accident during the event or while in port before or after the event. A current valid insurance certificate, or a copy, must be carried onboard and shall be produced at registration prior to the event start. It is recommended that each crew member takes out a personal travel insurance policy, which should include coverage for offshore cruising.

1-6. CREW & CREW TRAINING

- a) The minimum number of crew (including the skipper) is two. The maximum number must not exceed the number of permanent berths on board the yacht.
- b) 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.

- c) 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.

1-7. 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.

1-8. LONG DISTANCE COMMUNICATIONS

- a) Position Reporting. Yachts must be fitted with a communications system capable of sending a position report to worldcruising.net (Inmarsat C, D+), or other system capable of sending an E-mail message whilst at sea (via SSB radio or satellite system). This and paragraph 1-9 do not apply to Rally Portugal.
- b) SSB Radio
 - i. For Atlantic crossings it is strongly recommended that yachts are also fitted with SSB radio to enable participation in the Radio Net during the crossing.
 - ii. Yachts participating in World ARC must be fitted with a marine SSB HF radio transceiver covering the 2 – 22 MHz bands.

1-9. DAILY POSITION REPORTING

Each yacht will be required to report their position daily directly to worldcruising.net, the position reporting service operated by World Cruising Club, via Inmarsat C, D+, or other system capable of sending an E-mail message whilst at sea. Positions will be displayed on the official event website. (A daily radio call will also be conducted within the fleet on VHF and SSB radios. This is for safety reasons and its main purpose is to assist with serious emergencies.

1-10. 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.

1-11. SAFETY EQUIPMENT INSPECTION

All boats 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.

1-12. SKIPPERS BRIEFING

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

1-13. IDENTIFICATION

a) EVENT NUMBERS

Every yacht must display an identification number, (when supplied by the organisers), in a visible position adjacent to the cockpit.

b) 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.

1-14. 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).

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.

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.

Division VII (Invitation): 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).

Division VIII (Invitation Racing): As Division II. 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.

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

1-15. HANDICAPS

Performances in Divisions I, III, IV and VII 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 on the original entry form or data sheet.

Yachts in Division II (Racing) and Division VIII (Invitation 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.

1-16. 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.

1-17. ENGINES

The use of engines for propulsion is permitted except in Division II (Racing) and Division VIII (Invitation 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.

1-18. 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.

1-19. PRIZES

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

1-20. PROTESTS

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.

1-21. 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.

1-22. WITHDRAWALS/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 and fax 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.

1-23. NON STARTERS/LATE STARTS/RE-STARTS

- a) Yachts starting more than thirty minutes after the official start time must inform the organisers (directly by fax 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.
- b) Yachts starting prematurely (i.e. before the ten minute signal) will be considered as not taking the start and classified as DNS.
- c) 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.

1-24. 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 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.

1-25. ADVERTISING

Non Sponsored Yachts. The use of advertising names will not be allowed in any form, either in the boat'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.

1-26. SPONSORSHIP SURCHARGE

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

1-27. 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.

1-28. ENTRIES

Participants should enter an event by completing the official entry form and sending it together with the Entry Fee to the organisers (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 years event must complete a valid current Entry Form.

1-29. PAYMENT METHODS

a) By Cheque. Fees may be paid in pounds sterling, US dollars or euros. Payments in US dollars or euros should be converted at the current rate of exchange for pounds sterling. For payments in US dollars or euros a fee of US\$15/E15 should be added for bank charges. Cheques should be made payable to WORLD CRUISING CLUB. Pound sterling cheques from outside Great Britain should be drawn on a London bank, or a collection fee of £20 should be added.

b) Bank Transfer. Fees may be made 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

Your name and boat name should be included with transfer details.

c) Credit Card. VISA and MasterCard accepted, subject to a 1% surcharge. Unfortunately due to the length of the event fees for World ARC may not be paid by Credit Card.

1-30. REFUNDS

A 50% refund of Entry Fees and Crew Fees paid will be made for cancellations received by the organisers more than 12 weeks before the scheduled event start date. No refunds will be made after this date. All refunds will be made in pounds sterling. Alternatively, the full fees paid, less an administration fee of £100, may be credited against an entry for the same event in the following year, or the next World ARC

1-31. 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.

