

# WORLD CRUISING CLUB

## RALLY INFORMATION PACK

### WORLD ARC 2016



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# WORLD CRUISING CLUB

## CONDITIONS OF ENTRY

### WORLD ARC 2016



#### WA-1 DATES & COURSE

The Rally will consist of the warm-water route to Tahiti via the Panama Canal, with an alternative route from southern Europe via South America.

The Panama Canal route will start from Rodney Bay, Saint Lucia on 09 January 2016, and circumnavigate the world via the Panama Canal and the Cape of Good Hope, in a series of legs, and cruising periods, including stops in Santa Marta, San Blas Islands, Las Perlas Islands, Galapagos Islands, Marquesas, Tahiti, Bora Bora, Cook Islands, Niue, Tonga, Fiji, Vanuatu, Mackay, Darwin, Bali, Christmas Island, Cocos (Keeling), Mauritius, Reunion, Richards Bay, Cape Town, St Helena, Salvador, Grenada and Saint Lucia.

The South American route will start from a southern European port in September 2015, and sail in a series of legs, and cruising periods, via Gran Canaria, the Cape Verde Islands, Brazil, Argentina, Chile, Patagonia, Chilean Canals and Easter Island to Tahiti, where it will merge with the Panama Canal route.

The planned routes, dates and any amendments are published on the event website.

#### WA-2 ENTRIES

On the Panama Canal route the maximum number of entries will be 45 yachts, of which no more than 8 may be multihulls. The maximum number of entries on the South America route will be 15 yachts. A waiting list for each route will be started when the upper limit is reached.

#### WA-3 ELIGIBILITY

- WORLD ARC is open to monohull sailing yachts with a minimum LOA of 12.19m (40ft); and multihull yachts between 12.19m (40ft) and 18.29m (approx 59' 11") LOA.
- The length overall (LOA) is the actual length of the yacht and includes the bowsprit, bumpkin, asymmetric pole, pulpit, pushpit and externally hung rudder.
- Yachts outside the size ranges defined in (a) and (b) above may be permitted to join the event, at the discretion of the organizers. Owners of yachts less than 12.19m LOA will be asked to complete a short questionnaire to assess eligibility.
- 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.

#### WA-4 QUALIFYING CRUISE

- Each yacht must reach St Lucia on her own keel, or

have completed a qualifying non stop passage of 500 nautical miles in the twelve months preceding the start, before 15 December 2015. Feeder rallies organised by World Cruising Club from Europe and the USA are accepted as the qualifying cruise.

- The owner/skipper and at least one of the intended crew for the Rally must be on board during this cruise. The relevant form and details of the qualifying requirements will be sent to each participant after a place has been confirmed in the Rally. The completed form must be returned to the organisers not later than 30 days before the start.
- Participants joining in their own yacht, which has taken part in other offshore events organised by World Cruising Club may be exempt from the qualifying cruise

#### WA-5 SAFETY EQUIPMENT INSPECTION/ ARRIVAL ST LUCIA

The WORLD ARC office opens on Sunday 3 January 2016; all boats must be available, with their owner/skipper on board, during the week before the start for a Safety Equipment Inspection. Yachts which have participated in ARC2015 must be in Saint Lucia by Wednesday 6 January 2016 to complete World ARC registration formalities.

Yachts joining at ports other than Saint Lucia must be available for a Safety Equipment Inspection at least 5 days prior to the published departure date.

#### WA-6 BERTHING FEES

- The entry fee includes three days complimentary berthing/mooring before the scheduled re-starts at the official stopover and rendezvous ports.
- The Organisers will where possible negotiate discounted berthing rates for other periods in port.
- Multihulls shall pay a berthing supplement of £750, payable by 1 December 2015.

