



BARCELONA WORLD RACE 2018 - 2019

4th EDITION

Start from Barcelona on January 12th 2019
1 stopover in Sydney

Round the world race
2 crew

Open to IMOCA 60
(International Monohull Ocean Class Association)

NOTICE OF RACE

including amendment #1 – Date of issue: 25th January, 2018

Organizing Authority:

Fundació Navegació Oceànica Barcelona (FNOB)

SUMMARY

page

1. Definitions	3
2. Rules	5
3. Appointment of committees	7
4. Advertising	8
5. Eligibility	9
6. Entries	10
7. Crew	12
8. Identification	13
9. Weather and tracking	13
10. Boat Inspections	14
11. Race Course	15
12. Stopover in Sydney	16
13. Qualifications	16
14. Race image and trademark	17
15. Medical assistance	17
16. Rankings and results	19
17. Prizes	19
18. Trophies for ocean records	19
19. Obligations before the start and after the finish	20
20. Compulsory crew attendance in Barcelona	20
21. Responsibility and Liability	21
22. Barcelona World Race ambassadors	22
23. Contacts	23
24. Appendix	24
- Appendix 1: Commitment form	25
- Appendix 2: Program	28

1. DEFINITIONS

1.1. Notice of race

This document cancels and replaces any previous documents, in particular the preliminary Notice of Race.

1.2. Barcelona World Race

The fourth edition of the Barcelona World Race will be run in 2018-2019.

It will be a **double-handed** round-the-world yacht race, with a stopover in Sydney, reserved to crews entered on IMOCA Open 60'.

The Barcelona World Race may be referred to as « The Race » or « The BWR 2018-2019 » in various official documents.

1.3. Organizing authority

The Fundació Navegació Oceànica Barcelona (FNOB) is the organizing authority of the BWR 2018-2019 with the authorization of the Real Federación Española de Vela with the partnership of Federació Catalana de Vela.

The Organizing Authority may be referred to as the «FNOB» or « The Organizer » in official documents.

1.4. Times

For all shore operations, times mentioned herein shall be legal Local Time.

For all on water operations, Sailing Instructions (SI) are given in UTC.

1.5. Official means

- (i) Members of the Race Management Committee;
- (ii) Members of the Race Committee;
- (iii) Members of the Measurement Committee;
- (iv) Any person appointed by the Committees mentioned previously, and
- (v) Any other person or body involved in the organization or management of the event.

1.6. Participant

It is formed by:

- Skipper
- Co-skipper
- Eventual substitute crew
- Boat
- Sponsor(s), if any
- Team manager
- Shore team

1.7. Rules means the rules included in point 2 of the Notice of Race

1.8. Crew

The crew shall comprise two people.

- One skipper

In charge of the crew, the boat and the participation of the whole in the BWR 2018-2019. The skipper shall be in possession the qualifications required by the Notice of Race.

- One co-skipper

He/she is invited by the skipper for the whole of the course or one of the two legs. The co-skipper shall be in possession of the qualifications required by the Notice of Race.

- Reserve crew

A yachtsman who may substitute either the skipper or the co-skipper in accordance with the various rules set out in this Notice of Race. It must accredit the same level of qualifications of the skipper and co-skipper.

1.9. Sponsors

They are all of the participant's financial, logistic or technical partners.

1.10. Team manager

Is the person ashore who liaises with race management and other departments of the organization. The team manager is the official representative of all the members comprising a « participant ». In the absence of the skipper, the team manager represents the participant. Except for the compulsory crew attendance events.

1.11. Shore team

All of the people who act on behalf of the crew, the participant and the boat, ashore, before and during the race. The shore team is represented by the team manager.

1.12. Boat

IMOCA Open 60' boat with an IMOCA certificate issued by the IMOCA Class for the 2018-2019 edition of the race. The IMOCA certificate will have to be valid for both starts (Barcelona and Sydney).

1.13. Technical stop

It's when a boat stop during the race course in order to carry out technical repairs, so that the crew can finish the leg.

A technical stop begins when the boat moors in a harbour or at anchor and receives any external help. In case of anchoring of the boat by its own means with no outside assistance, it will not be considered technical stop.

The minimum technical stop duration will be 12 hours.

1.14. Questions asked by a skipper

Questions must be submitted in writing to:

directioncourse@barcelonaworldrace.org

Answers will be posted up on the Official Notice Board of the race.

1.15. Official Notice Board (ONB)

Will be:

An Official Notice Board section on the official Barcelona World Race website : www.barcelonaworldrace.org

1.16. Members of the Technical Organization

The Organizer will delegate the organization of some areas of the race to different bodies such as:

- A Race Management
- A Race Committee
- A Measurement Committee
- An International Jury
- A Medical Service

2. RULES

PREAMBLE:

PRINCIPLES OF THE BARCELONA WORLD RACE

The Barcelona World Race is a two-handed, no assistance [round-the-world](#) yacht race with a stopover in Sydney.

« No assistance » means that crews shall not receive any personalized outside assistance, nor may they benefit from any voluntary, recurrent or planned intervention which aims to improve their performance or that of their boat.

They cannot therefore receive:

- Personalized meteorological assistance
- Outside assistance
- Personalized medical assistance with a view to improving their performance

Telephone or e-mail contact between the crew and one or more people ashore shall be authorized in so far as the content of such contacts shall represent neither personalized meteorological, nor personalized medical assistance, with a view to improving performance of either the boat or the crew.

In the event of damage requiring repairs to the boat, or in the event of an unforeseen medical incident arising which might alter the health of one of the crew members, advice at a distance provided by a third person shall not be considered as assistance.

2.1. The race shall be governed by rules as defined in the Racing Rules of Sailing (RRS) 2017 – 2020

2.2. The prescriptions of the Real Federación Española de Vela

- 2.2.1. RRS 89.2 (a) The RFEV prescribes that the Notice and Sailing Instructions of the International regattas held in Spain must be approved by the RFEV
- 2.2.2. RRS 91 The RFEV prescribes that it is necessary its approval for the appointment of International Juries for the regattas within its jurisdiction. The approval will be notified in writing and must be posted on the ONB throughout the race.

