

Barcelona World Race 2010/2011

Rider n°5 to the notice of race

22th July 2010

This amendment modifies articles of the notice of race published on 23rd December 2009.

Article 1.16 Arbitration, race management and medical service

Where it states:

Doctor Munoz and Doctor Marti working in close association with the Clinica Teknon de Barcelona.

Read now:

Long-distance medical assistance will be provided by the Emergency Services Department of the Clínica Teknon in Barcelona

Article 1.16 Members of the technical organisation Arbitration

Where it states:

To establish under the Real Federación Española de Vela (Royal Spanish Sailing Federation) in coordination with the French Sailing Federation:

- A Race Committee
- A Measurement Committee
- A Protest Committee or International Jury

Arbitration will be entrusted to these Committees.

To be completed with:

The Race Official: Pere Sarquella(ESP): psarquella@fnob.org

Members Barcelona World Race 2010 International Jury:

President: Ana Sánchez del Campo (ESP) anasanchezdc@gmail.com

Vice president : Bernard Bonneau (FRA) bernard.bonneau@ffv.fr

Members:

Jordi Lamarca (ESP) jordils@xydirect.com

David Brunskill (GBR) david@brunskills.com

Lorenz Walch (GER) lorenz.walch@t-online.de

Article 4.6.4 Qualification of the crew

Where it states:

In the case that a crew member does not fulfill the aforementioned qualification requirements, qualification can be completed in the following way:

The skipper and co-skipper must both participate together in an offshore race that is 2800 miles or longer, double-handed or with additional crew on board an IMOCA Open 60 to qualify.

Read now:

The skipper and co-skipper will together:

1. Sail an offshore route of a minimum of 2800 miles, validated by the Race Management and undertaken in a maximum of two parts on board the IMOCA 60 registered in the Barcelona World Race.
2. The route will involve at least two IMOCA 60 '.
3. Each team will only include crew participating in the Barcelona World Race, with or without the reserve navigator.
4. The route must be publicly announced by the participants at least one month before.
5. The tracking of the route must be made as follows:
 - a. The departure and arrival covered by a Committee boat that will record the times of each boat.
 - b. A tracking system used during the sailing. It is the crew's responsibility to transmit this information to Race Management within 15 days of arrival.
6. The route must have been completed by each boat no later than 20th October 2010.
7. Each participant must have completed the whole route under the sole responsibility of the crew.
8. Under these circumstances, the NY-BCN record, any route organized by the FNOB or that including the aforementioned requirements will be valid as classification for the Barcelona World Race 2010.

Article 4.6.1 Dates

Where it states:

All qualifications, for the crew and the boat, must have been completed by 30th September 2010 at the latest.

Read now:

All qualifications, for the crew and the boat must have been completed by **20th October** 2010 at the latest.

Article 4.6.1 dates and article 4.6.5 qualification of a substitute crew member

Where it states:

- All qualifications for the crew and the boat must have been completed by 20th October 2010 at the latest.
- In the case that reasons for non-qualification are due to an Act of God, the skipper will be able to qualify by finishing and classifying in the Route du Rhum 2010 .

Read now:

Art 4.6.6 Exceptional circumstances

In the case of exceptional circumstances beyond the skipper's will that prevent compliance with the qualification dates for crew and boat described in art. 4.6.1, the following will be permitted:

- **Skipper qualification on finishing and classifying in the Route du Rhum 2010**
- **Qualification of the boat in the Route du Rhum 2010 whilst respecting article 5.1.2 for qualification of the boat. However, all documents within the completed registration form must have been sent (with the exception of the qualifying certificate (s)) and respect all other points and the form dispatch date.**

Article 4.8 Medical service units

Where it states:

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 provide two medical service units, of no charge for the crews.

- A « RMS », race medical service, managed by Dr Nandu Muñoz and Dr MJ Martí.
- A « CDMIU », crew's distance medical intervention unit. This unit will be made available by the Teknon Clinic in Barcelona and coordinated by Dr Nandu Muñoz and Dr MJ Martí.

Read now:

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 provide **one** medical service unit, of no charge for the crews.

- **A « CDMIU », crew distance medical intervention unit. This unit will be made available by the Teknon Clinic in Barcelona and directed by Dr Bonet, the Emergency Services Manager.**

Article 4.8.1 Medical monitoring before the start

Where it states:

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

Each member of the crew must include in his entry application:

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

- Result of an ecocardiogram
- Result of a heart rate profile during exercise dating back no more than 4 years before the race start date.

In addition, each member of the crew must submit the following to the RMS, between 1st and 15th December 2010:

- An up to date medical certificate signed by his own general practitioner
- A recent dental report with any necessary course of treatment completed before 1st December 2010.

Each member of the crew 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 kit.

Article 4.8.2 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 Teknon Clinic, 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 being taken by one of his patients taking part.
- Inform the RMS of any complications or situations which are dangerous for a crew member and which might give rise to a request for evacuation.