#### WA-7 ENTRY FEE

The entry fee includes the following:

##### Pre-event

- World ARC Rally Handbook and confirmation pack (including special offers)
- World ARC flag
- World ARC newsletter (4 during build up to event) – advice about participation/equipment
- Chart and pilot book order service
- Courtesy flag order service
- Access to World ARC website participant forums

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- Calculation of a WCC handicap rating
- Discounted fee for Ocean Cruising Forum (Guildford UK, or Annapolis USA)
- Two complimentary Crew Fees for ARC or Caribbean 1500 entries in 2014 or 2015

### At sea

- Yellowbrick Tracker for automated position reports (£300 credit for yachts already fitted with their own Yellowbrick tracker)
- Yellowbrick polling (credit applied to participant accounts to cover costs)
- Position reporting radio net
- Weather forecast (on designated sailing legs over five days duration)
- Display of automated position reports on event website
- Display of submitted daily logs and photographs on event website

### At Scheduled Stopover Ports

- Three days complimentary berthing before the start
- Safety equipment inspection
- Seminar programme
- Comprehensive social programme
- Skippers' Briefing (including weather information)

### Additionally at the start ports for Panama Canal and South American routes:

- World ARC number banner
- Start of two year subscription to online Yachting World magazine
- Safety equipment inspection
- Weather and rally briefings

### And for Panama Canal route:

- Transit and agents fees for the Panama Canal
- Loan of lines and fenders for Panama Canal transit

The following charges or fees are not included and will not be paid by the organisers:

- Any fees or charges incurred during the free periods, while the yacht is cruising between the finish of one leg and the start of the next scheduled leg
- Any fees required for visas, vaccination certificates, departure tax or other such expenses normally incurred by any tourist visiting the country in question
- Any agents or authorities fees incurred for a yacht due to changes, late arrival, or special tasks undertaken for a particular yacht
- Any fees incurred while not following the Sailing

Instructions for a particular leg

- Charges for electricity, water and other marina or port fees that are not included in the standard docking fees
- Docking charges when a skipper chooses to dock at a marina, port, or other place than the docking or anchoring area officially designated by the organisers
- Entry fee to the Galapagos National Park or any other tourist site or park where visitors are charged a fee on arrival.

### WA-8 ENTRY FEES (for either route)

For yachts between:

12.19m to 15.24m (40' to 50') LOA	£ 15,000
15.25m to 18.29m (50' to 60') LOA	£ 16,000
Greater than 18.30m (60ft) LOA	£ 17,000

Yachts paying the entry fee for the whole rally may take a one year break at the half rally stage without financial penalty; to be advised at time of entry, and confirmed at the start of the event. Where the break is two years or more the difference between the half rally fees from Australia for the relevant years will be due. No credit will be given for withdrawals from the second half of the rally once the first half rally has been started. A full refund of proportionate fees due will be made by World Cruising Club if for any reason the second half rally from Australia is cancelled in any year.

### WA-9 HALF RALLY ENTRY FEES

A limited number of yachts may be allowed to join the first half of the Rally via Panama or South America to Australia. Yachts may also join the second half of the Rally from Australia to St Lucia. For these portions of the Rally the entry fees are:

	To AUS	From AUS
12.19m to 15.24m (40' to 50') LOA	£9,000	£7,500
15.25m to 18.29m (50' to 60') LOA	£9,500	£8,000
Greater than 18.30m (60') LOA	£10,000	£8,500

### WA-10 ENTRY FEE PAYMENT

- Entry Fees will be invoiced on receipt of the completed entry registration via [www.worldcruising.com](http://www.worldcruising.com). Payment of 50% of the Entry Fee must be made by 30 April 2015, irrespective of the chosen start port. The full balance of the Entry Fee is payable as follows:

Route:	Payment Date:
South America	1 September 2015
Panama Canal	1 December 2015
Australian Starters	1 July 2016

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- b. Payment must be made as detailed in WCC General Conditions 1-29. **Credit card payments are not accepted for World ARC.**
- c. Payment of the Entry Fees may be made in US\$ or Euros at the exchange rate on the date of payment. Participants wishing to pay in US\$ or Euros should contact the organisers for relevant bank account details.
- d. All the above Entry Fees are based on exchange rates at the time of publication, and may be subject to surcharge in the event of any significant devaluation of pounds sterling.

