

Atlantic Rally for Cruisers



*The world's largest
transoceanic event*

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Atlantic Rally for Cruisers

About ARC

Conceived as a fun event for cruising yachts, the ARC has become the most popular way to sail across the Atlantic. It created and has developed the concept of cruising rallies as a way to cross oceans, and holds the record as the largest transoceanic sailing event in the world, annually bringing together over 200 yachts from many different nations.

This popular transatlantic rally starts in Las Palmas de Gran Canaria at the end of November and crosses to Rodney Bay on the Caribbean island of Saint Lucia, one of the most beautiful islands in the Lesser Antilles. The 2700 mile passage on the NE tradewind route takes most yachts between 16 and 21 days.

The ARC aims to make the Atlantic crossing safer, more enjoyable and more manageable for the typical offshore cruising sailor.

Safety is a key consideration of the rally. Participating yachts must carry a comprehensive range of safety equipment including a liferaft, EPIRB and long range communications equipment. There is a daily weather forecast for the fleet and a radio net whilst the boats are at sea. Yacht positions are automatically tracked by satellite and displayed on the ARC website, allowing family and friends to follow the progress of the yachts.

As with all World Cruising Club rallies, the ARC provides a full and varied programme both before and during the event. The Rally has a unique atmosphere, which successfully combines cruisers with racers, old with young, and provides interest for all. The ARC is run in association with Yachting World magazine and enjoys the support of the Tourist Board of Gran Canaria, the Port Authority of Las Palmas, the Saint Lucia Tourist Board and Rodney Bay Marina.



Puertos de
Las Palmas

Autoridad Portuaria de
Las Palmas

www.worldcruising.com/arc

Atlantic Rally for Cruisers

ARC Route

Starting Dates

2010	21 November
2011	20 November
2012	26 November



Saint Lucia



Gran Canaria



2800

Cape
Verdes



The ARC forms part of the Atlantic Circuit, starting in June with Rally Portugal across the Bay of Biscay, and finishing with ARC Europe from the USA and Caribbean to Bermuda, the Azores and Europe.

www.worldcruising.com/arc



Your Questions Answered

Atlantic Rally for Cruisers

Where does the ARC start and finish?

The ARC starts each year from Las Palmas de Gran Canaria and finishes in Rodney Bay, Saint Lucia.

What date is it?

The ARC starts in late November each year, with events and activities taking place from two weeks before the start.

What is the minimum size of boat and crew?

Minimum boat LOA is 27ft (8.23m) with a crew of two, including the skipper.

How long does it take to cross?

A typical crossing time for a 40ft (12m) boat is between 18 and 21 days depending on the type of boat and the weather conditions experienced.

How much does it cost to enter?

Full details are in the ARC information pack.

What does the entry fee include?

- an event binder and regular newsletters
- the entry fee includes the rally organisation
- discounted docking after the finish
- free attendance at seminars and safety demonstrations in Las Palmas
- social activities in Las Palmas and Saint Lucia
- rally flag and number
- daily radio net during the crossing
- daily weather forecast
- satellite yacht tracking

Can I use my engine?

The ARC is primarily a cruising rally, not a race, so boats may use their engines; fun results are calculated. For those who want to race competitively there is a racing division within the ARC, run using IRC handicaps, under the auspices of the Royal Ocean Racing Club.

What Safety Equipment will I need?

The main requirements include, but are not limited to, a liferaft; EPIRB; offshore flare pack; two lifebuoys; two manual bilge pumps; emergency steering and emergency grab bag. A full list of safety equipment requirements is included in the ARC enquiry pack.

Is there a programme of events before and after the crossing?

During the build up to the start there are a variety of lectures, safety demonstrations, rally briefings and parties. In Saint Lucia, events and parties take place almost daily from the arrival of the first boat through to the final prizegiving four weeks after the start.

Do I need SSB Radio?

In addition to a VHF, all yachts are required to have some form of long range communications equipment capable of sending and receiving e-mail whilst at sea. Suitable equipment includes Inmarsat C, satellite telephone with e-mail and SSB radio with e-mail. Although a marine SSB radio is not a compulsory requirement, without an SSB you will not be able to join in the daily SSB radio net or talk easily to other yachts at sea.

How do World Cruising Club keep track of boat's positions?

World Cruising Club fit all yachts with a satellite tracking device in Las Palmas, prior to the start, which automatically updates the yacht's position on the ARC website. Crews can also submit daily logs and photographs directly to the website via e-mail.

What about the return trip?

World Cruising Club organise ARC Europe, a transatlantic rally returning to Europe each May from Nanny Cay, Tortola. Many ARC boats choose this as a fun way to sail home after their time in the Caribbean. For those heading further, World ARC is a round the world rally, taking place every two years which circumnavigates via the Panama Canal, Australia, South Africa and Brazil.

How do I enter the ARC?

Enter online via www.worldcruising.com/membersarea/ or contact World Cruising Club at the address overleaf for an ARC Information pack.



ARC2011 - Conditions of Entry

Important Reading

- **Dates & Course**
- **Eligibility & Qualifying Cruise**
- **Entry Fee Benefits**
- **Entry Fees**
Crew Fees
Payments - Methods & Dates
Early payment Benefits
Refunds
- **Divisions & Results**

3-1. DATES AND COURSE

The Rally will start from Las Palmas de Gran Canaria on Sunday 20 November 2011 at 1300, to the south of the entrance to Las Palmas harbour. Detailed starting instructions will be given at the skippers' briefing on the day before the start. From the start, the course leaves Gran Canaria to starboard and Saint Lucia to port, to the finish in Rodney Bay, Saint Lucia. The distance is approximately 2,800 nautical miles. Details about the approaches to Saint Lucia and the finish of the Rally will also be given at the skippers briefing on the day before the start. The Rally will officially end at 1800 hours local time (2200 GMT) on Friday 16 December 2011; yachts arriving in Saint Lucia after this time will be considered to be out of competition. The ARC prizegiving will be held at 1700 hours local time on the evening of Saturday 17 December 2011.