1-32. 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:

a) ensure that the yacht is fully found, thoroughly seaworthy and crewed for a long ocean passage;

- b) be satisfied as to the soundness of hull, spars, rigging, sails and all gear;
- c) 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;
- d) 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;
- e) ensure the competence and health and safety of the yacht's crew at all times; and
- f) 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.

1-33. 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.

1-34. FILM RIGHTS

The organisers retain the rights over all film, television, videotape 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 video production companies or to produce their film or

video, provided such material has been submitted to the organisers first. Any participant who enters into an agreement with a television or video 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.

1-35. EVENT LOGOS

Event logos may not be re-produced in any form without prior written consent of the organisers.

1-36. 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.

1-37. 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.

1-38. 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.

1-39. 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 1, dated 31 May 2006

ARC Europe 2007

PROVISIONAL CONDITIONS OF ENTRY

4-1. DATES & COURSE

The Rally will start from Jolly Harbour, Antigua on 10 May 2007, and from Camachee Cove Yacht Harbour, St. Augustine, FL USA on 10 May 2007. Yachts will sail to St. George's, Bermuda, from where they will restart on 23 May 2007 and cross the Atlantic to Horta, Faial, Azores. From there yachts will cruise to Terceira and on to Ponta Delgada, San Miguel from where there will be a restart on 16 June 2007 to Lagos in southern Portugal. Weather forecasts and web site position display will be provided for yachts leaving from Ponta Delgada on 16 June up until 30 June for those headed towards the English Channel.

4-2. ENTRIES

The Rally will be limited to 50 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 4-10 - Booking Fee)

4-3. 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.

4-4. 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 RAC or proof of other similar sailing experience will be accepted.

4-5. SAFETY EQUIPMENT INSPECTION/ARRIVAL JOLLY HARBOUR OR ST.AUGUSTINE

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

4-6. BERTHING FEES

The entry fee includes berthing fees for the participating yachts for three days before the start

at Jolly Harbour Marina, Antigua,. 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. One days complimentary berthing is provided on arrival in Lagos. Berthing fees in St Augustine and Bermuda are not included.

4-7. ENTRY FEE

The entry fee includes the following:

Pre-event

ARC Europe Information Binder and Information Pack (including special offers)
ARC Europe Flag
ARC Europe Newsletter (3 during build up to event)
Chart and Pilot Book Order Service
Access to WCC website participations forum
Calculation of WCC Rating Handicap
On Legs at Sea
Radio Net
Daily Weather Forecast
Position reporting service and display of positions on worldcruising.net website

Antigua & St. Augustine

Three days complimentary berthing before the start (Antigua only)

Safety Equipment Inspection
Seminar Programme

Comprehensive Social Programme
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 Party
Skippers Briefing (including weather information)
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
Angora, Terceira

Liaison with Customs & Immigration Authorities
Island Tour

Organised Social Programme
Ponta Delgada, San Miguel

Two days complimentary berthing before the re-start
Liaison with Customs & Immigration Authorities
Organised Social Programme
Skippers Briefing (including weather information)
Lagos

Welcome on arrival and Welcome pack of local information

Prize giving party
One days complimentary berthing on arrival
Discounted marina berthing for longer stay

The entry fee for each yacht is £500.

4-8. LATE JOINERS

Yachts that intend to join the Rally at Bermuda will be given a discount of £50 off their entry fee. No discount will be given off the crew fees.

4-9. CREW FEE

A fee of £150 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 2007 are exempt. Where a yacht has extra crew for one leg only a fee of £75 per extra crew will be payable for that leg. Responsibility for payment of the crew fees remains with the skipper.

4-10. BOOKING FEE

Prior to 1 September 2006 a non refundable booking fee of £100 is payable to ensure a place in ARC Europe 2007. The booking fee will be credited against the entry fee, which must be paid in full by 1 September 2006 to confirm participation. Entries received on or after 1 September 2006 must be accompanied by full payment of the entry fee.

4-11. DISCOUNT

A 5% discount (20% for ARC2006 participants) on the basic entry fee is applicable for payments received by the organisers before 23 Decemberr 2006. This discount does not apply to crew fees.

4-12. LATE PAYMENT SURCHARGE

Entry fees and/or crew fees paid after 1 April 2007, or received in the Cowes office after that date, will incur a surcharge of 25%.

4-13. 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.