- 2.3. The rules of Maritime Circulation of the Port of Barcelona and the Capitania Marítima de Barcelona
- 2.4. The International Regulations for Preventing Collisions at Sea (COLREGS)
- 2.5. IMOCA Class rules and safety regulations including the Offshore Special Regulations Category 0 (OSR) in modified form, as well as the IMOCA [Globe Series](#) rules.
- 2.6. The BWR 2019 is an official event of the IMOCA [Globe Series](#) monohull IMOCA 60 events circuit. The race will have a coefficient 9 for the IMOCA [Globe Series](#).
- 2.7. All participants must comply with the rules of their corresponding National Authority
- 2.8. There will be no appeal to the decisions of the International Jury
- 2.9. The race is classified as a “Major Oceanic Event” in accordance with WORLD SAILING Rule 20.6.4.1
- 2.10. Personalised routing is totally forbidden

« Routing » shall mean any external personalized indication, specially prepared or individualized for a single crew or group of crews, oblivious to the authorized meteorological information sources and enabling an understanding of the different meteorological situations and the choice of the course or courses options to follow or to avoid.

A statement signed by each crew and by the team manager for the whole of the technical team, for the participant’s sponsors, certifying that this rule has been complied with will be requested at the start and after the finish of the race.

The details of this rule shall be defined by the IMOCA and the Race Management Committee and will be issued via an amendment to this BWR 2018-2019 Notice of Race [and/or in the Sailing Instructions](#) no later than July 2018.

- 2.11. The Organizing Authority will request prior consent in writing to WORLD SAILING so boats can display advertising chosen and supplied by the event’s Organizing Authority on their mainsail.
- 2.12. The official language will be Spanish for all documents written by FNOB, the Race Management or the Race Committee. The Organization will supply English and French version of such documents but the Spanish version shall prevail.
- 2.13. The RRS (2017 – 2020) are changed as follows:

2.13.1 RRS Part 2 (WHEN BOATS MEET): It shall not apply between sunset and sunrise or in poor visibility. They are replaced by Part B (steering and sailing rules) of the International Regulations for Preventing Collisions at Sea COLREGS. The following text is added to the COLREGS/RIPAM:” when a boat cannot be sure on what tack another boat is sailing, the first must remain separated from such boat”.

2.13.2 RRS 28.2 SAILING THE COURSE. Points a), b) and c) are deleted and replace by “rounds every mark or position by the prescribed side”.

2.13.3 RRS 29.1 (Individual Recall): Rule 29.1 is changed replacing “no later than 4 minutes” with “no later than the closing of the start line.”

2.13.4 RRS 33 CHANGING THE NEXT LEG OF THE COURSE is deleted and replaced by “For safety reasons, the Race Committee can change the course while boats are racing by adequately communicating the change to all boats”

2.13.5 RRS 35 TIME LIMIT AND SCORE

- 2.13.6 RRS 41 OUTSIDE HELP.** Point (a) is deleted and replaced by “assistance to a sick crew, injured or in danger”.
- 2.13.7 RRS 44 PENALTIES AT THE TIME OF AN INCIDENT.** Penalties will be specified in the sailing instructions
- 2.13.8 RRS 45 HAULING OUT, MOORING, ANCHORING,** point 11.4 of this Notice of Race is changed
- 2.13.9 RRS 47 LIMITATIONS OF EQUIPMENT AND CREW** Rule 47.2 is changed in article 7.1 of this Notice of Race
- 2.13.10 RRS 50.2 Spinnaker poles; Whisker poles:** shall not apply
- 2.13.11 RRS 51 MOVABLE BALLAST:** delete the first two sentences and replace it with: *“Movement of weight with the aim of modifying trim or stability shall be authorized within the following limits: inside the boat, with the exception of the batteries, any other heavy elements which may damage the boat or injure the crew shall be firmly stowed permanently, except when they are moved. Food, safety equipment (except life rafts), deck gear and spare parts may be stowed in boxes and moved if they are soundly stowed. Sails can be moved around freely. Sail bags must not be able to retain water.”*
- 2.13.12 RRS 52 MANUAL POWER:** Replaced as follows: *“The boat’s standing rigging, running rigging, spars and movable appendages other than the keel, the rudder(s) and the filling, transfer or emptying of the ballast tanks, must be adjusted and operated only by the power provided by the crew.*
Any servo-control is prohibited other than for adjusting and operating the keel and the rudders”
- 2.13.13 RRS 54 (forestays and headsail tacks):** shall not apply
- 2.13.14 RRS 60 RIGHT TO PROTEST: RIGHT TO REQUEST REDRESS OR ACTION UNDER RULE 69.** Point 1 is changed so that a boat cannot protest for infringing any part of the Notice of Race and Sailing Instructions
- 2.13.15 RRS 61.1. INFORM THE PROTESTEE.** Point (a) is changed adding “It is not necessary to display the red flag”. The protest procedure details will be specified in the Sailing Instructions. The rule is changed in article 16.2 of this notice of race.
- 2.13.16 RRV 62 REPAIRS:** amended in the sailing instructions
- 2.13.17 RRS 63 HEARINGS:** changed in the Sailing Instructions. Hearings were held with the appropriated means of communication to the circumstances.
- 2.13.18 RRS 63.7 Conflict between the Notice of Race and the Sailing Instructions.** Add: “In case of conflict between rules that must be resolved before the International Jury decides a protest or request for redress, the International Jury will resolve the conflict with the fairest arrangement possible for all boats”.
- 2.13.19 RRV 64.1 RESOLUTIONS** Article Penalties and Exonerations, to delete “it will be disqualified” and will be replaced by “it will be penalized in way considered appropriate”.
- 2.13.20 RRS 88 NATIONAL PRESCRIPTIONS:** First paragraph: WORLD SAILING has authorized the Organizing Authority to delete the second sentence which reads:” However, if boats will pass through the waters of one or more than one national authority while racing, the sailing instructions shall identify the prescriptions that will apply and when they will apply”.

