



The ROYAL WESTERN YACHT CLUB of ENGLAND

with the sponsorship of

The SHETLAND ISLANDS COUNCIL

invites you to enter the

**SHETLAND
ROUND BRITAIN &
IRELAND RACE 2010
Sunday 6th June 2010**

A race for two-handed monohull and multihull boats around the islands comprising the British Isles and Ireland – a sporting event to encourage all aspects of self-sufficient shorthanded ocean racing.

Supported by

The Kinsale Yacht Club

The Community of Barra

The Lerwick Boating Club

The Lerwick Port Authority

The Royal Norfolk and Suffolk Yacht Club

Organising Authority: The Royal Western Yacht Club of England

The Royal Western Yacht Club of England Ltd. - Queen Anne's Battery - Plymouth PL4 0TW
Secretariat: 01752 660077 – Fax: 01752 224299 – email: admin@rwy.org
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SHETLAND ROUND BRITAIN & IRELAND RACE 2010

Organising Authority: **The Royal Western Yacht Club of England**

NOTICE OF RACE

1. RULES

- 1.1. The event is governed by the rules and regulations set out below:
 - 1.1.1 The ISAF Racing Rules of Sailing (RRS) 2009/12.
 - 1.1.2 The ISAF Advertising Rules Article 20 Category C.
 - 1.1.3 The 2008/9 ISAF Offshore Special Regulations (SR) governing minimum equipment and accommodation standards for Category 2 Races, except the regulations amended in NOR 1.3.
 - 1.1.4 The Dockyard Port of Plymouth Order 1999 (DPPO) and the Plymouth Local Notices to Mariners (PLNTM).
 - 1.1.5 This Notice of Race.
 - 1.1.6 The Sailing Instructions.
- 1.2. The following RRS have been amended:
 - 1.2.1 Part 2 - When Boats Meet: only applicable within the Dockyard Port of Plymouth. At all other times, the RRS are replaced by The International Rules for the Prevention of Collisions at Sea (COLREGS).
 - 1.2.2 RRS 29.1 (*Individual Recall*): amended in NOR 7.1.
 - 1.2.3 RRS 41 (*Outside Help*): amended in NOR 10.
 - 1.2.4 RRS 42.2 (*Prohibited Actions*): add "(f) repeated movements of the keel and/or mast that are not necessary for the stability of the boat."
 - 1.2.5 RRS 42.3 (*Exceptions*): add "(h) oars/paddles may be used."
 - 1.2.6 RRS 45 (*Hauling Out, Making Fast, Anchoring*): amended in NOR 10.
 - 1.2.7 RRS 51 (*Moveable Ballast*): delete end of first sentence from "and water" to "stability." Insert "and any interior ballast and dead weight, other than sails, shall not be moved in order to make adjustments or modify stability".
 - 1.2.8 RRS 52 (*Manual Power*): delete "and moveable hull appendages". Add "Boats are allowed to use electrical energy to fill and/or empty ballast tanks and/or adjust keels and/or any other system devised to increase stability."
 - 1.2.9 RRS 61 (*Protest Requirements*): amended in the Sailing Instructions.
 - 1.2.10 RRS 62 (*Redress*): amended in the Sailing Instructions.
 - 1.2.11 RRS 63 (*Hearings*): amended in the Sailing Instructions.
 - 1.2.12 RRS 64 (*Decisions*): amended in the Sailing Instructions.
- 1.3. The following SR have been amended:
 - 1.3.1 SR 3.05.2 (*Stability and Flotation – Multihulls*): The date 1/99 shall not apply. Multihulls shall in every hull without accommodation be divided at intervals of not more than 4m (13ft 1.5ins) by one or more transverse watertight bulkheads.
 - 1.3.2 SR 3.07.3 (*Escape Hatches*): shall not apply. Multihulls **shall have** escape hatch(es) as detailed in SR 3.07.2.
 - 1.3.3 SR 3.28 (*Engines, Generators, Fuel*): Outboard engines in multihulls less than 12m (39.4ft) LOA (SR 3.28.2) shall be permanently installed.
 - 1.3.4 SR 4.01 (*Sail Letters and Numbers*): shall not apply. (NOR 8)

