



# THE RACE AROUND

## NOTICE OF RACE

**1<sup>ST</sup> EDITION**

**START: SUNDAY 10<sup>TH</sup> SEPTEMBER 2023**

**VERSION 1 : TUESDAY 12<sup>TH</sup> APRIL 2022**

<u>1. ORGANISING AUTHORITY, RACE MANAGEMENT AND RACE OFFICIALS</u>	: 3
<u>2. NAME AND PURPOSE</u>	: 4
<u>3. COURSE, TIME LIMIT AND NUMBER OF COMPETITORS</u>	: 5
<u>4. RETURNING TO PORT AFTER THE START (NP)</u>	: 6
<u>5. RULES</u>	: 6
<u>6. OUTSIDE HELP (NP-DP)</u>	: 7
<u>7. BRANDING AND ADVERTISING (NP)</u>	: 7
<u>8. ELIGIBILITY</u>	: 12
<u>9. ENTRY</u>	: 15
<u>10. OBLIGATIONS</u>	: 16
<u>11. TRACKING</u>	: 17
<u>12. USE OF THE BOAT'S EQUIPMENT</u>	: 18
<u>13. MEASUREMENT AND EQUIPMENT INSPECTIONS</u>	: 19
<u>14. SAILING INSTRUCTIONS</u>	: 20
<u>15. RANKINGS</u>	: 21
<u>16. PRIZES</u>	: 21
<u>17. RESPONSIBILITIES</u>	: 22
<u>18. USE OF RIGHTS</u>	: 23
<u>19. CONTACT</u>	: 23

*The notation [DP] in a rule in the Notice of Race (NOR) means that a penalty for a breach of the rule may, at the discretion of the Jury, be less than disqualification.*

*The notation [NP] in a rule means that a boat cannot protest another boat for a breach of the rule in question. This changes RRS 60.1(a).*

## **1. ORGANISING AUTHORITY, RACE MANAGEMENT AND RACE OFFICIALS**

### **1.1. ORGANISING AUTHORITY**

The Race Around is a race organised by 5Ocean Sports Marketing Limited. This entity is represented by Sam Holliday and Hugh Piggin.

The “organiser” is designated as OA in official documents.

### **1.2. RACE MANAGEMENT**

Race Management will be composed of the following teams, amongst others:

- a. A shore-based team managing the day-to-day operations of The Race Around
- b. A team at the starts and finishes, comprising a "Race Director" with responsibility for starts and finishes, and the management of all sporting aspects and race safety.

The team will be as follows:

- Race Director: Jacques Caraës
- Deputy Race Director: Claire Renou
- 2 other assistants (names will be communicated at a later date)

The Race Management team can be contacted by e-mail: [dc@theracearound.com](mailto:dc@theracearound.com)

### **1.3 SERVICE PROVIDERS WORKING WITH RACE MANAGEMENT**

Race Management is responsible for relations with the following services and suppliers:

- Weather
- Rankings
- Tracking / positioning of boats
- Ice observation
- Race tracking software
- Race safety

The OA and Race Management will appoint service providers for these assignments at a later date. Their names and contact details will be published at a later date.

## **1.4 OFFICIAL NOTICEBOARD**

There will be two versions of the Official Noticeboard:

- Online on the race website <http://www.theracearound.com>
- During the 2 weeks before the start, a paper version of the Official Noticeboard will be posted near the Race Office
- After the start of the race, the Official Noticeboard will exist in its online version alone

In the case of conflict between the two noticeboards, the online version shall be considered to be the correct one.

Questions must be submitted to Race Management by email in French or in English, who will forward them on to the Race Committee, Technical Committee, Jury, the OA or any other person authorised to provide an official answer.

Answers will be written in French and English.

Maritime and sports-related questions will be posted along with the answers on the Official Noticeboard, in the Documents section.

## **1.5 RACE OFFICIALS**

- a. Race officials will be appointed as per World Sailing's regulations.
- b. A "Technical Committee" will be responsible for conducting inspections and ensuring compliance with the various technical specifications required by Class40 and World Sailing rules.
- c. An "International Jury" will be constituted in compliance with Appendix N of the RRS and Rule 70.5 of the RRS. The Jury's decision will be final.

## **1.6 RACE DOCTOR**

- a. A race doctor will be appointed as required by Appendix 3 of the medical regulations of the FFVoile. The race doctor will be responsible for medical matters for the entire duration of the race on behalf of the OA.
- b. He/she will be responsible for drawing up health safety and medical treatment guidelines, and help address any medical issues during the race.

## **2. NAME AND PURPOSE**

### **2.1 NAME**

The official name of the race is "The Race Around". It should be noted that the official name could change with the addition of a "Title Partner".

## **2.2 PURPOSE**

The Race Around is a round-the-world offshore race comprising several legs, open to all sailors who are paid-up members of Class40.

As a sports event broadcast internationally, The Race Around has been created to offer commercial visibility to companies around the world while addressing the challenges of protecting the environment, sustainable technological innovation in the marine industry, and promoting diversity.

The Race Around is an event held every four years, open to Class40 monohulls holding a valid measurement certificate in compliance with the rules of the Class40 Association.

## **3. COURSE, TIME LIMIT AND NUMBER OF COMPETITORS**

### **3.1. THE COURSE**

The Race Around is an eastabout round-the-world race, the start and finish of which will be in France. Competitors will leave the Cape of Good Hope, Cape Leeuwin and Cape Horn to port.