3-2. RACING RULES FOR SAILING

For yachts in Division II (Racing) and Division VIII (Invitation Racing), Racing Rules for Sailing will apply from the time of the Racing Divisions start warning signal until the time of the Cruising Divisions start.

3-3. ENTRIES

The maximum number of entries will be 225 yachts. A waiting list will be started when the upper limit is reached.

3-4. ELIGIBILITY

- a. Division I (Cruising) and Division II (Racing) are open to monohull yachts between 8.23m (27ft) and 18.29m (approx 59' 11") LOA.
- b. Division IV (Multihulls) is open to multihull yachts between 8.23m (27ft) and 18.29m (approx 59' 11") LOA.
- c. Division VII (Invitation) and Division VIII (Invitation Racing) are open to monohull yachts between 18.3m (60ft) and 25.91m (85ft) LOA.
- d. The length overall (LOA) is the actual length of the yacht and includes the bowsprit, bumpkin, asymmetric pole, pulpit, pushpit and externally hung rudder.
- e. Yachts in Division II (Racing) and Division VIII (Invitation Racing) shall have a Safety and Stability Screening Number (SSSN) of not less than 30. This requirement may be superseded by comparable minimum STIX and AVS values calculated in accordance with ISO 12217/2.
- f. The organisers reserve the right to reject, or cancel, the entry of any yacht, which in their opinion infringes the spirit of the Rally, stating the reason for doing so.

3-5. QUALIFYING CRUISE

Each yacht must reach Las Palmas on her own keel, or have completed a qualifying cruise of 500 nautical miles in the twelve months preceding the start.

3-6. SAFETY EQUIPMENT INSPECTION/ARRIVAL LAS PALMAS

The ARC office opens at 1000 on Monday 7 November 2011; all yachts should be in Las Palmas and available for Safety Equipment Inspections no later than Sunday 13 November.

3-7. BERTHING FEES

The entry fee includes two days complimentary berthing after arrival in Saint Lucia, with 15% discount for subsequent continuous days stay from arrival. Other discounts may also be available before the start and after the finish.

3-8. ENTRY FEES

The entry fee includes the following:

Pre-event

ARC Skipper's Handbook and confirmation pack (including special offers)
ARC flag
ARC Newsletter (4 during build up to event) – advice about participation/equipment
Discounted marina berthing en route to Canary Islands
Discounted chart and pilot book order service
Access to WCC website participant forums
Calculation of a WCC Handicap Rating

Las Palmas

Welcome Pack
ARC number banner
One issue of Yachting World Magazine
Gran Canaria tourist information
Safety equipment inspection
Lecture programme (rigging, emergency navigation, Atlantic weather, provisioning, first aid)
Safety demonstration (SAR, live flare firing, liferaft inflation)
Comprehensive social programme
Skippers' Briefing (including weather information)
Welcome party
Farewell cocktail party
Children's Club (one week - for all children aged 6-16)



ARC2011 - Conditions of Entry

The Crossing

Position reporting radio net

Daily weather forecast

Tracking of yacht positions, including loan of an Iridium Tracker (against a security deposit)

Display of positions on ARC event website

Saint Lucia

Welcome on arrival – rum punch, basket of fresh fruit, local tourist information

Full social programme

ARC prize giving party

Two days complimentary berthing after arrival, with 15% discount for subsequent continuous days stay from arrival

Lectures on topics relating to cruising the Caribbean

Entry fees:

Divisions I, II, III and IV, Yachts between:

8.23 > 10.29m (aprx. 27ft–33ft 9") LOA £725

10.3 > 13.29m (aprx. 33ft 10"–43ft 7") LOA £850

13.3 > 16.29m (aprx. 43ft 8"–53ft 5") LOA £975

16.3 > 18.29m (aprx. 53ft 6"–59ft 11") LOA £1100

Division V and VI £1625

Divisions VII and VIII £1250

The length overall (LOA) is the actual length of the yacht and includes the bowsprit, bumpkin, asymmetric pole, pulpit, pushpit, self-steering gear and externally hung rudder.

Multihulls (in Divisions IV and V) shall pay a supplement of £100.

3-9. ENTRY FEE PAYMENT

Entries must be accompanied by full payment of the entry fee, less discount if applicable. A surcharge of 3% applies to Entry Fee payments made by credit card; no surcharge applies to payments made by debit card, direct bank payments or cheque.

3-10. CREW FEE

An additional fee of £75 is payable for each person on board, including the skipper. Children under 6 on 1 October 2011 are exempt. Responsibility for payment of the crew fee remains with the skipper. Individual crew fees paid direct to World Cruising Club are subject to an administration charge of £10 per crew fee. A surcharge of 3% applies to all Crew Fee payments made by credit card.

3-11. DISCOUNT

A 5% discount is applicable for payments of entry fees received by the organisers before 31 January 2011. This discount does not apply to crew fees.

3-12. LATE PAYMENT SURCHARGES

- Entry fees paid after 30 June 2011, or received in the Cowes office after that date, will incur a surcharge of 10%.
- Entry fees and/or crew fees paid after 1 October 2011, or received in the Cowes office after that date, will incur a surcharge of 25%.