### WA-11 LEG ENTRY FEES

At the discretion of the organisers, a limited number of entries may be also accepted for individual legs. The entry fee for individual legs is £1000 plus £135 per person. Priority will be given to yachts joining the whole or half rally. There will be additional charges for boats joining the legs to Galapagos, Tahiti, Australia, Bali, or which include transit through the Panama Canal.

### WA-12. BOOKING FEE

Payment of a non-refundable booking fee of £1500 will reserve a provisional place in World ARC until 30 April 2015. The booking fee will be deducted from the entry fee.

### WA-13 CREW FEE

Crew fees are payable for each person onboard, including the skipper. Responsibility for payment of the crew fee remains with the skipper and crew fees paid are tied to the yacht and not to a named crew member. The core crew is considered to be for a place on the yacht for the duration of the rally (the person may change).

The crew fee includes a tour arranged by the organisers in the following places: Santa Marta, Panama City, Kicker Rock (Galapagos), Tahiti, Tanna, Mackay, , Bali, Mauritius, Reunion, Richards Bay, Salvador de Bahia, and Grenada. No credit will be given for tours not taken. Alternative tours will be arranged in appropriate stopovers for the South American route.

- a. **Core Crew Fees**
  - i. Whole Rally. £1,700; payable by 1 December 2015
  - ii. Half Rally to Australia. £900; payable by 1 December 2015
  - iii. Half Rally from Australia. £900; payable by 1 July 2016
- b. **Leg Crew Fees** Where a yacht has additional extra crew for one leg the fee may be paid on a leg by leg basis for each leg (including cruising periods); alternatively a bundle of leg fee credits are available,

which in part are refundable if not used by the end of the event.

- i. Leg Crew Fee. £135.
  - ii. Leg Crew Fee Credits. 10 for £1200 or 20 for £2100
- c. **Children**
    - i. Under 6 on 1 January 2016 – free of charge (tours not included)
    - ii. Under 16 on 1 January 2016 – 50% of the adult crew fee
    - iii. Over 16 on 1 January 2016 – full adult crew fee

### WA-14. EARLY PAYMENT BENEFITS

The following benefits are available for early payment of the boat entry fee in full:

- a. By 31 December 2014. One World ARC Crew Fee
- OR
- b. By 31 August 2014. One World ARC Crew Fee and 6 WORLD ARC polo shirts embroidered with their yacht name (or plain if the yacht name is not known), for dispatch during September 2014.

### WA-15 LATE PAYMENT

Entry fees and/or core crew fees paid after 1 December 2015, or received in the Cowes office after that date, will incur a surcharge of 25%. Late payment surcharge does not apply to additional leg crew fees or bundles bought during the event..

### WA-16 REFUNDS

- a. Basic Entry Fees paid prior to 31 December 2014 are fully refundable (less the Booking Fee) for withdrawals made by 1 June 2015.
- b. For withdrawals after 1 June 2015, or for withdrawals where the Entry Fees were paid after 31 December 2014, refunds will be made in accordance with Paragraph 1-30 of the World Cruising Club Regulations; the Booking Fee remains non-refundable

### WA-17 DIVISIONS

The Rally will consist of the following Divisions (see WCC General Conditions 1-14):

- Division I (Cruising)
- Division III (Motorsailing)
- Division IV (Multihulls)
- Division V (Open)

### WA-18 RESULTS

- a. Division and class results will be calculated after each leg; there will be no overall results at the end of the rally