- a. The start will be from the town of XXX. (10th September 2023)
  - a. The stopover location chosen for France will be communicated on April 19<sup>th</sup> 2022.
- b. Leg 1: XXX, France – Cape Town, South Africa.
- c. Leg 2: Cape Town, South Africa – Auckland, New Zealand.
- d. Leg 3: Auckland, New Zealand – South America.
  - a. The stopover location chosen for South America will be communicated by 31st May 2022 at the latest.
- e. Leg 4 : South America – XXX, France.
- f. The OA reserves the right to organise a "promotional" race day in each host port.
- g. The duration of a stopover will not be less than three weeks for the first boat in each host port. A longer stopover is planned in New Zealand to allow teams to conduct a more in-depth inspection of their boats before the 3<sup>rd</sup> leg.
- h. The schedule will be detailed in appendix 2 once full course has been revealed. The OA reserves the right to change the course if necessary.

### **3.2 TIME LIMIT**

The time limit for each leg will be defined in the Sailing Instructions.

### **3.3 NUMBER OF PARTICIPANTS**

- a. The number of entries is limited to a total of 35 (thirty-five) entries in both categories (solo and double-handed).
- b. A minimum of 15 boats is required for the start of The Race Around to take place

- c. A minimum of 10 boats is required to constitute a category (solo or double-handed)

#### **4. RETURNING TO PORT AFTER THE START (NP)**

A skipper may return to port after the start, only after prior approval from Race Management and the President of the Race Committee, communicated by all means available (VHF, email, satellite phone)

A skipper wishing to return to the start port for outside assistance may be towed if he/she wishes.

He/ she may return to the race pontoon, or have assistance on board, within a radius of 3 nautical miles of the start line of each leg.

The skipper will be permitted to restart the race within a maximum of 5 days of the start of the leg. He/she must contact Race Management for approval to restart.

#### **5. RULES**

##### **5.1. THE RACE AROUND WILL BE GOVERNED BY:**

- a. The Racing Rules of Sailing (RRS) 2021-2024
- b. Part B of the International Regulations for the Prevention of Collision at Sea (IRPCAS), where applicable.
- c. The prescriptions and regulations as defined by FF Voile. According to Rule 88.1 of the RRS, no prescription of any other national authority applies other than those of the FFVoile.
- d. WORLD SAILING's Offshore Special Regulations (OSR) for category 0 monohulls
- e. The Class40 Rules
  - a. Section 13.6 lists all the permitted sails and when these can be used
  - b. Section 13.7 details a modification to Class rule 207
- f. The Notice of Race (NOR) and its amendments
- g. The Sailing Instructions and their appendices and amendments
- h. The Sustainable Development Protocol for Race Organisation on land (available from 31st May 2022)
- i. The Sustainable Development Protocol for teams at sea (available from 31st May 2022)
- j. RRS 47 (Trash disposal): Competitors shall not intentionally put trash in the water
- k. The obligation to declare collisions with marine mammals using the standard protocol developed by the scientific committee of the International Whaling Commission (IWC)

- l. The Competitors' Charter
- m. The directives relating to Communications and Advertising

**5.2. THE RACING RULES OF SAILING ARE CHANGED AS FOLLOWS:**

- a. Part 2 of the RRS (When boats meet): applies up to 20 miles from a start line or finish line. Beyond 20 miles from a start line or finish line, or after sunset and before sunrise, Part B section II of the IRPCAS applies.
- b. In the case of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS 63.7
- c. RRS 41 (Outside help) and RRS 45 (Hauling out, making fast, anchoring): changed in section 10.
- d. RRS 44.1 (Taking a penalty): changed in section 13
- e. RRS 48.1 (Limitations on equipment): changed in section 10
- f. RRS 51 (Movable ballast): not applicable, refer to the Class40 Rules
- g. RRS 52 (Manual power): not applicable, refer to the Class40 Rules
- h. RRS 61 (Protest requirements): changed in the Sailing Instructions
- i. In the case of conflict between the Class Rules and the Offshore Special Regulations, the OSR shall take precedence.
- j. In the case of uncertainty about which rule takes precedence or the rules which apply, the Jury will decide which rule applies. The OA can apply a change of rules on all non-race matters.

**5.3. THE REQUIREMENTS OF OSR CATEGORY ZERO ARE CHANGED AS FOLLOWS:**

- a. 3.29.3a Two waterproof satellite telephones are required. One must be permanently switched on, the other must be stowed in the grab bag.
- b. 3.29.07 Replace with an AIS personal location beacon
- c. 3.29.9 Replace with a permanently installed YB beacon, with the antenna mounted on deck and wired to the boat's batteries. The YB beacon must be powered up and in transmission mode throughout the entire race. See section 14.
- d. 3.29.10 Exemption
- e. 3.29.11 does not apply, see the Class Rules
- f. 4.02.1 changed as follows: 1m<sup>2</sup> of highly visible colour and a 4m<sup>2</sup> fluorescent canvas with eyelets

- g. 4.07.1.d changed as follows: a high-intensity heavy duty searchlight powered by or recharged by the boat's batteries, instantly available for use on deck and in the cockpit.
- h. 4.13.2 changed: a depth sounder
- i. 4.20.1.b changed as follows: two liferafts so that in the event of one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains for all crew members.
- j. 4.22.1.c Add: an AIS SART or Radar SART (Search And Rescue Transponder), which must be stowed in the grab bag
- k. 5.08 changed as follows: a diving suit to cover the entire body, and including gloves, fins and portable air supply, obligatory on board for each person.
- l. 6.05.1: Each crew member shall provide a sea survival and first aid certificate and a Proficiency in Medical Care certificate, valid or completed within the last 5 years.

