



Sailing instructions 2010/2011

Published 15/12/10

BARCELONA WORLD RACE 2010 – 2011

Start on 31st December 2010 off Barcelona.
Two-handed round-the-world yacht race, non-stop and without assistance

Organizing authority Fundació Navegació Oceànica Barcelona (FNOB)
www.barcelonaworldrace.org

1 RULES

The regatta will be governed by:

- 1.1 The rules as defined in *The Racing Rules of Sailing* (referred to hereinafter as RRS), as changed below;
- 1.2 Part B of the International Regulations for the prevention of Collision at Sea (COLREGS);
- 1.3 Offshore Special Regulations (OSR) Category 0;
- 1.4 IMOCA Championship rules;
- 1.5 The following RRS are changed:
 - (a) RRS of part 2 (When Boats Meet) shall not apply between sunset and sunrise or in restricted visibility. They are replaced by Part B (steering and sailing rules) of the COLREGS
 - (b) RRS 29.1 (Individual Recall): As changed in SI 10.5
 - (c) RRS 33 (Changing the next leg of the course): As changed in SI 11.2
 - (d) RRS 35 (Time Limit): As changed in SI 12.4
 - (e) RRS 41(a) (Outside Help): As changed in the Notice of Race 3.1.2.
 - (f) RRS 44 (Penalties at the Time of an Incident): Changed in SI 14.2.
 - (g) RRS 45 (Hauling Out, Making Fast, Anchoring): As changed in the Notice of Race 2.3
 - (h) RRS 47 (Limitation on Equipment and Crew):
 - (1) RRS 47.1 Add “except when making repairs and in accordance with the Notice of Race”.
 - (2) RRS47.2 As changed in Notice of Race 2.3, 4.9 and 4.10
 - (i) RRS 50.2 (Spinnaker Poles): RRS 50.2 will not apply.
 - (j) RRS 51 (Moveable Ballast): Delete the first two sentences and replace it with: "Movement of weight with the aim of modifying trim or stability is permitted 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 and permanently stowed, except when they are moved. Food, water containers and fuel containers, safety equipment (except life rafts and other sealed equipment), 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." (This changes Notice of Race 3.3 bullet 9)
 - (k) RRS 52 (Manual Power): Add two more sentences: ‘Sail boats shall be authorized to use energy other than manual energy to operate an automatic pilot. This energy may also be used to fill and/or empty ballast and/or operate the keel orientation.’ (this changes Notice of Race 3.3 bullet 10)

- (l) RRS 54 (Forestays and Jib Tacks): shall not apply
- (m) RRS 61 (Protest Requirements): As changed as in SI 15.2.1 (a) and (b)
- (n) RRS 62 (Redress): As changed as in SI 10.5
- (o) RRS 63 (Hearings): As changed as in SIs 15.2.1 (c) and 15.2.1 (d)
- (p) RRS 64 (Decisions): As changed as in SI 15.4 and 15.5
- (q) RRS 66 (Reopening) : As changed in SI 15.3

2 RACE OFFICE

- 2.1 The Race Office will be located at FNOB Edifici El Far, Carrer Escar 6-8, 08039 Barcelona and will be open from 08h00 UT (09h00 local time) to 12h30 UT (13h30 local time) and from 14h00 UT (15h00 local time) to 19h00 UT (20h00 local time) from 7th December until 24 hours after the last boat has finished.

3. NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice boards as follows:
- (a) From 11h00 UT (12h00 local time) on 17th December to 19h00 UT (20h00 local time) on 30st December, notices will be posted on an Official Notice Board located in Barcelona, in front of the Barcelona World Race pontoon.
 - (b) Once the race has started notices will be posted on an official notice board section on the official Barcelona World Race website www.barcelonaworldrace.org. All notices will be sent by email to Inmarsat address . The crews shall confirm receipt of the notice by email as soon as possible.

4 CHANGES TO SAILING INSTRUCTIONS

- 4.1 Ashore:
Any change to the Sailing Instructions will be posted on the official notice board no later than 19h00 UT (20h00 local time) the day before the start.
- 4.2 After the Start:
Any change to the Sailing Instructions will be posted on the official notice board section on the official Barcelona World Race website, no later than 19h00 UT the day before it will take effect, and will be sent by email to boats Inmarsat adress. Crews shall confirm receipt of the change as soon as possible.

5 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flag mast, located, in front of the Barcelona World Race pontoon.

6 PROGRAM

6.1 The program of the event will be as follows:

Date	Time	Compulsory Events
17th December 2010	12h00	Presence of all boats on BWR pontoon and crews in Barcelona .
17th December 2010	12h30	Press conference, Centre Interpretació Barcelona World Race Moll de Llevant, 1 – delante del W Hotel Barcelona
18th December 2010	10h00	Initial briefing session, in Auditorium, FNOB Edifici El Far, Carrer Escar 6-8, 08039 Barcelona
19th December 2010	10h00	Safety briefing session , in Auditorium, FNOB Edifici El Far, Carrer Escar 6-8, 08039 Barcelona
20th December 2010	10h00	Jury, committee and measurement briefing, , in Auditorium, FNOB Edifici El Far, Carrer Escar 6-8, 08039 Barcelona
28th December 2010	21h00	Dinner at Hotel W
29th December 2010	11h00	Press conference in Expo Barcelona World Race, on the main stage
30th December 2010	10h00	Start briefing session, at “Sala Barcelona World Race”, FNOB Edifici El Far, Carrer Escar 6-8, 08039 Barcelona
31st December 2010	13h00	Start of the Barcelona World Race
16th April 2011	TBA	Prize giving ceremony, Barcelona

6.2 DEPARTURE FROM THE PORT

The departure from the BWR pontoon will start at 09h30, on Friday 31 December 2010. It is the responsibility of each competitor to leave the pontoon and join the starting area by his/her own means (towing, escort) according to schedule and plan given by race management.