Exceptional Circumstances

The FNOB and the Race Management Committee can dictate specific compulsory rules for all participants in case if exceptional circumstances or that can put the participants in danger, changing any

rules as necessary to confront the situation with the maximum safety and equity possible. The International Jury must be informed in writing.

3. APPOINTMENT OF COMMITTEES

The Organizer will appoint:

- 3.1 **A Committee called Race Management Committee** which will deal with the matters of definition of the event and will make the decisions regarding the management of the race. It will be formed by a member of IMOCA, the BWR General Manager, the Race Director and the president or a member of the International Jury.
- 3.2 **A Race Management** that will manage the sport matters of the race and will do the follow up of the event. It will be formed by a minimum of three persons and it will be presided over by the Race Manager. Its composition will be announced before **July 31st 2018**.
- 3.3 **A Race Committee**: whose composition will be announced before **July 31st 2018**.
- 3.4 **A Measurement Committee**: whose composition will be announced before **July 31st 2018**.
- 3.5 **An International Jury** to be constituted in accordance with Appendix N and with the authorisation of the Real Federación Española de Vela and WORLD SAILING. Its composition will be posted on the ONB and its decisions shall be final. It will reply to the pertinent questions handed by competitors in writing from the **July 31st 2018**.

4. ADVERTISING

4.1. It will be a category C Advertising event.

Boats must display on the mainsail the advertising chosen and supplied by the Event Organizing Authority according to the RFEV rules.

4.2. Compulsory boat markings

Boat markings must comply with Spanish legislation.
Each boat shall display the following boats marking:

4.2.1 Mainsail: race logo

- The logo will be of a size of 7m² (3,5 m width x 2 high)
- It shall be affixed at 1/3 of the mast height measured from the deck and above the first reef.
- A space of 0.50 m around the logo shall remain blank.
- The logo may include the main race sponsor or sponsors
- No other logo may be affixed in the horizontal band marking out the race logo. This space shall be reserved for the organizer.
- In the event of a competitor wishing to affix a horizontal marking on his mainsail, the race logo marking zones must be complied with.

Competitors will receive two sets of logos free of charge. Information about how to affix them will be provided and it will be compulsory compliance.

4.2.2 Main shrouds or backstay

One or two race flags with the race logo measuring 1.90m x 1.40m shall be displayed

4.2.3 Guardrails fixed to the stanchions and push pits

Two advertising banners measuring 2.1 m by 0.6 m each, printed on both sides will be displayed between the stanchions and the stern railing. One third of their surface will be made available to the organizer, a second third will display the IMOCA logo and the remaining third will display the name of the crew and their sponsors. These advertising banners will be supplied by the organizer.

4.2.4 Forestay

A line of 5 flags measuring 2m by 2.5m each shall be displayed. Alternatively, two rectangular flags occupying the same surface area may be displayed. These flags will be supplied by the organizer.

4.3. Visibility during image shoots for image bank

Whether the images are filmed by the competitor's own video service provider or by the race video producer, all of the boats must display the following during filming planned and organized by the organisation.

- The Race logo on both sides of the mainsail as set out above.
- Advertising banners to port and starboard as set out above.
- Race flags as set out above.

4.4. Visibility in the harbour before the start, in Sydney and after the finish

Boats must display the following when in the harbour:

- A line of 5 flags along the forestay as set out above.
- Advertising banners to port and starboard as set out above.
- Race flags as set out above.

In addition, participants may also display their own advertising materials as long as:

- Whatever the form and size of this advertising material, it will be displayed
- Only stern of the mast and under no circumstances prow of the mast.
- An advertising sail stern of the mast whose luff may not be larger than 15m and whose foot may not be larger than 6m.

4.5. Visibility at sea

- The Race logo on both sides of the mainsail as set out above.
- Port and starboard advertising banners and the race flags set out above when the boat is less than 25 miles from the shore: Barcelona, Strait of Gibraltar, approaching Sydney and Cape Horn

4.6. Availability of images of the boat

As soon as the compulsory markings supplied by the organizer have been made available to participants, they must distribute images of their boat with these markings.

5. ELIGIBILITY

- 5.1 The Race is open only to IMOCA 60, as defined in the current IMOCA Class Rules. Each boat must be in possession of a valid IMOCA measurement certificate and must be in perfect racing conditions to sail the course.

- 5.2 The Organizer reserves the right to refuse or cancel a boat entry that does not comply with the obligations of the Notice of Race or the Safety regulations.
- 5.3 It will be compulsory to carry a water salinity sensor or other similar instrument in order to obtain scientific data during the length of the course.

It may be compulsory to carry on board a mobile device provided by the Organizer to take photos of masses and oceanic environmental conditions, his functioning and the sending photos system will be specified no later than **July 2018**.

- 5.4 It will be compulsory to carry a hydro generator or another renewable energy system and besides a main engine with a minimum guaranteed autonomy that meets the IMOCA rules in force.
- 5.5 It will be compulsory to carry onboard an ARGOS beacon, or another similar device, for the collection of scientific-environmental data to be thrown at sea at the time indicated in the Sailing Instructions.
- 5.6 Boats must start with enough food to satisfy the needs of skippers throughout the leg including possible technical stops and it is totally forbidden to throw it at sea, The Organizer may check such material.

5.7 Compulsory courses for the crew

5.7.1 Medical training course:

Each member of the crew (skipper, co-skipper and eventual substitute crew) must take a medical training course as set out in the WORLD SAILING Offshore Special Regulations (OSR), paragraph 6.05.02 for category 0 races:

- Validated in the last 5 years (WORLD SAILING standard) before the day on which the race starts.
- Run by a training organization as follows:
- WORLD SAILING approved, or by an WORLD SAILING Member National Authority
- Or by a national authority of his country, or a continuing education organization, registered with a recognized educational authority providing emergency medical training for medical and paramedical professionals.
- In addition, each member of the crew shall be required a rescue course diploma (WORLD SAILING paragraph 6.05) obtained in the last 5 years.