4-14. DEFINITIONS

For the purpose of the ARC Europe 2007 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 2007.

"Rally Logo" shall mean the ARC Europe logo consisting of the icon, and the text ARC Europe, as shown on the front of the Conditions of Entry and Regulations booklet.

Issue 1, dated 05 September 2005

WORLD CRUISING CLUB

SAFETY EQUIPMENT REQUIREMENTS

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

Divisions II (Racing) and VIII Invitation Racing are ISAF 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

It is the entire sole and inescapable responsibility of each skipper to ensure that all necessary safety precautions whatsoever 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:

- a. be of type, size and capacity commensurate with the size of yacht
- b. function correctly
- c. be easily accessible

Each crew member must be fully conversant with the operation of all safety equipment carried and know its stowage positions.

SECTION ONE - MANDATORY SAFETY EQUIPMENT REQUIREMENTS

Liferaft:

A purpose made, self inflating, liferaft of sufficient places to carry all the crew shall be either:

- i. A SOLAS model, or
- ii. An "ORC" model in compliance with ISAF Offshore Special Regulations Appendix A Part I provided that the liferaft was manufactured before 01/2003, or
- iii. An "ISAF" model in compliance with ISAF Offshore Special Regulations Appendix A Part II, or
- iv. An "ISO Standard 9650" Type 1 Group A with service Pack 1 (> 24 hours).

Each raft shall be capable of being got to the lifelines within 15 seconds. Each liferaft shall have a valid inspection certificate from the manufacturer or approved servicing agent, valid for the period of the Rally. The certificate, or a copy, shall be carried on the yacht. (See ISAF website [www.sailing.org/rules/] for the full text of the ISAF Offshore Special Regulations).

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.

Long Range Communications Equipment: each yacht will be required to report their position daily directly to worldcruising.net, via Inmarsat C, D+, or other system capable of sending an E-mail message whilst at sea.

EPIRB: An Emergency Position Indicating Radio Beacon. A Satellite EPIRB transmitting on 406MHz or an Inmarsat type "E" EPIRB is required, correctly registered with the appropriate authority.

Radar Reflector: Permanently mounted in, or capable of being hoisted to, a position at least 5m (15 feet) above deck. Octahedral reflectors must have a minimum diagonal measurement of 18in (457mm). Any reflector other than octahedral, must have a documented RCS (radar cross-section) of not less than 10sq.m.

Flares: Flares stowed in a watertight container, with as a minimum:

- | | |
|------------------------|--------------------------|
| 6 red parachute flares | 4 white hand held flares |
| 4 red hand held flares | 2 orange smoke |

Lifebuoy, 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 shall be tested at intervals in accordance with its manufacturer's instructions.

Each lifebuoy shall have the yachts' 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 fitted, bilge pump handles shall be provided with a lanyard, securely attached, and 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); flashlight/torch battery operated, handheld lights are not acceptable. Spare bulbs of correct wattage shall also be carried.

Harness: If separate from a combined lifejacket/harness, shall have a safety line not more than 2 metres long with a strap hook at each end. It is recommended that a second snap hook should be placed at the middle of the point line. Each harness shall have a crotch strap. There shall be a harness and safety line provided for each member of the crew.

Lifejacket/Combined Harness: Shall have a whistle, a light, yacht name, retro-reflective tape, a crotch strap and a safety line not more than 2 metres long with a snap hook at each end. It is recommended that a second snap hook should be placed at the middle point of the line. It is further recommended that each lifejacket shall be fitted with a spray hood. There shall be a lifejacket/combined harness provided for each member of the crew.

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

The following equipment shall also be fitted/carried:

- Emergency grab bag (see Appendix 1)

- A recognised secondary or alternative method of navigation
- Securely fitted taut double lifelines around the entire deck
- Jackstays along port and starboard side decks
- Fire extinguishers (at least two)
- Fire blanket (secured near the galley)
- Companionway washboards to be capable of being secured shut and with lanyards to prevent accidental loss
- Softwood plugs – securely attached adjacent to each fitting to enable any through hull fitting to be closed off
- Throwing line 15m – 25m (50ft – 75ft) length, readily accessible to cockpit
- High powered search light
- Emergency tiller or secondary steering device
- Hacksaw and spare blades (Bolt croppers for yachts with rod rigging)
- 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 log

