



Notice of Race 2010/2011

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barcelona world race

2ème édition



Notice of Race 2010/2011

Notice of Race

Barcelona World Race 2010/2011

Start on 31st December 2010 off Barcelona.

Two-handed round-the-world yacht race, non-stop and without assistance.

Open to IMOCA 60 monohulls.

Organizing Authority :

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www.barcelonaworldrace.org

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1. Definition

1.1 Notice of race

This document prevails over any previous versions hereof, in particular the preliminary notice of race.

1.2 Barcelona World Race

The second edition of the Barcelona World Race is being run in 2010/2011.

It is a round-the-world non-stop, no assistance yacht race, reserved to crews entered on IMOCA 60' monohulls.

The Barcelona World Race may be referred to as « the race » in various official documents.

1.3 Organizing authority

The FNOB, Fundacio Navegacio Oceanica Barcelona.

Co-organizer : the Real Federaci3n Espa1ola de Vela (RFEV).

The organizing authority may be referred to as the «FNOB» or « the organizer » in official documents.

1.4 Times

Times mentioned herein shall be legal Barcelona times, in other words, UT+1.

Times in the sailing instructions (SI) shall be given in UT.

1.5 Participant

The term « participant » shall mean :

- Skipper
- Co-skipper
- Substitute crew, in the event of the skipper appointing one
- Boat
- Sponsor(s), if any
- Team manager
- Shore team

1.6 Crew

Shall comprise two or three people.

- One skipper

In charge of the crew, the boat and the participation of the whole in the Barcelona World Race. The skipper shall possess the qualifications set out in the notice of race.

- One co-skipper

Invited by the skipper for the whole of the course. The co-skipper shall possess the qualifications set out in the notice of race.

- Substitute crew

A yachtsman who may substitute either the skipper or the co-skipper in accordance with the various rules set out in this notice of race, in particular :

- To substitute the skipper, the substitute crew shall possess the same level of qualifications as the skipper.
- To substitute the co-skipper, the substitute crew shall possess the same level of qualifications as the co-skipper.

1.7 Sponsors

All of the participant's financial, logistic or technical partners.

1.8 Team manager

Person ashore who liaises with race management and other departments of the organization. The team manager is the official representative of all the elements comprising a « participant ». In the absence of the skipper, the team manager represents the participant.

1.9 Shore team

All of the people who act on behalf of the crew, the participant and the boat, ashore and during the race. The shore team is represented by the team manager.

1.10 Boat

IMOCA 60' boat with an IMOCA certificate issued by the IMOCA Class for the 2010/2011 edition of the race.

1.11 Official languages of the Barcelona World Race

There are four « official » languages; Spanish, French, English and Catalan.

In the event of a conflict of interpretation arising out of the translation, the Spanish version shall prevail.

In practice, these four official languages shall be employed in two levels.

- Official race communications shall be published in Spanish and English. This applies to a number of documents : notice of race, sailing instructions, race texts, amendments, official memos from the jury, official memos from the race committee, official memos from the measurement committee, official memos from the race management. In short, this shall apply to all documents which appear on the official notice board.
In the event of a conflict in interpretation, the Spanish version shall prevail.
- The Barcelona World Race communication department shall use whichever language is appropriate for the purposes of communication, enhancing the value of the race, the crews, sponsors, and depending on the support, media format etc.

1.12 Technical stop

The boat stops on the course to carry out technical repairs so that the crew can continue the race.

A boat shall be said to be making a technical stop when it moors in a harbour or at anchor.

1.13 Questions asked by a skipper

- Questions must be submitted in writing to :
directioncourse@barcelonaworldrace.org
- Answers will be posted up on the official notice board of the race.

1.14 Official notice board

Shall take two forms :

- An official notice board section on the official Barcelona World Race website
www.barcelonaworldrace.org
- An official notice board located close to the boats in Barcelona from 12h00 on 17th December 2010.

1.15 Course

The route the crews must sail from the starting line off Barcelona and the finishing line of Barcelona.

The course shall include natural gates and safety gates.

1.16 Arbitration, race management and medical service

The organizer shall delegate the organization of certain parts of the race to structures such as set out below in respect of :

Arbitration

Under the aegis of the Real Federación Española de Vela together with the coordination of the Fédération Française de Voile, the following shall be set up :

- A race committee
- A measurement committee
- A protest committee or an international jury

Matters shall be referred to these committees for arbitration.

Race management

The management of the race will be undertaken by Denis Horeau from the company Ambrose Light.

Medical service

Comprising Doctor Munoz and Doctor Marti, working in close association with the Clinica Teknon de Barcelona.

2. Race

2.1 Entries

The application for entry is attached to this notice of race.

2.1.1 Dates

Applications for entry must be received by the organizer no later than 31st August 2010. They must be complete, with the exception of the following :

- Description of qualifications which must be completely finished (for crew and boat) by 30th September 2010
- IMOCA certificate issued for the race and which must be send to the FNOB no later than 30th September 2010

2.1.2 Entry fee

There shall be no entry fee for taking part in the Barcelona World Race.

- Participants shall be required to pay a deposit which will be reimbursed in full in accordance with the terms of article 2.1.6
- An application fee shall be charged to cover the administrative charges

2.1.3 Pre-entries

Applications for pre-entry shall include :

- A deposit (cheque or bank transfer) of 20 000 Euros exclusive of VAT.
- Administrative charges (cheque or bank transfer) of 1 000 Euros exclusive of VAT
- The name of the skipper and the boat which may be changed at a later date

In the event of the names of both skipper and boat changing after the pre-entry application, a new application for entry shall be made.

It must be lodged with the FNOB no later than midnight of 31st August 2010.

Services made available by the organizer to participants who are pre-entered are set out in appendix. (Services available by the organizer to the participants for their pre-entry).

An invoice can be issued upon request.

2.1.4 Entries

In order for an application for entry to be considered complete, it must comprise all of the documents relating to the :

- Crew
- Boat
- Sponsors
- Contacts

Along with the following documents :

- Various statements signed by the crew (see appendices to notice of race)
- IMOCA measurement certificate
- Documents confirming the obligations set out in the following articles :
 - 4.6.2 « skipper qualification »
 - 4.6.3 « co-skipper qualification »
 - 4.6.4 « crew qualification »
 - 4.6.5. « substitute crew qualification »
 - 5.1.2. « boat qualification »

2.1.5 Withdrawals

Withdrawals shall be made in writing and sent to the FNOB by recorded delivery post with acknowledgement of receipt by midnight on 31st August 2010.

2.1.6 Reimbursement

Reimbursement of sums paid with the pre-entry application.

These sums will be returned to the participant as follows :

- 50% of the 20 000 euros exclusive of VAT at the briefing session at the start of the race
- 50% of the 20 000 euros exclusive of VAT at the prize-giving session after positioning beacons have been returned and conditional upon the crew having complied with all of the conditions set out in the notice of race (attendance, compliance with marking rules on boats ...)

Failure to comply with the provisions of the notice of race may give rise to the organizer retaining part of the prize-money awarded at the end of the race and/or of the 50% of the deposit made by the participant at the time of pre-entry.

Administrative charges in the sum of 1 000 euros exclusive of VAT shall not be reimbursed.

The deposit of 20 000 euros exclusive of VAT and the administrative charge of 1 000 euros exclusive of VAT shall not be reimbursed in the event of withdrawal.

The deposit of 20 000 euros exclusive of VAT and the administrative charge will be reimbursed in full in the event of the race being cancelled.

2.1.7 Organizer's refusal to allow a participant to take part

In accordance with the provisions of RRS 76, the organizer reserves the right to refuse an entry for failure to comply with one of the articles of the notice of race or for any other reason.

The organizer's decisions will be announced before 31st August 2010. They shall be final. There shall be no right of appeal (RRS 76.1).

2.2 Course

- Round the world from west to east
- Start off Barcelona on 31st December 2010
- Leave to port :
 - The Cape of Good Hope
 - Cape Leeuwin
 - Cape Horn
- Leave the Antarctic to starboard
- Go through the natural gates of
 - The Strait of Gibraltar, Spain
 - Cook Strait, New Zealand
- Comply with the safety gates or ice gates which will be defined by the organizer no later than 1st November 2010.

However, the gates may be changed after 1st November 2010 should an exceptional event arise which may have an effect on crew safety; for example, maritime pollution, the dispersion of numerous blocks of drift ice. Conditions relating to these changes will be set out in the sailing instructions.

2.3 Technical stops

Stops shall be authorized between the starting line and the finishing line of the race.

Such stops enable the crew to carry out technical repairs.

There shall be no limit to the number of stops that may be made.

2.3.1 Operation of technical stops

Crews shall not programme technical stops before the start of the race : place, date of technical stop, deposit of replacement material or equipment, advance expedition of shore team etc.....

The participant shall undertake not having programmed a technical stop in a statement attached as an appendix to this notice of race.

Repairs shall be carried out berthed alongside a quay or at anchor.

A crew must inform the race manager as soon as possible of its intention to make a technical stop :

- Dates and place of stop
- Works to be carried out and means employed to make repairs
- Date for getting underway

If possible, the race manager will instruct a local entity (yacht club, for example) to act as representative and check that the rules relating to technical stops have been complied with.

Unless there is medical opinion to the contrary from the race medical service indicating that it is necessary to evacuate a member of the crew and substitute skipper or co-skipper, no change in crew may be made during a technical stop.

In the event of a crew having to use engine power to reach a harbour or anchorage for a technical stop, it must :

- Note the geographic point at which it began sailing under engine power
- Return to the same geographic point once the technical stop has come to an end, in order to get underway again towards the finishing line under sail.

2.3.2 Technical stops

A technical stop may be of undetermined duration between the starting line in Barcelona and the line of longitude 140° east.