- 1.4. The following RWYC rules shall apply:
- 1.4.1 Dinghy – All yachts shall carry a dinghy capable of taking the crew ashore and for laying out a kedge anchor. **Crew must be self-sufficient as regards getting to and from their yachts when at anchor.**
- 1.4.2 Engines – All boats shall be equipped with a permanently installed propulsion engine. In multihulls of less than 12m (39.4ft) the outboard engine(s) (SR. 3.28.2) shall be permanently fitted ready for immediate and effective use.
An internal combustion engine, which may be the auxiliary engine of the boat, may be used as an energy source to generate the necessary electricity for the boat's equipment.
- 1.4.3 Propulsion – No means of mechanical propulsion may be used during the race other than the power of the wind in the boat's sails and the use of oars/paddles.
- 1.5. For all boats, the 2008/9 Offshore Special Regulations will be followed as closely as possible. Where, by reason of novel or unorthodox design, a boat is unable to comply, a request for dispensation shall be made to the Organising Authority.

2. **ADVERTISING**

- 2.1. When boats are at the pontoon, skippers are authorised to hoist in their stays: pennants or flags of different size with the boat's name, logos and brands. The skippers will be required to display several race flags in their rigging which will be defined at a later date.

3. **ELIGIBILITY**

- 3.1. The Race is open to cruising and racing boats of any type or nationality, with a minimum LOA of 30ft (9.15m) and a maximum LOA of 50ft (15.24m). The Organising Authority reserves the right to exclude any boat which fails to meet the criteria specified in NOR 1.1.3, 1.3 and 1.4. The Organising Authority also reserves the right to accept boats outside, but close to, the LOA limits. Monohulls shall have a valid IRC Rating Certificate. Multihulls shall have a valid MOCRA Rating Certificate.
Depending on the number of monohull and multihull entries, the boats will be split into Classes. If there are three or more entries of the same Open or One Design Class, the Organising Authority may provide a separate class. If an Open or One Design Class is provided, a boat entered in that class shall not be eligible to compete in an IRC/MOCRA Class.
- 3.2. The Skipper and Co-Skipper shall be over the age of 18 years by the start date.
- 3.3. The Skipper and Co-skipper shall be competent to take charge of the boat. The Skipper and the Co-Skipper shall be in possession of a current:
a) ISAF Offshore Safety Certificate or equivalent
b) First Aid certificate (RYA approved or national equivalent)
- 3.4. Before the qualifying date (1 May 2010), a cruise shall be made of not less than 300 nautical miles. This distance shall be sailed in the open sea without anchoring or putting into port. The cruise shall be measured in straight lines joining not more than four points on the cruise track. It is to be made in the boat that the Skipper and Co-Skipper intend to sail in the race, with only the Skipper and Co-Skipper on board, and without outside assistance or escort. In the event that any structurally significant modification to the boat is made between the date of any such cruise and the race, a further such qualifying cruise must be made. The boat shall not be escorted at any stage by another vessel.
- 3.5. Each Skipper shall produce independent evidence to substantiate the qualifying cruise. Charts and log extracts signed and dated by the Harbour Authorities at the beginning and end of the cruise would form such evidence.
- 3.6. A change of Co-Skipper is permitted during the Race, provided this intention is declared to the Organising Authority before 1 May 2010. The replacement Co-Skipper must have completed a qualifying cruise in accordance with NOR 3.4.
- 3.7. In exceptional circumstances, brought about by illness or injury during the race, the Skipper or Co-Skipper may be replaced. The Race Committee will decide whether this replacement is suitably qualified.
- 3.8. Each boat shall have Third Party Liability insurance cover to a minimum of £2,000,000 or foreign currency equivalent.
- 3.9. All boats shall be liable to a spot check at any stage. A minimum of 25% of the fleet shall be checked before the start.