3-13. DIVISIONS

The Rally will consist of the following Divisions:

- Division I (Cruising)
- Division II (Racing)
- Division III (Motorsailing)
- Division IV (Multihulls)
- Division V (Open)
- Division VI (Motor Boats)
- Division VII (Invitation)
- Division VIII (Invitation Racing)

3-14. ARC COMMITTEE

Because of the large distance between the start and the finish, there will be two committees, one in Las Palmas and one in Saint Lucia. Each committee will include two representatives of World Cruising Club. In Las Palmas the committee will have a representative of the Board of Tourism of Gran Canaria (Patronato de Turismo) as well as a representative of the local sailing federation. In Saint Lucia the committee will include a representative of the Saint Lucia Yacht Club and one of the Saint Lucia Tourist Board.

3-15. DEFINITIONS

For the purpose of the ARC2011 Provisional Conditions of Entry, or any other material issued by the organisers, the following terms shall be defined as:

"The Rally" shall mean the Atlantic Rally for Cruisers, known as ARC2011.

"ARC Logo" shall mean the Rally logo consisting of the World Cruising Club Ltd. icon, and the letters ARC, as used by the organisers.

Issue 1, dated 1 September 2010



Safety Equipment Requirements

Important Reading

- ▶ **Mandatory Equipment**
- ▶ **Recommended Equipment**
- ▶ **Crew Training**
- ▶ **Grab Bags**

The following safety equipment requirements have been drawn up to ensure the minimum level of safety for yachts participating in World Cruising Club Events. The ISAF Offshore Special Regulations have been used as a guideline to compile these regulations.

Divisions II (Racing) and VIII (Invitation Racing) are run under ISAF Offshore Special Regulations for Category 1 and these Safety Equipment Requirements.

These safety equipment requirements do not override any greater safety requirement demanded by the yacht's national or flag country, maritime authorities or appropriate regulatory bodies.

Yacht owners considering taking fare paying guests or crew should consider the implication in relation to their national or flag regulations as required by the appropriate proper authorities.

The regulations are in two sections:

Section One - Mandatory Safety Equipment Requirements.

This equipment must be carried and all items will be sighted during the safety equipment inspection prior to the start. Failure to comply may lead to disqualification from the Rally.

Section Two - Recommended Safety Equipment.

Whilst equipment in this section is not mandatory the organisers strongly suggest that all the recommendations in this section are complied with. The Safety Equipment Officer will be available to discuss points made in this section during his inspection.

GENERAL REQUIREMENTS

It is the entire sole and inescapable responsibility of each skipper to ensure that all necessary safety precautions whatsoever are taken in respect of himself the crew and the yacht.

All safety equipment that requires regular servicing must be in date, at the start of the Rally, and remain in date for the duration of the Rally. (The Test Certificate for the liferaft will be inspected during the Safety Equipment Inspection).

All safety equipment carried must:

- a. be of type, size and capacity commensurate with the size of yacht and crew
- b. function correctly
- c. be easily accessible

Each crew member must be fully conversant with the operation of all safety equipment carried and know its stowage positions.

Safety Equipment Requirements - Section 1

MANDATORY SAFETY EQUIPMENT REQUIREMENTS

Liferaft:

A purpose made, self inflating, liferaft of sufficient places to carry all the crew shall be either:

- i. A SOLAS model (LSA Code 1997 Chapter IV) containing at least a SOLAS A pack, or
- ii. Until 31/12/2011, An "ORC" model in compliance with ISAF Offshore Special Regulations Appendix A Part I provided that the liferaft was manufactured before 01/01/2003, or
- iii. An "ISAF" model in compliance with ISAF Offshore Special Regulations Appendix A Part II (2006-2007), or
- iv. An "ISO Standard 9650" Type 1 Group A with service Pack 1 (>24 hours).

Each raft shall be capable of being got to the lifelines within 15 seconds. Each liferaft shall have a valid inspection certificate from the manufacturer or approved servicing agent, valid for the period of the Rally. The certificate, or a copy, shall be carried on the yacht. (See ISAF website [www.sailing.org/documentation.php] for the full text of the ISAF Offshore Special Regulations).

VHF:

A VHF radio transceiver having a rated output power of 25W and capable of working on all standard international channels must be fitted. An external cockpit extension speaker should also be fitted to the set. The radio shall have a masthead antenna, and an emergency antenna shall also be carried.

Long Range Communications Equipment: An SSB radio (with pactor modem) or satellite communications system capable of sending and receiving E-mail messages whilst at sea. This paragraph does not apply to Rally Portugal.

EPIRB:

Emergency Position Indicating Radio Beacon. A floating water and manually activated SOLAS approved satellite EPIRB transmitting on 406MHz, and with a 121.5MHz transmitter for local homing, correctly registered with the appropriate authority. (Personal locator beacons carried do not replace the requirement for a yacht's EPIRB).

Passive Radar Reflector:

Permanently mounted in, or capable of being hoisted to, a position at least 5m (15 feet) above deck. Octahedral reflectors must have a minimum diagonal measurement of 18in (457mm). Any reflector other than octahedral, must have a documented RCS (radar cross-section) of not less than 10sq.m. Smaller cylindrical reflectors do not meet this RCS requirement. (Where fitted a Radar Target Enhancer does not replace the requirement for a passive radar reflector).

Flares:

Flares stowed in a watertight container, with as a minimum:

- 6 red parachute flares 4 white hand held flares
4 red hand held flares 2 orange smoke

Lifebuoys, within reach of the helmsman for instant use:

1. One lifebuoy with a drogue, or a lifesling (without a drogue), with a self igniting light and whistle attached, and
2. One lifebuoy, or a MOB Module, equipped with a whistle, drogue, a self igniting light and a pole and flag (a danbuoy).

At least one lifebuoy shall either be a lifesling or have permanent (e.g. foam) buoyancy. Every inflatable lifebuoy and danbuoy shall be tested at intervals in accordance with its manufacturer's instructions. Each lifebuoy shall have the yacht's name painted on them and must be fitted with marine grade retro-reflective material.