7 CLASS FLAG

The Class flag is the Barcelona City flag

8 COURSE

- (a) Start
- (b) Offset Mark if any
- (c) North Mark or North Gate if any

Round the world from west to east and:

- (d) Leave to port: The Cape of Good Hope
 Cape Leeuwin
 Cape Horn
- (e) Leave the Antarctic to starboard
- (f) Go through the natural gates of The Strait of Gibraltar, Spain and Cook Strait, New Zealand
- (g) Comply with the safety gates or ice gates as described in Appendix 1.
- (h) Finish

If the Offset Mark or the North mark are used, the side they have to be left to will be stated in an appendix no later than December 30th

9 MARKS

- 9.1 The starting marks will be:
- Race Committee signal boat at the starboard end of the starting line, located approximately at 41°22,47 N and 02°12,78 E
 - Race Committee boat at the port end of the starting line, located approximately 0,6nm from the other race committee signal boat.
- 9.2 The finishing marks will be: between a buoy (41°22,11 N – 2° 11,57 E) in front of W Hotel and a race committee boat (41°22,11N – 2° 12, 50 E)
- 9.3 The offset mark (baliza de desmarque): to be described in an appendix no later than December 30th
- 9.4 The North mark (Baliza norte): to be described in an appendix no later than December 30th

10 THE START

- 10.1 The race will be started by using RRS 26, with the warning signal made 10 minutes before the starting signal, as follows:

<i>Signal</i>	<i>Flag and Sound</i>	<i>Minutes before Starting</i>
Warning	Barcelona City Flag hoisted	10
Preparatory	Flag I hoisted	4
One minute	Flag I removed	1
Starting	Barcelona City Flag removed	0

Visual signals will be backed up by a countdown over the Barcelona World Race radio system and by a sound signal. Nevertheless, only the visual signals shall be official.

10.2 Starting Area

The starting area is shown in Appendix 2.

Competitors will have to enter the starting area as soon as possible after they have sailed the parade. Boats have to stay inside the “Zona Prohibida” until the start unless in the case of any emergency or repairs.

- 10.3 The starting line will be between staffs displaying Orange BWR flags on the starting marks.

- 10.4 The starting line will be closed 2 hours after the starting signal.

10.5 Individual Recall. - RRS 29.1 will apply modified as follows:

When at a boat’s starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with RRS 30.1, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or one of its extensions and have complied with rule 30.1 if it applies, but not later than the closing of the starting line (see SI 10.4). Thereafter, they shall comply with SI 10.6.

The race committee will attempt to broadcast the name of the OCS boats on the Barcelona World Race radio system channel 1 (see Appendix5). Failure to make a broadcast will not be grounds for a request for redress. This changes RRS 62.1(a).

10.6 Late Starters:

- Late Starters are those boats who fail to start before the closure of the starting line (SI 10.4) or those who having made a normal start return to the Barcelona harbour with or without outside assistance. No boat will be authorized to start later than January 10th 2011.
- Late Starters boats will start the race crossing the line of latitude 41°21,5 N south to north. Then, they have to leave to starboard the buoy “Besos” 41°24,00N et 02° 15,61 E.

- 10.7 The race time for all the boats, including late starters, will be counted from the race starting signal. (This changes RRS A3)

11 CHANGE OF COURSE AFTER THE START

- 11.1 If a significant climatic event occurs during the race, such as the dispersion of ice due to pack rupture or any other significant event which may affect the safety of the race, or if information affecting the safety of the competitors is given by a competitor, ship, plane or satellite radar, or any other source, the Race Management may inform the competitors of a change of the position of one or several gates and the Australia Barrier.
- 11.2 The change will be announced by the Race Management to the competitors via a text message on the boats' Inmarsat C and the boats' E-mails. It may also be repeated by verbal instructions by satellite phone. (This changes RRS 33).
- 11.3 Any change to the gate N°1 Atlantic gate South-West of Cape Town will be announced before the first competitor crosses the Equator in North/South direction.
- 11.4 Any change to gate N+1 will be announced before the first competitor crosses the longitude of the most westerly point of the gate N. In this scheme, the gate N is located west of gate N+1, and so on.
- 11.5 Every competitor shall confirm receipt of this information at the first reasonable opportunity
- 11.6 It is the responsibility of each crew to check for any possible change of course before crossing the Equator and before reaching the longitude of the most westerly point of each gate.

12 THE FINISH

- 12.1 The finishing line will be between the finishing marks as defined in SI 9.2 and will be located as defined in Appendix 3.
- 12.2 Boats shall contact the Race Committee via VHF channel 72 or Iridium not less than three hours before their expected finishing time.
- 12.3 When a boat is approaching the finishing line at night or in poor visibility, the crew shall illuminate the sail number with a high intensity spotlight.
- 12.4 The finishing line will remain open until the arrival of the last racing boat.

