

1000-MILE DOUBLEHANDED RACE

Scheveningen - Bergen - Lerwick - Bergen

14 June 2009

www.1000mile.org

NOTICE OF RACE

1. Organization

The race is organized by:

- SHORTHANDED.NL
- Shetland-Bergen Races (Lerwick/Bergen)
- Race Committee 1000 Mile Doublehanded Race

2. Objective and concept

The race is intended to promote all aspects of sailing with doublehanded crews. The race consists of 3legs. 2 Legs are also part of *The Shetland-Bergen Race 2009* (SBR08)

3. The event

The race is open to any type of monohull sailing yacht with a minimum LOA of 27ft, to be sailed doublehanded.

The route consists of the following legs. Detailed information about the start and finish line corresponding to further sailing instructions:

- Leg 1: start 14 June 2009, Scheveningen to finish (1) at Bergen, Norway (appr. 600 mi)
- Leg 2: start 24 June 2009, Bergen to finish (2) at Lerwick, Shetland (appr 200 mi)
- Leg 3: start 28 June 2009, Lerwick to finish (3) at Bergen, Norway (appr. 200 mi)

3.1 Sailing Instructions

The Sailing Instructions will be published on or before May 1st 2009 on the website www.1000mile.org and are available at the Regatta Office.

4. Regulations

4.1 The race will be held in compliance with the following documents and regulations:

a. 2005-2009 International Sailing Federation (ISAF) Rule (RRS), subject to the exceptions in NOR 4.2

b. 2005-2009 ISAF Special Regulations for Category 2 competitions, subject to the exceptions in NOR 4.3

- c. The International Rules for the Prevention of Collisions at Sea (COLREGS)
- d. The 1000-mile Doublehanded 2009 Notice of Race.

4.2 The 2005-2009 RRS is modified as follows:

- a. RRS 2 (When boats meet): Applies only from start to start +12 miles and 12 miles from finish.. The International Rules for the Prevention of Collisions at Sea (COLREGS) apply in the remaining sea area.
- b. RRS 41 (Outside Help): Adapted in NOR 5
- c. RRS 40 (Personal Buoyancy): not applicable. Wearing life vests and safety belts is the responsibility of the crew, and is highly recommended.
- d. RRS 42.2 (Prohibited Actions), addition (f.): “repetitive movement of the keel and/or mast an/or ruder that are unnecessary for the progression of the boat”.
- e. RRS 42.3 (Exceptions), addition: (h.): paddles and oars may be used with manual power for the progression of the boat.
- f. RS 45 has been changed in NOR 5.
- g. RRS 51 (Moveable Ballast) not applicable. Replace with: “All moveable ballast shall be properly stowed and the boat meet the safety requirements of the Special Regulations Category 2”.
(see also 4.4a)
- h. RRS 52 (Manual Power) should read: “A boat’s standing rigging, running rigging, spars shall be adjusted and operated only by manual power. If not, a time penalty will be applied. 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.”
- i. RRS 77 (Identification on sails) not applicable, and replaced by NOR 4.3a.
- j. RRS 61, 62, 63, 64 (Protest, Redress, Hearings, Decisions): not applicable, and replaced by (to be published) sailing instructions.

4.3 Valid exceptions to the 2005-2009 ISAF Special Regulations for Category 2 competitions.

- a. Regulation 4.01 (Sail Letters and Numbers) not applicable and should read: The existing sail number is the race number and must be visible throughout the competition. The sail numbers must be min. height 25 cm or 1/40 of the boat’s LOA, whichever is larger. The number must be attached and visible on both sides of the mainsail, overlapping headsail, topsides (port and starboard) and deck or cabin top.
- b. Regulation 3.28.3 b) (propulsion engine) not applicable and should read: have a minimum amount of fuel to be able to make a course of 200 mile under engine. The following amount of fuel is suggested:

$$\text{Minimum amount of diesel (Ltr)} = 27 \times \frac{V}{\sqrt{LWL}}$$

$$\text{Minimum amount of petrol (Ltr)} = 40 \times \frac{V}{\sqrt{LWL}}$$

V= weight of boat in ton
LWL= waterline length (mtr)

4.4 1000 Mile Doublehanded special rules.