Bilge pumps:

One manual bilge pump securely fitted, operable from on deck with companionways and hatches shut. (It is recommended that a second manual bilge pump, operable from below decks, is also fitted). Unless permanently fitted, bilge pump handles shall be provided with a lanyard, securely attached, and catch, or similar device, to prevent accidental loss.

Navigation lights:

Navigation lights must be fitted so that the yacht shall, at all times, comply with the International Regulations for Preventing Collision at Sea. Two independent sets of navigation lights are required. For example, the primary set (bow and stern lights), the secondary set (masthead tricolour); flashlight/torch battery operated, handheld lights are not acceptable. Spare bulbs of correct wattage shall also be carried.

High Powered Search Light:

A watertight high-intensity heavy duty handlamp powered by the ships' batteries, instantly available in the cockpit for use on deck.

Lifejacket/Combined Harness:

Shall have a whistle, a light, yacht name (or lifejacket owner's name), retro-reflective tape, a crotch strap, spray hood and a safety line not more than 2 metres long with a snap hook at each end. (It is recommended that a second snap hook should be placed at the middle point of the line). Spare re-arming kits and gas bottles appropriate for each make of lifejacket onboard shall also be carried. There shall be a lifejacket/combined harness provided for each member of the crew.

Clipping Points:

Attached to through bolted or welded deck plates, or similar, in positions close to the helm, and to enable crew to clip on before coming on deck, and unclip after going below.

Heavy equipment:

All heavy equipment (i.e. anchor, batteries, gas bottles and stoves) shall be firmly secured to prevent damage from possible knockdown or capsizing.



Safety Equipment Requirements - Section 1

The following equipment shall also be fitted/carried:

- Emergency grab bag (see Appendix 1)
- A recognised secondary or alternative method of navigation
- Securely fitted taut double lifelines/guardrails around the entire deck
- Jackstays along port and starboard side decks
- Fire extinguishers (at least two)
- Fire blanket (secured near the galley)
- Companionway washboards to be capable of being secured shut and with lanyards to prevent accidental loss
- Softwood plugs – securely attached/stowed adjacent to each fitting to enable any through hull fitting (below and above waterline) to be closed off
- Throwing line (floating) 15m – 25m (50ft – 75ft) length, readily accessible to cockpit
- A watertight high powered torch/search light with spare batteries and bulbs
- Emergency tiller or secondary steering device
- Hacksaw and spare blades (Bolt croppers for yachts with rod rigging)
- First aid kit and manual
- Foghorn
- Buckets (at least two) of stout construction and fitted with lanyards; capacity to be at least 2 gallons (9 litres)
- Echo sounder and log



Safety Equipment Requirements - Section 2

RECOMMENDED SAFETY EQUIPMENT

It is recommended that the following equipment be carried:

- Dinghy and oars
- Handheld VHF transceiver
- Nautical almanac
- Charts and pilots for the route taken by the Rally
- Sextant and tables
- Storm jib
- Storm trisail or deep reef in mainsail
- A second manual bilge pump operable from below deck
- White parachute flares (to provide illumination for Search and Rescue)
- Maststep. The heel of a keel-stepped mast should be securely fastened to the maststep or adjoining structure
 - Drogue or Sea Anchor. A drogue (for deployment over the stern), or alternatively a sea anchor, or parachute anchor (for deployment over the bow), is strongly recommended as a means to reduce the risk of capsize in heavy breaking seas

It is highly recommended that each person on board carries a knife at all times whilst at sea

Appendix 1

GRAB BAG CONTENTS

The ORC recommends that a "grab bag" accompanies each liferaft. The following contents are recommended and should be appropriately packed and waterproofed (packing should be openable by wet fingers without tools):

- second sea anchor and line
- two safety tin openers
- waterproof hand-held VHF transceiver
- EPIRB
- a first aid kit
- one plastic drinking vessel graduated in 10, 20 and 50 cubic cm
- two "Cyalume" sticks or two watertight floating lamps
- one daylight signalling mirror and one signalling whistle
- two red parachute flares and three red hand flares
- non-thirst provoking rations and barley sugar or equivalent
- at least half a litre per person of drinking water in a dedicated and sealed container
- one copy of the illustrated table of life-saving signals
- nylon string, polythene bags, seasickness tablets

Contents of the grab bag are not necessarily additional to the items required by the Safety Equipment Regulations - the grab bag offers a suitable place to stow items where they will be quickly found or readily carried to the liferaft.

Appendix 2

CREW TRAINING

The skipper and at least one crew member should have undertaken training within the five years before the start of the Rally in both theoretical and practical sessions in the following sessions. The ORC recommends that all crew members do likewise.

- care and maintenance of safety equipment
- liferafts
- storm sails
- fire precautions and fire fighting
- damage control and repair
- heavy weather – crew routines, boat handling, drogues
- man overboard prevention and recovery
- giving assistance to other craft
- hypothermia
- first aid
- search and rescue systems
- using communications equipment (VHF, GMDSS, satcoms etc.)
- weather forecasting



World Cruising Club - General Conditions

Important Reading

- ▶ Rules
Ownership
Insurance
- ▶ Crew & Crew Training
- ▶ Long Distance Communications
- ▶ Daily Position Reporting
- ▶ Safety Equipment Inspection
- ▶ Divisions
Handicaps
Classes
- ▶ Use of Engines
Protests
Penalties
- ▶ Sponsorship & Advertising
- ▶ Payment Methods & Bank Transfer
Details
- ▶ Refunds & Cancellation
- ▶ Owner's Responsibility & Liability
- ▶ Film Rights & Use of Event Logos

1-1. OBJECTIVES

These General Conditions govern the events organised by World Cruising Club, which are intended primarily as fun events for cruising yachts. They provide a framework of contacts, standards, knowledge, experience and friendly competition, to promote a more manageable, enjoyable and safer voyage for the typical offshore cruising sailor.