13 START AND FINISH DECLARATIONS – NO ROUTING CERTIFICATE – LOG BOOK

- 13.1 Competitors shall lodge the **starting declaration** form (Appendix 6) and a declaration of Sails on Board (Appendix 9) at the Race Office no later than 10h00 on Thursday 30th December 2010, duly filled in and signed.
- 13.2 As soon as the boat has finished and no later than 8 hours after the boat crosses the finishing line, competitors shall provide the Race Office with the following:
- the **finish declaration** form (Appendix 7), duly filled in and signed, certifying that the competitor sailed the race in accordance with the rules,
 - the competitor's **no routing certificate** (Appendix 8),
- 13.3 In the event of a rule having been infringed or the boat's engine for propulsion having been used, the crew shall submit a written report to the Jury, setting out the circumstances of the incident and indicating the amount of time she considers to have lost or gained as a result. The report shall be submitted within the same time limit as for a protest. The Jury may penalize, disqualify the competitor or call a hearing to consider redress in accordance with the provisions of SI 15.4
- 13.4 Competitors shall enable access to all on board computers and information systems and make their logbook available to the Race Committee and/or the Jury if required.

14 PENALTY SYSTEM

- 14.1 Infringements of Part B of the COLREGS where they apply, and involving competitors only, shall be considered as infringements of Part 2 of the RRS. (This changes RRS 44.1)
- 14.2 After taking a Penalty in accordance with RRS 44.1, the boat shall inform the Race Management within the same time limit as for protests at sea.

15 PROTESTS AND REQUESTS FOR REDRESS

15.1 Protests lodged ashore

- (a) Protests and request for redress or reopening shall be delivered at the race office, within the protest time limit of RRS 61.3.
- (b) Notices will be posted as soon as reasonably possible after the protest or request has been lodged to inform competitors of hearings in which they are parties or named as witnesses, and the place and time of the hearing. The hearing may take place by any appropriate means of communication in the circumstances. If the boat being protested is still racing, evidence presented during the hearing, including any questions asked by the Jury and their correspondent answers communicated by telephone, e-mail, VHF or any other means of radio communication etc..., shall be considered as part of the hearing. (This modifies RRS 63.6).

15.2 Protests involving an incident occurred at sea

15.2.1 For incidents occurred at sea, Part 5 of the RRS is amended as follows:

(a) **RRS 61.1 Informing the Protestee:**

- i. Change the first sentence in rule 61.1(a) to say: "A boat intending to protest another boat while racing shall inform the other boat and the Race Management at the first reasonable opportunity, by e-mail, Inmarsat C to directioncourse@barcelonaworldrace.org or whilst within range of Barcelona World Radio verbally on channel 1".
- ii. A boat intending to protest does not need to display a red flag
- iii. Change rule 61.1(b) to say: "The Race Committee or International Jury intending to protest a boat will inform her as soon as reasonably possible. If the boat is not racing the notice of the protest will be posted on the official notice board and on the official notice board section on the official BWR website. If the boat is racing, the notice will be posted on the official notice board section on the official BWR website and will be sent by e-mail, by Inmarsat C or broadcasted by Barcelona World Race radio system channel 1 (see Appendix5)".

(b) **RRS 61.2 Contents of a protest:**

First line: after "...in writing", add "including by e-mail or by Inmarsat C message."

At the end of the rule add: "However, if at the time when the incident arises, the boats are within radio range of the Race Committee and/or the International Jury, the contents of the protest may be transmitted verbally on Barcelona World Race radio system channel 1 (see Appendix5) .

(c) **RRS 63.3 (a) Right to be Present:**

Add at the end of the rule: "In the case of a hearing held while the competitors are at sea, competitors involved in the protest will be considered as present at the hearing if they are in communication with the Jury. The obligation to have on board operational communication systems such as a satellite telephone and an Inmarsat C, automatically implies the faculty to attend the hearing."

- (d) **RRS 63.6 Taking Evidence and Finding Facts:**
Add after the first sentence: ‘Evidence presented during the hearing and any questions asked by the Jury and their correspondent answers communicated by telephone, e-mail, VHF or any other means of radio communication etc... will be considered as part of the hearing.’
- 15.2.2 The protest time limit for an incident occurred at sea is 6 hours after the incident. No protest shall be lodged by a competitor later than six hours after he/she has finished.
- 15.2.3 As soon as the Jury has been informed of a protest it will schedule the hearing. The hearing may take place by any appropriate means of communication in the circumstances.
- 15.3 Time limit for requesting a reopening of a hearing
- (a) While racing
24 hours after the party concerned has been informed of the decision of the International Jury (this modifies RRS 66). The International Jury will examine the request for reopening and the hearing will be held ashore when all boats involved in the incident have finished the race.
- (b) Ashore after the finish
Two hours minutes after the party concerned has been informed of the decision of the International Jury on the same day (this modifies RRS 66). The time and location of hearing of the request will be posted on the official notice board.
- 15.4 **Decisions for Protests, Penalties and Redress** [in addition to RRS 64.1 (a)]
- (a) Where a non-sailing rule has been infringed penalties will, unless decided otherwise, take the form of a fine to be paid over to the organisation or deducted from any prize in Euros.
- (b) Where a sailing rule has been infringed or in the event of redress, unless decided otherwise, penalties or bonuses shall be expressed in time.
- (c) Infringements of Part B of the COLREGS, Steering and Sailing Rules, where they apply, shall be regarded as infringements of RRS Part 2.
- (d) A boat which fails to take her penalty under RRS 44.1 but when contacted by the jury for a hearing acknowledges her infringement, may be penalised at the discretion of the International Jury.
- (e) A boat which has caused injury or serious damage or gained a significant advantage in the race by her infringement, may apply to the Jury for a time penalty to be applied instead of being obliged to retire from the race (This changes RRS 44.1)
- (e) When after a hearing, the jury decides that a boat has infringed a rule of RRS part 2 or one of the COLREGS rules, she may be penalised at the discretion of the International Jury.
- (f) Minor infractions will be penalized at the discretion of the Jury.
- (g) In the case of serious breaches, the Jury may decide to disqualify the boat.
- 15.5 **Time Penalties WHILE RACING:**
- 15.5.1 Once the International Jury has decided a time penalty for a boat, the Race Management will inform the boat the waypoint at which the penalty shall be taken. Once the boat is at the waypoint, the skipper shall call the Race Management to confirm his/her position and have the penalty timed. Once the penalty time has expired and after confirmation by the Race Management, the boat shall pass the same waypoint again before continuing to race.