SECTION TWO - RECOMMENDED SAFETY EQUIPMENT

It is recommended that the following equipment be carried:

- Dinghy and oars
- Handheld VHF transceiver
- Nautical almanac
- Charts and pilots for the route taken by the Rally
- Sextant and tables
- Water resistant torch with spare bulb and batteries
- Storm jib
- Storm trisail or deep reef in mainsail
- A second manual bilge pump operable from below deck
- White parachute flares (to provide illumination for Search and Rescue)
- Maststep. 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 capsizing in heavy breaking seas

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

APPENDIX 1 GRAB BAG CONTENTS

The ORC recommends that a “grab bag” accompanies each liferaft. The following contents are recommended and should be appropriately packed and waterproofed (packing should be openable by wet fingers without tools):

- second sea anchor and line
- two safety tin openers
- waterproof hand-held VHF transceiver
- EPIRB
- a first aid kit
- one plastic drinking vessel graduated in 10, 20 and 50 cubic cm
- two “Cyalume” sticks or two watertight floating lamps
- one daylight signalling mirror and one signalling whistle
- two red parachute flares and three red hand flares
- non-thirst provoking rations and barley sugar or equivalent
- at least half a litre per person of drinking water in a dedicated and sealed container
- one copy of the illustrated table of life-saving signals
- nylon string, polythene bags, seasickness tablets

Contents of the grab bag are not necessarily additional to the items required by the Safety Equipment Regulations - the grab bag offers a suitable place to stow items where they will be quickly found or readily carried to the liferaft.

APPENDIX 3 - SUPPORTERS

The events organised by WORLD CRUISING CLUB Limited are done so with the support of the following institutions and companies:

Antigua: Jolly Harbour Marina. Azores: Marina d’Angra, Marina da Horta; Direcção Regional de Turismo dos Açores; Ponta Delgada Marina. Bermuda: Bermuda Tourist Board; St George’s Dinghy and Sports Club; Goslings Rum. Canada: Hydrovane. Germany: ParaSailor; Windpilot. Gran Canaria: Patronato de Turismo de Gran Canaria; Las Palmas Port Authority; Ayuntamiento de Las Palmas; Bar La Romana; Cabildo Insular de Gran Canaria; Club Marítimo Varadero; Club Vela Latina; Consejería de Turismo; El Corte Inglés; Embotelladora Canarias; Federación Española de Vela; Hotel Santa Catalina; Pedro Perez Abrante; Real Club Náutico de Gran Canaria; Rolnautic. Portugal: Marina de Lagos; Administração do Porto de Sines; Câmara Municipal de Coimbra; Câmara Municipal de Peniche; Câmara Municipal da Póvoa de Varzim; Câmara Municipal de Sines; Casino Figueira; Club Náutico de Figueira da Foz; Clube Naval Povoense; Figueira Grande Turismo; IPTM; Junta de Turismo da Costa do Estoril; Marina

APPENDIX 2 CREW TRAINING

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. The ORC 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

Porto Atlântico; Marina de Cascais; Marina da Póvoa de Varzim; Monte Real Club de Yates; Porto de Figueira da Foz; Porto de Peniche; Posto de Turismo de Peniche; Região de Turismo de Setúbal y Costa Azul; Taylors Wine Lodge; Turismo do Algarve; Yate Clube do Porto. Switzerland: Wavefinder. St. Lucia: St. Lucia Tourist Board, Rodney Bay Marina; Buzz; Island Water World; Peter & Company; Rodney Bay Marina Tenants Association; Royal Bank of Canada; Royal Bank of St. Lucia; St. Lucia Distillers; St. Lucia Hotel and Tourism Association; St. Lucia Yacht Club; Windward and Leeward Brewery. United Kingdom: Yachting Monthly; Yachting World; Adlard Coles Nautical; Admiral Marine Insurance; B&G; Eclectic Energy; Fischer Panda; Gill; Hamble School of Yachting; Horizons Trust; Imray Laurie Norie & Wilson; IPC Media; MailASail; Mailspeed; Navimo; Mayflower Marina; Peters and May; Raymarine; Schenker; SeaMedic; Royal Plymouth Corinthian Yacht Club. USA: Camachee Cove Yacht Harbor. Yacht Builders: Beneteau; Lagoon; Oyster Marine