It must be at least 48 hours long, time running from the time at which the boat and crew are stationary in the harbour or at anchor, between the line of longitude 140° east and the finishing line in Barcelona.

2.4 Time limit

The finishing line will remain open until the prize-giving ceremony.

2.5 Trophies for ocean records

For reasons relating to communication with the media and the public, 6 trophies for ocean records will be «set up» on the course.

- The Salida Mediterranean Trophy between the starting line in Barcelona and the Strait of Gibraltar (longitude 5°37'W), Estrella Damm Trophy
- The Atlantic North-South Trophy between the Strait of Gibraltar (longitude 5°37'W) and the Cape of Good Hope (longitude 20°E)
- The Indian Ocean Trophy between the Cape of Good Hope (longitude 20°E) and Wellington (longitude 174°47'E)
- The Pacific Trophy between Wellington (longitude 174°47'E) and the Cape Horn (longitude 67°17'W)
- The Atlantic South-North Trophy between the Cape Horn (longitude 67°17'W) and the Strait of Gibraltar (longitude 5°37'W)
- The Llegada Mediterranean Trophy between the Strait of Gibraltar (longitude 5°37'W) and the finishing line in Barcelona.

These Trophies shall give rise to prizes in the form of financial reward incorporated into the prizes for each boat having been the fastest over the distance between the two points in each ocean record.

3. Rules

3.1 Principles of the Barcelona World Race

The Barcelona World Race is a two-handed, non-stop, no assistance yacht race.

« Assistance » shall mean that crews shall not receive any personalized outside assistance, nor may they benefit from any voluntary, recurrent or planned intervention which aims to improve their performance or that of their boat. They cannot therefore receive :

- Personalized meteorological assistance (article 3.1.1).
- Outside assistance (article 3.1.2).
- Personalized medical assistance with a view to improving their performance (article 3.1.3).

Telephone or e-mail contact between the crew and one or more people ashore shall be authorized in so far as the content of such contacts shall represent neither personalized meteorological, nor personalized medical assistance, with a view to improving performance of either the boat or the crew.

In the event of damage requiring repairs to the boat, or in the event of an unforeseen medical incident arising which might alter the health of one of the crew members, advice at a distance provided by a third person shall not be considered as assistance.

3.1.1 Personalized meteorological assistance : routing

Routing is prohibited

« Routing » shall mean any personalized external indication, specially prepared or individualized for a single or group of crews, emanating from meteorological information sources other than those authorized and enabling an understanding of the different meteorological situations and the choice of the course or courses to follow or to avoid.

A statement signed by each crew, by the team manager for the whole of the shore team, for the participant's sponsors, certifying that this rule has been complied with will be requested at the start and after the finish of the race.

The details of this rule shall be defined in collaboration with the crews which are pre-entered and entered and will be issued via an amendment to this notice of race no later than 1st November 2010.

3.1.2 Outside assistance

During the race, when at sea, crews shall have no physical contact with any other vessel or aircraft. The crew shall not receive supplies in any way whatsoever.

Crews may make a technical stop to carry out repairs and may only receive outside assistance in accordance with article 2.3 herein.

3.1.3 Medical assistance (changes ISAF regulation 41)

Any direct intervention by a doctor on board is prohibited.

Medical advice by telephone, radio or e-mail shall not be considered as assistance.

« Medical advice » shall mean any help at a distance by a doctor intended to resolve an unforeseen medical incident altering the health of a member of crew. Any other intervention shall be considered as enabling a competitor's performance to be improved.

Crews shall inform the race medical service (RMS) each time they seek medical advice elsewhere than from the RMS.

In such cases, the doctor external to the RMS shall supply the RMS as soon as possible with all of the information relating to the pathology in question and to its treatment.

In the event of extreme emergency, medical equipment and/or medication may be given to one crew by another crew or taken on board in accordance with the provisions of article 4.12 hereof.

3.2 The race shall be governed by the texts of the following documents currently in force

- The sailing instructions and any amendments thereto.
- This notice of race and any amendments thereto.
- IMOCA Class rules currently in force*, including the Offshore Special Regulations (OSR) in modified form, as well as the IMOCA Championship rules and any amendments thereto.
- IMOCA Class rule A.5.
- The Racing Rules of Sailing, International Sailing Federation (ISAF) 2009/2012, referred to hereinafter as the RRS, except the rules changed in § 3.3 of the notice of race.
- Part B of the International Regulations for the Prevention of Collision at Sea (COLREGS).

* Subject to the ISAF and the FFVoile validating the IMOCA Class rules and any amendments.

In the event of a dispute arising, each document shall prevail over the one which follows it.

3.3 The RRS are changed as follows:

- RRS of part 2 (when boats meet) : shall not apply between sunset and sunrise or in poor visibility. They are replaced by part B (steering and sailing rules) of the COLREGS
- RRS 29.1 (individual recall) : changed in the SI
- RRS 35 (time limit) : changed in article 2.4 of the notice of race
- RRS 41 (outside assistance) : changed in article 3.1.3 of the notice of race
- RRS 44 (when boats meet) : changed in the SI
- RRS 45 (hauling out, making fast, anchoring) : changed in article 2.3 of the notice of race
- RRS 47.1 (limitation on equipment) : changed in the notice of race
- RRS 50.2 (spinnaker poles) : shall not apply
- RRS 51 (moveable ballast) : remove the first sentence and replace it with : *"Movement of weight with the aim of modifying trim or stability shall be authorized within the following limits : inside the boat, with the exception of the batteries, any other heavy elements which may damage the boat or injure the crew shall be firmly stowed permanently, except when they are moved. Food, water containers and fuel containers, safety equipment (except life rafts), deck gear and spare parts may be stowed in boxes and moved if they are soundly stowed. Sails can be moved around freely. Sail bags must not be able to retain water."*
- RRS 52 (manual power) : *changed : « sails shall be authorized to use energy other than manual energy to operate an automatic pilot. This energy may also be used to fill and/or empty ballast and/or operate the keel orientation. »*
- RRS 54 (forestays and jib tacks) : shall not apply
- RRS 61 (protest requirements) : changed in the SI
- RRS 62 (repairs) : changed in the SI
- RRS 63 (instructions) : changed in the SI
- RRS 64 (decisions) : changed in the SI

3.4 Official documents

Sailing documents and any amendments thereto shall be issued and signed by the chairman of the race committee chairman of the measurement committee and the chairman of the jury. Only these texts shall be of reference value to competitors.

Documents relating to the organization, safety, boat inspections and competitors' shall be issued and signed by the race management.

Only these texts shall be of reference value to competitors.

3.5 Weather supplies pack

The organizer shall supply crews with a complete set of weather information. This information shall be free of charge.

Never the less, the cost of communications from the boat to access that information shall be borne by the participant.

The set of weather information made available to the crews shall at least comprise the following information :

GRIB

- GFS: global / 0.5 degree / 168 hour forecast / 3 hour interval / 4 times a day / variables: MSLP, Wind 10meters, Wind 950 hPa, Precipitation
- ECMWF: global / 0.25 degree / 240 hour forecast / 3+6 hour interval / 2 times a day / variables: MSLP, Wind 10meters, Precipitation
- Hi-Res: European Domain / 0.1 degree / 48 hour forecast / 1hour interval / 4 times a day / variables: MSLP, Wind 10meters, Precipitation
- Hi-Res: Tasman/NZ Domain / 0.1 degree / 48 hour forecast / 1hour interval / 4 times a day / variables: MSLP, Wind 10meters, Precipitation
- WW3: global oceans / 1 degree / 180 hour forecast / 6 hour interval / 4 times a day / variables: HTSGW, UGRD, VGRD, WVPER, WVDIR, PERPW, PERSW.
- NLOM: global oceans / 1/32 degree / analysis /1 time a day / variables: SST, current set & drift

Graphical Products

- IR Satellite picture: global / 4 times a day
- Synoptic analysis and forecast: Bracknell, NOAA, BOM etc / updated as available
- Custom synoptic analysis of satellite picture around the fleet: 1 time a day
- Custom 24, 48 & 72 synoptic forecasts of area around the fleet: 1 time a day

Other Products

- Written analysis and forecast for area around the fleet: 1 time a day
- Observational data: global / updated as available

Delivery mechanism

Access to the weather package will be provided through the “Ugrib” client software allowing the participants to dynamically select and extract the data that they consider relevant.

The Ugrib specific GRIBpack compression (file size reduction by at least 50%) will be enabled on the package.

Support

- Phone support for technical issues will be 24/7 during race. Office hours before the race.
- The package will be available to confirmed entries from 30/04/2010 onwards.

- Installation of the package (the BWR 2010 version of the Ugrib software) can be done by the competitors themselves or remotely by GRIB.US. Onsite installation is possible but competitors will have to make direct arrangements with GRIB.US and cover their travel expenses.
- Upon request GRIB.US will provide a remote demonstration of the functionality of the package.

Note

Some of the above weather data is based on the availability of these data in the public domain. Although every effort will be made to replace such weather data in a timely manner with similar data no guarantee can be provided as to the availability of specific weather data if they have been withdrawn from the public domain.

3.6 Other access

The precision concerning the access for crews to complementary meteorological information of those who will be supplied by the organizer described in 3.5 will be published by amendment at the latest on November 1st 2010.

4. Crews

4.1 Age

Crew members must be at 21 years old on 31st December 2010.

4.2 Member of IMOCA

Each crew member must be a member of the IMOCA Class and up to date with his subscriptions.

4.3 Valid passport

Crew members must each hold a valid passport which complies with their own national regulations and be valid until at least 31st May 2011.

4.4 Participant's nationality

Nationality will be indicated by the skipper in the application for entry.