- 15.5.2 The Race Management will check this via Yellowbirck Tracker, beacon and/or Inmarsat C. The penalised boat shall keep clear of all other competitors while taking the Time Penalty.
- 15.5.3 A Time penalty will be taken as soon as possible after the penalty and the waypoint are communicated to the boat. In case of technical problems or foul weather the Race Management may, at its discretion, delay the penalty. In such a case, the Race Management will tell the boat the time frame in which the penalty has to be taken, which will be, the latest, before sailing into a different ocean.
- 15.5.4 A boat which fails to take a penalty imposed by the jury within the stated time limit may be disqualified.
- 15.6 Breaches of sailing instructions 3.1(b), 4.2, 6.2, 11.5, 12.2, 12.3, 13, 14.2, 17.3, 18, 19 and 21, and Notice of Race paragraphs 4.10, 4.13 and 5.1.3 will not be grounds for a protest by a boat but may be protested by the Race Committee or the Jury.

16 SCORING

Boats will be scored according to their elapsed time in completing the course, after applying any time penalties or bonuses applicable.

17 EQUIPMENT AND MEASUREMENT CHECKS

- 17.1 Before the start, equipment inspections will be carried out in accordance with the Notice of Race 5.2.
- 17.2 After the finish, inspections will be carried out in order to check the seals and their compliance with the class rules.
- 17.3 **Seals:** Equipment shall be sealed according to the class rules. Engines shall be sealed according to appendix 4 self sealing. In case of late start or technical stop, all seals shall be in place before restarting the race.

18 SAFETY REGULATIONS

- 18.1 Boats shall switch on the AIS (to both transmit and receive) whenever they are within 40 nautical miles from the coast.
- 18.2 A boat retiring from the race shall notify the race management as soon as possible. Only a written document sent by e-mail or fax by a skipper, co-skipper or team manager will be considered as certifying that the competitor has retired. Should a competitor fail to signal of his retirement or to do his utmost to do so, the matter will be referred to the International Jury for a hearing under RRS 69.
- Any competitor who retires shall send their 4 Yellowbirck Tracker beacons (3 Yellowbirck Tracker and 1 Cap size) to the following address as soon as possible and at their own expense: FNOB-BWR Edifici El Far - Carrer Escar 6-8 - 08039 Barcelona.
- 18.4 A boat which activates the Sarsat Cospas distress beacon shall deactivate it once the search and rescue operations are complete.
- 18.5 Competitors who prevent their beacon from working may be penalized. These beacons are fitted with a push-button to be used when no assistance is being requested but to show that the crew is on board, that is to say :
«No other means of communication on board, crew still on board ».
The crew shall re-activate this message “crew on board” at least every 24H
The push button sends a manual 'alert' position report, whatever time it is pressed.

19 COMMUNICATIONS

19.1 Daily Rankings

Four rankings will be produced per polling, according to the following schedule

1. Ranking C1 : 4 UTC
2. Ranking C2 : 9 UTC
3. Ranking C3 : 14 UTC
4. Ranking C4 : 19 UTC

- 19.1.1 The cost of sending these positions by e-mail to the competitors' Inmarsat C will be borne by the organiser, in the form of a MaxSea format position.
- 19.1.2 When boats are sailing through Gibraltar and Cook Strait, tracking frequency will be increased 10 miles before and 10 miles after the longitude of each point. Positions of the boats will be online on the official web page of the race.
- 19.1.3 In the event of the positioning iridium beacon breaking down, the crew shall replace it following the Race Management's instructions. If all the iridium beacons are out, the polling will be done from the boat's Inmarsat C. From 100 nautical miles of the finishing line until the finishing line, distances to the finish may be communicated by the Race Management every hour on the website, to the press and public.
- 19.1.4 Ghost Mode. See Appendix 10

19.2 Safety messages

Once every 24 hours, competitors shall send by e-mail (or by telephone in the event of other means of communication does not work), their position in latitude and longitude, together with a description of his/her state of health and that of the boat. Should this not be possible, the information may be sent by another competitor. Messages shall be sent to the following address:
directioncourse@barcelonaworldrace.org.

19.3 Messages sent to competitors

The following Email addresses shall be allowed to be received on the boats' satellite phone Email :

Race Management: directioncourse@barcelonaworldrace.org
Race Committee: comite@barcelonaworldrace.org
International Jury: jury@barcelonaworldrace.org

20 WEATHER – ROUTING

The access to complementary meteorological information is permitted as stated in Appendix 11.

The following amends and replaces NoR 3.5 : “Weather supplies pack”

The organizer shall supply crews with a complete set of weather information.

This information shall be free of charge.

Never the less, the cost of communications from the boat to access that information shall be borne by the participant.