The OA reserves the right to change the Notice of Race if changes are deemed necessary for race safety and/or sporting reasons.

#### **5.4 THE OA'S UNDERTAKINGS WITH REGARD TO SKIPPERS**

##### **5.4.1 MAIN WEATHER INFORMATION**

« Safety » information will be published daily by the weather information provider selected by the OA and will be transmitted to skippers by Race Management. This information will be published in French and in English, as follows:

- A safety weather forecast including:
  - ✓ The general synopsis and forecast
  - ✓ The weather forecast for 24h by area (forecast from +12h to +36h), for defined geographical areas provided to each skipper before the start
  - ✓ the trend from 24h to 48h (forecast from +36h to +60h), including, where necessary, dangerous weather phenomena in each area (wind speed > 40 kts and waves > 6 metres)
- If necessary, weather maps, including:
  - ✓ Areas with wind speeds potentially in excess of 35 kts
  - ✓ Areas with gusts
  - ✓ Areas with swell in excess of 5 metres

The weather forecasts will be sent by email to Skippers by Race Management and also placed on an FTP account if possible before 0830 Z

Weather maps will also be available on the FTP where a weather warning is mentioned in the weather forecast.

Should there be a problem with a boat's satellite phone, (excluding the Iridium in the grab bag), the weather forecast will be sent to the permanently installed YB3 if the Skipper requests Race Management to do so.



In order to reduce the size of this file and facilitate transmission, the information will be simplified and adapted to the geographical location of the skipper, and only the weather relevant to his/her geographical area will be sent.

#### **5.4.2 ADDITIONAL WEATHER INFORMATION (THIS CHANGES RRS 41(C)). (NP-DP)**

In addition to the weather information from the selected provider, skippers will be allowed to acquire weather data under the following conditions:

- If the data is accessible to all skippers, whether free or for a fee, with no exclusive arrangement permitted between the data provider and a skipper or group of skippers.
- If their content is “raw”, i.e. as published by an official governmental organisation, and not modified, prepared or evaluated for a skipper or group of skippers

Skippers can therefore acquire:

- Images from satellite observations;
- Observation and forecast maps;
- Grib files.

Access to grib files and maps is only permitted when they come directly or indirectly from an official governmental meteorological organisation or a private meteorological organisation: Météo France, Met Office, ECMWF, NOAA, NCEP, Copernicus, DWD, KNMI, MeteoBlue, Predictwind, Great- Circle, GEM.

- However, the data may be compressed to enable faster access.

Each skipper must supply the weather sources he/she will use, as well as the access codes and software which enables them to view and use this weather information., if asked to do so by Race Management, he/she must also give a full demonstration of the use of the data.

Race Management reserves the right to forbid a skipper from accessing data that it considers to be contrary to the letter or the spirit of this rule.

#### **5.4.3 DAILY RANKINGS DURING THE RACE**

During the race, Race Management will prepare and publish up to 6 rankings per 24 hour period. The frequency and times that these will be sent out will be defined according to the skippers’ needs. Publication information will be defined in the SIs.

The rankings will be transmitted at the same time to the following people:

- Skippers at sea;
- Team Manager;
- Designated communications representative for each competitor.

The OA will cover the cost of transmission to skippers.

A real time ranking will be drawn up for the race after any Jury decisions have been taken into account.

#### **5.4.4 ICE AND EXCLUSION ZONES**

- a. The OA could impose exclusion zones for ice, traffic separation schemes, piracy or other circumstances decided by the OA which have a bearing on the safety of competitors.
- b. The OA, in collaboration with the relevant organisations, will have access to the position of drifting ice and will establish a procedure to ensure the safety of competitors. This procedure could include, amongst other things, an "Ice Exclusion Zone" or "Ice Gates". The geographical limits of these exclusion zones could be changed and will be communicated via the Sailing Instructions and official channels before and during the race.
- c. The OA, in collaboration with the relevant organisations, will have access to the migration paths of marine mammals and will establish a suitable procedure to ensure the safety of competitors and marine mammals. This could include, but is not limited to, a "Marine mammal exclusion zone" or "Marine mammal gate" or a detour via a waypoint. The geographical limits of all exclusion zones will be likely to change and will be communicated via the Sailing Instructions and official channels before and during the race.
- d. The GPS coordinates of prohibited zones such as traffic separation schemes will be defined in the Sailing Instructions.
- e. Race Management must be notified of any unexpected ice zones (spotted along the race course).

#### **5.4.5 MONITORING THE RACE FLEET**

Race Management will ensure that the whole fleet is actively monitored 24 hours a day, 7 days a week.

#### **5.4.6 EXCEPTIONAL CIRCUMSTANCES**

In exceptional circumstances, and in situations that might involve the skippers' safety (weather conditions, international conflict...) Race Management may have to issue specific directives with which skippers must comply.

A request for re-routing issued by Race Management will be dealt with in compliance with the IRPCAS.