4.5 Licences

In accordance with RRS 75.1, each crew member's application for entry shall include a copy of his sailing licence or a document certifying membership of a national authority, or membership of a club or of another organization affiliated to his national authority for the years 2010 and 2011.

4.6 Qualifications

4.6.1 Dates

All crew and boat qualifications must be complete by 30th September 2010 at the latest.

4.6.2 Qualification of skipper

The skipper shall qualify if he finished and qualified in one of the following races :

- the Transat Jacques Vabre 05, 07, 09
- the Vendée Globe 04, 08
- the Barcelona World Race 07
- the Route du Rhum 06
- the Artemis Transat 08
- the Portimao Global Ocean Race

Or if he has sailed at least 2 800 miles on a boat in the Volvo Ocean Race 08/09 and finished qualified in this race.

4.6.3 Qualification of co-skipper

The skipper may invite a co-skipper who finished and qualified in a race of 2 800 miles or more, whether solo, two-handed or crewed, since 2004.

4.6.4 Qualification of crew

In the event of a member of crew failing to satisfy the conditions for qualification described above, qualification may also be obtained as follows:

Skipper and co-skipper shall take part together in an ocean race of at least 2 800 miles, two-handed or crewed, on board an IMOCA 60 and finished the race qualified.

4.6.5 Qualification of substitute crew

The substitute shall have the same level of qualification (as set out in 4.6.2 and 4.6.3) as the crew he replaces.

In the event of force majeure, independent of skipper's volition, he has been unable to qualify in accordance with the rules set out herein, the skipper may qualify if he finished and qualified in the Route du Rhum 2010. He must however have submitted a complete application for entry, with the exception of the qualification, and comply with all other requirements when the application is submitted.

4.7 Compulsory courses for crew

4.7.1 Medical training course

Each member of the crew (skipper, co-skipper and substitute, if appropriate) must take a medical training course as set out in the OSR of the ISAF at paragraph 6.02.6 for category 0 races :

- Validated in the last 5 years (ISAF standard) before the day on which the race starts.
- Run within the context of a training organization such as :
 - Recognized by the ISAF, or by a national authority which is a member of the ISAF, or by a national authority of his country

OR

- A continuing education organization, registered with a recognized educational authority providing emergency medical training for the medical and paramedical professions
- In addition, each member of the crew shall have undertaken the rescue course (ISAF paragraph 6.02.6) in the last 5 years.

4.7.2 ISAF survival course

In application of the ISAF OSR directives (6.01), each member of the crew shall have undertaken a course in survival at sea :

- Carried out in a centre approved by the ISAF or a national authority or the national authority in his own country
- Carried out in the last 5 years before the start

4.8 Medical service units

The Barcelona World Race is a race without assistance : no medical intervention may have an influence on the performance of either the participants or the boats.

If these conditions are complied with, the intervention at a distance of a doctor or the prescription of medication or medical equipment shall not be considered as assistance.

The Barcelona World Race shall set up two medical service units, free of charge for the crews.

- A « RMS », race medical service, managed by Dr Nandu Muñoz and Dr MJ Martí.
- A « CDMIU », crew distance medical intervention unit. This unit will be made available by the Teknon Clinic in Barcelona and coordinated by Dr Nandu Muñoz and Dr MJ Martí.

4.8.1 Medical matters before the start

Medical matters before the race will be dealt with by the RMS.

Each member of the crew must include in his application for entry :

- An individual medical file attached to the application for entry and including in addition to the various medical information :
 - Result of an heard ultrasound
 - Result of a heart rate profile during exercise dating back no further than 4 years before the day on which the race starts.

In addition, each member of the crew must submit the following to the RMS, between 1st and 15th December 2010 :

- An up to date medical certificate signed by his own general practitioner
- A recent dental report with any necessary course of treatment completed before 1st December 2010.

Each member of the crew shall take on board a medical kit which complies with the IMOCA nomenclature, BWR two-handed race.

The RMS shall be the crew contact for all medical questions before the start and relating to the medical kit.

4.8.2 Medical monitoring during the race

Medical matters during the race will be dealt with by the « CDMIU ».

This medical service at a distance shall operate out of the Teknon Clinic, in Catalan, Spanish, English and French.

Each member of crew shall be responsible for deciding if he also wishes to be monitored by his general practitioner before and during the race.

If so, the crew's general practitioner must :

- Get in contact with the RMS in order to establish a professional medical relationship before the race.
- Inform the RMS during the race of any pathology affecting the crew member who is a patient.
- Inform the RMS of any recommended courses of treatment being taken by one of his patients taking part.
- Inform the RMS of any complications or situations which are dangerous for a crew member and which might give rise to a request for evacuation.

4.9 Disembarkation of crew

Medical reasons alone are sufficient to justify disembarking crew.

- A request for evacuation may be submitted to the race management by the skipper or co-skipper.
- The request must be backed up by the evacuee's general practitioner and the RMS.
- A request for evacuation may be submitted to the race management by the RMS in a situation where the life of a crew member is threatened.

In such cases, race management will get in contact with

- The team manager ashore
- The MRCC in charge of the geographical zone of disembarkation

The disembarkation shall be organized by the team manager with the crew at sea.

4.10 Substituting disembarked crew

Substitution shall only be authorized by race management if the evacuee's general practitioner and/or the CDMIU via the RMS makes an official announcement on the necessity of evacuation for medical reasons.

In no event may the boat continue the race sailed solo.

4.11 Medical assistance between members of the same crew

In so far as possible, this medical assistance shall be monitored by the CDMIU or the RMS or by the general practitioner of the injured or ill crew.

4.12 Supply of medication

Supply of medication shall not be considered as assistance if :

- Race management has been informed directly by the skipper or co-skipper or by the team manager of the : place, date and time when supplies were made together with information having an effect on the progress or lack of progress of the boat towards the finishing line
- The crew's general practitioner or the CDMIU has indicated to the RMS that it was necessary
- The medication or the medical equipment are taken on board without this being considered as aiding or assisting the crew
- No-one shall board the boat unless it is absolutely necessary

In such cases, supplying medication of medical equipment may be done without any restriction on place.

4.13 Compulsory crew attendance in Barcelona

4.13.1 Before the race

At 12H00 on 17th December : compulsory presence of crew and boat in Barcelona.

4.13.2 Public relations

The presence of the competitors will be compulsory for the following events:

17th December 12H30 to 13H30 : press conference

29th December 11H30 to 13H30: press conference

In addition, the communication service can invite crews to participate in certain operations of public relations. The dates and times of these operations will be communicated as soon as possible.

4.13.3 Institutional events

Crews must attend institutional events.

In particular :

- From 12H00 to 14H00 on 18th December 2010 for the opening of the Barcelona World Race village.
- At 19H30 on 28th December 2010 : presentation of crews in Barcelona town hall.
- Date to be announced : prize-giving.

4.13.4 Race management briefing sessions

Both skipper and co-skipper must attend the race management briefing sessions.

Details of these briefing sessions (location) will be displayed on the official notice board in Barcelona.

In particular :

- At 10H00 on 18th December : initial briefing
- At 10H00 on 19th December : safety briefing
- Other date in December to be announced : briefing on a subject to be announced by amendment before 1st November 2010.
- At 10H00 on 30th December : start briefing

Other briefing sessions may be announced if necessary. Their subject matter, date and time will be announced by amendment no later than 1st November 2010. They will also be displayed on the official notice board in Barcelona.

Crews which are not present in Barcelona permanently and which are absent from Barcelona at times when their presence is not compulsory, shall be represented on a permanent basis by their team manager or his representative from 12H00 on 17th December to 31st December 2010.

4.13.5 After the finish in Barcelona

The presence of crews will be compulsory for the following events:

- The conference which follows the arrival of every competitor.
- The prize-giving.

Every crew will have to stay in Barcelona for a duration of 72 hours after its arrival. Her boat must be moored alongside the quay with the aim of the public.

5. Boats

5.1 Definition

The boat shall satisfy the characteristics set out in the IMOCA yearbook currently in force.

5.1.1 IMOCA certificate

Skippers shall present the organizer with a copy of an IMOCA certificate issued by the IMOCA measurer for the race no later than 30th September 2010.

5.1.2 Qualification

Qualification of the boat

In order to qualify, the boat must have sailed a qualifying passage of 2 000 miles or more, monitored by a tracking system, with a maximum of 3 sailing sections. Crews must provide race management with a read-out of geographic points of the passage or passages. These read-outs may be provided either during the passage or once the qualifying passage has been sailed.

5.1.3 Compulsory boat markings

Boat markings must comply with Spanish legislation.

Each boat shall display the following markings :

5.1.3.1 Mainsail : race logo

The logo shall be of a particular dimension : 7m²

- It shall be affixed at 1/3 of the mast height measured from the deck and above the first reef.
- A space of 0.50 m around the logo shall remain blank.
- No other logo may be affixed in the horizontal band marking out the race logo. This space shall be reserved for the organizer.
- In the event of a competitor wishing to affix a horizontal marking in his mainsail, the race logo marking zones must be complied with.

Competitors will receive two sets of logos free of charge. Information about how they are to be affixed will be provided.

5.1.3.2 Main shrouds or backstay

One or two race flags bearing the race logo measuring 1.90m x 1.4m.

5.1.3.3 Guardrails, fixed to the stanchions and pushpits

- Two dodgers measuring 2.1m by 0.6 m each. The dodgers must be printed on both sides. One third of their surface will be made available to the organizer, a second third will bear the IMOCA logo and a third third will bear the name of the crew and their sponsors.
- The dodgers will be supplied to competitors by the organizer.

5.1.3.4 Forestay

- A line of 5 flags measuring 2m by 2.5m each, failing which, two rectangular flags occupying the same surface area.
- These flags will be supplied to participants by the organizer.