- a. Carrying moveable ballast is permitted if this consists of water and/or a canting keel.
- b. Carrying one 406 MHz EPIRB is mandatory for each participating yacht
- c. Equipment checks: Participating boats shall be available for equipment checks between 5 June 0900 and Saturday 7 June 1800
- d. Confirmation of the winners of each leg will take place after the legs to ensure compliance with the regulations concerning race equipment and safety. The Race Committee also retains the right to inspect other participants.
- e. Mechanical propulsion by means other than wind in the ship's sails and/or the manual use of oars and paddles shall not occur. The auxiliary motor shall only be used during the race to generate electricity, drive the bilge pumps and in case of emergency. Concerning the latter, the Race Committee must be notified as quickly as possible.
- f. A change of crews during the race is allowed if this is made known to the Race Committee prior to 1 May 2009, and if it does not take place during a leg. At least one crewmember must be on board for the entire competition.
- g. All participating ships and crew must be insured for the entire area covered during the race. The captain must have third party liability insurance with coverage of at least EUR 2,000,000.
- h. To receive proof of registration, a Safety Declaration must be completed and signed. This will include the following information:
 - Information about all crewmembers and the legs they will be sailing
 - Shore contact information during the race
 - Ship registration, sail number and name
 - Radio call sign(s)
 - GSM telephone numbers of all crewmembers
 - Satcom (Iridium, Inmarsat C, M, or other) number. A satcom device is not obligatory but highly recommended
 - Serialnumber, type and copy of lifeboat registration
 - EPIRB MMSI number and proof of registration to national authorities
 - Copy of the insurance certificate including the terms of assurance
 - Copy of life raft certificate
 - Confirmation that the captain and co-captain understand, or have the capacity to use first aid and other lifesaving techniques at sea.
 - Confirmation that the skipper and co-skipper are physically, mentally and medically capable of finishing the race.

5. Communications/Outside help

- a. (Daily) Report of the position is not required, but is highly recommended.
- b. Announcement of arrival and procedures: see sailing instructions.
- c. Stopping or temporarily stopping during the race must be reported to the race committee as soon as possible. An eight-hour penalty, beginning from the moment that the harbour entrance has been passed, will be applied.

d. During the race, it is not permitted to have any physical contact whatsoever with other vessels or aircraft.

e. It is permitted to request outside assistance at the leg harbours for repairs, food, water, and fuel. Important changes to the ship must be reported to the race committee.

f. Medical assistance by telephone, radio, e-mail or fax is permitted. If a third person is required to board in order to provide medical assistance, this must be reported to the race committee as soon as possible.

6. Ranks, scoring and prize giving

a. Classes (IRC, Open40) depend on number of participating yachts. They will be announced at a later date.

b. The race will be run as a cumulative series of 3 races using a low scoring system, 1 for first, 2 for second, etc. Leg 1 (Ijmuiden – Bergen) has a value of 0.5. The other legs have value 1.

In the event of a points tie the position will be decided on the basis of the result in the longest leg (1).

c. There will be awards for the winners of each leg. The overall prize is awarded after the final leg

7. Qualification

a. Crew members must be at least 18 years old by the start date.

c. Crew must demonstrate sufficient skills in order to sail the ship, which will be used during the race by completing a qualification cruise of not less than 100 miles, without outside assistance and/or escorts, on the open sea. The ship may not be structurally changed between completion of the qualifier and the last finish line of the race. The logbook (or excerpts) or map with positions may be used to verify the qualification round.

The qualification form must be handed in completed in full, co-signed and dated by the harbour authorities and signed by the race committee.

d. Every participant must present short nautical curriculum vitae.

8. Fees

a. 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 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 well-wishers. Competitors may display discreet acknowledgements of their benefactors. A decision on whether a boat is a sponsored or a non sponsored entry shall be made by the Organizing Authority.

b. Entry Fees

Entry Fee	Sponsorship Supplement	Late Entry Supplement*
185 EUR	300 EUR	235 EUR

*Entries later than 31 may be considered as 'Late Entries'

9. Acceptance

Only those with valid proof of registration may participate in the race. Proof of registration will be issued to the participants if the participating captain has handed in and signed:

- a. Completed and signed registration form (prior to 1 May 2009)
- b. Registration fees as stated in **8b.** prior to 1 May 2009
- c. Declaration of safety
- d. Declaration of insurance
- e. IRC certificate (prior to 1 May 2009)
- f. Declaration of qualification round (prior to 10 May 2009)

10. Disclaimer

The organizing parties retain the right to change the Notice of Race, sailing instruction, forms and other publications prior to the race. The organizing parties cannot be held liable for any direct or indirect injuries or damage resulting from the racing competition or incomplete information in any related publications.