

1000-MILE DOUBLEHANDED RACE

IJmuiden - Bergen - Lerwick

13th June 2013

1000mile.com

Organising authorities

- Race Committee 1000-Mile Doublehanded Race (race@1000mile.com)
- Yacht Club Seaport IJmuiden (ysy.nl)
- Askøy Seilforening, Norway (askoy-seilforening.no)
- The Shetland-Bergen Races 2013, Shetland and Norway (shetland-race.no)
- In association with Foundation SHORTHANDED.NL

Objective and concept

The event is intended to promote all aspects of sailing and racing with shorthanded crews and to provide a qualifier (Leg 1) and training course as well as a stepping stone for long-distance shorthanded races like OSTAR, RB&I Race, Fastnet, AZAB, etc.

Notice of Race v3

1. Rules

1.1 The event will be held in compliance with the following documents and regulations:

- a. Racing Rules of Sailing 2013-16 (RRS), subject to the exceptions in NoR 1.2.
- b. 2012-2013 ISAF Special Regulations for Category 2 races, subject to the exceptions in NoR 1.3.
- c. The International Rules for the Prevention of Collisions at Sea (COLREGS).
- d. Local regulations (Port of IJmuiden) and instructions by harbour authorities.
- e. For IRC classes, IRC rules 2013 (Part A, B and C) shall apply.
- f. For Mini 6.50s, class rules in force at the time of the race will apply.
- g. The 1000-Mile Sailing Instructions, which will be published at latest on 1st May 2013 (1000mile.com)
- h. The 1000-Mile Doublehanded 2013 Notice of Race.
- i. Offshore sailing can be dangerous. The attention of crew and particularly the skipper is drawn to RRS Fundamental Rule 4: "The responsibility for a boat's decision to race or continue racing is hers alone" and to Special Regulation 1.02.1 which begins: "The safety of a

yacht and her crew is the sole and inescapable responsibility of the person in charge” (= the skipper of each yacht).

1.2 The following 2009-2012 RRS have been amended (ISAF 1.4.1):

- a. RRS 2 (When boats meet): Applies only within 2 miles from start and finish. The International Rules for the Prevention of Collisions at Sea (COLREGS) apply in the remaining sea area.
- b. RRS 29.1 (Individual Recall): amended in the Sailing Instructions
- b. RRS 41 (Outside Help): amended in NoR 18 and the Sailing Instructions
- c. RRS 40 (Personal Flotation Devices): 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 and/or ruder that are unnecessary for the progression of the boat”.
- e. RRS 42.3 (Exceptions), addition: (i.): paddles and oars operated by manual power may be used.
- f. RRS 45 has been changed in NoR 18.
- 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”. (Also see 1.4.a)
- 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 1.3.a.
- j. RRS 61, 62, 63, 64 (Protest, Redress, Hearings, Decisions): not applicable, and replaced by the Sailing Instructions.

1.3 The following 2012-2013 ISAF Special Regulations for Category 2 competitions have been amended. (ISAF 1.4.2).

- a. Regulation 4.01 (Sail Letters and Numbers) not applicable and should read: The existing sail number is the number of the boat 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:

$$\begin{aligned} \text{Minimum amount of diesel (Ltr)} &= 27 \times \frac{V}{\sqrt{\text{LWL}}} \\ \text{Minimum amount of petrol (Ltr)} &= 40 \times \frac{V}{\sqrt{\text{LWL}}} \end{aligned}$$

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

1.4 1000-Mile Doublehanded Special Rules (ISAF 1.4.3).

- a. Carrying moveable ballast is permitted if this consists of water and/or a canting keel.
- b. Equipment checks: Participating boats shall be available for equipment and safety checks. Schedules of the checks are to be announced.
- c. Engines - No means of mechanical propulsion may be used during the event other than the power of the wind in the boat's sails and the use of oars/paddles. 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.
- d. All participating boats and crew must be insured for the entire area covered during the event. The skipper/owner must have third party liability insurance with coverage of at least EUR 3,000,000.
- e. The Sailing Instructions may also change other racing rules.

2. Advertising

Boats may be required to display advertising chosen and supplied by the organizing authority.

3. Eligibility and Entry

3.1 The event is open to any type of IRC rated monohull sailing yacht with a minimum LOA* of 30ft (9.15 mtr) and doublehanded crew.

3.2 Sailing yachts violating rule 3.1 are excluded from the race but will be accepted, on request, to participate in the 1000-Mile Yardstick Rally Class.