1-2. EVENT PROVISIONAL CONDITIONS OF ENTRY

Provisional Conditions of Entry specific to each event are shown separately, and should be read in conjunction with these General Conditions.

1-3. RULES

World Cruising Club events will be conducted under the provisions of the International Regulations for Preventing Collisions at Sea 1972 (amended 2007), these General Conditions, the Safety Equipment Requirements, the events' Conditions of Entry, and the Sailing Instructions issued before the start. In events where there is a Racing Division Racing Rules for Sailing will apply for times as detailed in the events' Conditions of Entry; the ISAF Offshore Special Regulations (January 2010-December 2011) for Category 1 (Monohulls) apply.

1-4. OWNERSHIP

The owner of the yacht should be onboard for the Rally. Where the yacht is sailed by someone other than the owner, that person must have written permission from the owner to sail the yacht in the Rally. Yachts owned by a company, club or association may participate in the Rally providing a letter of authority for its participation is sent to the organisers in advance. Yachts on charter for the Rally must show a copy of the charter agreement when entering the Rally.

1-5. INSURANCE

- a. It is each owner's responsibility to carry insurance in respect of their legal obligations to third parties arising out of their interest in or use of the boat to include cover for participation in the World Cruising Club Event, from the time of arrival at the port of departure, until safe arrival at the port of destination
- b. Owners are responsible for ensuring that the Insurance Provider is made fully aware of and have issued an insurance policy in acknowledgment of participation in the World Cruising Club Event both with regard to the published itinerary and basis of entry into the rally, whether in the cruising or racing division.
- c. A current valid insurance certificate, or a copy, must be carried onboard and shall be produced at registration prior to the event start.
- d. Owners are responsible for ensuring that any insurance premiums are paid prior to commencement of the event and that they comply with all the terms, conditions and warranties contained within the insurance policy to ensure

that cover remains valid and is maintained at all times.

- e. Owners are responsible for ensuring their compliance with any laws and obligations arising from the flag state of the vessel
- f. It is recommended that each crew member takes out a personal travel insurance policy, which should include coverage for offshore sailing.

1-6. CREW & CREW TRAINING

- a. The minimum number of crew (including the skipper) is two. The maximum number must not exceed the number of permanent berths/bunks on board the yacht.
- b. The skipper and at least one crew member should have undertaken training as detailed in Appendix 2. Participants may contact the organisers for information about available courses.
- c. World Cruising Club considers the safety of all Rally participants to be paramount; ensuring proper training of the crew is the responsibility of the skipper. To ensure that Skippers have thought about the key factors affecting safety on board, and that a minimum level of on board training is carried out before the start of an event, all Skippers will be issued with a Pre-Departure Safety Declaration. This should be used as an aide memoire and must be signed by the skipper prior to the start, and returned to the organisers.

1-7. QUALIFYING CRUISE

Each yacht must complete a qualifying cruise of the distance, and within a time before the start, as specified in the event Provisional Conditions of Entry.

1-8. LONG DISTANCE COMMUNICATIONS

This paragraph does not apply to Rally Portugal.

- a. At Sea Communications System - World-ARC, ARC & ARC Europe yachts must have the ability to send and receive e-mail whilst at sea, either via HF radio (with a pactor modem) or satellite systems
- b. SSB Radio
 - i. World-ARC yachts must be fitted with a marine SSB HF radio transceiver covering the 2 – 22 MHz bands.
 - ii. ARC & ARC Europe. It is strongly recommended that yachts participating in these events are also fitted with SSB radio to enable participation in the Radio Net during the Atlantic crossing.
- c. Daily Radio Net - On World-ARC, ARC and ARC Europe, a daily radio call will also be conducted within the fleet on VHF and SSB frequencies. This is for safety reasons and its main purpose is to assist with serious emergencies.



World Cruising Club General Conditions

1-9. POSITION TRACKING

World Cruising Club will provide a satellite tracking device to yachts on each event, as detailed in the event Conditions of Entry. Positions will be displayed on the official event website. Participants will be required to complete a hire agreement that comes into force on a specified date at the end of the event, and after that date to pay a weekly charge until the unit is returned to the organisers. Yachts failing to complete the hire agreement, or provide working credit card details, will be moved to the Open Division, in which there are no results.

1-10. BERTHING

Yachts entered in any event cannot be assured of an individual berth and may be asked to raft up to another yacht. The organisers reserve the right to assign berths to yachts on arrival in a port and to ask yachts to move during the stopover should it be necessary. Yachts that move from their designated berth must keep the organisers informed as to their whereabouts. Failure to comply with berthing requests made by the organisers may lead to disqualification from the event.

1-11. SAFETY EQUIPMENT INSPECTION

All boats must be available for a Safety Equipment Inspection before an event start, during the period specified in the Event Conditions of Entry. The inspecting officer will sight the items listed in the Rally Safety Equipment Requirements and may also check the measurements supplied on the entry form for the calculation of the yacht's rating. Yachts that do not comply will be asked to withdraw from the Rally. The decision of the organisers will be final. The entry fee and crew supplements will be returned in full.

1-12. SKIPPERS BRIEFING

The skipper, or his/her representative, and one crew member, of every entry must be present at the skippers briefing held on the day before the start. Failure to do so may lead to disqualification.