5.7.2 WORLD SAILING survival course

In application of WORLD SAILING OSR guidelines (6.01), each member of the crew shall have undertaken a course in survival at sea:

- Carried out in a centre approved by the WORLD SAILING, by an WORLD SAILING Member National Authority or the national authority in his own country
- Carried out in the last 5 years before the day of the start

5.7.3 IMOCA additional safety course

Each member of the crew will have to take part in the 2018 IMOCA safety training course C.2.27

6. ENTRIES

Dates

Applications for entry must be submitted (sent to the Organizer) no later than September 30th 2018.

They must be complete, with the exception of the following:

- Details of qualifications which must be completely finished (for crew and boat) by October 15th 2018.
- IMOCA Certificate issued for the race and which must be send to the FNOB no later than **December 1st 2018**.

In case of non-compliance of the terms set above, the Organizer may apply point 6.6 of this Notice of Race.

Any request or entry form for application submitted after the deadline will be evaluated by the BWR Race Management Committee for possible acceptance.

Entry fees

There shall be no entry fee for taking part in the Barcelona World Race.

- Participants shall be required to pay a deposit which will be reimbursed in full in accordance with the terms of article 6.5.
- Furthermore, a fee shall be charged to cover administration costs.

Entry Applications shall include:

- Entry **deposit** (cheque or bank transfer) of 20,000 Euros (taxes not included)
- Administration fees (cheque or bank transfer) of 1,000 Euros (taxes not included)
- The name of the skipper, co-skipper and the boat. These names may be changed at a later date

This information must be handed to the FNOB no later than **30 September 2018**.

6.1 Entries

Each team must hand in the information required in the Engagement Form Appendix 1 (Such form will also be available from the Race website www.barcelonaworldrace.org) Along with the following documents:

IMOCA measurement certificate

Crew medical files

Entry **deposit and administration fees** payment

Valid sailing qualification **as defined in article 13 of this Notice of Race**.

6.2 Valid entries will be registered according to the date of reception.

6.3 The deadline for entries is **23:59h on September 30th 2018** at the following address:

BARCELONA WORLD RACE 2018-2019

Fundació per la Navegació Oceànica de Barcelona (FNOB)

Antic Edifici Remolcadors

Moll de Llevant, 1
08039 BARCELONA
SPAIN

E-mail: entries@barcelonaworldrace.org

Entry rights:

- **Administration** fee 1,000 Euros (VAT not included) **to be paid by 30th September 2018.**
- Pre-entry **deposit** 10,000 Euros (VAT not included) **to be paid by 30th September 2018.**
- **Entry deposit balance 10,000 Euros (VAT not included) to be paid by 1st November 2018.**

Fees and deposits can be paid by cheque (to be sent to the address previously indicated) or via bank transfer to the following bank account:

Entity: **Caixabank S.A:**
IBAN: ES17 2100 3000 1122 0183 1212
BIC/ CODE SWIFT: CAIXESBB

Each participating boat must satisfy the **administration** fee (1,000 €) when sending the documents. The pre-entry **deposit** payment (10,000 €), if all required information have been provided, validates its pre-entry (deadline **September 30th 2018**).

- The total entry **deposit** will be 20,000 Euros (VAT not included). Balance payment due to be paid by **1st of November 2018**.

6.4 Renounce to take the start of the race

Withdrawals shall be made in writing and sent to the FNOB by recorded delivery post with acknowledgement of receipt by midnight on October, 15th 2018.

6.5 Reimbursement of the fees paid with the Entry application

Such fees will be reimbursed to the participant according to the following:

- 50% at the time of the race welcome briefing on December 22nd, 2018
- The remaining 50% at the time of the prize giving ceremony, once the positioning beacons have been returned and provided that the crew has complied all the requirements set by the BWR **2018-2019** Notice of Race (mandatory attendance, respect the rules on advertising on the boats, comply with the deadlines established to deliver the documents, etc.).

In case of violation of the requirements set by the Notice of Race, the organizer may proceed with a deduction on the amount of prizes awarded at the end of the race and / or on 50% of the deposit given by the participant at the time of the pre-registration.

Administration fee (1,000 euros, **VAT not included**) shall not be reimbursed.

Both amounts: the 20,000 Euros deposit and 1,000 Euros administration fee (**VAT not included**) will not be refunded in the event of renouncing after **October 15th 2018** to take the start.

Both amounts: the 20,000 Euros deposit and 1,000 Euros administration fee (**VAT not included**) will be fully refunded in case of cancellation of the race.

6.6 Organizer's refusal to allow a participant to take part

In accordance with the provisions of RRS 76, the organizer reserves the right to refuse an entry for failure to comply with one of the articles of this Notice of Race or for any other reason.

The organizer's decisions to be announced before **October 15th 2018** shall be final and there shall be no right of appeal (RRS 76.1).

7. CREW

- 7.1. The crew must be formed by two crew members (a skipper and a co-skipper). The crew may be the same onboard during both legs of the race; however, the co-skipper entered may be replaced during the stopover in Sydney, as long as it has been declared to the Race Director before the start in Barcelona. A crew member can be replaced by a reserve crew due to a medical emergency established by the Race Medical Direction. In any case, only one crew replacement shall be authorized because of that reason.
- 7.2. Crew members must each hold a valid passport which complies with their own national regulations and be valid until at least **May 31st 2019**.
- 7.3. The participants' nationality must be declared in the application for entry
- 7.4. Each crew member's application for entry shall include a copy of his/her sailing license or a document certifying membership of a national authority, or membership of a club or to another organization affiliated to his/her national authority for the years 2018 and 2019.
- 7.5. All crew members must be over 21 years old on January 12th 2019.
- 7.6. All crew members as well as any reserve crew member must be members of the IMOCA Class and up to date with its membership fees.
- 7.7. Third party liability insurances

All entries shall have third party liability insurance with a minimum guarantee cover of 3 million Euros valid up to **May 31st 2019**.