Article 4.9 Disembarkation of crew

Disembarking crew will only be justified by medical reasons.

Such an evacuation must be:

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

In such cases, race management will get in contact with

- The team manager ashore
- The MRCC in charge of the geographical zone of disembarkation

The disembarkation shall be organized by the team manager with the crew at sea.

Article 4.10 Substituting disembarked crew

Substitution shall only be authorized by race management if the evacuee's general practitioner and/or the CDMIU via the RMS makes an official announcement on the necessity of evacuation for medical reasons.

In no event may the boat continue the race sailed solo.

Article 4.11 Medical assistance between members of the same crew

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

Article 4.12 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 when supplies were made together with any information that may affect the progress or lack of progress of the boat towards the finishing line
- The crew's general practitioner or the CDMIU has informed the RMS that it is 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 made without location restrictions.

Read now:

Article 4.8.1 Medical monitoring before the start

Medical matters before the race will be dealt with by the **CDMIU**.

Each member of the crew must include in his entry application:

- An individual medical file attached to the entry application additionally including the following medical information :
 - Result of an ecocardiogram
 - Result of a heart rate profile during exercise dating back no more than 4 years before the race start date.

In addition, each member of the crew must submit the following to the **CDMIU** between 1st and 15th December 2010:

- An up to date medical certificate signed by their own general practitioner
- A recent dental report with any necessary course of treatment completed before 1st December 2010.

Each member of the crew shall take on board a medical kit that complies with the IMOCA nomenclature, BWR two-handed race.

The **CDMIU** shall be the crew contact for all medical questions before the start and relating to the medical kit.

Article 4.8.2 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 Teknon Clinic, 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 :

- Contact the **CDMIU** to establish a professional medical relationship before the race.
- Inform the **CDMIU** during the race of any pathology affecting the crew member who is a patient.
- Inform the **CDMIU** of any recommended course of treatment being taken by one of his patient participating.
- Inform the **CDMIU** of any complications or situations which are dangerous for a crew member and which might give rise to a request for evacuation.

Article 4.9 Disembarkation of crew

Disembarkation of crew will only be justified by medical reasons. Such an evacuation must be:

- Requested and submitted to the race management by the skipper or co-skipper.
- The request must be backed up by the evacuee's general practitioner and the **CDMIU**.
- A request for evacuation may be submitted to the race management by the **CDMIU** in a situation where the life of a crew member is threatened.

In such cases, race management will contact:

- The team manager ashore
- The MRCC in charge of the geographical zone of disembarkation

The disembarkation shall be organized by the team manager with the crew at sea.

Article 4.10 Substituting disembarked crew

Substitution shall only be authorized by race management if the evacuee's general practitioner and/or the **CDMIU** make an official announcement on the necessity of evacuation for medical reasons.

In no event may the boat continue the race sailed solo.

Article 4.11 Medical assistance between members of the same crew

In as far as is possible, this medical assistance must be monitored by the **CDMIU** or by the general practitioner of the injured or infirm crew.

Article 4.12 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 when supplies were made together with any information that might affect the progress or lack of progress of the boat to the finishing line
- The crew's general practitioner has informed the **CDMIU** of its necessity
- The medication or medical equipment is taken on board without 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 undertaken without any location restriction.

Article 5.1.3.2 Shrouds and backstay

Where it states:

- One or two flags will be placed with a dimension of 1.90 m by 1.40 m, displaying the race logo

Read now:

- One or two flags will be placed with a dimension of 1.90 m by 1.40 m, displaying the race logo
- **Flags will be provided by the organisation.**

5.1.3.6 Visibility in the harbour before the start and after the finish

Where it states:

Boats must display the following when in the harbour:

- A line of 5 flags along the forestay as set out above.
- Dodgers to port and starboard as set out above.
- Race flag(s) as set out above.

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

- Whatever the form and measurements of this communication material, it can be only be displayed aft of the mast and in no event forward of the mast.
- A communication sail is permitted aft the mast with luff no greater than 15m and foot no greater than 6m.
- It may be displayed occasionally but not permanently.

Read now:

Moreover, each participant can place their own advertising material as long as:

- **Whatever the shape and size of the branded material it can only be located from the stern to the first stay closest to the mast, whether fixed or mobile**

- **An advertising sail can be used astern of the mast, as long as the luff is no greater than 15 metres and the foot does not exceed 6 metres. An advertising head sail may be used, as long as it does not exceed the area marked by the mast and the nearest stay.**

- **These features can be shown at all times, but if deemed necessary the organisation has the right to request they are lowered.**

Article 5.1.4 Tracking the boats - beacons

Where it states:

The description of the tracking equipment shall be announced in an amendment no later than 1st November 2010.

Participants shall provide a deposit in the form of a cheque when the beacons are installed. The deposit will be returned upon the return of the equipment.