I: IRC Class (race)

II: 1000-Mile Yardstick Class (rally)

*LOA excludes bowsprits, stern fittings, self-steering and external hung rudders

3.3 Eligible boats may enter by completing the registration form at 1000mile.com (prior to 15th May 2013).

3.3 Late entries (From 15th May 2013) will only be accepted in special circumstances and may incur a 25% surcharge.

4. Classification

The crew will be accepted as participant if the skipper and co-skipper are at least 18 years old by the start date and the skipper has signed and handed in:

- a. Declaration of safety.
- b. Declaration of insurance (third party liability insurance of min. 3.000.000 euro).
- c. IRC certificate (prior to 15th May 2013).
- d. First Aid certificate (RYA approved or national equivalent).
- e. ISAF Offshore Safety Certificate or equivalent.
- f. Form with personal & boat data:
 - Name, address and contact information (incl mobile phone) of all crewmembers.
 - Shore contact information during the event.
 - Ship registration, sail number and name.
 - Radio call sign(s).

- If applicable: Satcom (Iridium, Inmarsat C, M, or other) number. (A satcom device is not obligatory but highly recommended).
 - Serial number, type and copy of lifeboat registration.
 - MMSI number and proof of registration to national authorities.
 - AIS name, as it will appear on a AIS plotter.
- h. Copy of life raft certificate.
- i. Confirmation that the skipper and co-skipper are physically, mentally and medically capable of finishing the event. Crew must demonstrate (eg. by race results, logbook or map with positions) sufficient skills in order to sail the ship without outside assistance and/or escorts, on the open sea.

5. Entry Fees

5.1 Entry Fees are listed below. Please get your race fee and complete entry details (in particular a valid IRC rating where relevant) submitted no later than 4 weeks before the race. The 1000-Mile Doublehanded Race is run entirely by volunteers and late entries do cause additional work and sometimes problems. Late entries (From 15th May) will only be accepted in special circumstances and, if necessary, may incur a 25% surcharge.

Entry Fee	Sponsorship Supplement
295 EUR	295 EUR

Payment details:

Account name: 1000Mile DH Race
 IBAN: NL50ABNA0615180450
 BIC: ABNANL2A
 Zip: 1019 NJ
 City: Amsterdam
 Bank: ABN AMRO Bank N.V.
 Note: Enter yacht name

6. Qualifying Series and Final Series

n/a

7. Schedule

- a. 1st May 2013 – Publication of Sailing Instructions
- b. 15th May 2013 - Entries, together with the Entry Fee, shall reach the Event Committee.
- c. 12th June 2013 - All entered boats shall be berthed in IJmuiden by 1200 (LT).
- d. 12th June 2013 - Race Office will be open for registrations.
- e. 12th June 2013 - Safety Checks (only by appointment on an earlier date).
 (During the event the Race Committee retain the right to unannounced Safety Checks before the start and after the finish)
- e. 13th June - The start time to be announced.

8. Measurements

8.1 Each boat shall produce a valid IRC certificate issued prior to 1st June 2013.

8.2 If rule 8.1 is violated, boats will be excluded from the race, and will be classified in the rally category and will be rated according to the 1000-Mile Yardstick.

1000-Mile Yardstick = $(\sqrt{LWP})/3$

LWP: length of waterline in meters

9. Sailing Instructions

The 1000-Mile Doublehanded Race Sailing Instructions will be published after 19th May 2013.

10. Venue

Marina Seaport IJmuiden, Kennemerboulevard 54, 1976 EM IJmuiden, The Netherlands.

11. Course

The route consists of the following legs:

- **Leg 1:** 13th June 2013, start in the vicinity of IJmuiden to finish near Bergen (Herdla), Norway, by passing the waypoint S of Fedje (appr. 600 mi).
- **Leg 2:** 19th June 2013, start in the vicinity of Bergen (Marstein Lighthouse) to finish in Lerwick (Bressay Sound), Shetland (appr 200 mi).
- **Leg 3:** 23th June 2013, Lerwick to finish in the vicinity of Bergen (Marstein Lighthouse), Norway (appr. 200 mi).

12. Penalties

- a. Time penalties may be applied by the Event Committee for Rule infringements.
- b. Time allowances may be awarded by the Event Committee for any time lost when going to the aid of other seafarers in distress.
- c. Decisions of the jury will be final as provided in rule RSS 70.5.

13. Scoring

n/a

14. Support Boats

To be announced.

15. Berthing

All entered boats shall be berthed in IJmuiden by 1200 (LT) Wednesday 12th June 2013 in the assigned space by Seaport Marina IJmuiden (Instructions are to be announced).

16. Haul-out Restrictions & 17. Diving equipment

n/a

18. Radio Communication

- a. Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.
- b. (Daily) Report of the position is not required, but is highly recommended.

19. Prizes

- a. Prizes will be awarded in each Class.
- b. Mementoes will be presented to each participant (Skipper and Co-Skipper).
- c. Additional prizes may be awarded by a Race Sponsor.
- d. The Line Honours Skipper shall attend the Prize giving.

20. Disclaimer of Liability

Competitors participate in the event entirely at their own risk. See rule 4, Decision to Race. The organizing authorities will not accept any liability for material or personal injury or death sustained in conjunction with or prior to, during or after the event.

21. Insurance

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 3.000.000 Euro per event or the equivalent.

22. Further information

Website: 1000mile.com

E-mail: race@1000mile.com