

WORLD ARC 2016-17 RALLY NEWSLETTER

Newsletter 02: March 2015



World ARC 2016 Preparations Well Underway

As you continue to prepare for your circumnavigation, we currently have two World ARC fleets at sea; those in the Atlantic heading north to complete their circumnavigation in April, and in the Pacific those at the start of their adventure currently embarked on the longest leg of the rally from Galapagos to Hiva Oa, which is where you will be this time next year! The fleet finishing are buoyant about their experiences and rightly proud of what they have achieved; those just started are excited about what they have seen so far, and of what has still to come. Don't forget you can also share their adventures via their logs on the World ARC website.



Running the two events concurrently is a development for the company which required us to look at how we should deliver World ARC in the future; a plan was developed and implemented with new staff recruited, which is an on-going process as we prepare for delivery of World ARC 2016.

Back in Cowes, we have also been busy with the production of the World ARC Rally Handbook, which is now available online; hard copies will be mailed to all skippers' preferred address by mid March. This is an important document and I commend it to you and your crew. You will find a detailed 'Preparations' chapter to help align your own plans with what we have found to be the best practices during years of experience in running ocean-going rallies. Whilst the information in the 'Local Information' chapter does not, nor is intended to, replace the requirement for good pilot books, it will hopefully give you a feel for the stopovers on the route and an indication about the facilities available there. The local information for the second half of the rally will be published later this year.

Visiting the World ARC stopover locations, mostly for the fifth time

this year, we are fortunate to have established excellent relationships with port authorities, tourist boards, and service providers. We continue to build on these as we plan each subsequent rally, which has become easier now the event is annual. In many places and instances where we are working with local agents, there is quite a considerable information requirement on each boat and participant. I urge you to keep all information as accurate as possible so we can work with the local agents to provide the best possible service during the event; how to maintain your data securely online is explained in detail in the early pages of the Rally Handbook.

World Cruising Club continually monitors the route of World ARC, considering changes to the itinerary for the benefit of the whole rally experience. Last year we dropped the Thursday Island rendezvous, giving crews more flexibility for their cruise from Mackay to Darwin; for this year we have added Santa Marta Colombia, which was extremely well received. And we have recently made three further changes which affect your itinerary. Raiatea replaces Bora

Bora, the Fiji cruising experience is to be enhanced with a special clearance into the Lau Group, and Lombok replaces Bali. Further details are shown overleaf, and the latest itinerary is available online.

It was a pleasure to meet some of you at the Guildford Seminar over the weekend and hearing what stage you are at. I hope we answered many of your specific planning questions, and you enjoyed meeting some of your fellow participants.

We look forward to keeping you updated about our plans for World ARC, and trust that your preparations are going according to plan.

Andrew Bishop
Managing Director
World Cruising Club



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Itinerary Changes

Raiatea replaces Bora Bora

Following several incidents of crime against yachts in Bora Bora during the 2014 season, which is reported as on going, we have changed our port of departure from French Polynesia. For the time being we do not feel that Bora Bora is safe enough to host a large group of yachts and have made plans to restart World ARC from the neighbouring island of Raiatea. Bora Bora is a destination with an iconic reputation and for those that wish to there is sufficient time for yachts to visit the island independently, or as part of the Tahiti Pearl Regatta.



Fiji Clearances

After leaving Vava'u in Tonga you will now have the option to clear into Fiji at Vanua Balavu in the 'Lau Group', offering additional spectacular cruising of the archipelago not previously possible. To do this special arrangements will have to be made with the authorities, bringing officers to the island for several days, the costs of which will be borne by World Cruising Club. There will be a limited window of clearance at Vanua Balavu in early June; alternatively yachts may proceed direct to Savusavu for independent clearance. A further briefing about the details for the clearance will be given before departure from Vava'u.

Lombok

After visiting Bali and Lombok last year I feel you will have a more authentic experience of Indonesia in Lombok, where we will have a full rally programme of activities based at the small island of Gili Gede (close to Lembar Harbour); Admiralty charts 946 and 3706, in the standard World ARC chart pack, cover the area. To facilitate those participants wanting to spend 24 or 48 hours in Bali there will be a daily fast ferry service between Gili Gede and Bali. Facilities are being developed at Gili Gede which will include a small marina which it is hoped will be operational in time for our visit in 2016.



Yacht Insurance

Representatives from Admiral Yacht Insurance provide some timely reminders on yacht insurance issues:

Read the Policy Your yacht may have been insured with the same company for a number of years.

However, if you have not done much bluewater cruising before, the policy wording and clauses may not be as relevant as they once were. If unsuitable, you should talk with your insurer.

