

Barcelona World Race 2010/2011

Note n°1

25th November 2010

1/ Race Communication invitation on December 17th at 3:30PM

The communication department of the Barcelona World Race, whose ultimate mission is to ensure the maximum profile of the event in the media, to enhance the return to partners and optimize the prestige of the event and of the participating teams, requests all skippers and their communication officers (maximum two per team) to attend an operational meeting on 17th December from 15:30 to 16:30.

The objective is to present the different components of race communication: editorial, audio, video and media relations.

The agenda of this meeting is:

- To ensure that the skippers are aware of the media setup.
- To explain the importance of the role of the skippers as the key providers of quality information during the course of the race
- To optimize the interaction between the race communication team and the skippers, establishing a strong, efficient, meaningful and mutually beneficial professional relationship which engages and interests the wider public.

2/ Crisis plan

We would appreciate receiving a copy of individual team crisis plans when finalised.

3/ Ugrib / Marcel Van Triest invitation on December 30th at 5PM

Ugrib is proposing a post-Gibraltar weather analysis for teams. The conference will last one hour and be followed by a question / answer session.

The weather forecast for 31st December and navigation in the Med will be analyzed at 10AM during the Start Briefing on 30th December.

4/ Attached Control sheets

In order to help you with your preparation, please find enclosed the BWR control sheets.

5/ RIB on 31st December

After the dock out, boats will take part in a boat parade. They will first parade within the harbor and then for the second part of the show will head up North round a mark and finally come back to the race starting area. The race start will take place within a restricted area with no public access. Race organization will be responsible for the security of the zone with a rib fleet.

Each racing boat for support reasons may be assisted by one tender boat to embark/disembark the shore crews. This tender will be the only accredited boat and it will receive an authorization flag, pole and 2 signal vests for drivers. It will be the team's duty to position the flags correctly. Other non-accredited team RIBs will remain outside the starting zone until the official start.

6/ Gates and positions:

In the case of possible danger to competitors, The Race Management may change one or more gates in latitude and longitude. The Race Management will have to warn the teams one gate ahead.

Competitors will receive the information by email via Inmarsat C, B or F, by VHF from a boat, from opponent or any other means.

When sailing North to South, a change of the Atlantic gate $n=1$ will have to be made before the first boat crosses the Equator.

A change of the gate $N+1$ will have to be made before the first team reaches the longitude of the most western point of the gate. As such gate N is located to the West of gate $N+1$ and so on.

On receiving the information, competitors must confirm acknowledgement of receipt.

Before crossing the Equator and before the "most western longitude point" of every gate it is the responsibility of every competitor to check for any change of course.

7/ Gate crossings (except Australian Barrier)

A gate is a number of geographical points with the same latitude and different longitude to the West and the East to mark the boundaries. For instance: The Atlantic gate $n=1$, all the points are on 42° South. Boundaries are $01^{\circ}00$ East and $11^{\circ}00$ East.

Each gate is a segment 370 to 420 nautical miles long, which corresponds to approximately a day and a half of navigation for a team. Competitors will have to sail north of a point which forms the segment (therefore the gate) at least once. That is to say, boats will have to leave one of these points to starboard.

8/ The Australian barrier

All the points, from $105^{\circ}00$ E to $120^{\circ}00$ E and latitude $46^{\circ}00$ S, must be left to starboard