1-13. IDENTIFICATION

a. EVENT NUMBERS

Every yacht must display an identification number, (when supplied by the organisers), in a visible position adjacent to the cockpit.

b. EVENT FLAG

Each yacht will be supplied with an Event flag, which must be displayed from the port spreader, or similar position, throughout the Event.

1-14. DIVISIONS

Yachts taking part in an event can join one of the following divisions (not all divisions are available for all events – see Event Conditions of Entry):

Division I (Cruising): Results in this division will be calculated according to the World Cruising handicap. The use of the engine for propulsion is allowed in this division and the time the engine was used for propulsion, as well as the nautical miles covered under power, must be accurately recorded and reported to the organisers on arrival in port. An adjustment factor will be applied to the total engine hours when results are calculated. Yachts that motor for more than one third of the course distance will automatically move to Division III (Motorsailing), in which no results are calculated.

Division II (Racing): Results in this division will be calculated according to the IRC rating and the use of the engine is expressly forbidden. Yachts motoring will be transferred to the Open Division, in which no results are calculated.

Division III (Motorsailing): Yachts in Divisions I and IV that motor for more than one third of the distance of any leg are automatically transferred into this division, in which no results are calculated.

Division IV (Multihulls): This division is open to cruising multihulls. Every boat will receive a World Cruising Club handicap. A limited amount of motoring is allowed in this division and the same provisions apply as in Division I.

Division V (Open): Yachts outside the size range for an event, or of unusual design, may be allowed to join this Division, in which motoring is allowed, and no results are calculated.

Division VI (Motor boats): This division is open to powered vessels; yachts joining it are exempt all regulations pertaining to yachts under sail.

Division VII (Invitation): Results in this division will be calculated according to the World Cruising handicap. The use of the engine for propulsion is allowed in this division and the time the engine was used for propulsion, as well as the nautical miles covered under power, must be accurately recorded and reported to the organisers on arrival in port. An adjustment factor will be applied to the total engine hours when results are calculated. Yachts that motor for more than one third of the course distance will automatically move to Division III (Motorsailing), in which no results are calculated.

Division VIII (Invitation Racing): As Division II. Results in this division will be calculated according to the IRC rating and the use of the engine is expressly forbidden. Yachts motoring will be transferred to the Open Division, in which no results are calculated.

The organisers reserve the right to decide which division a yacht shall participate in.

1-15. HANDICAPS

Performances in Divisions I, III, IV and VII will be judged on the World Cruising Club handicap. In order to obtain a World Cruising Club handicap, every participant must supply precise measurements of the yacht as detailed on the event entry form, or event data sheet. Handicaps will not be recalculated at the request of the owner or skipper of a particular yacht if the disputed handicap has been arrived at as a result of incorrect data supplied on the original entry form or data sheet.

Yachts in Division II (Racing) and Division VIII (Invitation Racing) will compete under IRC. Participants intending to race must obtain a valid IRC rating certificate, paying the required fee themselves. A copy of the certificate must be submitted to the organisers as soon as possible, but in any case not later than 3 days before the start; no changes are permitted after that time.



World Cruising Club General Conditions

1-16. CLASSES

Yachts may be subdivided into separate classes by handicap TCF bands. The bands will be announced before the event start. The minimum number of yachts in each class will be six. No separate classes will be created if there are fewer than 10 yachts in any division.

1-17. ENGINES

The use of engines for propulsion is permitted except in Division II (Racing) and Division VIII (Invitation Racing). All yachts, except any motor yachts, must cross the starting and finishing lines under sail. From 5 minutes before the start, and for the first two hours after the start, engines must not be used for propulsion except in an emergency. The engine hours and the nautical miles covered under power must be recorded and logged on the Arrival Declaration.

1-18. ARRIVAL DECLARATION

The skipper of each yacht must complete the arrival declaration at the end of the event, or each leg of the event, on which the finishing time, the number of hours motored and the distance covered through the water whilst under power must be reported. The skipper and every crew member over 18 will be required to sign the declaration which must be handed to a Rally official immediately on arrival in port. Declarations received more than one hour after arrival may result in a 5% time penalty, or a minimum of two places.

1-19. PRIZES

A full list of prizes and special awards will be published before the start of each event.

1-20. PROTESTS

The intention to protest must be announced by all available means at the earliest opportunity. All protests must be made in writing and handed personally to an event official within 3 hours of crossing the finishing line. The matter will be judged by the Protest Committee within one week of the protest being lodged. The decision will be posted on the official noticeboard. The Protest Committee will be composed of the event Committee and will be presided over by an independent vote-casting chairman nominated by the organisers. Decisions taken by the Protest Committee are final. A fee of £300 [or equivalent] cash must be deposited with each protest. This fee is forfeited if the protest is dismissed.

1-21. PENALTIES

The protest committee will award time penalties using a percentage system and/or minimum place penalty. The elapsed time of the penalised yacht will be increased by the percentage awarded and/or its placing in the results changed. Serious infringements of the rules may lead to disqualification.

1-22. WITHDRAWALS/LANDFALLS

Yachts that make a landfall after the start outside the next port of destination for whatsoever reason must notify the organisers immediately. The telephone and fax numbers will be in the Sailing Instructions issued for that leg. Failure to do so may result in the yacht being disqualified. If failure to do so results in the mounting of a search and rescue operation, the owner of the yacht will be held responsible for the cost of the operation.

1-23. NON STARTERS/LATE STARTS/RE-STARTS

- Yachts starting more than thirty minutes after the official start time must inform the organisers (directly by fax or e-mail) when the yacht is ready to start the voyage. The skipper of a yacht must contact the organisers when the yacht is ready to resume an interrupted voyage.
- Yachts starting prematurely (i.e. before the ten minute signal) will be considered as not taking the start and classified as DNS.
- No redress will be given for late starts, or time spent in port for whatsoever reason. This is for reasons of your own safety and must be strictly complied with.