5.1.3.5 Visibility during image shoots for image bank

Whether the images are filmed by the competitor's own video service provider or by the race video producer, all of the boats must display the following during filming.

- Markings on either side of the mainsail as set out above.
- Dodger to port and starboard as set out above.
- Race flags as set out above.

5.1.3.6 Visibility in the harbour before the start and after the finish

Boats must display the following when in the harbour :

- A line of 5 flags along the forestay as set out above.
- Dodgers to port and starboard as set out above.
- Race flag(s) as set out above.

In addition, participants may also display their own communication materials as follows :

- Whatever the form and measurements of this communication material, only aft the mast and in no event forwards the mast.
- A communication sail aft the mast may whose luff may not be greater than 15m and whose foot may not be greater than 6m.
- It may be displayed from time to time but not permanently.

5.1.3.7 Visibility at sea

- Markings on both sides of the mainsail as set out above.
- Port and starboard dodgers and the race flags set out above when the boat is 25 miles or less from the shore : Barcelona, Strait of Gibraltar, Cook Strait, Cape Horn.

5.1.3.8 Availability of images of the boat

As soon as the compulsory markings supplied by the organizer have been made available to participants, they shall distribute images of their boat on which these markings are displayed.

5.1.4 Tracking the boats - beacons

The organizer shall supply each boat with a full set of beacons :

- Boat positioning beacons
- Safety beacons in addition to compulsory safety equipment as provided in the IMOCA yearbook.

The description of the tracking equipment shall be announced in an amendment no later than 1st November 2010.

Participants shall provide a deposit in the form of a cheque when the beacons are installed. The deposit will be returned upon the return of the equipment.

5.1.5 Using boat's equipment

In the event of beacons provided by the organizer failing to work, the organizer may track the boat's progress via its terminal C.

The boat's terminal C must be in correct working order and be connected up to an electricity supply permanently.

All access codes must be given to the organizer.

5.1.6 Secondary positioning system

Participants may install a secondary positioning beacon system (in addition to the set supplied by the organizer) which they can set up and run aboard during the race in accordance with the following conditions :

- Boat positions issued from the secondary system shall in no event :
 - Comprise a element for ranking established by one or several participants
 - Be issued by participants except for reasons of safety and in agreement with the race management

5.2 Boat inspections

Boat safety inspections will be carried out by the «race inspectors».

They will take place at three periods of time.

5.2.1 Outside Barcelona

Upon the request of several participants gathered in a harbour outside Barcelona, the organizer may ask an inspector to start inspections on several boats before 17th December 2010 as follows :

- According to a precise schedule guaranteeing that at least two crews and their boat are together and ready to undergo the inspection
- The schedule established by the IMOCA

Travelling expenses shall be borne by the organizer.

5.2.2 In Barcelona

- Phase 1

From 09H00 on 7th December until 20H00 on 14th December.

Optional

This phase shall enable inspections to be planned for crews berthed in Barcelona who wish to do so early.

- Phase 2

From 15H00 on 18th December until 20H00 on 26th December.

Compulsory except for the crews having undergone inspection in phase 1 and for which the chairman of the measurement committee has issued a certificate at the end of the inspections.

Both skipper and co-skipper shall be present until the end of inspections on their boat.

5.3 Berthing

Boats must be berthed in Barcelona harbour, in the marina area reserved for race participants as follows:

- Berthing free from 09H00 on 7th December 2010.
- Compulsory berthing for all boat from 12H00 on 17th December 2010.

6. Rankings and prizes

6.1 Rankings

Official rankings will be produced four times in 24 hours.

Times of rankings will be announced no later than 1st November 2010.

6.2 Rankings and publishing

Only the organizer shall produce rankings and publish them in various forms :

- Regular rankings
- Cartographies
- Tracks of boats

The organizer shall be in charge of transferring the rankings out to the boats in the fleet.

6.3 Prizes

The total amount of prize money is 500 000 euros.

6.3.1 Prizes – overall rankings

Prize-money is broken down as follows :

A) 420 000 euros for the first 6 boats to finish qualified :

- 1st : 150 000 euros
- 2nd : 90 000 euros
- 3rd : 60 000 euros
- 4th : 50 000 euros
- 5th : 40 000 euros
- 6th : 30 000 euros

B) 62 000 euros between the boats qualifying after the 6th place and from the 7th crew qualifying onwards.

Prize-money is shared out equally among the boats.

No prize will exceed 30 000 euros.

C) In the event of prizes set out in 6.3.1 A and B not being allocated at the end of the race, the amount of the prize-money shall be shared out equally between all of the boats which qualified.

6.3.2 Prizes – ocean trophies

Extra prizes are shared out over the 6 ocean trophies.

Each trophy will give rise to cash prize-money of 3 000 euros.

- The Salida Mediterranean Trophy from the starting line in Barcelona and the Strait of Gibraltar (longitude 5°37'W). Estrella Damm Trophy
- The North-South Atlantic Trophy from the Strait of Gibraltar (longitude 5°37'W) to the Cape of Good Hope (longitude 20°E)
- The Indian Ocean Trophy from the Cape of Good Hope (longitude 20°E) to Wellington (longitude 174°47'E)
- The Pacific Trophy from Wellington (longitude 174°47'E) to Cape Horn (longitude 67°17'W)
- The South-North Atlantic Trophy from Cape Horn (longitude 67°17'W) to the Strait of Gibraltar (longitude 5°37'W)
- The Llegada Mediterranean Trophy from the Strait of Gibraltar (longitude 5°37'W) to the finishing line in Barcelona.

In other words a total of 18 000 euros.

6.3.3 Communication prizes

Finally, prizes in the form of equipment will be awarded in 4 categories linked to communication for items created on board by the crews and sent back to the race HQ for race communication purposes. The categories are:

- Radio
- Literature
- Photos
- Video

And awards will be made for the authors of the best radio interviews, text, photos and video films.

Prize-winners will be appointed by a committee including editors from the organization who are in charge of the race and journalists who have done regular coverage of the event.

6.3.4 Prize-giving ceremony

The date of the prize-giving ceremony will be announced in an amendment no later than 1st November 2010.

7. Publication and issue of official information

The organizer shall make available to participants all of the official information published by race management such as :

- Regular rankings
- Boats' tracks
- Official maps
- Official weather
- Statistics

This official information may be published by participants via their various means of communication on the conditions that they do not transform the information and that they preserve the integrity of the :

- content
- presentation
- information

In publishing official information, participants must take care to ensure that the logos of the organizer's partners and official suppliers remain intact.

Participants may publish information issued by the race communication service in the following conditions :

- in whichever format they wish
- associating them as they wish to the contents relating to their crew and their boat

8. Responsibility and liability

Sailing is an activity with a number of inherent risks, and is potentially dangerous. As a result, anyone who intends taking part in a yacht race, as a competitor or otherwise, does so at his own risk, bearing in mind that damage to property or personal injury may result.

Competitors and third parties recognize that it is reasonable that the race organizers be held free, in so far as the law permits, from any responsibility they might assume and that those involved in the organization of the race, in whatever capacity, should be indemnified by the competitor or third party against any claims made for damage to the boat, to property and for personal injury.

8.1 Organizers

The responsibility of the organizers and its partners is limited to ensuring the sporting fairness of the event. The organizer shall accept no liability for anything which is not contractual and express.

In particular :

- The checks which the race committee may be required to carry out, either upon its own initiative or at the request of the jury, or any other authority, shall be carried out with the sole aim of making sure that the rules and regulations, the instructions and their amendments have been complied with.
- The monitoring which the organizer might undertake shall be considered as optional and in no case should it be considered as an extra safety measure upon which it may be relied.

Owners, sponsors, participants, crew and competitors take part in the race at their own risk. The responsibility in deciding to take part or to continue racing shall be the sole responsibility of the participant and competitor (Part 1, RRS 4). He shall do so taking into account his skill, the boat and its equipment, the weather conditions forecast or to be met during the race, his physical condition and general state etc. Any advice or information which may be supplied by the race organizer, its staff, the race management, race committee or international jury such as weather forecasts or resulting from boat inspections are only communicated by way of information and each competitor shall bear sole liability for checking the possible weather conditions. Neither the race organizer nor people associated with the organizer accept any liability whatsoever for any advice or information which they might supply.

Whatever the legal links with the owner of the boat, the skipper officially indicated on the statement of undertaking shall be the only person in charge with regard to the organization.

Subject to the provisions relating to cases of force majeure set out below, the obligations of the race organizer shall be limited to complying with express contractual obligations. As a result, the race organizer shall bear no liability for any breach of a contractual term that might be implied under common law or statute, nor for negligence, and nor shall he bear any liability for incidents or damage sustained to the boat nor for any personal injury (howsoever that caused), nor for any breach of professional duty, misrepresentation or other.

The race organizer shall bear no liability for any damage, whether indirect, real or alleged, howsoever caused or sustained to any person, whether in respect of a participant, crew, competitor, owner or sponsor. This exclusion of liability shall not be restricted to loss of profit, opportunity, exploitation, publicity, reputation (or opportunity to increase one's reputation) or in relation to any sort of economic loss.

8.2 Participants

Skippers, crews, owners shall each bear individual liability for damage to property and personal injury which they may sustain or which may be sustained by the boat, or which they may cause to any third party or third party property. They must take out adequate insurance to cover these risks and liabilities. In particular, each member of crew shall take out third party liability insurance cover with regards to the organizer of at least 3 million euros, together with adequate insurance cover relating to the boat, personal injury and incidents for at least the amount set out in article 8.3.

Failure to take out such third party liability insurance shall in no event make the organizer or its partners liable.

A fundamental condition of participation shall require skippers to lodge with the organizer a signed waiver form attached to the application for entry, waiving the right to take legal action against the organizer, his principals and agents, as well as insurers.