The set of weather information made available to the crews shall comprise the following information:

GRIB

- GFS: global / 0.5 degree / 192 hour forecast / 3 hour interval / 4 times a day / variables: MSLP, Wind 10meters, Wind 950 hPa, Precipitation
- ECMWF: global / 0.25 degree / 240 hour forecast / 3+6 hour interval / 2 times a day / variables: MSLP, Wind 10meters, Precipitation
- Hi-Res: European Domain / 0.1 degree / 48 hour forecast / 1hour interval / 4 times a day / variables: MSLP, Wind 10meters, Precipitation
- Hi-Res: Various domains/ various resolutions / 48 to 72 hour forecast / 1 to 3 hour intervals / 2-4 times a day / variables: MSLP, Wind 10meters, Precipitation. The output of multiple domains of high resolution meso-scale model output is planned. These domains will “leapfrog” and the exact domain, duration and resolution is therefore a function of progress and separation of the fleet. The intention is to provide this output whenever there is a land/sea interaction: Canarias, Cabo Verdes etc.
- WW3: global oceans / 0.5 degree / 180 hour forecast / 3 hour interval / 4 times a day / variables: UGRD, VGRD, HTSGW, SWDIR, SWELL, WVDIR, WVHGT.
- NCOM: global oceans / 0.125 degree / analysis / 1 time a day / variables: SST, current set & drift (this will be a fixed tile)

Graphical Products

- IR Satellite picture: global / 8 times a day
- Synoptic analysis and forecast: Bracknell, NOAA, BOM etc. / updated as available
- Custom synoptic analysis of satellite picture around the fleet: 1 time a day
- Custom 24, 48 & 72 synoptic forecasts of area around the fleet: 1 time a day

Other Products:

- Written analysis and forecast for area around the fleet: 1 time a day

Delivery mechanism:

Access to the weather package will be provided through the “Ugrib” client software allowing the participants to dynamically select and extract the data that they consider relevant. The Ugrib specific GRIBpack compression (file size reduction by at least 50%) will be enabled on the package.

Support:

- Phone support for technical issues will be 24/7 during race. (marcel@grib.us, Phone: +34 667304248)

Note:

- Some of the above weather data is based on the availability of these data in the public domain. Although every effort will be made to replace such weather data in a timely manner with similar data no guarantee can be provided as to the availability of specific weather data if they have been withdrawn from the public domain.
- The package will evolve during the race, especially the graphical products and high resolution domains. Competitors will be informed of these changes via email.

21 EMERGENCY WATER

Each boat shall carry an emergency freshwater supply of 18 litres in one or several rigid tanks. The tanks will be securely fixed and sealed.

22 OFFICIAL BOATS

Official boats will be identified as follows:

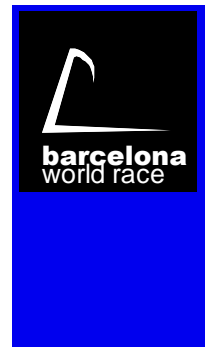
Race Committee	Yellow Flag
International Jury	Yellow Flag
Safety	Yellow Flag
Press	Orange Flag with black BWR logo
Competitor's support boats	Orange Flag with black BWR logo
VIP	Blue Flag



teams, Photo, TV.
Authorization :
Start Box



Race committee
(start)
Jury
Measurer
Controllers
Authorization:
Start Box



Flags for boats:
VIP
Spectator
Official
Authorization:
South side of the
Start Box

23 TRASH DISPOSAL

Boats shall not put trash in the water. Trash and other waste material shall be kept onboard until back ashore. Any waste or other pollution or damage caused to the natural environment during the race shall give rise to a penalty at the discretion of the International Jury.

24 DIVING EQUIPMENT AND PLASTIC POOL

Their use will be submitted to local regulations (harbour area, etc).

25 RADIO COMMUNICATION

On 31st December 2010, the Race Committee VHF according to Appendix 5.

26 PRIZES

Prizes will be given as stated in the Notice of Race. Other prizes will be posted on the Official Notice Boards.

27 DISCLAIMER OF LIABILITY

- 27.1 Competitors participate in the regatta entirely at their own risk. The decision to race or continue racing is their own responsibility. Entering the race implies full acceptance without any reserves whatsoever, of all of the provisions set out herein.
- 27.2 The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

28 TECHNICAL OFFICIALS.

Race Management: 24/7

The Race Management is in charge of the sporting and sailing elements of the Race
directioncourse@barcelonaworldrace.org

Race Management: Denis Horeau : +34 608 277 053;
dhoreau@barcelonaworldrace.org

Race Management Assistants: Anne Sophie Lefevre: +34 646430400
teams@barcelonaworldrace.org

Guillaume Evrard: +34 628 504 580;
gevrard@barcelonaworldrace.org

Hubert Lemonnier: +34 628 507 671;
hlemonnier@barcelonaworldrace.org

Race Committee:

The Race Committee is in charge of organising the sporting elements of the race together with the Race Management, and with ensuring that the Race is run in accordance with the rules and regulations.

Principal Race Officer: Pere Sarquella; +34 650 501 961
comite@barcelonaworldrace.org

Race Officers: Manuel Torres
Javier Rabadá

Measurement committee

The Measurement Committee is in charge of ensuring that the boats comply with the IMOCA Class Rules and with affixing the seals on the boats.

Chief Measurer: Enrique Molinelli Fernandez; +34 617 045 701
quique@molinelli.org

Deputy: Yves Marie Leroux ; +33 680 746 836
yves-marie.leroux@orange.fr

Inspectors: Rafael Bonilla Paz
Jean Luc Laurent
David A. Moreno Royan
Vicens Domenech Foix
Brigitte Fabre

International Jury

An International Jury is constituted under Appendix N of RRS, ensuring fairness of the competition. Its decisions will be final in accordance with RRS 70.4.