1-24. SPONSORSHIP

Sponsorship of individual yachts is allowed; the permission of the organisers must be obtained in writing before any agreement is signed with a potential sponsor. Sponsorship from cigarettes or tobacco related products will not be accepted. The organisers must be consulted before a sponsorship deal is considered with manufacturers of alcoholic beverages or pharmaceutical products, as these may not be acceptable. A sponsorship surcharge is payable by sponsored yachts.

Names of yachts that are not sponsored must not be associated with any commercial company, trade name, product or website, nor must the name of the boat be used for advertising purposes either before, during or after an event.

1-25. ADVERTISING

Non Sponsored Yachts. The use of advertising names will not be allowed in any form, either in the boat's name, on the hull or any other equipment including sails, apart from the usual positioning of manufacturers' names, and crew clothing. Company flags or any advertising material must not be shown either during the rally or while the vessel is in port.

Sponsored Yachts. There are no limits to the display of advertising, although the front one quarter of both sides of the hull are reserved by the organisers to display advertising as may be required for an overall event sponsor.

All yachts will be required to display advertising of event sponsors as required by the organisers. Failure to do so may lead to disqualification from the event.

1-26. SPONSORSHIP SURCHARGE

A surcharge of 100% of the basic yacht entry fee must be paid by sponsored boats.

1-27. DRESSING OVERALL

Every yacht must be dressed overall with a set of international code flags for a specified period before the event start and from arrival in port until the official end of the event.



World Cruising Club General Conditions

1-28. ENTRIES

Participants should enter an event by completing the official entry form, or entering on line via www.worldcruising.com. The Entry Fee must be paid at the time of entry (see event Conditions of Entry for details of Entry Fees). A maximum number of entries for each event may be specified; a waiting list will be started when the upper limit is reached. Yachts that transfer from a previous years event must complete a valid current Entry Form.

1-29. PAYMENT METHODS

- a. By Cheque. Fees may be paid in pounds sterling, US dollars or euros. Payments in US dollars or euros should be converted at the current rate of exchange for pounds sterling. For payments in US dollars or euros a fee of US\$15/E15 should be added for bank charges. Cheques should be made payable to WORLD CRUISING CLUB. Pound sterling cheques from outside Great Britain should be drawn on a London bank, or a collection fee of £20 should be added.
- b. Electronic Bank Transfer. Fees may be paid by bank transfer in pound sterling, net of all charges to:
World Cruising Club Ltd
Bank account: 20006173
Branch code: 40-18-63
HSBC Bank Plc, 86 High Street,
Cowes PO31 7AN, United Kingdom
IBAN: GB86MIDL40186320006173
BIC: MIDLGB2181Y
Your name, boat name and event should be included with transfer details.
- c. Credit Card. VISA and MasterCard accepted, subject to a 3% surcharge.
- d. Debit Cards accepted with no surcharge.

1-30. REFUNDS

- a. A 50% refund of Entry Fees and Crew Fees paid will be made for withdrawals received in writing by the organisers more than 12 weeks before the scheduled event start date. No refunds will be made after this date. All refunds will be made in pounds sterling.
- b. Alternatively, the full fees paid, less an administration fee of £100, may be credited against an entry for the same event in the following year, or the next World ARC. Any fees carried forward as a credit in this way are non refundable for subsequent withdrawals.

1-31. CANCELLATION

In the unlikely event of a Rally being cancelled before the start all entry fees and crew fees paid to the organisers will be refunded.

1-32. RESPONSIBILITY

It is the sole and exclusive responsibility of each skipper to decide whether or not to start or continue the Event. The owner is wholly responsible for the safety of himself, the crew, the yacht, its' contents and in particular the owner shall:

- a. ensure that the yacht is fully found, thoroughly seaworthy and crewed for a long ocean passage;
- b. be satisfied as to the soundness of hull, spars, rigging, sails and all gear;
- c. ensure that all the safety equipment is properly maintained and stowed and that all the crew knows where it is kept and how it is to be used;
- d. ensure that each participating crew is individually responsible for wearing personal buoyancy adequate for the prevailing conditions, the owner hereby acknowledges that each member of the yacht's crew will be so briefed;
- e. ensure the competence and health and safety of the yacht's crew at all times; and
- f. ensure that at the start of the Event he signs a declaration absolving the organisers of any liability arising in connection with the Event and agreeing to indemnify the organisers against all such liabilities involving or connected with the owner's yacht or her crew. Before the start the owner shall declare to the organisers the names and nationalities of each person on board his or her yacht.

Neither the establishment of these General Conditions, nor the inspection of the yacht under these regulations in any way limits or reduces the complete and unlimited liability of the owner.

1-33. LIABILITY

The organisers shall in no circumstances whatsoever be liable to the owner and or his crew for any loss of profit, damages, costs or direct or indirect or consequential loss to property whatsoever or for any economic loss whatsoever and howsoever it may arise.

Where any valid claim for breach of these conditions is notified to the organisers the organisers may refund the initial entry fee and crew fees, or a proportionate part of the fees but the organisers shall have no further liability to the owner.

The organisers shall not be liable to the owner and or his crew for any breach of contract by reason of any delay in performing or any failure to perform any of the organisers obligations in relation to the Event if the delay or failure was due to any cause beyond the organisers reasonable control.

Where the Services are sold under a consumer transaction (as defined by the Consumer Transaction (Restrictions on Statements) Order 1976) the statutory rights of the consumer are not affected by these terms.