Crews and competitors are reminded that fundamental rule 1.1 requires any boat or competitor to give all possible help to any person or vessel in danger when he is able to do so.

8.3 Insurance

8.3.1 Crew

Each crew member shall have death and permanent invalidity insurance cover in the event of an accident arising during the second edition of the Barcelona World Race.

Evidence of such cover must be provided in the form of a written certificate issued by an internationally renowned insurance company no later than 31st August 2010.

8.3.2 Third party liability

Each crew member shall have third party liability insurance cover (for damage caused to a third party) with a minimum guarantee of 3 million euros.

Evidence of such cover must be provided in the form of a written certificate issued by an internationally renowned insurance company no later than 31st August 2010.

This certificate shall make specific reference to participation in the second edition of the Barcelona World Race and damage sustained to another participant or to his boat.

8.3.3 Boat

Each participant shall have insurance to cover damage to his own boat equivalent to the value of his boat and covering accidental damage and total loss of the boat during the second edition of the Barcelona World Race.

Evidence of such cover must be provided in the form of a written certificate issued by an internationally renowned insurance company no later than 31st August 2010

9. Appendices

10. Appendix program

Program which will be completed by amendment

15th June 2010 : Publication of an amendment including audio appendix

31st August 2010 : Deadline for return of the completed applications for entry

30th September 2010 :

- End of qualifications for crews and boat
- Deadline for issue of IMOCA certificate

1st November 2010 at the latest : Publication of an amendment including :

- Details of the safety gates
- Details of race management briefing sessions
- Details of position beacons
- Times of rankings
- Date of prize-giving ceremony
- Details of access to sources of weather information
- ...

Between 1st and 15th December : up to date medical certificate and dental report

From 09H00 on 7th December : possibility of berthing the 60' boat in Barcelona

From 7th December to 14th December : possibility of boat inspections taking place

At 12H00 on 17th December : presence of all boats and crews in Barcelona compulsory

At 12H30 on 17th December : press conference

At 10H00 on 18th December : initial briefing session

From 12H00 to 14H00 on 18th December : opening of the Barcelona World Race village

18th to 26th December : boat inspections

At 10H00 on 19th December : safety briefing session

At 19H30 on 28th December : presentation of crews at Barcelona town hall

At 11H00 on 29th December : press conference

At 10H00 on 30th December : start briefing session

31st December : start of the Barcelona World Race

From 17th to 31st December : compulsory presence of the crews in Barcelona in accordance with the provisions of the notice of race. In the absence of the crew, the presence of the team manager or his representative shall be compulsory.

11. Appendix - Application for entry

Application for entry



Name of boat for this race :

Nationality under which the participant wishes to register :

Sail number :

To be returned by the 31st August 2010

Skipper

Last name :

First name :

Date of birth :

Nationality :

Telephone number :

Mobile/cell :

Fax :

Address :

Email :

Website :

Supporting documents to be supplied :

- Photocopy of current passport
- Identity photograph
- Photo in survival suit, front view, back view
- Medical file
- Photocopy of document certifying participation in safety training course
- Photocopy of document confirming participation in medical training course
- Photocopy of short range certificate (SRC) or equivalent
- Sailing CV
- Answer this question on a separate sheet of paper : « why are you taking part in the Barcelona World Race ? »

Co-skipper

Last name :

First name :

Date of birth :

Nationality :

Telephone number :

Mobile/cell :

Fax :

Address :

Email :

Website :

Supporting documents to be supplied :

- Photocopy of current passport
- Identity photograph
- Photo in survival suit, front and back view
- Individual medical file
- Photocopy of document certifying participation in safety training course
- Photocopy of document confirming participation in medical training course
- Photocopy of short range certificate (SRC) or equivalent
- Sailing CV
- Answer this question on a separate sheet of paper : « why are you taking part in the Barcelona World Race ? »

Substitute crew

Last name :

First name :

Date of birth :

Nationality :

Telephone number :

Mobile/cell :

Fax :

Address :

Email :

Website :

Supporting documents to be supplied :

- Photocopy of current passport
- Identity photograph
- Photo in survival suit, front view, back view
- Medical file
- Photocopy of document certifying participation in safety training course
- Photocopy of document confirming participation in medical training course
- Photocopy of short range certificate (SRC) or equivalent
- Sailing CV
- Answer this question on a separate sheet of paper : « why are you taking part in the Barcelona World Race ? »

Team Manager

Last name :

First name :

Mobile telephone number :

Landline telephone number :

Email :

Fax :

Postal address :

Safety contacts :

- Contact number 1

Team manager oui non

If not,

- Contact number 2

Last name :

First name :

Mobile/celle telephone number :

Email :

Fax :

Shore team contact

Member 1

Last name :

First name :

Mobile/cell telephone number :

Landline telephone number :

Email :

Member 2

Last name :

First name :

Mobile/cell telephone number :

Email

Communication contact

Communication officer contact :

Last name :

First name :

Mobile/cell telephone number :

Landline telephone number :

Fax :

Email :

Substitute contact

Last name :

First name :

Mobile/cell telephone number :

Fax :

Email :

Sponsor contact

	Sponsor 1	Sponsor 2	Sponsor 3
Name of sponsor			
Contact 1			
Last name			
First name			
Telephone number			
Email			
Contact 2			
Last name			
First name			
Telephone number			
Email			

Boat

Race name :
Launch name :

Architect :
Year and place of build :
Hull material :

Country of registration :
Initials of place where registered :
Registration number :
Maritime mobile service identity (MMSI) number :

Colour of hull :
Colour of roof :
Colour of deck :
Colour of bottom :

Colour of mainsail :
Colour of solent :
Colour of storm sail :
Colour of mast :

Liferaft	Liferaft 1:	Liferaft 2 :
Make :		
Type :		
Number :		

Documents to be supplied :

- Photocopy of hexadecimal identification digits (Hex ID) of each distress beacon
- Photocopy of liferaft booklets
- Photocopy of boat's radio licence
- Photos of the boat :
 - View from above
 - Profile
 - View under sail
 - View of bottom
- Boat's nautical CV

Boat's equipment

CALL SIGN :

	Radar	Active transponder	VHF
Type			

IRIDIUM :

	Boat's iridium	Back-up iridium
Type		
Telephone number		
Email used at sea		

If 3rd Iridium

	Boat's iridium
Type	
Telephone number	
Email used at sea	

INMARSAT or equivalent:

	Inmarsat (telephone)	Inmarsat (back-up)	Inmarsat C
Type			
Telephone number			
Email used at sea			
Provider			

Sarsat Cospas distress beacons:

	Beacon 1	Beacon 2
Type		
Hex ID		
Boat MMSI		
Serial number		
Date batteries replaced		
Date beacons checked		
Where stowed on board		
Type of activation (Automatic/Manual)		
If automatic, indicate type of activation		

	Beacon 3	Beacon 4
Type		
Hex ID		
Boat MMSI		
Serial number		
Date batteries replaced		
Date beacons checked		
Where stowed on board		
Type of activation (Automatic/Manual)		
If automatic, indicate type of activation		

Further documents to be attached to the application for entry

General :

- A photo of the crew
- Press pack

For the race :

- Waiver (in appendix)
- Non-routing certificate
- Statement certifying non-programming of one or more technical stops
- Qualification certificate
- 3 insurance certificates
- 1 deposit in the form of a cheque for the safety positioning beacons

Communication :

- A colour illustration, clearly indicating how the official markings will be affixed on either side of the mainsail for the Barcelona World Race

12. Appendices – statements certifying compliance with the notice of race





12.1 Appendix – non-routing certificate

We the undersigned :

- Skipper.....
- Co-skipper.....
- Substitute crew.....
- Team manager.....

Hereby certify that we will comply with article 3.4 of the notice of race and the future sailing instructions with regard to non-routing and that during the race, we shall not provide any routing for the benefit of the crew of the boat described above.

Drawn up in :

Date :

Signatures :

Skipper	Co skipper	Substitute crew	Team manager	Team manager for sponsors

Signatures preceded by the manuscript note « Read and approved »

12.2 Appendix – waiver agreement

We the undersigned :

Skipper,

Co-Skipper ;

Substitute crew ;

Team manager representing the sponsors, families and participant
..... ;

The boat

Entered in the Barcelona World Race 2010/2011 hereby certify that the information set out in the entry form is correct and true.

We hereby certify that we accept and assume full liability for any damage and accident arising as a result of the state of the yacht or of material onboard our boat, having noted article 8 concerning the liability of participants and having the qualification, skills and knowledge necessary to take part in this race.

We hereby discharge the following from any liability : the FNOB, race management, the RFEV, the RCNB, the organizing clubs, the commissioning organizations, as well as the members of the jury and the race committee and any person and company involved in this event in whatever capacity. We assume responsibility for any incident which may arise as a result of our participation in the BARCELONA WORLD RACE 2010/2011.

*If for any reason the **BARCELONA WORLD RACE 2010/2011** does not take place, FNOB and/or its associates and commissioning organizations shall not be held liable for any damage or loss sustained.*

Drawn up in, date

Skipper	Co-skipper	Substitute crew	Team manager	Team manager for sponsors

Signatures preceded by the manuscript note « Read and approved »

12.3 Appendix – statement certifying non-programming of one or more technical stops

We hereby certify that we have not programmed one or more technical stops during the Barcelona World Race.

We certify further that we have complied in all respects with articles 2.3.1 and 2.3.2 of the notice of race.