Cruising Area Ensure your insurance company is aware of the areas you will be sailing through during World ARC. If necessary, provide them with a copy of the World ARC itinerary.

Exclusions Be clear of what is required of you and know what the exclusions are. What is the minimum number of crew you are allowed to sail with? Are there any

minimum qualifications required on those onboard? Are you permitted to attempt landfall at night? What is the maximum permitted time a yacht can be left unattended at anchor? What are the requirements if you leave the boat unattended afloat or ashore and come home?

Rally or Race Some policy providers may deem World ARC as a racing event rather than a rally. Whilst there are official restarts to some legs, the emphasis is on competitive fun rather than anything else. This may not affect your premiums but the company should be aware of this nevertheless.

Australia Marinas Some marinas in Australia, including in Darwin's Tipperary Waters marina, require Third Party Legal Liability cover for AU\$5,000,000. In the Whitsunday marinas it can be AU10,000,000. Check this is included or can be

upgraded free of charge or for a nominal additional premium..

Renewal Procedures If your policy is a standard 12 month policy, think ahead of where you expect to be when your policy is approaching the renewal date. Plan ahead to ensure you are not trying to organise it where communications may be difficult. Sometimes it makes sense to ask for a longer or shorter policy period to make life easier.

Piracy Check the coverage for acts of piracy, civil disturbance and acts of terrorism. Whilst unlikely to ever happen, it would be reassuring to know what support you will receive in this eventuality.

Policy Excesses and Claiming Policy excesses may change depending on location. Understand how these excesses change and the method for claiming.

Travel and Crew Changes

If you are planning to have friends, family or crew join you during World ARC, you may have already started to look at the flight options to different places on the itinerary. We have found that the most popular places for extra crew to join are often also the most remote, which makes planning their flights more difficult, and of course also more expensive. Internet flight offers are often not competitive on one-way flights, and sometimes cannot be changed once booked. World Cruising Club has worked with the specialist travel agent **Traveleads** for the past ten years to help our crews solve this problem without spending a fortune. Traveleads are familiar with the route and timings of World ARC, and will have a number of special fare deals available shortly. They also offer a 24 hour emergency service for their customers.



Contact **Traveleads** direct on +44 (0) 113 242 2202 or via e-mail to worldarc@traveleads.net

The following lists are provided to help guide you through the options.

RED - Places to think carefully about!

Galapagos (via Ecuador and a premium on local flights) Worthwhile if crew want to experience the Galapagos Islands and necessary if you'd like more hands on the next long passage.

Marquesas: have to fly west to Tahiti first for domestic connecting flights.

Cocos Keeling: infrequent flights and costly; via Australia for connecting flights.

St. Helena: airport is now under construction but may not be finished in time for our next visit.

AMBER - Some places with easier local connections:

Society Islands, Tonga, Fiji

GREEN - Places with good inbound and outbound flights, without local connections:

Saint Lucia, Cartagena (Colombia), Panama, Tahiti (Papeete), Port Vila (Vanuatu), Mackay (Australia), Darwin (Australia), Lombok (Indonesia), Mauritius, Reunion, Cape Town (South Africa), Salvador (Brazil), Grenada.

If your friends and family have two/three weeks to visit you, here are some great options for them:

Panama (Late January/early February)

See either San Blas or Las Perlas Islands and transit the canal with you. Good for those less keen on sailing.

Society Islands, French Polynesia (late April/May). Expensive and far from Europe but domestic flights with Air Tahiti connect many islands and the scenery is amazing!

Tonga & Fiji (June) Enjoy cruising Vava'u and the short passage to Fiji to explore further. You can book an "open jaw" ticket to fly in to Tongatapu (which connects to Vava'u) and out of Fiji.

Fiji & Vanuatu (first two weeks in July) Catch the last days of the Fiji programme then sail to Tanna. The two places could not be more different. Return flights to Fiji and a one-way back from Port Vila in Vanuatu.

Mauritius & La Reunion (late October) Reasonably easy flights from Europe. An overnight sail between the islands meaning two countries in one visit! Return flights to either island with a one-way between the two.

South Africa (November/December) Help you sail around the demanding coastline and then, of course, celebrate Christmas and New Year.

Grenada & the Grenadines (March) Meet the fleet and sail in company up to Saint Lucia.

Biofouling Advice

For many years, Australia has been diligent in protecting its natural habitat from pests and disease by enforcing strict entry requirements on people and goods crossing its borders. This also extends to visiting yachtsmen and the protection of its rich marine environment. The Galapagos Islands are also now becoming strict in the enforcement of their rules and so World ARC boats crossing the Pacific should prepare accordingly.