World Cruising Club General Conditions

1-34. MEDIA & FILM RIGHTS

- a. Media Rights. The organisers retain the rights over all images, film and written material submitted to World Cruising Club by event participants. And further over all images, film and written material created by the organisers and featuring any participant in any World Cruising Club event.
- b. Broadcast Rights. The organisers retain the rights over all film, television and other audio-visual material taken during or about World Cruising Club events in respect of the production, sale and distribution, and public broadcasting of such material. The organisers may grant permission to individual participants to put material at the disposal of other television or production companies or to produce their film, provided such material has been submitted to the organisers first. Any participant who enters into an agreement with a television or production company to record or supply material during an event without the written permission of the organisers will be immediately disqualified and requested to withdraw from the event. The organisers may take legal action against any infringement of broadcasting rights.

1-35. EVENT LOGOS

Event logos may not be re-produced in any form without prior written consent of the organisers and payment of a licence fee. Participants in breach of this condition of entry will be invoiced a licence fee of no less than £100, and may be excluded from the event.

1-36. AMENDMENTS AND INCORPORATION

It may be necessary for the organisers to change these General Conditions at short notice and the organisers therefore reserve the right to amend the General Conditions of Entry and Event Rules at their discretion and without prior notice or consultation. Participants will be notified of amendments in the event Newsletter, or in port before the start of the event. These General Conditions incorporate the Safety Equipment Requirements and the events' Provisional Conditions of Entry.

1-37. TRANSLATION AND LAW

In case of dispute over the translation of these General Conditions, Safety Equipment Requirements, and the events' Provisional Conditions of Entry, or any other material issued by the organisers, the English language version shall prevail.

These Conditions shall be governed by the laws of England and the owner agrees to submit to the exclusive jurisdiction of the English Courts.

1-38. DISQUALIFICATION

Failure to observe the World Cruising Club General Conditions may lead to disqualification from an event. Non-observance of Regulations 22) and 23) will lead to instant disqualification. Yachts that have been disqualified will be requested to leave the area of the port reserved for the event immediately. Yachts disqualified from an event before the start will have their entry fee and crew fees refunded in full, or for events with more than one leg a proportion of the entry fee and crew fees for each leg not completed.

1-39. DEFINITIONS

For the purpose of the General Conditions, and Safety Equipment Regulations, or any other material issued by the organisers, the following terms shall be defined as:

"The event" shall mean a specific rally or race organised by World Cruising Club.

"The organisers" shall refer to World Cruising Club Ltd., trading as World Cruising Club, and its employees.

"The skipper" shall mean the owner of the participating yacht or his or her authorised representative.

Issue 7, dated 1 October 2010

World Cruising Club

The Back Page

About World Cruising Club



World Cruising Club specialises in organising cruising rallies for yachts on a worldwide basis. The best known of our events is the ARC - the Atlantic Rally for Cruisers - an annual rally for cruising yachts that has been crossing the Atlantic since 1986.

Since then, well over 4,000 boats from scores of countries have taken part in World Cruising Club events, looked after by a specialist team of personnel en route. The ethos of the ARC, that is safety and fun across oceans, has been expanded into other rallies, including our previous round the world cruising rallies, as well as passage making rallies in the North Atlantic and Europe.

Atlantic Rally for Cruisers



Conceived as a fun event for cruising yachts, the ARC has become the most popular way to sail across the Atlantic. It holds the record as the largest transoceanic sailing event in the world, annually bringing together over 200 yachts from many different nations. This popular transatlantic rally starts in Las Palmas de Gran Canaria at the end of November and crosses to Rodney Bay on the Caribbean island of St. Lucia.

ARC Europe



ARC Europe is a cruising rally crossing the Atlantic from West to East at the end of the Caribbean season. ARC Europe attracts entries from yachts returning to Europe, as well as boats crossing the Atlantic for the first time from the American seaboard, arriving in time for the European summer. ARC Europe starts from both Tortola and from the USA, calling at Bermuda and then cruising the Azores, before finishing in Portugal and the UK.

Contact Us

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Rally Portugal



This rally is a cruise in company, first crossing the Bay of Biscay then cruising the coast of Portugal to finish on the Algarve in time for the Mediterranean season. Planned to begin at the end of May when there are more stable weather conditions in the Bay, the Rally starts from Plymouth in the UK and follows a cruising route of short legs down the coast of Portugal taking advantage of the northerly trades, to finish at Marina de Lagos. At each stopover there are opportunities to visit places of interest and to enjoy the company of fellow participants at parties and other social functions.

World ARC - Round the World Rally



World ARC offers all the fun of the ARC, but takes you on an adventure from the Caribbean, across the World's great oceans on a cruising circumnavigation of the globe. World ARC has been carefully planned using the most up-to-date routing information and the skills acquired over 25 years of running ocean sailing events. A detailed itinerary enables participants to plan crew changes and boat maintenance. During the rally, the World Cruising Team is in each port to look after participants ashore, whilst a safety and communications net operates on each ocean stage. Weather and routing advice are provided, and satellite tracking of yacht positions is displayed via the World ARC website, which with news, yacht logs and images from boats, enables family and friends to share your great adventure.

Seminars



World Cruising Club run a series of seminars, in association with Yachting World, using our experienced lecture team to help participants prepare for an Atlantic circuit which includes the ARC. The seminar programmes focus on preparations required for the trip, and also provide useful hints about undertaking the actual voyage.

Noonsite.com

The global resource for cruising sailors - www.noonsite.com - features essential information on all matters of interest to sailors planning an offshore voyage - a one-stop website providing essential information on all maritime nations of the world. It is an indispensable tool for anyone planning an offshore voyage anywhere in the world, whether already underway or still in the preparatory stages. All cruising destinations are covered in detail with information on clearance formalities, boatyards and repair facilities, shore services as well as other essential information needed by visiting sailors.



For more information about World Cruising Club events visit www.worldcruising.com