Drawn up in :

Date :

Signatures :

Skipper	Co-skipper	Substitute crew	Team manager	Team manager for sponsors

Signatures preceded by the manuscript note « Read and approved »

12.4 Appendix – certificate of qualification

I the undersigned,skipper of the boat.....hereby certify as follows :

- That I satisfy the qualifying conditions set out in article 4.6.2 of the notice of race in having sailed the following passage :
- That the co-skipper, satisfies the conditions set out in article 4.6.3 of the notice of race in having sailed the following passage :.....
- That the boat complies with the qualifying conditions set out in article 5.1.2 of the notice of race in having sailed the following passage

If necessary :

- That the crew satisfies the qualifying conditions set out in article 4.6.4 of the notice of race in having sailed
- That the substitute crew....., satisfies the qualifying conditions set out in article 4.6.5 of the notice of race having sailed the following passage.....

Drawn up in :

Date :

Signature :

13. Appendix – medical and safety matters



13.1 Personal file to be filled in by each crew member

NOM Name			
Prénom First name		Date naissance Birthdate	
N° tel Phone n°		e-mail	
Nom du bateau Name of the boat		N° licence Licence n°	
Assurance-Assistance Insurance-Assistance Cies			
Qui contacter ? Persons to contact		Lien relationship	
N° tel Phone n°		e-mail	
Autre ? other to contact		Lien relationship	
N° tel Phone n°		e-mail	
Médecin traitant General Practitioner			
N° tel Phone n°		e-mail	
Autre référent méd. Other medic referent		Spécialité	
N° tel Phone n°		e-mail	
Stage ISAF, ISAF training courses Where ?		Date	
Stage Médical, où ? Medical qualif. Where ?		Date	
Taille height		Poids weight	
Groupe Sanguin Blood group			
Bilans médicaux Medical Checks : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Cardio-vasculaire Cardio-vascular		Comment=	
Date=		Echographie Echography	Date =
ECG / ECG.		Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Date =		Date =	
Test d'effort / Cardio effort test		Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Date =		Date =	
Biologique, biological		Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Date =		Date =	
Dentaire, dental		Comment =	
Date =		Date =	
Visuel, visual		Œil D Right eye: /10	Lunettes Glasses ? <input type="checkbox"/>
Date =		Œil G Left eye: /10	Lentilles Lenses ? <input type="checkbox"/>
O.R.L., ORL		Comment =	
Date =		Date =	
Physique, Physical		Comment =	
Date =		Date =	
Autres Others		Comment =	
Date =		Date =	
Antécédents médicaux Medical history (ajouter tout document complémentaire utile - Add any useful complementary document)			
Allergies Allergies			
Neurologie Neurological illnesses			
Autres maladies Other illnesses			
Mal. tropicales Tropical illnesses			
Gynéco Gynecology			

Antécédents chirurgicaux, Surgical history : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Suite à accident After an accident	Date =	Comment =	
Suite à maladie After an illness	Date =	Comment =	
Autres Others	Date =	Comment =	
Appendice enlevé Appendix removed	<input type="checkbox"/>	Date =	Comment =
Vaccinations, vaccinations : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Vaccins valides : Valid vaccines			
Vaccins non valides : No valid vaccines			
Traitement en cours ou possible selon pathologies Current or possible treatment according to the pathologies :			
Medic =		Posologie =	
Medic =		Posologie =	
Medic =		Posologie =	
Engagement du médecin Doctor obligation :			
« Je certifie la non contre-indication à la pratique des activités physiques et sportives en compétition » <input type="checkbox"/>			
" I confirm that there is no known medical reason to prevent the person concerned taking part in competitive physical and sporting activities "			
« Je certifie la non contre-indication à participer aux compétitions à la voile en haute-mer en double » <input type="checkbox"/>			
" I confirm that there is no known medical reason to prevent the person concerned taking part in double handed offshore sailing races "			
Date et signature Date and sign		Cachet Stamp	
Engagement du coureur Skipper obligation :			
Je reconnais avoir pris connaissance : - des questions ci-dessus et y avoir répondu sans rien omettre et avec exactitude - du contenu de la liste pharmacie recommandée pour constituer la pharmacie de bord. I confirm having taken knowledge: - questions above, I certify that my answers are complete and right - contents of the pharmacy list recommended for the medical kit on board.			
Date et signature Date and sign			

Extraits règlement médical Fédéral site <http://www.ffvoile.net/ffv/web/services/medical.asp?smenu=5>

Article 8 (extraits): L'obtention du certificat médical de non contre-indication à la pratique de la voile et notamment de la voile en compétition est la conclusion d'un examen médical qui peut être réalisé par tout médecin titulaire du Doctorat d'Etat, et inscrit à l'ordre des médecins. La Commission Médicale Nationale de la FFVoile - rappelle que l'examen médical permettant de délivrer ce certificat engage la responsabilité du médecin signataire de ce certificat, seul juge de la nécessité d'éventuels examens complémentaires et seul responsable de l'obligation de moyens (...) - précise que le contenu de l'examen doit tenir compte de l'âge et du niveau du compétiteur - conseille de tenir compte des pathologies dites de « croissance » et des pathologies antérieures, de consulter le carnet de santé, de vérifier plus précisément au niveau de l'appareil locomoteur : rachis, ceintures, genoux, pieds, en s'aidant si nécessaire de radiographies - insiste sur les contre-indications à la pratique de la Voile toute pathologie susceptible de s'aggraver au cours de l'activité sportive et/ou de compromettre la sécurité. En cas de doute, contacter la Commission Médicale - préconise une mise à jour des vaccinations, un bilan dentaire annuel, une épreuve cardio-vasculaire d'effort à partir de 40 ans, une surveillance biologique élémentaire à partir de 40 ans, un examen ORL et visuel (...).

Courses au large : Les conditions d'aptitudes physiques et médicales pour participer aux épreuves habitables en solitaire et en double devant respecter les RSO de catégories 0 et 1 avec l'établissement d'un dossier médical comprenant obligatoirement les résultats d'une épreuve d'effort datant de moins de 4 ans, obligatoirement les résultats d'une échocardiographie cardiaque, un questionnaire médical facultatif, mais recommandé, à remplir et signer par le coureur et son médecin traitant, selon ce modèle, des examens complémentaires peuvent être rendus obligatoires par l'Avis de Course. Ce dossier sera envoyé au médecin « référent » de la compétition. Pour les RSO de catégorie 2 les résultats d'une épreuve d'effort datant de moins de 4 ans et les résultats d'une échocardiographie cardiaque sont facultatifs mais recommandés. Pour toutes les autres courses en haute mer, de réaliser un bilan médical de l'intéressé le plus complet possible, en relation avec la ou les compétitions envisagées.

13.2 Medical training course content

PRACTICAL TRAINING

Training shall be given with the help of the recommended ISAF Guides (cf : I.S.A.F. Offshore Special Regulations)

Essential summary and lifesaving gestures

Specific objectives :

- *Be able to assess the main vital functions and measure the parameters*
- *Be able to carry out the life-saving gestures*
- *Know how to deal with someone in neurological distress, in respiratory distress, in cardio-vascular distress or in cardio-circular arrest.*
- *Know how to adapt these techniques to particular cases (drowning, hypothermia, intoxications)*

Medical consultation at a distance

Specific objectives :

- *Know what the call procedures are in the event of a medical emergency*
- *Know what information has to be provided to the doctor in order to establish a diagnosis*
- *Know how to apply the doctor's prescriptions given at a distance*
- *Know how to organize an evacuation from the boat for health reasons*

Protecting the victim

Specific objectives :

- *Know how to put a victim in a place of safe shelter (how to move a victim, put him on a stretcher, undress him etc in ways suited to sailing single-handed)*
- *Know how to protect the victim whilst awaiting assistance after having carried out an assessment of the vital functions, and lesions and circumstantial matters*
- *Know how to reassess the victim's clinical state*

Dealing with accidents

Techniques set out herein are particularly adapted to single-handed sailing :

- *Know the rules of hygiene and how to :*
 - Antiseptic handwash
- *Know how deal with a skin injury :*
 - Stop a hemorrhage
 - Treatment of a burn
 - Observe and classify an injury to explore and treat it
- *Know how to deal with a fracture, a dislocation, a sprain (single-handed) :*
 - Recognize a fracture, know how to treat and immobilize
 - Recognize a dislocation, know how to treat it and the principles of repositioning
 - Recognize a sprain, know how to treat, bandage and strap
- *Know how to adapt treatment to the affected zone (head, trunk, members) :*
- *Know how to deal with a victim of shipwreck :*
 - Techniques in the event of hypothermia
 - Psychological matters in shipwreck situations

Treatment in non-accidental situations

Specific objectives :

- *Know how to recognize general problems. Assess pain, take a temperature, take blood pressure*
- *Know how to look for the symptoms of everyday illness relating to a particular function (digestive, respiration, psychological)*
- *Know how to look for the symptoms of everyday illness relating to a particular zone (head, trunk, members)*

Management of the medical kit and technical specificities of treatment

Specific objectives :

- *Know about the general organization of a medical kit*
- *Know the main classes of medicines*
- *Know about the main indications, means of administration and conservation*
- *Know how to use the accessories*
- *Know how to prepare an injection and how to give oneself an injection*
- *Know how to use a dental treatment kit (applying a dressing)*
- *Know how to use a scalpel (excision of an abscess)*
- *Know how to apply adhesive strips, staples and sutures*
- *Know how to use splints*

13.3 Survival at sea training course content

Article 6.01 of the ISAF « **Offshore Special Regulations** » (**OSR**), stipulates that at least 30% but no fewer than two members of a crew including the skipper, taking part in races being run under OSR categories 1 and 2, and all the crew for category 0 races, shall have undertaken survival training, the content of which is set out in the articles of **Appendix G**.

At the end of these courses, the participants take a test and if they pass, they receive an « **ISAF approved** » sea survival training course (see *below for certain equivalent certificates*).

National authorities who are members of the **ISAF** are in charge of setting up courses via professional sea survival training centres which shall be ISAF approved. The ISAF shall monitor the teaching content and the smooth running of the various sessions.