In the event of a skipper asking for assistance, or if a boat is in danger, Race Management may ask a skipper or group of skippers to go as quickly as possible to the aid of the skipper requesting assistance or the boat in danger.

These new directives will be issued in order to deal with the conditions encountered in the best possible way. They may therefore change one or several articles in the NOR, the SI or other applicable rules referred to above. In such cases, they will be the subject of a detailed report submitted to the Jury.

## **5.5. OFFICIAL TIME**

The official time will be the local time in each host city of The Race Around. UTC will be used once competitors are at sea, as well as start times, finish times and end of legs.

## **5.6. LANGUAGE**

The official language of The Race Around is English. A French translation of official documents will be available to competitors. The English documents will take precedence over French documents. For the Class40 Rules and the FF Voile regulations, the French version takes precedence.

## **6. OUTSIDE HELP (NP-DP)**

- a. Routing: Routing is forbidden in compliance with RRS 41 (Outside help) and the Class rules. A sworn declaration will be signed by all competitors at the start and finish of each leg.
- b. In compliance with RRS 41, all outside help is forbidden during the entire race.
- c. During the race, a boat may suspend racing to receive outside help. In order to suspend racing, the boat must notify Race Management of its intention to do so before heading to a port, anchorage or mooring approved by Race Management.
- d. Race Management must approve the location where the boat intends to stop. With the agreement of Race Management, the boat may use her engine or be towed in order to reach the port or anchorage agreed upon by Race Management.
- e. All repairs, equipment replacement and modifications must be approved by Race Management and the Technical Director. Boats must be able to prove their seaworthiness prior to being allowed to resume racing. Race Management reserves the right to prevent a boat from resuming racing if it deems that safety criteria are no longer met.
- f. The boat must resume racing from the location where racing was suspended. Race Management may authorise a boat to restart from another location which may or may not incur an additional time penalty.
- g. Where racing is suspended, there must be a minimum 24 hour period before racing can resume.

## **7. BRANDING AND ADVERTISING (NP)**

7.1 Pursuant to WORLD SAILING's regulation 20 (Advertising Code), as modified by FFVoile's advertising regulation, boats will be required to display the advertising chosen and supplied by the OA.

- a. Race Logo: All boats entered must display the race logo in their mainsail, in a circle of a maximum of 1.5 m diameter. The centre of the circle must be at one third mast height from the deck. Each skipper is responsible for correctly positioning the branding and ensuring that it remains in place until the end of the race.

- b. Race flags: Each boat entered in the race will be given two race flags upon arrival in XXX. These flags must be flown from the shrouds when the boat is in port during stopovers as well as at sea at the start and finish of each leg (30 miles out from the stopover port).
- c. Flags: Each boat entered in the race will be given sponsor flags which must be flown on the forestay of the boat in port, while going to the starting area and at sea once the finish line has been crossed.
- d. Promotional sail: Competitors may display a promotional sail, or flags, featuring their partners' logos, hoisted behind the mast. This sail must display the competitor(s)' name(s) and the hull number, and must not be higher than the 3<sup>rd</sup> reef.

7.2. Boat branding must comply with French legislation which bans certain types of advertising, particularly tobacco, alcoholic beverages, firearms and medication.

7.3 All branding and advertising on boats while racing must comply with the OA's branding and advertising directives as described in the sustainability appendix. Single-use plastic, even in the form of packaging, is forbidden.

7.4. The OA reserves the right to prevent a team from displaying a brand which could offend or discredit The Race Around and its competitors, organisers or sponsors.

## **8. ELIGIBILITY**

### **8.1. ELIGIBILITY**

The Race Around is an event by invitation, open to Class40 monohulls holding both a valid measurement certificate and having paid the relevant class membership fees in 2023 and 2024.

The OA reserves the right to reject an entry in compliance with RRS 76.

### **8.2. CATEGORIES**

The Race Around may be raced in two categories: solo and double-handed.

### **8.3. CREW**

In the "Solo" category, the crew is composed of one person on board.

In the "Double-handed" category, the crew is composed of two people on board.

#### **8.3.1 Change of crew**

In the Double-handed category, one crew change per leg is permitted at each stopover, on condition that the crew meets the eligibility requirements and that prior written approval has been provided by the OA. In the Solo category, no change is permitted during the race, except in exceptional circumstances (injury, family reasons...) and with the agreement of the OA and Race Management.

### **8.4 AGE**

The minimum age for participating in the race is 18 years of age in the double-handed category, and 21 years of age in the solo category. The age retained is the age on the day of the start.

#### **8.5 COMPETITORS MUST SUPPLY THE FOLLOWING DOCUMENTS BEFORE 1<sup>ST</sup> JUNE 2023:**

- a. Proof of membership of a World Sailing National Authority

French Skippers must present their valid FFVoile “competition” licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing, or their FFVoile Club “member” or “practice” licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing delivered less than one year ago.

Non-French Skippers or French skippers residing overseas who do not hold a FFVoile licence must upon entry present proof of membership of a World Sailing National Authority, proof of valid third-party liability insurance with a cover of at least three million Euros and a valid medical certificate with no contraindications to the practice of competitive sailing delivered less than one year ago (written in French or in English).