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- b. If the majority of yachts motor for more than half the rhumb line distance on a given leg, or when a leg is declared non competitive at the discretion of the organisers, results will not be calculated
  - c. The following penalties will apply:
    - i. Yachts which have withdrawn from a leg after the start or have not finished before the expiry of the time limit (DNF), or yachts which have accepted outside assistance from another vessel or participant while at sea after the start of a leg, will be ranked DNF (did not finish)
    - ii. Yachts which have been disqualified (DSQ) or have not started a leg for whatever reason will be ranked DNS (did not start)
  - d. Yachts which have not started correctly within 60 minutes of the official start time will rank as DNS (did not start). Such yachts will be considered out of the event until they rejoin the Rally at the next scheduled stop.
  - e. Yachts leaving a starting/finishing port on their own either before or after the official start shall have to bear the costs of clearance and any other fees themselves. Only yachts taking part in a particular leg by starting with the rest of the fleet and finishing within the time allowance will be processed and cleared as part of the Rally.
  - f. The time limit for finishing a leg will be announced in the Sailing Instructions and will depend on weather conditions to be expected during that leg as well as other considerations. For most legs an average speed of 5 knots will be used when deciding such time limits. Yachts that have taken the official start, but finish outside the time limit will be included in results with a calculated corrected time but will not be given a place.
  - g. Yachts joining the event for individual legs may only do so in Division V. Divisions I, III and IV may only be joined by yachts sailing in at least 4 consecutive legs of the Rally.
- strictly complied with. The attention of the owners is particularly drawn to the severity with which the possession or use of drugs is viewed in most countries. Legal responsibility for any infringement of the law rests with the owner of each yacht who will bear the consequences of any illegal action involving his or her yacht and crew.
  - c. Any action of a participant in the Rally which may reflect badly on the event, such as disorderly behaviour afloat or ashore, or actions which are offensive to other participants or hosting organisations, may lead to the disqualification of the yacht in question.
  - d. It is the obligation of the skipper to ensure that all crew members have valid passports with sufficient blank pages as well as the required visas for the countries to be visited en route. (Most countries visited require a passport to be valid for six months from intended date of departure). Crew joining or leaving vessels may be required to show air tickets or adequate funds to return to their country of origin. The owner of the boat is financially responsible for the repatriation of his crew to his or her country of origin should this become necessary for whatever reason.
  - e. The skipper must ensure that international customs and quarantine regulations are complied with and that the courtesy flag of the country being visited is being flown by his/her yacht.
  - f. Every yacht must be dressed overall for the duration of the stay in port whenever the Rally fleet is docked together as a group.

### WARC-21. DEFINITIONS

For the purpose of the WORLD ARC 2016-17 Provisional Conditions of Entry, or any other material issued by the organisers, the following terms shall be defined as:

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

“The Rally” shall mean the WORLD ARC 2016-17.

“WORLD ARC Logo” shall mean the Rally logo consisting of the trademarked World Cruising Club Ltd. icon, and the letters WORLD ARC.

*Issue 1, dated 4 April 2014*

### WA-19 WORLD ARC COMMITTEE

The WORLD ARC Committee will include two representatives of World Cruising Club, and two members of the local hosting yacht club, or prominent local sailors.

### WARC-20 ADDITIONAL RESPONSIBILITIES

- a. Each crew member joining a yacht in the Rally will be required to sign a declaration absolving the organisers from any responsibility or liability.
- b. It is the express responsibility of each owner, or owner's representative, to ensure that all local laws and regulations in the countries visited are

# WORLD CRUISING CLUB

## SAFETY EQUIPMENT REGULATIONS

### 2015



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) is 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:

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

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

## SECTION ONE

### MANDATORY SAFETY EQUIPMENT REQUIREMENTS

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

- i. An "ISO Standard 9650" Type 1 Group A with service Pack 1 (>24 hours), or equivalent made up of service Pack 2 (<24 hours) and a grab bag, or
- ii. An "ISAF" model in compliance with ISAF Offshore Special Regulations Appendix A Part II (2006-2007), plus food and water equivalent to (i) above, or
- iii. A SOLAS model (LSA Code 1997 Chapter IV) containing a SOLAS A pack

If not fitted externally with a hydrostatic release each raft shall be capable of being at the lifelines ready to launch 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/documents/special-regs.php](http://www.sailing.org/documents/special-regs.php)] for the full text of the ISAF Offshore Special Regulations).