Certifications equivalent to the ISAF certificate may be approved, see the procedure at the end of the list.

For the **FFVoile**, eight centres currently have approval to organize sea survival training and to issue the « ISAF Approved » certificate (see the sample in PDF form on the FFVoile website).

In alphabetical order :

- **CEPIM in La Trinité/Mer St Philibert**
- **CEPS in Pornichet, base in Lorient**
- **CESAME in Saint Malo**
- **ECOLE DES FORMATIONS MARITIMES in Les Sables d'Olonne**
- **LEMA in La Rochelle**
- **MACIF CENTRE VOILE in La Rochelle**
- **SOCIETE NAUTIQUE DE MARSEILLE in Marseille**
- **SURVIE MER FORMATION in Marseille**

CEPIM :

Director : Didier LANGLAIS

33 route de l'Océan

BP 20

Saint Philibert

56470 La Trinité sur Mer

CEPIM organises specific training for all maritime professionals, offshore platforms, fishermen, etc...

Location of training : St Philibert and La Trinité.

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Tel : 33 (0) 2 97 59 11 11

Website : www.centre-cepim.com

CEPS :

Director : Yann CHAUTY

37 avenue des Colverts

44380 Pornichet

CEPS has been organizing SOLAS sea survival courses since 1992 and since 1995 for non-amateur yachstmen.

Instructors and teaching groups backed up by professional seamen.

Location of training: Lorient

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Tel : 33 (0) 2 40 61 32 08

Website : www.ceps-survie.com

CESAME :

Training officer : PPEM LOISON Erwan

Ecole Nationale de la Marine Marchande de St Malo

4 rue de la Victoire BP 109 35412 Saint Malo Cedex

Location of training: Saint Malo

CESAME speiclizes in survival at sea, particularly for merchant navy personnel and has specific infrastructures around the open docks in St Malo.

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Website : www.cesame-survie.fr

Tel : 33 (0) 2 99 40 68 96

Email : erwan.loison@cesame-survie.fr

ECOLE DES FORMATIONS MARITIMES :

Director : Mr Patrick BIHAN

Quai de la Cabaude

85100 Les Sables d'Olonne

Location of training: Les Sables d'Olonne (Port Olonna – opposite the Vendée Globe pontoon).

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Tel : 33 (0) 2 51 23 96 13

Email : ecoledespeches@wanadoo.fr

LYCEE D'ENSEIGNEMENT MARITIME (LEMA La Rochelle) :

Director : Mr Michel RUNIGO

ISAF courses correspondent : Thierry DAGUZAN

Avenue du Maréchal Juin

17022 La Rochelle

Location of training: La Rochelle Port Neuf

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Tel : 33 (0) 5 46 43 00 48

Websitet : www.lycee-maritime-larochelle.com

Email : thierry.daguzan@laposte.net

MACIF CENTRE VOILE (MCV)

Director : Jean Marc PAULY

BP 8414 – Niort Cedex 9

MCV organises a number of training courses in cruiser-racer techniques, particularly sea survival training.

Location of training: La Rochelle Port des Minimes

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives.

Email : jpauly@macif.fr

SOCIETE NAUTIQUE DE MARSEILLE :

Chairman : Bernard Amiel

Pavillon Flottant

Quai de Rive-Neuve

13007 Marseille

Tél : 04 91 54 32 03

Fax : 04 91 33 41 03

info@lanatuique.com

SURVIE MER FORMATION :

Director : Bernard LHUILLIER

18 rue Jacques Réattu

BUROPARC Bat E

13009 Marseille

SMF organises a number of training courses in association with and on behalf of the Ecole Nationale de la Marine Marchande de Marseille (French national merchant navy college).

Location of training: Marseille

Teaching and nautical materials comply with ISAF OSR directives.

2-day training course in line with ISAF OSR directives

Tel : 33 (0) 6 09 95 22 03

Email : b.lhuillier@free.fr

Website : www.surviemerformation.com

ACKNOWLEDGEMENT OF EQUIVALENT LEVEL OF TRAINING :

Yachtsmen who hold the «Basic Safety Training Certificate» which complies with the STCW 95 norms and issued by the French Maritime Authority after having undertaken a training course at one of the Ecoles Nationales de la Marine Marchande (French national merchant navy colleges) or specialized organizations, may be dispensed from the requirement to undertake an ISAF sea survival training course.

A specific request must be submitted in writing to the email below together with a copy of the CFBS, setting out the applicant's sailing experience, competitive and otherwise.

Depending on the applicant's experience, acknowledgement of an equivalent level may be granted nominatively, within a five-year time limit strating from the initial training.

The original document certifying an equivalent level of training shall be sent by surface mail to the party concerned and must be produced with the CFBS certificate to any organization which may make such a request.

For further information contact :

Jean-Bertrand Mothes-Massé

Member of the ISAF International Regulations Commission

Member of the ISAF Offshore Training Advisory Panel"

jb.mothemasse@ffvoile.fr

14. Appendices – communication

14.1 Preamble

Alternating with the Vendée Globe, as one of just two official IMOCA 60 Ocean Racing World Championship round the world races, the two-up challenge that links the two worlds of the solo Vendée and the fully crewed Volvo Ocean Race maintains for its second edition its tough but rewarding, ‘duo’ format.

The first edition of the Barcelona World Race was a great sports and media success. The race was the first ever two-handed circumnavigation and the first to take the name of a city – Barcelona – to reinforce its identity, which will guarantee a reliable format and future continuity.

Since the finish of the first edition (March 2008), the organization has worked steadily to consolidate sponsorship and to develop the guidelines leading to a high-profile start on 31st December 2010. With now three main sponsors, 17 supporting partners, nine official suppliers, seven media partners, one official timekeeper and four institutional patrons, the Barcelona World Race is a solid and stable event, and it is here to stay. The Barcelona World Race has already set the year for its third edition, 2014, and in spite of its short life, the race has already been deemed a classic - defining its own model which is in the process of becoming a benchmark in the world of ocean racing.

The Barcelona World Race 2010, adapting to the current economic situation and aware of the fluctuations in sponsorship which affect the capacity of skippers to finance their projects, offers an extremely qualitative communication support package – in addition to the financial and logistic support - enabling teams to globally reduce by up to 20% the cost of their campaigns. This, added to the increased reliability of boats thanks to the modifications introduced in the IMOCA Class, will also mean an optimized visibility return for team sponsors. The Barcelona World Race becomes the ideal platform for a solid and cost-contained high profile round the world campaign.

The communication plan to ensure extensive international coverage of the race is naturally an area of strong investment. In 2007-08, the race already established itself as the most internationally focused event on the IMOCA circuit with TV coverage in 140 countries, and in 2010 the race organizers will significantly increase the allocation of this defining feature of the race, multiplying by 3 the investment of the first edition.

The Barcelona World Race 2010 edition will also offer continuity in innovation, development and integration of the latest technology in all race transmissions and communications, benchmarking the remarkable advances in this field shown by the last editions of the Vendée Globe and the Volvo Ocean Race. It will maintain its permanent release of quality content regarding the race and the event in general, providing added value features of interest to the general public and to the media.

The primary objective of the Barcelona World Race is to communicate the race and the adventure, the sports and the epic, to the widest possible audience, on an international scale.

At the heart of any ocean race, in particular short-handed, the availability of multimedia content is key to a successful race communication, and in turn a good return on investment for the boat sponsors.

The Barcelona World Race intends to promote the race, its competitors and their sponsors:

- **In an impartial manner, without commercial gain.**
- **Respecting the copyright ownership of onboard audiovisual content, which will be only used to maximize coverage of the race through all the authorized media platforms.**
- **Establishing a workflow of reciprocity and complementarity with the teams in order to broaden and optimize the contents of all audiovisual and editorial products, thus offering to the global media open, free and easy access to high quality resources on the widest possible fields of interest of the race.**

14.2 Video

14.2.1 Services and resources provided by the organiser

The Fundació Navegació Oceànica Barcelona, Organiser of the Barcelona World Race, has commissioned The Barcelona World Race TV as the official Host Broadcast Services (production, post-production and distribution) of the second edition of the Barcelona World Race.

- The Host Broadcast audiovisual production will be designed to meet the needs of TV channels but also of new media platforms (Internet, etc). It will include rights-free images and ready-to-air items, available in Spanish, English and French and also in an international version, with no commentary or summary.
- In accordance with the communication strategy designed by the Organiser, the Host Broadcast will set up agreements with national and international media, to maximize broadcast coverage.

Note: Video Format

It is the intention of the race organizers to provide the Official Film of the Barcelona World Race in HD (1080i/p). For this reason we would recommend teams to equip their boats and shooting crews with HD cameras and lenses with the ability to downconvert to SD on board the boat for transmission ashore to race HQ for news and web use. (in order to minimize transmission time). Race HQ will be equipped to handle HD and to downconvert to SD as required for material supplied to the Host Broadcast in HD. Host Broadcast will be equipped to supply HD material to broadcasters and news outlets on request.

The Host Broadcast is at present studying the feasibility of this objective through appraisal of the existing options in the HD equipment and storage solutions currently available on the market and the capability/cost to downconvert the HD footage filmed on board to SD format in real time.

A final decision regarding the format for shooting and transmitting images, and the ensuing requirements for teams regarding their equipment on board will be made no later than 30th March 2010.

This may affect the filming formats referred to in articles 14.2.1.1, 14.2.1.15, 14.2.2.1, 14.2.2.3, and 14.2.2.5 in this chapter.

The Organiser, through its Host Broadcast, will provide:

14.2.1.1

Archive filming of preparation before the race and in Barcelona. The film format required for all productions and edits is 16:9 and HD.