- b. Valid World Sailing training certificates (Sea Survival and First Aid at Sea) and a valid Proficiency in Medical Care certificate, carried out in a World Sailing approved centre. In the context of the event, The Race Around will facilitate the organisation of the afore-mentioned training courses.
- c. A valid certificate for third-party liability insurance with a cover of at least 3 million Euros. See details in section 8.8

#### **8.6. MEDICAL DOCUMENTS**

Each crew member shall ensure:

- a. That his/her medical and physical condition is up to the rigours of offshore racing.
- b. Be transparent about any pre-existing medical or physical conditions.

##### **8.6.1 EACH COMPETITOR MUST SUPPLY TO THE RACE DOCTOR BEFORE 1<sup>ST</sup> JUNE 2023**

- a. The medical form provided by the OA, filled in, dated and stamped/signed by the competitor’s doctor and counter-signed by the competitor himself/herself.
- b. The results of an echocardiogram
- c. The results of a maximum exercise tolerance test dated within less than four years at the time of submission.

Missing or insufficient information will revoke the competitor’s right to compete in the race. These documents must be sent directly to the race doctor in order to preserve medical confidentiality. If the race doctor deems it necessary, the competitor’s doctor may ask for further tests in order to evaluate his/her capacity to compete in the event.

The race doctor's medical approval is essential for being allowed to compete in the race.

### **8.7. PASSPORTS AND VISAS**

It is the responsibility of each competitor to ensure that he/she has the correct documents in terms of passport and visas to enter each of the countries where there are stopovers in the event. These documents must be valid for the entire duration of the leg and at least one month after each stopover.

### **8.8. INSURANCE**

- a. The owners, charterers or skippers of boats are personally responsible for all material damage and human accidents that may occur to themselves, their boats, or to a third party or to the property of a third party. It is their responsibility to obtain adequate and proper insurance cover, whether it be in relation to injury, loss, damages or otherwise. In addition, each competitor is required to provide a certificate of insurance including any exclusion clauses and damages, to any third party with whom they may be involved with in any way in connection with The Race Around or events directly associated with The Race Around.
- b. It should be noted that the skipper or the person in charge is responsible vis-à-vis the OA for taking out all necessary insurance cover (at least 3 million Euros third-party liability), before the boat arrives in the race harbours of The Race Around. Failure to do so will result in the competitor being refused access to any area specifically managed by The Race Around or a third party associated with the event.
- c. The absence of third-party insurance will in no way engage the liability of the OA or its partners.

### **8.9. CLASS MEASUREMENT AND EQUIPMENT CHECKS (NP)**

- a. A valid measurement certificate delivered by the class must be provided to the OA before the start of the first leg. All competitors must be members of the class.
- b. Inspections will take place at the start of the race as well as at the start and finish of each leg. Sealing will be as per Class40 rules.
- c. The OA reserves the right to inspect a boat at any moment during the race.
- d. The OA reserves the right to check the environmental compliance of a vessel in line with the sustainability charter.

### **8.10. 180 DEGREE TEST**

A competing Class40 must prove compliance with OSR Category 0 regulation 3.04.3. Teams will be required to conduct a real test, under the conditions stated within appendix 1 '180 Degree Test Conditions'.

The purpose of this test is to ensure self-righting capabilities; ensure that the crew have experienced managing the yacht and its systems, with particular reference to the filling and/or emptying of ballast whilst in an inverted position, to assess the use of any manually deployable and reusable

external device designed to aid in the recovery of a boat, to assess the boats watertightness and to ensure that items are properly secured.

Competitors must also demonstrate the ability to make safe and liveable a yacht in an inverted position should such a situation arise when self-righting is an impossibility.

## **9. ENTRY**

- a. It should be noted that an entry is considered to be official once the race entry fees and the entire deposit have been paid. A competitor wishing to enter The Race Around must first contact the OA (sam@theracearound.com) in order to receive a copy of the entry form and gain access to the "official noticeboard".
- b. Entries have been open since the publication of the Pre-Notice of Race on the 24<sup>th</sup> of September 2021. Entries will close six months before the start of The Race Around.
- c. The Race Around will accept entries in each category up until the 31st May 2022 as follows:
  - i. 15 places in the solo category
  - ii. 15 places in the double-handed category
  - iii. 5 Wild Card places at the discretion of the organisers of The Race Around
- d. After the 31st of May 2022, the remaining places will be allocated in the order in which entries are received which will allow each category to have more than 15 participating teams, but not less than 10 entries as stipulated in 3.3c within a limit of 35 teams across all categories.
- e. If the number of entries exceeds the number of available places, a waiting list will be drawn up. The position on the entry list will be confirmed following payment of the refundable deposit. Entry fees will only be payable once a competitor moves from the waiting list to the entries list.