- 7.7.1. Together with all the entry documents, evidence of such insurance must be provided in writing by insurance company accepted by the Organizer before 18.00h on **December 1st, 2018**.
- 7.7.2. The Organization has its own Third-party Liability Insurance covering the normal risks of managing the Barcelona World Race, with a cover limit to be announced in a future date. As a consequence of this limitation, each Team must assure to have an adequate insurance to cover risks such as maritime rescue, independently of the insurance required (point 7.7.1)

8. IDENTIFICATION

- 8.1. The identification numbers, advertising and boat name must comply with the IMOCA Class Rules as well as with the Notice of Race and Sailing Instructions.

9. WEATHER AND TRACKING

9.1 Trackers

The organizer shall supply each boat with a full set of beacons:

- Boat positioning beacons
- Safety upside down beacons in addition to compulsory safety equipment as provided in the IMOCA yearbook.

9.2. Weather packages

The Organizer will send every day a safety weather forecast report to all competitors.

This report will include:

- The general situation and forecasted evolution
- Forecast for zones for the following 24 hours
- Tendency from 24h to 48 h. specifically regarding dangerous phenomenon, winds over 40 knots and waves over 6 metres.
- Satellite images
- Maps with pressure format 24h/48h/72h

The times, sending format and places where the information will be available will be communicated further on.

Besides this information provided by the Organizer, participants are authorised to receive meteorological information as long as it meets the following requirements:

- They must be accessible and/or public, well for free or payable, for all participants with no exclusivity of a provider with a participant or group of participants
- The contents and data published by the weather forecast bodies has not been modified, prepared or manipulated for a participant or group of participants
- Participants can receive:
 - Satellite images
 - Observation and forecast maps
 - Numerical data files
- Access to numerical and/or graphic information shall not be authorized if it not provided directly from an official body.
- This information can be zipped as long as the zipping does not modify the contents.
- The Race Management can request each participant to provide the supplier or suppliers it will use and the codes and passwords to be used to receive this information. A practical demo of the system can be required.
- The Race Management can forbid a participant access to information considered contrary to the spirit of the rules governing the race.
- The Race Management can issue a special format information in case of communication failure from a competitor

10. BOAT INSPECTIONS

Boat safety inspections will be carried out by the members of the Race Measurement Committee.

They can take place at three periods of time.

10.1 Berthing

Boats must be berthed in Barcelona harbour, in the marina area reserved for race participants on the following dates:

- Free Berthing from 09.00h on **December 16th 2018**.
Compulsory berthing for all boat from 12.00h on **December 22nd 2018**.

10.2 Outside Barcelona

At the request of a group of participants assembled in a port other than Barcelona, the organizer may send a race measurer to carry out the security checks of several boats before December 16th 2018 under the following conditions:

- According to a rigorous program that guarantees that at least two crews and their respective boats are gathered and ready to realize the controls in their totality.
- The program is established by IMOCA.
- Travel expenses will be borne by the organizer.

10.3 In Barcelona

- **Phase 1**

From 09.00h on December 17th to 20.00h on December 20th.

This phase will be optional.

This phase shall enable inspections for crews berthed in Barcelona who wish to do so early.

- **Phase 2**

From 15.00h on December 27th to 20.00h on December 29th.

This is compulsory except for the crews having undergone inspection in phase 1 and for which the chairman of the measurement committee has issued a certificate at the end of the inspections.

- **Phase 3**

Crews and boats having participated at the 2018 Route du Rhum and that have not been able to undergo the checks mentioned above, will be able to undergo the checks with previous request in this third phase from 09.00h on January 7th to 17.00h on January 10th 2019.

It is compulsory for both skipper and co-skipper to be present: they shall stay until completion of inspections on their boat.

10.4 In Sydney

During the Australian stopover each boat will undergo safety checks at each competitor convenience.

11. RACE COURSE

11.1 The **start** will be at **12:00 UTC (13:00 CET)** on **January 12th 2019**.

11.2 The **Race Course** will be round the world from West to East with a stopover in Sydney and will consist of:

- Start (The starting line will be located in the Mediterranean sea in front the Port of Barcelona),
- Go through the Strait of Gibraltar
- Leave Cape of Good Hope to Port
- Leave Cape Leeuwin to Port
- Stopover in Sydney
- Leave Cape Horn to port

- Go through the Strait of Gibraltar and
- Finish (The finishing line will be located in the Mediterranean sea in front the Port of Barcelona)

11.3 The Race Committee and the Race Management may include exclusion zones, virtual or safety gates before or during the race that will be part of the course.

11.4 Technical stops for repairs or medical emergencies: The Race Management may authorise a maximum of 1 technical stop to a same boat per leg when this is essential for such boat to complete the course safely. The boat can carry out repairs and/or have assistance. The duration of the technical stops is indicated in the paragraph 11.4.2. The maximum number of days a boat can be stopped counting both technical stops will be 4. The Organizer may control any technical stop and all the expenses resulting from such control will be covered by the corresponding boat.

11.4.1 Technical stops procedure

Crews cannot program before the start of the race the future technical stops: date and place of the technical stop, deposit of replacement material or equipment anticipated sending of a technical team.

The competitor compromises not to programme any technical stop through a declaration attached as Appendix to the Notice of Race.

The crew must inform as soon as possible of its intentions to the Race Management:

- Dates and place of the stop
- Work foreseen, as well as means available for the repairs
- Scheduled date of start

The Race Management may send a representative to control the application of the technical stop rules.

Unless the Race Medical service issues a medical report indicating the need to evacuate a member of the crew and replace the skipper or co-skipper, a crew cannot change one of the members during the technical stop.