4. ENTRY

- 4.1. A Skipper may reserve a place in the Race by completing an Entry Form and sending it to the Organising Authority together with the Booking Fee. The Booking Fee is not refundable except as in NOR 4.7
- 4.2. Entries shall be made under the nationality of the Skipper.
- 4.3. Entries may be sponsored. A sponsorship supplement shall apply to those entries which are fully sponsored and on which the sponsor's name is prominently displayed on the hull and/or the sails and may be incorporated in the name of the boat. It does not apply to a competitor who has received assistance in kind from suppliers, clubs or wellwishers. Competitors may display discreet acknowledgements of their benefactors. A decision on whether the boat is a sponsored or a non-sponsored entry shall be made by the Organising Authority.
- 4.4. Entries shall reach the Organising Authority by 31 January 2010. Late entries will be accepted up to 1 May 2010 on payment of a Late Entry Fee (NOR 5.2).
- 4.5. The application should include:
- 4.5.1 A completed Entry Form. Where the qualifying cruise has yet to be completed, the details required in NOR 3.5 may be submitted separately but not later than 1 May 2010.
- 4.5.2 An in date IRC/MOCRA certificate.
- 4.5.3 A passport size photograph of the Skipper and Co-Skipper.
- 4.5.4 A cheque, Credit/Debit card details, or bank transfer reference for the Booking Fee. (NOR 5.2)
- 4.6. The balance of the Entry Fee and Sponsorship Supplement, if applicable, shall be paid by 1 May 2010. Failure to do so will result in disqualification and forfeiture of the booking fee.
- 4.7. An applicant whose entry is rejected by the Organising Authority will be informed of the reason as soon as possible and the Booking Fee returned. The decision of the Organising Authority to reject an entry shall be final and shall not be subject to any appeal whatsoever. The compensation payable in the event of such rejection shall be limited to the return of the Booking Fee.

5. FEES

- 5.1. The entry fee covers :
- Free berthing for three nights at Plymouth, and for two nights at Kinsale, Castlebay, Lerwick, and Lowestoft.
 - Race Administration by RWYC at five locations.
 - Race Flags and Roundels.
 - Race Programme in glossy A4 magazine format.
 - Mementoes.
 - Prizes.
 - Receptions or Happy Hours at all Ports.
 - Race Website including on-going results service.

5.2.

Entry Fee	Sponsorship Supplement	Late Entry Fee
£ 750 (£ 300 Booking Fee due on Entry £ 450 balance due by 1 May 2010)	£ 500	£ 150

- 5.3. The fees shall be paid, in pounds sterling, by cheque drawn on a British Bank, by credit or debit card (Visa or Master Card only) or by bank transfer (competitors are to be liable for all transfer fees) to the following account:
- Account Name: The Royal Western Yacht Club
Bank Name: Lloyds TSB, Royal Parade, Plymouth, PL1 1DS, UK
Sort Code: 30 96 68
Account Number: 5057296
IBAN: GB37 LOYD 3096 6805 0572 96
BIC: LOYDGB21082

6. ACCEPTANCE CERTIFICATES

- 6.1. Acceptance Certificates will be issued to the Skippers who, by 1800 Friday 4 June 2010, have provided the following to the Organising Authority:
- Entry Form
 - Entry Fee including Sponsorship Supplement/Late Entry Fee if applicable
 - Qualifying Cruise details.
 - Third party liability insurance
 - Offshore Special Regulations Category 2 declaration.
 - Current IRC/MOCRA Rating Certificate
 - ISAF Offshore Safety Certificate or equivalent
 - RYA approved, or national equivalent, First Aid Certificates
 - Life raft Certificate
 - EPIRB (406) Registration Certificate
- 6.2. If an acceptance certificate is not issued in accordance with NOR 6.1 by 1800 Saturday 5 June 2010, the boat will not be allowed to start and the Entry Fee will be forfeit.

7. PENALTIES

- 7.1. Time penalties may be applied by the Race Committee for Rule infringements.
- 7.2. Time allowances may be awarded by the Race Committee for any time lost when going to the aid of other seafarers in distress.

8. NUMBERING AND SAIL MARKING

- 8.1. The boat's existing sail number shall be used and displayed throughout the Race. No other number may be displayed. Numbers are to be a minimum height of 12 inches or 1/40th of the boat's overall length, whichever is the larger. The number shall be on both sides of the mainsail, overlapping headsails, the topsides port and starboard, and the deck or cabin top.
- 8.2. Where two boats entered in the Race have the same sail number, the Organising Authority will issue one of them with an alternative number.
- 8.3. Numbers on the hull shall either be painted on or applied using an approved semi-permanent system which will not be removed by the action of the sea.
- 8.4. All boats will be required to display the Race logo: monohulls – on each side, catamarans – on the outboard side of each hull, trimarans – on each side of the centre hull. Adhesive logos will be issued to each boat on arrival in Plymouth. In the event of it not being practicable to affix a logo to the hull a similar logo shall be affixed to each side of the mainsail.
- 8.5. All boats will be issued with Race Flags which are to be flown at Plymouth and at all stopover ports.