### **9.1. DEPOSIT**

- a. When a competitor requests entry, a deposit of € 15 000 ex-VAT will be payable immediately to guarantee his/her position on the entry list. Bank details are available upon request from sam@theracearound.com. Deposits will be kept in a secure account and will be refunded by transfers to the bank account nominated by the competitor according to the following schedule:
  - i. € 5 000 will be refunded at the end of the first leg
  - ii. € 5 000 will be refunded at the end of the second leg
  - iii. € 5 000 will be refunded after participation in the obligations stipulated in the official events schedule.
- b. If a competitor withdraws before the start of the race, the refunds will be as follows:

Withdrawal after the 31st December 2021

- The sum of € 2 500 will be retained by the OA

Withdrawal after the 30th June 2022:

- The sum of € 7 500 will be retained by the OA

Withdrawal after the 31st December 2022:

- The sum of € 10 000 will be retained by the OA

Withdrawal after the 30th June 2023:

- The sum of € 15 000 will be retained by the OA

## **9.2. RACE ENTRY FEE**

- a. The race entry fee is € 5 000 ex-VAT, and will increase to € 7 500 ex-VAT from the 1<sup>st</sup> July 2022, and to € 10 000 ex-VAT from the 1<sup>st</sup> January 2023.
- b. The entry fee must be paid once the OA has confirmed receipt of the deposit, all the documents correctly filled in and confirmation that the team is on the entry list.
- c. It should be noted that the race entry fee is non-refundable, even if the competitor pulls out or the race is postponed. Entry fees will nevertheless be refunded if the race is cancelled.
- d. Once the entry fee has been paid, the competitor may request reimbursement by submitting, before the start of the race, a document detailing their sustainability commitments both in the lead up to and during The Race Around. Team's will have to submit a post race report providing evidence of continued alignment to these pre-stated commitments. The CSR director and The Race Around's Futures Programme manager, and only those two people, will decide whether valid proof has been provided and to what extent the entry fee should be refunded. They reserve the right to refund up to the full amount of the entry fee if they deem the actions to be valid...

## **10. OBLIGATIONS**

### **10.1 QUALIFICATION FOR THE SOLO CATEGORY:**

- a. Each competitor entered must complete a qualifying race of at least 1,500 nautical miles on the boat on which he/ she will compete in The Race Around. This qualifier will be defined with the agreement of the OA. Qualifying races include, but are not limited to, all races in the Class40 calendar.
- b. If a competitor is unable to compete in a qualifying race, he/ she may propose a qualifying passage. The course, distance, date and start time must be jointly approved by the OA and Race Management. Race Management reserves the right to impose a minimum number of miles in certain wind conditions, sea conditions and on different points of sail.
- c. During the qualifying passage, the boat must be equipped with an approved positioning beacon in full working order, enabling the race director and event director to follow the boat's progress 24 hours a day.



- d. Where a boat has been significantly modified after its qualifying passage, the Race Director may ask the competitor in question to undertake another qualifying passage or ask for additional information guaranteeing that the competitor and the boat are fully capable of competing in the race.
- e. Qualifying passages must be completed before the 31st March 2023, unless special dispensation is granted by the Race Director or Event Director.
- f. Furthermore, a skipper must have completed his/her qualifying race within a time equivalent to the race winner's time increased by 30%.

### **10.2 QUALIFICATION FOR THE DOUBLE-HANDED CATEGORY:**

- a. One of the two crew members must at the least have completed a qualifying race in the Class40 calendar – or an equivalent race approved by the OA/RM – with a course length of 1500 nautical miles non-stop on the boat which is entered. This course must have been undertaken in the conditions imposed by The Race Around.
- b. Co-skippers must either have completed the qualifying miles described in point 10.2a along with the skipper, or have raced at least 2000 miles over the previous two years in the Mini, Figaro, or IMOCA class races.
- c. A co-skipper must have raced at least 750 miles with the skipper and the boat, and demonstrate sound knowledge of the specific safety procedures for that boat and the location of essential safety equipment.
- d. In the absence of qualification, a crewmember may ask the organising authority for dispensation. Each request will be backed up by proof of relevant experience and will be examined and approved by the race director, the technical director, the event director and the managing director.

### **10.3. FINAL DECISION**

The decision to consider a competitor as "qualified" is at the discretion of the OA of The Race Around. The OA also reserves the right to cancel the entry of a competitor at any time.

### **11. TRACKING**

Equipment supplied by the OA for tracking boats:

The OA will supply each boat with tracking beacons:

- ✓ An autonomous tracking beacon

The Skipper must return the tracking beacons to the OA before the 1<sup>st</sup> June 2024. A penalty of 500 Euros will be retained for non-compliance.

All of these items of equipment will be installed by the OA on board each boat when it arrives in the start port.

## **12. USE OF THE BOAT'S EQUIPMENT**

On top of the tracking beacon(s) provided by the OA, the permanently-installed YB3I, as required by the class rules, will allow the OA and its suppliers to regularly check positions if necessary. It must be permanently switched on from one week before the start.

### **12.2 PRIVATE TRACKING BEACON FOR EACH BOAT:**

Each team manager is required to inform Race Management if he/ she has installed and activated a tracking beacon on his/her boat during the race.

Should one of the tracking beacons installed by the Organiser fail, the Team Manager will be asked to provide Race Management with regular position reports for the boat or provide the direct link to be able to view the positions.

### **12.3 NAVIGATION AND SAFETY EQUIPMENT**

In addition to the equipment required by Class40, the OA requires the following additional equipment which will be checked by the offshore racing equipment inspectors.