# WORLD CRUISING CLUB

## SAFETY EQUIPMENT REGULATIONS: 2015

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**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 ARC Portugal or ARC Baltic.*

**EPIRB** Emergency Position Indicating Radio Beacon. A floating, water or manually activated SOLAS approved EPIRB transmitting on 406MHz and 121.5MHz, correctly registered with the appropriate home authority. Personal locator beacons (PLBs) 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. All radar reflectors 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).

### Automatic Identification System (AIS)

- i. World ARC. A transponder (Class A or B) is a mandatory requirement for World ARC.
- ii. All other events. An AIS receiver shall be fitted as a minimum; a transponder (Class A or B) is strongly recommended for long distance offshore events.

**Flares** Shall be pyrotechnic SOLAS compliant, and not older than the stamped expiry date, or four years from date of manufacture, for the end date of the event. Pyrotechnic flares to be stowed in a watertight container, with protective gloves and goggles, with as a minimum:

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

**Lifebuoys** within reach of the helmsman for instant use:

- i. One lifebuoy with a drogue, or a lifesling (without a drogue), with a self igniting light and whistle attached, and
- ii. 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); battery operated handheld torches/flashlights are not acceptable. Spare bulbs of correct wattage shall also be carried for non LED navigation lights. LED navigation lights are known to fail, and consideration should be given to carrying spare units.

**High Powered Search Light** A watertight high-intensity heavy duty searchlight powered by the ships' batteries, instantly available in the cockpit for use on deck, with spare bulbs. The searchlight shall be capable of continuous use. If rechargeable the searchlight shall be capable of operating whilst being charged.

**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 2m (6'6") long with a snap hook at each end, and an additional snap hook placed at the mid-point of the line to provide one short and one longer tether. 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.

*For USA flagged yachts where Type 1 inherently buoyant PFDs are carried, an offshore inflatable lifejacket/harness (preferably USGC Type II approved) shall also be carried.*

**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.

### The following equipment shall also be fitted/ carried

- Emergency grab bag (see Appendix 1)
- Nautical almanac
- Navigational charts (not solely electronic) and pilots for the route of the event
- A recognised secondary or alternative method of navigation
- Securely fitted taut double lifelines/guardrails around the entire deck of stainless steel or single-braided high modulus polyethylene (Spectra ® or Dyneema ® or equivalent) rope
- Jackstays/jacklines 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
- Bungs or 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) 15–25m (50–75ft) length, readily accessible to cockpit
- A watertight torch/flash light with spare batteries and bulbs
- Emergency tiller or secondary steering device
- Hacksaw and spare blades, bolt croppers, or suitable method for cutting away rigging fitted
- 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 boat speed/distance log

## SECTION TWO

### RECOMMENDED SAFETY EQUIPMENT

It is recommended that the following equipment be carried:

- Dinghy and oars
- Handheld VHF transceiver
- Sextant and tables
- Storm jib
- Storm trisail or 3rd reef in mainsail
- A second manual bilge pump operable from below deck
- White parachute flares (to provide illumination for Search and Rescue)
- Four white hand held anti-collision flares – of which one stored ready for use
- Mast step. 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
- A safety equipment location chart in durable waterproof material displayed in the main accommodation where it can best be seen, clearly marked with the location of principal items of safety equipment.

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



### APPENDIX 1

#### RECOMMENDED GRAB BAG CONTENTS

A yacht is to have a grab bag for each liferaft with the following recommended contents, which need not be additional to the items required by the Safety Equipment Requirements. The grab bag offers a suitable place to stow items where they will be quickly found and readily carried to the liferaft. A grab bag should have inherent flotation, be marked with the name of the yacht, and have a lanyard and clip.

- second sea anchor and line
- two safety can openers (if food or water carried is in cans)
- waterproof hand-held VHF transceiver
- watertight flashlight with spare batteries and bulb
- EPIRB
- first aid kit, including sunscreen and medical supplies for pre-existing medical conditions
- graduated plastic drinking vessel for rationing water
- two "Cyalume" sticks or two watertight floating lamps
- one daylight signalling mirror and one signalling whistle
- two red parachute flares and two red hand flares, compliant with SOLAS
- additional high energy food
- additional drinking water in a dedicated and sealed container, or a hand operated desalinator, plus containers for water
- string, polythene bags, seasickness tablets

### APPENDIX 2

#### RECOMMENDED CREW TRAINING

It is recommended that 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. ISAF 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



## Issue 11: 1 September 2014

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### WCC-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.