When a crew is forced to use the engine to reach the harbour or anchor area for a technical stop, it must:

- Obtain the corresponding permission from the Race Committee.
- Note down the point in which it started to navigate with the engine
- Return –at the end of the technical stop- to the registered geographical point in order to start again, sailing, towards the finishing line.

11.4.2 Duration of the technical stops

A technical stop may last at most 48 hours counting from the moment the boat and crew have stopped in the harbour or anchored where indicated. There is a 12 hours minimum time for a technical stop. No outside assistance of any type will be authorized outside of a technical stop.

11.5 Time limit: The time limit for the arrival to Barcelona will be specified at a later date in the Notice of Race.

12. STOPOVER IN SYDNEY

- 12.1. **Stopover in Sydney:** The Race Direction establishes a mandatory stopover in Sydney. Details (Technical, PR and actions) of this stopover will be announced in a specified appendix which will be published not before February 2018.
- 12.2. The 2nd leg will start from Sydney on March 9th, 2019.
- 12.3. It will be mandatory for all participants to take the start in Sydney, at most, within the first 48 hours after the fleet start.
- 12.4. A change of co-skipper will be authorized during the stopover in Sydney, to all the participants who have declared so before the start.

13. QUALIFICATIONS

Qualifications of both the crew and the boat that will participate in the race, must be completed by **October 15th 2018** at the latest.

Qualification races: In order to participate in this race each team (skipper, co-skipper, and substitute crew) must qualify completing one of the following qualification races with an IMOCA boat.

- the 2013, 2015 and 2017 Transat Jacques Vabre
- the 2012 and 2016 Vendée Globe
- the 2010-2011 and 2014-2015 Barcelona World Race
- the 2014 or 2018 Route du Rhum
- Round Britain and Ireland Race 2018
- Or if it has sailed a leg of at least 2,800 miles with a boat of the Volvo Ocean Race 14/15 or 17/18 and finished classified in the regatta

A navigation qualification of non stop 2,800 nautical miles on board of the boat that will participate in the race. The qualification navigation must be informed of at least one week before the scheduled start to enable the Race Management to agree the course details, date and time of the start. This qualification can be done with a maximum of three crew members (skipper, co-skipper and substitute crew).

This qualification navigation will only be considered valid if the Race Management can follow the race throughout the navigation.

14. RACE IMAGE AND TRADEMARK

- 14.1. The image and advertising material of the Race will be supplied as soon as possible and always before September 30th 2018. The logo material graphics will be available before February 15th 2018.
- 14.2. The final agreement on the Race image and trademark associated to IMOCA must be confirmed before **February 15th 2018**, and will meet the regulations of the current IMOCA Class Rules.

15. MEDICAL ASSISTANCE

(changes RRS 41)

Any direct intervention by a doctor on board is prohibited. Medical advice by telephone, radio or e-mail shall not be considered as assistance.

« Medical advice » shall mean any help at a distance by a doctor intended to resolve an unforeseen medical incident altering the health of a crew member. Any other intervention shall be considered as enabling a competitor's performance to be improved. Crews shall inform the Race Medical Service (RMS) each time they seek medical advice elsewhere than from the RMS. In such cases, the doctor external to the RMS shall supply the RMS as soon as possible with all of the information relating to the pathology in question and to its treatment.

In the event of extreme emergency, medical equipment and/or medication may be provided from one crew to another or taken on board in accordance with article 16.6 of the present Notice of Race.

15.1. Medical service units

The Barcelona World Race is a race without assistance: no medical intervention may have an influence on the performance of either the participants or the boats.

If these conditions are complied with, the intervention at a distance of a doctor or the prescription of medication or medical equipment shall not be considered as assistance.

The Barcelona World Race shall set up two medical service units, free of charge for the crews.

- A « RMS », Race Medical Service, managed by Hospital Quiron Teknon.
- A « CDMIU », Crew Distance Medical Intervention Unit. This service is provided by Hospital Quiron Teknon.

15.2. Medical matters before the start

Medical matters before the race will be dealt with by the RMS.

All crew members must include in their application for entry a closed, sealed envelope with the following:

An individual medical file attached to the application for entry and including in addition to the various medical information:

- Result of a heart ultrasound
- Result of a heart rate profile during exercise dating back no further than 4 years before the day on which the race starts.

In addition, each member of the crew must submit the following to the RMS, between 1st and 15th December 2018:

- An up to date medical certificate signed by the crew's general practitioner
- A recent dental report with any necessary course of treatment completed before **December 1st 2018**.

All crews shall take on board a medical kit which complies with the IMOCA nomenclature, BWR two-handed race.

The RMS shall be the crew contact for all medical questions before the start and relating to the medical kits carried on board.

15.3. Medical monitoring during the race

Medical matters during the race will be dealt with by the « CDMIU ».

This medical service at a distance shall operate out of the Hospital Quiron Teknon., in Catalan, Spanish, English and French.

Each member of crew shall be responsible for deciding if he also wishes to be monitored by his general practitioner before and during the race.

If so, the crew's general practitioner must:

- Get in contact with the RMS in order to establish a professional medical relationship before the race.

- Inform the RMS during the race of any pathology affecting the crew member who is a patient.
- Inform the RMS of any recommended courses of treatment to one of his patients at sea.
- Inform the RMS of any complications or risk situations for a crew member and which might give rise to a request for evacuation.

15.4. Evacuation of crew

Disembarkation of a crew member can only be justified by the need to evacuate for medical reasons.

Such evacuation must be:

- Requested to the race management by the skipper or co-skipper.
- Supported by the evacuee's general practitioner and the RMS.
- A request for evacuation may also be submitted to the race management by the RMS in a situation where the life of a crew member is threatened.

In such case, race management will get in contact with:

- The team manager ashore
- The MRCC in charge of the geographical zone of evacuation
- The evacuation shall be organized by the team manager with the boat crew.