Read now:

Tracking beacons will be OC Tracker. They are to be installed between 17th and 19th December.

A deposit cheque of 3 000 Euros per boat will be requested by OC Tracker on installation of the tracking beacon systems provided.

5.1.7 Complementary equipment and devices for Class Regulations F.24.3 and F.7

5.1.7.1 VHF

A portable VHF SMDSM with LITHIUM – ION long-life battery, with an expiry date after April 2011 and that does not require re-charging.

Art 5.1.7.2 Flares

There must be 1 full set of flares on board as described in article F. 7.2.

Besides:

3 red parachute flares

3 red hand flares

These flares must be stored outside the survival containers at the crew's discretion.

The crew is advised to choose:

Flares that can be trigger-fired and with a long rod.

Hand flares with a reasonably sized handle and preferably a pin activation system.

Likewise gloves are recommended for the use of light flares.

Modification of Class Rule E 6.

E.6 : ANCHORS AND TOWING SYSTEMS

There must be two anchoring systems on board

The total weight of the two anchor and chain systems must be at least 75 KGS.

E.6.1 : Each anchoring system must be made up of an anchor and chain.

E.6.2 : Towing Systems

Each boat will be equipped with 2 rolled polyamide ropes with an 18 mm diameter and 50 m length. These ropes will be used as the end of the anchoring or towing line.

E.6.3 : Storage and sealing : anchoring systems must be ready for use: the anchor, chain and rope must be sealed in the same place to be individually transported on deck.

The skipper, with the Race Measurer's agreement, will decide the place where it will be packed together and sealed to enable the boat to be anchored in a maximum time of 3 minutes (anchoring system brought up on deck). A demonstration of each anchoring system may be requested.

Art 5.2.2 In Barcelona

Where it states:

The presence of the skipper and co-skipper is compulsory; they must stay until the end of boat safety checks.

Read now:

The presence of the skipper and the co-skipper on board the boat will be compulsory until the end of the boat safety check. It is the skipper's responsibility in these checks to demonstrate their knowledge of the full set of safety and survival devices on board and the communication procedures in place with the shore and other boats in the case of a safety crisis situation.

Article 5.3

Where it states:

Boats must be berthed in Barcelona harbour, in the marina area reserved for race participants as follows:

- Berthing free from 09H00 on 7th December 2010.
- Compulsory berthing for all boat from 12H00 on 17th December 2010.

Read now:

Article 5.3

« Compulsory berthing for all boats at 12h00 on 17th December 2010”

Article 6.3 Prizes

Where it states:

The total amount of prize money is 500,000 euros.

Read now:

Article 6.3.3

The total amount of prize money is 500,000 euros **gross**.

Article 6.3.4 Prize-giving ceremony

Where it states:

The date of the prize-giving ceremony will be announced in an amendment no later than 1st November 2010.

Read now:

The prize giving date has been set for 16th April 2011.

Article 10 programme

Where it states:

« 15th June 2010: publication.... »

Read now:

” No later than 15th June 2010”

Article 13.3

Where it states:

For the **FFVoile**, eight centres currently have approval to organize sea survival training and to issue the « ISAF Approved » certificate (see the sample in PDF form on the FFVoile website).

Read now:

For the **FFVoile**, eight centres currently have approval to organize sea survival training and to issue the « ISAF Approved » certificate.

14.2.5.2

Where it states:

The official audiovisual services have... restricted access.

Read now:

The official audiovisual services haverestricted Access (**with the exception of emergency cases when a crisis communication management plan will be in place**).

Article 14.2.6.1 Image Banks

Read now:

Article 14.2.6.1
Image Banks: **description**

Article 14.2.6.2

Where it states:

The images filmed by the competitors during the race transmitted to the Race PC as defined in article 14.2.1.3, or which are not transmitted and are kept on board.

Read now:

The images filmed by the competitors during the race transmitted to the Race PC as defined in article 14.2.4.3, or which are not transmitted and are kept on board.

Article 14.2.9 Penalties

Where it states:

Any non-observance on the part of a competitor of the obligations described in points 14.2.4.4, 14.2.4.5 and 14.2.4.5 and 14.2.7 will automatically incur.....

Read now:

Article 14.2.9 Penalties

Any non-observance on the part of a competitor of the obligations described in points 14.2.4.4, 14.2.4.5 and 14.2.4.6 and 14.2.7 will automatically incur.....

Article 16 Contacts

Where it states:

Medical service

Nando Munoz

doctornandu@barcelonaworldrace.org

Read Now:

Medical Service

medicalsevice@barcelonaworldrace.org

Tel emergencies : +34 679 625 432

In the registration dossier the following documents must be provided:

- A photo that indicates the areas of the hull that might be perforated to allow people to enter or exit the vessel.
- A photo of the front hatch
- A photo of the rear hatch
- An organisational plan with the location of the main safety equipment. (cf Article F1 of class rules)