The Australian Quarantine and Inspection Service (AQIS) issues recommendations to observe when arriving at a Port of Entry in Australia. One of the recommendations is that a boat has an effective antifouling coat applied within 12 months of visiting the country or within the manufacturers guidelines. For Galapagos Islands, there should be absolutely no organisms present on the hull, skin fittings, anodes and propellers; in reality this means that the boats hulls should be checked and cleaned before leaving from Panama and the Las Perlas Islands, to prevent being refused entry into the National Park, or a complicated and expensive procedure to clean the hull and rectify the situation.

You should therefore consider when you will antifoul your hull and your maintenance schedule thereafter, in light of these requirements.

For Australia, an information factsheet is enclosed with this newsletter and further details are available on the AQIS website at www.agriculture.gov.au/biosecurity/avm/vessels/yachts (English only).

AQIS also provides a logbook type document to complete (downloadable from their website) so skippers can provide evidence, albeit self-certified, that work has been done.

Paper Charts

Whilst many yachtsmen nowadays seem prepared to undertake sailing voyages using electronic charts alone, it is important that proper back up is carried onboard in the form of paper charts. Undertaking a circumnavigation, during which the yachts will cover approximately 25,000 nautical miles, will require a large number of charts, and it will be a question of getting the balance right between the proportion of large and small scale charts to cover ocean passages, and making landfall. Having the correct scale of charts is extremely important, especially for making landfall in unknown places, and for cruising in waters where there are lots of dangers, many often unseen. Carrying paper charts is for the safety of you, your crew and your yacht, and not having the correct charts on board may prove to be a false economy.

We have compiled a list of the charts needed for World ARC; split to show what is required for each leg of the event, including the independent cruising periods. Some charts cover more than one leg or cruising period, and are included in the list, but are clearly shown as being a repeat chart. For economy, some charts showing greater detail have been omitted provided sufficient coverage is available on a larger scale chart. The total number of suggested charts is 157! Most of these charts are British Admiralty Charts, with a number being Australian and New Zealand charts; these charts are the same design and feel as Admiralty Charts, and are the same price. Admiralty charts are currently £20.74 each if ordered through World Cruising Club using the order form - a saving of 15%.

The full list of recommended charts is published in the Members Area of the website (www.worldcruising.com/membersarea).

Pilot Books

Having the correct pilot book to cover sailing in unfamiliar waters is important, and very good background reading for new countries you visit - the prudent skipper always plans for all eventualities and so it is good practice to have onboard a pilot that covers alternative landfalls should a change of plan be necessary. In addition it is even more important to have good pilot books to cover the areas which will be travelled during the independent cruising periods on World ARC. A library of exotic pilot books will keep your crew occupied for hours – great for long sea passages, and those lazy days at anchor in paradise!

The full list of recommended books is published in the Members Area (www.worldcruising.com/membersarea)

Some books are currently out of print, but are still noted on the book list, as you may wish to purchase them separately from a second hand bookstore or specialist website.

Longer reviews for most books can be found at www.bookharbour.com or www.imray.com.

Order service through World Cruising Club

Don't forget that you can save 20% off books and 15% off charts.

Simply complete and return the order form enclosed with this newsletter to mail@worldcruising.com. Once received, shipping costs will be advised for each order.

As a cheaper alternative you may like to browse the online forum at www.worldcruising.com/forum. Click on the topic entitled 'Cockpit Locker' to see if any past World ARC participants are selling their used pilot books.

Due to the cost of shipping, yachts based outside the UK may find it easier to buy the charts you require through the local Admiralty Chart Agent, or chandlery. It is unlikely that you will be able to negotiate a discount, but it is worth asking!

Flag Etiquette:

Dress your yacht correctly...

Arriving in a new country flying the correct courtesy flag is important and shows respect of the country being visited. There is nothing more likely to upset local officials than not flying the correct courtesy flag. To help ensure you have the right flags for all the countries to be visited with World ARC, we will be announcing a deal on courtesy flags in Newsletter 3.

... and with style

Dressing overall (flying a full set of code flags from stem to masthead to stern) is a requirement of the rally yachts when in official destinations and adds considerably to the atmosphere created by the World ARC fleet. A full ½ yard code flag set (with all 40 numbers, letters and special flags) will be available in two versions – a traditional set of sewn woven bunting material in a canvas wallet or a set of printed woven polyester flags, also in a canvas wallet. The cost of each set will be published in Newsletter 3.



Contact Us

We are always happy to talk about any aspect of the rally. Our office hours are 0900 to 1730 (local time) Monday to Friday.

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