- a. A portable Iridium phone with spare batteries
- b. The following phone numbers must be saved in the emergency Iridium phone before the start:
  - i. **CROSS Gris Nez** +33.321.872.187
  - ii. **Race office hotline:** This number will be given to skippers when in XXX, before the start of the race.
  - iii. The Skipper's Team Manager's number
- c. A GMDSS handheld VHF with long-life battery. This VHF will be stowed in the grab bag.
- d. An AIS-SART or RADAR-SART, with at least 3 m of line with a breaking strain of at least 1000 daN
- e. Navigation equipment: charts, list of light and fog signals which must be on board
  - a. The whole course, from XXX to XXX on paper charts, planning charts (scale between 1/5 000 000 and 1/10 000 000).
  - b. Paper charts or screenshots for landfall:
    - i. Cape Town
    - ii. Kerguelen
    - iii. Heard Island
    - iv. Perth and Southwest Australia
    - v. Tasmania, Bath and Southeast Australia
    - vi. New Zealand, South Island and its dangers
    - vii. Cape Horn
    - viii. Staten Island and the Falklands

- c. The light and fog signals for the different sections of the course

#### **12.4. SCIENTIFIC EQUIPMENT**

The OA reserves the right to install scientific equipment on competitors' boats in order to contribute to the gathering of data to evaluate the health of the oceans. Teams must use the scientific equipment as instructed by the OA. For sporting equity, similar scientific equipment will be installed on each boat.

#### **13. MEASUREMENT AND EQUIPMENT INSPECTIONS**

The Technical Committee will inspect all boats before each race start. A schedule will be drawn up and communicated to skippers and team managers as soon as they arrive in XXX.

A boat which does not comply will not be able to start the race.

#### **13.1 SEALS**

- a. Engine propulsion sealing
  - i. In order to seal the engine propulsion system, a minimum 4mm hole is needed to pass the seal through it.
- b. For boats equipped with reversible propulsion/ battery charging systems, competitors will propose a sealing method to the Technical Committee.
- c. Breaking an engine propulsion seal could result in disqualification.
- d. The description for installing the seal will be defined in the SIs.
- e. Each skipper shall:
  - i. Ask the Technical Committee to seal the propulsion system the day before the start, OR
  - ii. Install the seal (self-sealing) at sea on the day of the start depending on the procedures provided for in SI "Seals".

#### **13.2 LIST OF SEALS**

The list of other items to be sealed will be defined in the SI

#### **13.3 WATER**

As per class rules

#### **13.4: DIESEL**

As per class rules

#### **13.5: POWER**

Each boat must be able to charge the batteries using a renewable energy source such as a hydrogenerator or solar panels or a wind generator.

### **13.6: SAILS**

#### **13.6.1 SAILS ON BOARD:**

- a. The total number of sails on boards for each leg is limited 10. This includes:
  - i. The maximum of 8 sails allowed by Class rule 103.1 including the following obligatory sails: 1 mainsail, 1 solent, 1 heavy weather jib, 1 storm jib and 1 trysail if the mainsail cannot be reduced by more than 70% when reefed.
  - ii. A sealed spinnaker which could be used after authorisation from Race Management, and which will result in a penalty.
  - iii. A small heavy weather jib of a maximum surface area of 22m<sup>2</sup>; this jib can be in any material.

#### **13.6.2 SPARE SAILS:**

- a. Three sails may be changed over the course of the race without incurring a penalty, with the exception of the mainsail.
- b. In the case of total loss or destruction of the mainsail observed by the Technical Committee, a new mainsail may be embarked and will result in a penalty. The different penalties will be defined in the SI.

#### **13.6.3 THE LIST OF SAILS:**

The list of sails on board must be submitted to the Technical Committee 36 hours before the start of each leg at the latest.

### **13.7 BALLAST:**

- a. In addition to Class rule 207 an additional fixed ballast tank may be installed in any position forward of the mast. The sole purpose of this additional ballast tank is to aid a boats ability to self-right from an inverted position. The additional tank must be sealed prior to any given race start and can only be used in the event of a capsize.
- b. Each competing Class40 must implement and demonstrate a system capable of emptying or filling any ballast tank independently from one another and from an inverted position.

## **14. SAILING INSTRUCTIONS:**

The Sailing Instructions will be available on the 1<sup>st</sup> September 2023 at the latest.

## **15. RANKINGS:**

Two categories (solo and double-handed)

### **15.1. SCORING**

- a. Appendix A of the RRS is changed so that points are counted as defined in this section, based on a " High Point " system.
- b. The results of each leg will be based on the number of boats in each category ("N") having met all the requirements set out in this Notice of Race at the start of the first leg. The first place of each leg will be rewarded with points equal to N and the following points will be as follows:
  - i. Second place: N minus 1
  - ii. Third place: N minus 2
  - iii. Fourth place: N minus 3
  - iv. Each successive place: remove 1 point

Each boat's series score shall be the total of her scores for all the offshore legs.

- c. Where two or more boats are tied, the tie shall be broken in favour of the boat with the lowest combined time over the whole course. This changes RRS A8.1.
- d. If a competitor finishes outside the specific time allocated for each leg, he/she will be scored as N minus the number of boats +2. Which means -2

## **16. PRIZES**

The Solo class will compete for The Race Around Trophy. The Trophy will be awarded to the competitor who has scored the greatest number of points at the end of all legs, the second-placed being the next one and so on...

The double-handed class will compete for The Race Around Cup. The cup will be awarded to the pair who have scored the greatest number of points at the end of all legs, the second-placed being the next one and so on...

Additional prizes could be awarded for:

- a. Communications shared by skippers and team members as well as media content produced for each leg and for the race overall.
- b. The boat which, at the end of the race, has the greatest number of "In-Port Race" points will be awarded the In-Port Race series prize.
- c. The boat which, at the finish of each leg, has covered the longest great-circle distance in 24 hours.
- d. The boat which, at the end of the race, has covered the longest great-circle distance in 24 hours in the whole race.