Jury Chairman: Ana Sánchez del Campo; +34 619 148 957
jury@barcelonaworldrace.org

Deputy: Bernard Bonneau

Members: David Brunskill
Jorge Lamarca Sindreu
Lorenz Walch

When the judges are not physically present, they can be contacted by skype, telephone, text message, mail, VHF or any means of radio communication. Appendix N 1.5 of the RRS shall thus be considered as having been complied with and protests may be heard and decided in this way.

Medical Service

Teknon Clinic Barcelona

Official medical emergency telephone number: +34 679 625 432

medicals@barcelonaworldrace.org

Appendix 1

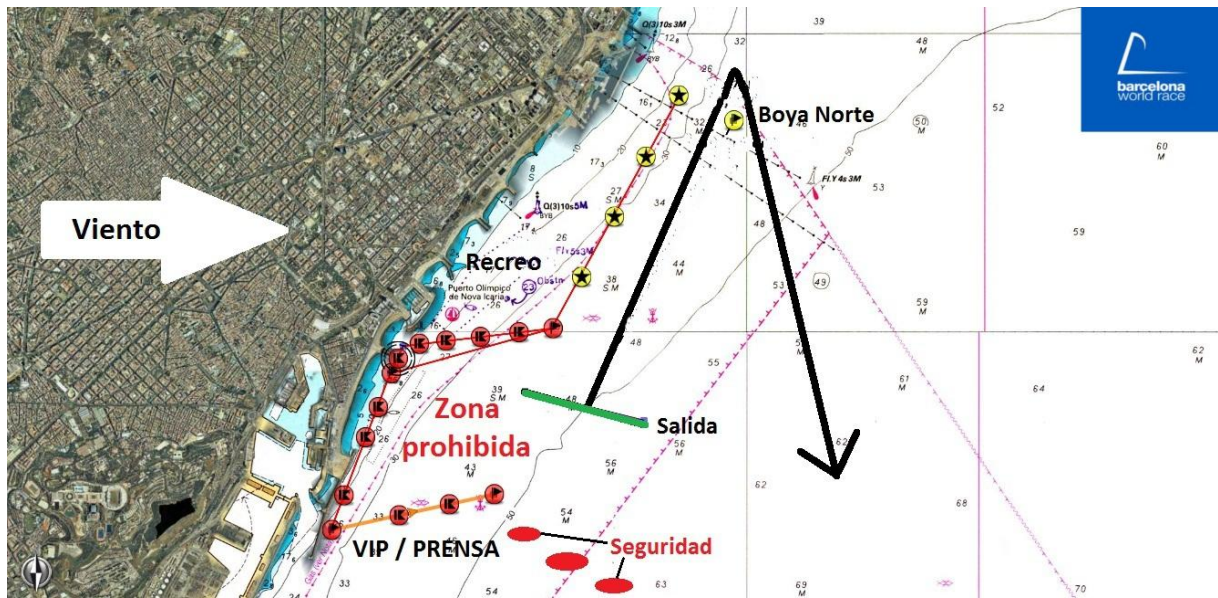
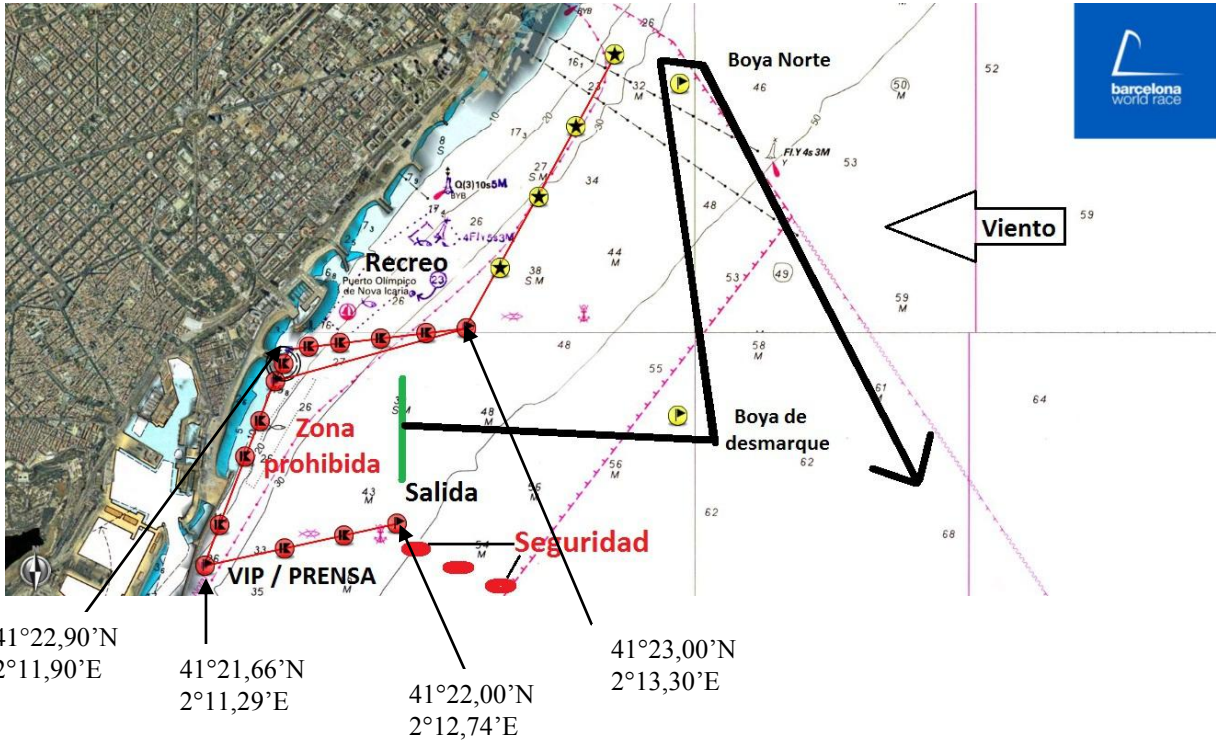
Security Gates or Ice Gates