15.5. Substituting evacuated crew

Substitution shall only be authorized by race management if the evacuee's general practitioner and/or the CDMIU via the RMS officially request the need of evacuation for medical reasons. In no event may the boat continue the race sailed solo.

15.6. Medical assistance between members of the same crew

As far as possible, this medical assistance shall be monitored by the CDMIU, the RMS or by the general practitioner of the injured or sick crew.

Supply of medication

Supply of medication shall not be considered as assistance if:

- Race management has been informed directly by the skipper or co-skipper or by the team manager of the: place, date and time of medication together with information having an effect on the progress or lack of progress of the boat towards the finishing line
- One of the crew's general practitioner or the CDMIU has informed the RMS that it was necessary
- The medication or the medical equipment are taken on board without this being considered as aiding or assisting the crew
- No-one shall board the boat unless it is absolutely necessary

In such cases, supplying medication of medical equipment may be done without any restriction on place.

16. RANKINGS AND RESULTS

16.1. Official rankings will be produced four times in 24 hours.

Ranking time will be announced in the Sailing Instructions on July 2018.

16.2. Ranking: Boats will be ranked by adding their points gained in both legs BCN-SYDNEY, SYDNEY-BCN.

16.3. Scoring for the Classification of the IMOCA Globe Series:

The monohulls listed in the IMOCA Globe Series will score points in accordance with the IMOCA Class Rules. The Barcelona World Race is a coefficient $2 \times 4.5 = 9$ event in the IMOCA GLOBE SERIES.

16.4. Rankings and publishing

Only the organizer shall produce boat rankings and publish them in various forms:

- Rankings
- Race tracker

The organizer shall be in charge of sending the rankings to the fleet.

17. PRIZES

The organizer will allocate for prizes an amount in no case inferior to 1,000,000€ nor superior to 2,000,000€.

These prizes will be exclusively in cash and will be distributed according to the criteria established by the IMOCA.

The prize awarding details in accordance with the overall standings, in the Ocean trophies, Communication trophies and others, will be announced in the Sailing Instructions.

The date of the prize giving ceremony will stand in May 2019.

It is compulsory for both skippers [or for all 3 skippers \(in the event of a participant changing crew in Sydney\)](#) of each Team to attend the prize giving ceremony.

18. TROPHIES FOR OCEAN RECORDS

- 18.1. For reasons relating to communication with the media and the public, there will be 6 trophies «established» for ocean records during the race course. These trophies will be communicated and defined at a later date.

The exact longitudes and latitudes that mark the Ocean records will be specified in the Sailing Instructions.

These Trophies shall give rise to prize money and / or various material incorporated into the prizes for each boat having been the fastest over the distance between the two points in each ocean record.

19. OBLIGATIONS BEFORE THE START AND AFTER THE FINISH

- 19.1. Boats must be at the disposal of the Race Committee in Barcelona at 12.00h on **December 22th 2018**.

- 19.2. The Organizer will provide the necessary facilities at the disposal of Teams wishing to establish their base in Barcelona in an anticipated date. At the beginning of 2018 further information on this matter will be issued.

19.3. Each team will be required to stay in Barcelona 48 hours after arrival, also the two first finishers must ensure their presence until the arrival of the third competitor. After finishing the race, a boat must remain moored at the race dock for a minimum of 72 hours, including a full Saturday or Sunday, at least. In case the skipper or co-skipper cannot be there, the team leader will appoint the person responsible for the boat.

19.4. All skippers having participated in the race and that their boat has finished the race must sign confirming they have complied with all the rules.

20. COMPULSORY CREW ATTENDANCE IN BARCELONA

20.1. Before the race

On December 22nd 2018 at 12.00h: compulsory presence of crews and boats in Barcelona.

20.2. Public Relations

The presence of the competitors will be compulsory for the following event:

- January 10th 2019 at 12.00h: press conference

In addition, the communication service can ask the crews to participate in certain operations of public relations. The dates and times of these operations will be communicated as soon as possible.

20.3. Institutional events

It is compulsory for crews to attend institutional events:

In particular:

- On December 22nd 2018 at 12.00h for the opening of the Barcelona World Race Village.
- On December 22nd at 18.00h: Barcelona World Race Solidarity Act
- On January 10th 2019 at 20.00h: Reception and dinner for skippers
- Date to be announced: prize-giving

20.4. Race management briefing sessions 2018

Both skipper and co-skipper must attend the race management briefing sessions.

The working briefing before the race reserved exclusively to skippers, co-skippers and team managers will be held in Barcelona on October 2018.

Details of these briefing sessions (location) will be posted on the Official Notice Board.

In particular:

- On December 22nd at 15.00h: welcome briefing
- On December 23rd at 10.00h: safety briefing
- Another date in December to be announced: briefing on a subject to be announced via notification before **1st November 2018**.
- On January 11th 2019 at 10.00h: briefing before the start

Other briefing sessions may be announced if necessary. Their subject matter, date and time will be announced by amendment before **1st November 2018**.

They will also be posted on the Official Notice Board.

Crews not present in Barcelona permanently and who are absent from Barcelona at times when their presence is not compulsory, must be represented on a permanent basis by their team manager or his representative from 12.00h on **December 22nd to December 31st 2018**.

20.5. After the finish in Barcelona

The presence of crews will be compulsory for the following events:

- The conference which follows the arrival of each competitor
- The prize giving ceremony

21. RESPONSIBILITY AND LIABILITY

21.1. Sailing is an activity with a number of inherent risks, and is potentially dangerous. As a result, anyone who intends taking part in a yacht race, as a competitor or otherwise, does so at his own risk, bearing in mind that loss, damage to property or personal injury may result. Competitors and third parties recognize that it is reasonable that the race organizers be held free, in so far as the law permits, from any responsibility they might assume.