- e. The team or team member who has put all their energy into participating in the event in the most sustainable way possible.
- f. Other prizes may be awarded at the discretion of the OA.

Prize money will awarded to competitors. The total amount and allocation will be defined in an appendix to the Notice of Race, but the total pot cannot be less than € 50 000.

## **17. RESPONSIBILITIES**

Competitors compete in The Race Around at their own risk and peril, having taken note of Fundamental Rule 3 of the RRS "Decision to race". The organisers of the race, including 5 Oceans Sports Marketing, Manuka Sports Event Management, Class40, FFVoile, the Race Committee, sponsors, volunteers or any other affiliated or official organisation shall not be held liable for any damage to a boat, other property nor for any injury suffered by a competitor, including death, in the context of his/her participation in this event.

Before, during and after the event, the Organisers cannot be held responsible by a competitor for activities on the water or on land linked to his/her participation in accordance with the laws in force.

It is the responsibility of competitors to analyse any information provided by the OA, such as a weather forecast before the start, and to make their own decision. The OA cannot be held responsible. Competitors are responsible for their own safety on board their boats at sea, and are expected to behave responsibly on land.

The responsibility of the OA and its partners is limited to ensuring the smooth running of an eastabout round-the-world race over several legs. Any other liability assumed by the OA can only be contractual and explicit. Furthermore, technical inspections are solely to ensure that a competitor and his/her boat complies with the rules laid out in this Notice of Race.

Participants are reminded of Rule 1.1 of the RRS: A boat shall give all possible help to any person or vessel in danger, in compliance with RRS Fundamental Rule 1.1 and International Maritime Law.

Should a competitor ask for assistance, he/she must inform Race Management of the situation, and the latter will pass on the information to the President of the Jury, depending on the situation. The President of the Jury will, at a later date, examine the consequences of this assistance and any potential penalties and/or redress for third parties to be applied.

Competitors must be present at official race events. A calendar of official events will be appended to the Notice of Race six months before the start. Events include, but are not limited to:

- Official briefings
- Safety briefings
- Official hospitality events
- Press conferences
- School visits or "Kids Days"
- Official prize-giving ceremonies

## **18. USE OF RIGHTS**

- a. By participating in the event, the owner, person in charge or sponsor, accept that the OA and its commercial partners can use, for an unlimited period of time and for promotional or commercial purposes, all text, photo or video images showing their participation in The Race Around. This use extends to, but is not limited to, print media, television and the Internet.
- b. The OA accepts that by participating, the skipper or team sponsor can use, for an unlimited period of time and for promotional purposes, all text, photo or video images showing their participation in The Race Around. This use includes, but is not limited to, print media, television and the Internet.
- c. The name "The Race Around", copyright and logo are the exclusive property of the partnership between 5 Oceans Sports Marketing Limited and Manuka Sports Event Management LLC. In the case of provisional entry in The Race Around, competitors will be able to use the designation " provisional competitor in The Race Around " and will have access to the composite logos. Further information will be provided defining the rules relating to The Race Around brand and communication.

## **19. CONTACT**

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## **APPENDIX 1: PROCESS FOR COMPLETING A 180 DEGREE TEST:**

All competing boats must conform to Offshore Special Regulation 3.04.03. Teams must demonstrate compliance by completing a 180-degree test in the presence of an official Class40 measurer and representative of the Organising Authority.

The test may be conducted with the mast un-stepped and the use of an assistance crane is permitted to invert the boat. The crane must be disconnected from the boat once the vessel is in an inverted position.

Permanently installed heavy equipment must be onboard and stored appropriately for the test. This includes but is not limited to: batteries, fuel tanks, water tanks, anchors and chain.

All fluids must be drained from the vessel prior to the test to ensure no environmental impact of any harmful liquids due to spillage.

Tag lines may be attached to the bow and stern in order to control the boats position during the test.

Once inverted the vessel must be righted within a 45 minute period. Once inverted it must also be demonstrated that the main cabin can be made watertight. It must also be demonstrated that water can be expelled from the cabin whilst inverted.

The test must be visually documented by the positioning of a fixed video camera inside the main cabin. The raw unedited video should be provided to the Class40 measurer and representative of the Organising Authority no longer than 24 hours after completion of the test.

The vessel must be righted without outside assistance and with only the equipment found onboard. For the purposes of this test any device(s) designed to aid the righting of a vessel is permitted so long as it can be permanently installed, manually operated from within the upturned hull, is rechargeable and reusable.

While the primary aim of conducting this test is to ensure a boat is able to self-right from an inverted position, the test acts also as a tool to ensure competitors are actively involved in the safety of their boat, and of themselves and are familiar with all systems onboard designed to aid the re-righting of an inverted vessel.

Further to this and prior to a team's completion of a 180 degree test, the following data sheets should be provided to both the official Class40 measurer and the Organising Authorities Technical Director:

- Full Stability Curve including ratio between positive and negative curves
- Angle of Vanishing Stability (AVS) / Limit of Positive Stability (LPS)
- Stability Index (STIX)
- Calculation of external energy required to right the vessel.

Crews are advised to wear appropriate clothing such as a hard helmet in order to ensure no injury occurs during the re-righting procedure.