Marker	Latitude	Longitude	To leave to :
Gibraltar		5°37 W	Passage Strait of Gibraltar
Atlantic Gate	42°00 S	001°00E – 011°00 E	At least one of the points to Starboard
Cape of Good Hope		18°29 E	Port
Kerguelen Gate	48°20 S	040°30 E – 050 ° 30 E	At least one of the points to Starboard
Australian Barrier	46° 00 S	105 °00 E – 109° 00 E	Completely to Starboard
	46° 00 S	109 °00 E – 116° 00 E	Free
	46° 00 S	116 °00 E – 120° 00 E	Completely to Starboard
Cape Leewin		115° 08 E	Port
Eastern Australia Gate	52°00 S	136°00 E – 146° 00 E	At least one of the points to Starboard
Cook Strait		174°47 E	Passage Cook Strait
New Zealand Gate	49°00 S	180 ° W/E – 170 ° 00 W	At least one of the points to Starboard
Western Pacific Gate	50 ° 30 S	145°00W – 135° 00 W	At least one of the points to Starboard
Eastern Pacific Gate	52°00 S	110°00 W – 100°00 W	At least one of the points to Starboard
Cape Horn		67°17 W	Port
Gibraltar		5°37 W	Passage Strait of Gibraltar
Barcelona	Finish Line		

Geographical coordinates are WGS 84

Appendix 2

Starting Area



Appendix 3

Finishing Line



The finishing marks will be: between a buoy (41°22,11 N – 2° 11,57 E) in front of W Hotel and a race committee boat (41°22,11N – 2° 12, 50 E)

Appendix 4

Engine self sealing procedure

Principle:

The main goal is to allow a competitor to use boat engine as long as possible up to 30mn before the start: Port exit, boat parade before the start, etc..

The tools

For efficiency, security and working reasons. Each technical crew will have to point out the best place (a non mobile part of the engine or a mobile part of the propeller shaft) to put up the seal

Shore crew will get the sealing system ready to avoid difficulties and delays when at sea.

On the 31st of December, after the boat parade, the shore crew will proceed with the sealing. All sealings shall be done while in the Starting Area. This will have to be set at latest 30mn before the start

Once seals are on, shore crew will hoist a white flag to inform Race Organization (Race organization will provide the flags).

Measurers will be on site and may go on board to proceed with miscellaneous checks.

Skippers, co skippers or team managers will have to send a picture of the installed seal with clearly visible serial number. This will have to be sent before 11PM UTC, on the 31st of December. Email address: directioncourse@barcelonaworldrace.org

After the finish line, a measurer will go on board to check the seals. The measurer will break the propeller seal.

On a competitor demand, the Measurement committee can put the sealing up before the dock out, on the 31st of December.

Sealing materials produced by the measurement committee for teams:

3 sealing systems all with serial numbers.

- One system to be fixed 30 mn before the start on the 31st of December
- Two backup systems in case of technical stop or breakage

A special dedicated flag to be set in the backstay will be given to all competitors to indicate a measurer can come on board and proceed with checks.

Appendix 5:

Radio Communication

Every team will receive an icom VHF unit from the Race Organizers during the start briefing in Barcelona on 30th December. This standard VHF Radio will benefit from 3 encoded channels: Channel 1, channel 2 and channel 3.

Channel 1 will be the official communication channel between Race committee and competitors only.

All VHF units will be given back to Race Organizer after the finish line.





Appendix 6

START DECLARATION FORM

BARCELONA WORLD RACE 2010/2011

Name of the Yacht : _____ N° _____

I undersigned:

Skipper of the above Yacht hereby certify that I am entering the Barcelona World Race 2010/2011 » of my own free will, and that I hereby accept, without any reserves whatsoever, to be bound by the following rules and regulations and any necessary amendments : the ISAF Rules, the Notice of Race and its amendments, the IMOCA Safety and Measurement Rules and the Sailing Instructions and any necessary amendment.

I understand that yacht racing can be dangerous.

I hereby certify that the safety of my yacht is my sole responsibility, that I have done my utmost to ensure that the boat is able to withstand heavy weather and that all the necessary safety equipment is on board and that I know how to use it.

I hereby notify the Race Committee that the following persons may be contacted round the clock in order to undertake search and rescue operations :

Name :

<i>Mobile phone :</i>	<i>Home phone :</i>	<i>Office phone :</i>
-----------------------	---------------------	-----------------------

I certify that I will consult the weather forecasts prior to the start and that I have sole responsibility for deciding whether or not to start or to continue racing.

I hereby release the following from any liability whatsoever : the organisers, FNOB, RFEV, FFvoile, the Jury, the Race Committee and any other individuals or corporate entities participating in the organisation of the event in any capacity whatsoever.