9. COMMUNICATIONS

- 9.1. Position reporting is not mandatory but encouraged.
- 9.2. Arrival reporting for reasons of safety, berthing preparations and public relations shall be made in accordance with the Sailing Instructions.
- 9.3. An entrant who retires or makes an unscheduled stop shall inform the Organising Authority as soon as possible.

10. OUTSIDE ASSISTANCE

- 10.1. During each leg of the Race, no boat shall have material contact with another vessel or aircraft.
- 10.2. A boat may put into any port by its own means but shall not receive any external assistance to reach the port. A boat may only use its own power to reach a berth or the re-start line.
- 10.3. When in harbour the crew may obtain assistance from any source. They may carry out repairs and embark stores, water and fuel. Repairs and equipment replacements are allowed but not major alterations. No replacement of major items shall be made without prior approval by the Race Committee.
- 10.4. If NOR 9 is not respected, the boat may be disqualified.

11. **DECLARATIONS**

- 11.1. Immediately after arrival at each stopover port, and at the finish, each skipper must hand in to the Local Race Officer the official declaration form. The declaration form shall be signed by both the Skipper and Co-Skipper. The arrival time and the name of the yacht ahead and astern should be recorded when these are known.

12. **PRIZES**

- 12.1. Prizes will be awarded to the overall winners for both Monohulls and Multihulls in each Class on the following scale:

No of starters in each class	3	4-6	7-11	12+
No of prizes	1	2	3	4

- 12.2. Mementoes will be presented to each boat.
- 12.3. Additional prizes may be awarded by a Race Sponsor.
- 12.4. Perpetual trophies: will be awarded if appropriate.
- The **Shetland Trophy**
 - The **OCF Trophy**
 - The **Barra Cup**
 - The **Barra Tourist Trophy**
 - The **Muckle Flugga Trophy**
 - The **Class 4 Trophy**
 - The **Butterfield Trophy**
 - The **Boxall Trophy**
 - The **MOCRA Trophy**
 - The **RWYC Open Class Trophy**
 - The **Hasler Trophy**
 - The **RWYC Centenary Trophy**

13. **OWNERS / SKIPPERS RESPONSIBILITIES**

- 13.1. The safety of each Skipper, Co-Skipper and boat and her entire management, including insurance, is the sole and inescapable responsibility of the Owner/Skipper who must ensure that the boat is fully found, thoroughly seaworthy and manned by a Skipper and Co-Skipper who are physically fit to face the worst weather conditions of the open sea.
- 13.2. The Skipper must be satisfied as to the seaworthiness and soundness of the hull, spars, rigging, sails and all gear and must ensure that all safety equipment is properly maintained, stowed and in date. The Skipper and Co-Skipper must know where it is kept and how it is to be used. The Skipper shall also ensure that the boat is adequately fuelled and provisioned.
- 13.3. Neither the establishment of the Notice of Race, its use by the Organising Authority or sponsoring organisations, nor any spot check of the boat under the NOR, in any way limits or reduces the complete and unlimited responsibility of each Owner/Skipper.
- 13.4. It is the sole and exclusive responsibility of each Skipper to decide whether or not to start or continue to race.

14. **DISCLAIMER OF LIABILITY**

- 14.1. A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.
- 14.2. It is for a boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching, or going to sea, the boat confirms that she is fit for those conditions and her crew is competent to sail and compete in them.
- 14.3. Nothing done by the organisers can reduce the responsibility of a boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the Organising Authority, host Yacht Clubs, the Sponsor, the race committee, the race officer, patrol boats and berthing masters.

15. **APPLICABLE LAW**

15.1. These Rules shall be interpreted in accordance with the Laws of England and the Organising Authority submit, or will submit, themselves only to the jurisdiction of the Courts of England as may be necessary to permit the resolution of legal actions with regard to these Rules, the conduct and organisation of the Race.

16. **INSURANCE**

16.1. Each participating boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £2,000,000.

17. **FURTHER INFORMATION**

17.1. For further information please consult the website at www.rwyc.org or contact

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This Notice of Race incorporates Amendment No 1 (16 Oct 2009)

NOR 3.3

Replace NOR 3.3 with

The Skipper and Co-skipper shall be competent to take charge of the boat. The Skipper and the Co-Skipper shall be in possession of a current:

- a) ISAF Offshore Safety Certificate or equivalent
- b) First Aid certificate (RYA approved or national equivalent)

NOR 6.1

Delete 'RYA approved, or national equivalent, Sea Survival Certificate'

Insert 'ISAF Offshore Safety Certificate or equivalent'