21.2. All competitors take part in the race at their own risk and fully accept the responsibility in deciding to take part (PART 1, FUNDAMENTAL RULES, RRS 4 DECISION TO RACE). It is the exclusive responsibility of all competitors to decide to participate in the Race taking into account the individual skill, the boat and its equipment, the weather conditions forecasted or faced during the race, his physical and medical condition etc. Any advice or information which may be supplied by FNOB, its staff, the Race Management, Race Committee or International Jury such as weather forecasts or resulting from boat inspections are only communicated by way of information and each team shall bear sole liability for checking this information; for instance, the possible weather conditions. Neither FNOB nor its associates accept any liability whatsoever regarding any advice or information which they might provide.

22. BARCELONA WORLD RACE AMBASSADORS

From the moment of filling out their pre-entry or entry, skippers assume the role of Ambassadors of the Barcelona World Race, and may, in coordination with the Organizer, participate in promotion and diffusion of the Race.

This period will start at the time of the pre-entry or entry to the end of the prize giving ceremony.

Skippers assume the role of Environment Ambassadors of the Barcelona World Race as well as Ambassadors of the Barcelona World Race with the objective of participating and being part of the different actions and activities that may arise; among others, to participate in the activities of the Barcelona World Race sponsors about the Race and Environment.

- Skippers qualified in the document as “Race Ambassadors” will give maximum visibility to the collaboration FNOB-COI/UNESCO within the context of the “2nd International Ocean Research Conference”.
- With this objective, an encounter COI/UNESCO – Ambassadors may be organized

23. CONTACTS

FNOB

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24. APPENDIX

- **Appendix 1: Application for Entry (IMOCA Engagement Form)**
- **Appendix 2: Program**

The appendix below for the Notice of Race will be published at a later date:

- **Appendix 3: non-routing certificate**
- **Appendix 4: Acceptance of the fundamental rule 4 RRS**
- **Appendix 5: Statement certifying non-programming of technical stops**
- **Appendix 6: Medical and Safety**
- **Appendix 7: Technical communication Appendix**
- **Appendix 8: Stopover in Sydney**
- **Appendix 9: Communication Appendix**

Non-exhaustive list which will be completed through an amendment

APPENDIX 1: COMMITMENT FORM

Boat's name for the race :

I undersign (skipper name), confirm committing to enter my
IMOCA60 (sail number) and its crew to the Barcelona World Race 2018-2019.

Team Information

SKIPPER

Last name	
First name	
Date of Birth	
Nationality	
Spoken Languages	
Mobile phone	
Email	
Address	
Website	

CO-SKIPPER (Leg 1)

Last name	
First name	
Date of Birth	
Nationality	
Spoken Languages	
Mobile phone	
Email	
Address	

CO-SKIPPER (Leg 2) if different from Leg 1

Last name	
First name	
Date of Birth	
Nationality	
Spoken Languages	
Mobile phone	
Email	
Address	

SUBSTITUTE CREW if any

Last name	
First name	
Date of Birth	
Nationality	
Spoken Languages	
Mobile phone	
Email	
Address	

TEAM MANAGER

PR/COMMS CONTACT

Last name		
First name		
Mobile phone		
Email		

I hereby confirm that I will respect and apply the rules and instructions of the Barcelona World Race.

Date and place

Signature:

REGISTRATIONS

Participants registered at the IMOCA Class will finalise entry by filling in the details on the IMOCA Intranet (www.imoca.org). Access codes to be provided by IMOCA (Marine KERDUEL - <mailto:contact@imoca.org>)

ADMINISTRATION FEE AND DEPOSIT

Participation in the Barcelona World Race is subject to the payment of:

- Administration fee 1,000 Euros (VAT not included) to be paid by 30th September, 2018,
- Pre-entry deposit 10,000 Euros (VAT not included) to be paid by 30th September 2018,
- Entry deposit balance 10,000 Euros (VAT nont included) to be paid by 1st November 2018.

Confirmation of registration is based on the provision of the administration fee and the pre-entry deposit. The deposit is to be provided in the form of a check or a bank transfer (cf article 6 of this NOR).

FORMS MUST BE RETURNED

Either by post at:

BARCELONA WORLD RACE 2018-2019

Fundació per la Navegació Oceànica de Barcelona (FNOB)

Antic Edifici Remolcadors

Moll de Llevant,1
08039 BARCELONA
SPAIN

Or by email to:

E-mail: entries@barcelonaworldrace.org

APPENDIX 2: PROGRAM

TYPE	WHAT	DEADLINE
ORGANIZATION	Appointment race management	July, 31st 2018
	Appointment Race Committee	July, 31st 2018
	Appointment Measurement Committee	July, 31st 2018
	Appointment International Jury	July, 31st 2018
	Leg 1 start	January 12th 2019 at 13.00h
	leg 2 start	March 9th, 2019
BRIEFING & OBLIGATIONS	Presence of crews and boats in Barcelona	December 22 nd 2018 at 12.00h
	Race management welcome briefing	December 22 nd , 2018 at 15.00h
	Barcelona World Race Solidarity Act	December 22 nd at 18.00h
	Safety briefing	December 23 rd at 10.00h
	Press conference	January 10 th 2019 at 12.00h
	Race reception and dinner	January 10 th 2019 at 20.00h
	Race start briefing	January 11 th 2019 at 10.00h
	Prize giving	May 2019
BOATS	Free berthing at BWR race dock	December 16 th 2018.
	Compulsory berthing at BWR race dock	December 22nd 2018
	Safety checks	Dec 17-20th / 27-29th & Jan 7-10th
	Insurance policy	December 1 st , 2018
	IMOCA Certificate	December 1 st 2018
RACE DOCUMENTS	Notice of Race	January 12, 2018
	Sailing instructions	July 2018
ENTRIES	Entry Applications and administration fee	September 30th 2018
	Pre entry deposit	September 30th 2018
	Entry deposit balance	November 1st 2018
	Sailing qualifications	October 15 th 2018
COMMUNICATION	Logo material graphics	February 15 th 2018
	Image and advertising material	Before September 30 th 2018