Drawn up in Barcelona on (date) :

Skipper's signature :



Appendix 7

**ARRIVAL FORM
BARCELONA WORLD RACE 2010/2011**

Yacht's name :.....Race number :.....

We, undersigned....., Skipper
And....., co-skipper

of the above yacht,

Hereby certify,

- Having covered the course according to the rules and regulations governing the race.
- Having complied with the Notice of Race and the Sailing Instructions.
- Having crossed the finishing line:

on atGMT (hour/min/sec)

We draw the Race Direction 's attention to the following incidents :

Drawn up in Barcelona on (date)

Skipper 's signature

Co-skipper signature



Appendix 8 :

**Non-routing certificate
BARCELONA WORLD RACE 2010/2011**

We the undersigned :

- Skipper.....
- Co-skipper.....
- Substitute crew.....
- Team manager.....

Hereby certify that we have complied with article 3.4 of the notice of race and the future sailing instructions with regard to non-routing and that during the race, we have not provided any routing for the benefit of the crew of the boat described above.

Drawn up in :

Date :

Signatures :

Skipper	Co skipper	Substitute crew if any	Team manager	Team manager for sponsors

Signatures preceded by the manuscript note « Read and approved »



Appendix 9:

**Declaration of Sails on Board
BARCELONA WORLD RACE 2010/2011**

We, undersigned..... , Skipper

And....., co-skipper

of the above yacht taking on board:

1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

Drawn up in Barcelona on (date)

Skipper 's signature

Co-skipper signature

Appendix 10:

GHOST MODE

Definition

The ghost mode is a stealth mode used by a competitor to race during a limited period. This mode allows competitor to “disappear” from all tracking screens and to hide his tactics and strategy from his opponents.

Instructions

The Ghost Mode appears as a 6 consecutive rankings period, in which all positions and tracking signals, available for public and competitors, are switched off.

Example: R1, R2, R3, R4 / R1 (d+1), R2 (d+1)

Barcelona World Race Race Management, for safety obvious reasons, will remain the one to get all information from a “ghosted” vessel every 30mn.

The Ghost Mode meets a geographical distribution.

The Ghost Mode is modeling this geographical split with the Ocean Trophies segmentation of the Barcelona World Race 2010-11.

Each boat can use 4 jokers. That means 4 possibilities to use Ghost Mode during the round the world race.

These jokers must be used in respect of the Oceanic Trophies distribution map which is :

- 1/ Between the south point of Canary Islands and Cape Good Hope
- 2/ Between Cape Good Hope and Wellington
- 3/ Between Wellington and Cape Horn
- 4/ Between Cape Horn and the south point of Canary Islands

Because of media matters, no Ghost Mode will be possible between Barcelona (From/To) and the most south latitude of the Canary Islands. When a boat is about to turn a Cape or a race mark, the Ghost Mode can be inactivated during the crossing.

If a competitor does not use any Ghost Mode during a trophy section, then this joker is considered as lost.

One can combine 2 Ghost Mode only if entering a new geographical zone (as per Oceanic Trophies distribution)

Please note that for Cook Straight, the Ghost Mode will be disabled 10 Nm before and after the longitude of Wellington

Timing and Ignition

A competitor will send an email to the Race Management (directioncourse@barcelonaworldrace.com) asking for the Ghost Mode activation. This email must be received at maximum one ranking before the one requested to be as the first hidden ranking.

Example: If a candidate is asking for a ghost mode starting on R3, he will have to advice Race Management before R2 of the same day. Thus he will disappear of R3, R4, R1, R2, R3, R4

Ranking and positions

When using a ghost mode, the boat will display a grey tint status in all the ranking as well as on the website. The last recorded position of the yacht before ignition will remain displayed until the end of the mode.

Appendix 11

Access to complementary meteorological information

AS per article 3.6 of the BWR Notice of Race find below the precision concerning the access to complementary meteorological information of those who will be supplied by the Organizer. Authorized weather datas in addition to U Grib package provided to crews by the organizer

Competitors are only permitted to obtain the following weather information:

- Pictures from satellite observations.
- Observation and forecast charts.
- Grib files.

Accessing Grib files or charts/ pictures is only permitted where:

- They can be accessed, either for free or for a fee, by all competitors, with no exclusive arrangement permitted between a provider and a competitor or group of competitors.
- The content is "raw", ie published by a meteorological organisation, and not modified, prepared or assessed by a competitor or group of competitors.

However, the data may be reformatted to enable easier or faster access, on condition that reformatting does not modify the weather information therein.

Competitors must be able to supply the access codes and software which enables them to view or use this weather information, if asked by the Race Direction.

The Race Management reserves the right to forbid a competitor from accessing data that it considers as being contrary to the spirit or the letter of this rule.

Unauthorized interventions from a source external to the boat

Under no circumstances whatsoever may a competitor have access to or access a data server in any format whatsoever, or accessible in any way whatsoever, other than those authorized above and containing weather or strategic information.

Under no circumstances whatsoever may the information set out below be received or obtained by a competitor, whether voluntarily or not, from the shore, an outside source, or another vessel.

The following shall be particularly prohibited – transmitting or making available the result of research carried out by a source external to the boat intended to obtain a selective compilation of weather information best suited the situation:

- Synthesis of data
- Weather advice and information
- Provision of selected pages on a website or an internet address
- Encrypted files
- Files whose resolution have been changed
- Weather files having undergone amendment via any human intervention after the issue of the model by the organization from which it was originally supplied
- Files, press articles, documents regarding weather or choice of route.