### WCC-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. A separate Notice of Race will also be issued for events in which there is a Racing Division.

### WCC-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 or Notice of Race; the ISAF Offshore Special Regulations (2014-2015) for Category 1 (Monohulls) apply. Or in events where there is a Racing Division a separate Notice of Race will be issued detailing rules that apply.

### WCC-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 event. 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.

### WCC-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 logged on the event website boat details page 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.

### WCC-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.**

### WCC-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.

### WCC-8. LONG DISTANCE COMMUNICATIONS

This paragraph does not apply to ARC Baltic, ARC DelMarVa, ARC Portugal and the Malts Cruise .

- a. **At Sea Communications System** World-ARC, ARC, ARC Europe, ARC Caribbean 1500 and ARC

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USA yachts must have the ability to send and receive e-mail whilst at sea, either via satellite systems or HF radio (with a pactor modem).

### 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, ARC Caribbean 1500 and ARC USA. 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 offshore passages.

- c. **Daily Radio Net** On World ARC, ARC, ARC Europe, ARC Caribbean 1500 and ARC USA 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.

### WCC-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.

### WCC-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.

### WCC-11. SAFETY EQUIPMENT INSPECTION

All yachts 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.

### WCC-12. SKIPPERS BRIEFING

The skipper, or his/her representative, and one crew

member, of every yacht must be present at the skippers briefing held on the day before the start. Failure to do so may lead to disqualification.

### WCC-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.

### WCC-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.

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

### WCC-15. HANDICAPS

Performances in Divisions I, III and IV 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 with entry. Yachts in Division II (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.

### WCC-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.

### WCC-17. ENGINES

The use of engines for propulsion is permitted except in Division II (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.

### WCC-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.

### WCC-19. PRIZES

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

### WCC-20. PROTESTS

- a. **Racing Division.** Protests shall be made in accordance with the Notice of Race issued for the event.
- b. **Cruising and Multihull Divisions.** 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.

### WCC-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.

### WCC-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 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.

### WCC-23. NON STARTERS/LATE STARTS/RE-STARTS

- a. Yachts starting more than thirty minutes after the official start time must inform the organisers (directly by 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.
- b. Yachts starting prematurely (i.e. before the ten minute signal) will be considered as not taking the start and classified as DNS.
- c. 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.

### WCC-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

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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.

### WCC-25. ADVERTISING

**Non Sponsored Yachts.** The use of advertising names will not be allowed in any form, either in the yacht'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.

### WCC-26. SPONSORSHIP SURCHARGE

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

### WCC-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.

### WCC-28. ENTRIES

Participants should enter an event on line via [www.worldcruising.com](http://www.worldcruising.com) or by completing the official entry form. 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 year's event must submit a new entry online.

### WCC-29. PAYMENT METHODS

- a. Visa and Mastercard credit and debit cards accepted.
- 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, yacht name and event should be included with transfer details.**
- c. By Cheque. Paid in pounds sterling drawn on a UK bank only. Cheques should be made payable to WORLD CRUISING CLUB. Cheques from outside United Kingdom are not accepted

### WCC-30. REFUNDS

- a. A refund of Entry Fees and Crew Fees paid will be made for withdrawals received in writing by the organisers before the scheduled event start date, in accordance with the table below:

Time before event start date	Entry Fee Refund	Crew Fee Refund
> 16 weeks	75%	100%
16 to 12 weeks	50%	100%
12 to 8 weeks	0%	50%
< 8 weeks	0%	0%

- b. All refunds will be made in pounds sterling.
- c. Alternatively, at any time up to four weeks before the scheduled event start date the full fees paid, less an administration fee of £250, 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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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.

### WCC-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 11, dated 1 September 2014