14.2.1.2

Testing of all transmission material, with the race HQ, by 31 October 2010.

14.2.1.3

Training for both editorial and technical skills for crews and race teams during the buildup to the race start

14.2.1.4

A technical consulting service, available to all competitors from the build up to the race start until the end of the race to assist them in solving questions about filming and image transmission.

14.2.1.5

Media Server for reception of video and still images sent back to race HQ via Clipway or Livewire, with a notification system to allow teams to approve images before distribution.

14.2.1.6

Video Server distribution system for media and teams to access all material.

14.2.1.7

Coverage and feed at the start of the race, and filming of all finishes.

14.2.1.8

Co-production of a live international TV feed of the start of the race.

14.2.1.9

Rights free images that will be made available daily to all-media on a non exclusive editorial basis via the Barcelona World Race media server.

14.2.1.10

Rights free race update comprising a rushes summary of the week's action that will be made available each week to all media on a non exclusive editorial basis via the Barcelona World Race media server

14.2.1.11

Rights free summary of the race that will be available weekly as an edited package ready-to-air on a non exclusive editorial basis via the Barcelona World Race ftp server.

14.2.1.12

Throughout the race a number of TV feeds, offering a rights free selection of the products described above in points 14.2.1.9,1, 14.2.1.10 and 14.2.1.11, will be made available on a European satellite. The frequency and technical details of these feeds will be announced at a later date, in order to set up a schedule that will optimize the effectiveness of this resource and that will take into account the existing agreements with broadcasters in each territory as well as the relevance of the feed for the territory concerned.

14.2.1.13

Videoconferencing between the competitors and Race HQ in Barcelona, or any other place that will promote the race, its partners and the competitors (e.g.: London Boat Show).

14.2.1.14

Filming the award ceremony.

14.2.1.15

Producing the Barcelona World Race 2010/11 programme series and final official film. The documentary series will be available in SD. The official film, which will be distributed internationally and as the last chapter of the programme series, will be available if possible in HD.

In addition:

During the final stage of preparations for the race and throughout the race, the Organiser through its Host Broadcast will set up an audiovisual duplication service at the race HQ in Barcelona, for the media and also for the competitor's sponsors (so that they have access to all their competitor's images during the race). This service will be subject to technical charges and will take priority after the immediate

coverage of the race. This service will be described in detail in the TV Media Guide that will be published in the weeks prior to the start of the event.

In the weeks prior to the start of the event, and no later than December 1st 2010, the Host Broadcast will provide all media and teams with a detailed description, schedule of distribution and format of the audiovisual resources that will be available to them for the coverage of the start and throughout the race.

14.2.2 Resources required from competitors

A key factor to the overall success of the race, with an optimal media coverage and good visibility for competitors and sponsors, is the amount of quality images each of the teams will provide. In order to ensure this, the Organiser requests competitors to:

14.2.2.1

Provide by 31 October 2010 a bank of video images, from helicopter and onboard, in 16:9 and HD format which must show the official race branding. This bank must be as complete as possible showing all weather conditions (calm, moderate, and rough) and different angles (upwind, downwind).

14.2.2.2

Take part in additional filming sessions organised by the Production.

14.2.2.3

Have available on board at least 3 fixed or portable cameras with accessories (cassettes, batteries, water-tight box, 12V battery chargers, clamp-on mount, etc) for filming in 16:9 and HD format.

14.2.2.4

Have a videoconferencing system available on board, capable of switching between at least 3 different camera views during the live connection, with simultaneous audio from at least one microphone. It must be compatible with the receiving equipment provided by the Host Broadcast at the race HQ in Barcelona.

Videoconferencing will be expected up to 3 times or 4 times per week (see below paragraph 14.2.2.7), and further information about its scheduling will be issued at a later date.

14.2.2.5

Have on board editing and image compression software capable of editing and compressing images, and be instructed in the use of this software, in order to provide race HQ with at least 7 minutes of downconverted SD video images per week during the race.

14.2.2.6

Have available on board Inmarsat transmission equipment or any other system with world-wide coverage that can transmit images and sound, with a minimum transmission speed 128kb/s

14.2.2.7

Submit to testing and approval by the Organiser, before 25 November 2010, all the filming, editing, compression and transmission equipment on board each yacht. It must be compatible with the receiving equipment provided by the Host Broadcast at the race HQ in Barcelona (digital video or Satellite reception or via the media server)

14.2.3 Recommended production resources for competitors

14.2.3.1

Film the preparations before the start of the race in order to build up and enhance the promotion of the race and of the competitor.

14.2.4 Competitors' obligations

14.2.4.1

Appoint two audiovisual referral agents to the Production for the whole race. These audiovisual referral agents must give consistent and non-contradictory information to the Production. In the event that both these audiovisual referral agents respond to a request from the Production unit, they must do so jointly and uniformly.

14.2.4.2

The policy for the audiovisual coverage of the Barcelona World Race is to give no exclusive rights to any broadcaster and to be impartial with all competitors, whether of a commercial nature or otherwise, with any publisher and/or distributor whatsoever, and irrespective of the media used. This will apply until the end of the race.

14.2.4.3

To ensure that this non-exclusivity requirement is observed, a key feature in the audiovisual coverage of the event, each competitor is asked to send the video images and sounds recordings to the Media Server unit installed at Race HQ in the first place, prior to any other recipient, with a minimum frequency of at least three times per week, or as per the schedule to be announced when the Sailing Instructions are issued. These video images and sounds recordings will be for the use of all news broadcasts, magazines, picture agencies, and the official websites of the race and its partners.

Where technical or other types of problem prevent a competitor from satisfying the minimum requirement of three dispatches per week, he/she must notify the Organiser without delay via the race management.

Competitors are free to conclude partnership agreements with the broadcasters of their choice, but must meet the terms mentioned in 14.2.4.2 and 14.2.4.3.

14.2.4.4

Given that no exclusive rights are granted for the audiovisual coverage of the race, competitors must not sign any exclusive rights agreement, whether or not for gain, with any publisher and/or broadcaster whatever in any medium, without the prior written agreement of the Organiser. The Organiser acknowledges that sometimes exclusivity agreements can produce good media coverage, but reserves the right to approve such agreements.

14.2.4.5

Authorise the Host Broadcast, as appropriate, to install filming equipment and an HF Link on board their yacht in the start and of finish stages of the race on condition that the Host Broadcast guarantees that the HF Link does not interfere with the on-board electronics.

14.2.4.6

After crossing the finishing line, give priority to receiving a Host Broadcast production team whose task will be to capture the competitor's first images and sounds in order to broadcast them to all the media.

14.2.4.7

Every competitor shall be available during the race for a live video conference of at least four minute duration and at a minimum of alternate days plus any other 'special days' such as for example passing through the Cook Strait and rounding Cape Horn. Further information about the scheduling of the live video conferences will be issued at a later date.

14.2.4.8

When yachts pass through the Cook Straits they shall be required to pass original onboard tapes, discs or cards to the race organization if they are requested to. Waterproof bags will be provided to skippers for this purpose, or another system of delivery as devised by the Organiser. These tapes, discs or cards shall not be used in any way before approval by the teams' audiovisual representative, which will not unreasonably withhold them. These tapes, discs or cards will be copied as soon as is practical.

14.2.4.9

If a yacht entered in the race does not finally take part in Barcelona World Race 2010/11, the images of this yacht in the colors of the Barcelona World Race 2010/11 shall not be sent to television companies or other video broadcasters throughout the duration of the race.

14.2.5 Organisers' obligations

14.2.5.1

The Organiser will pay, on presentation of documentary evidence, up to 5,000 US Dollars exclusive of tax (five thousand US Dollars exclusive of tax) per competitor for Inmarsat or Iridium telecommunications for regular transmissions of video images of competitors to race HQ in Barcelona throughout the duration of the race.

14.2.5.2

The Host Broadcast is obliged to consult the competitor's audiovisual referral agents each time images of the competitor are received via Inmarsat or any other on-board system at Press Control in Barcelona. Each competitor's audiovisual referral agents will have secure access to view the images sent by his yacht. Approval of the images will take place in accordance with the following agreement procedure:

- The Host Broadcast will inform the competitors' audiovisual referral agents by any method, with confirmation by email, when the reception server receives the images.
- The audiovisual referral agents will have 90 minutes between the hours of 0800 and 2200 (Barcelona local time) to view and approve the competitors' images. Both audiovisual referral agents are reminded that they work together and must present a joint and uniform opinion to the Production.
- If there is no response after 90 minutes agreement to publish is assumed.

It should be noted that the images will be accessible in low definition so that the audiovisual referral agents can view them quickly, and will then be offered in broadcast quality to be downloaded by the media.

14.2.5.3

After being informed by the competitors, authorise them to take part directly in videoconferencing (Inmarsat) with any broadcasters or media of their choice during the race.

14.2.5.4

Authorise the competitors to install filming and HF Link equipment on board their yachts during the start and finish stages of the race.

14.2.6 Royalty free images/reciprocal principle:

Reminder: the policy of the race organizers and its audiovisual service provider (the Host Broadcast) is to reach the widest possible audience and to give the media free access to all the images of the race.

14.2.6.1 Image banks

14.2.6.1.1 Image banks belonging to the race organizers: that is, images produced by the race organizers before, during and after the race.

These images include all generic images filmed by consultants, banks of images created by the race organizers, interviews, reports, images filmed at the Barcelona World Race village, at the Race HQ in Barcelona, the departure, the finishes, and other images filmed during the races (e.g. passage points etc.)

14.2.6.1.2 Image banks belonging to the competitors : that is, images produced by the competitor before and during the race (except those filmed by the skippers)

These images include banks of aerial images and on-board images, images of preparations.

14.2.6.2

The images filmed by the competitors during the race transmitted to the Race PC as defined in article 14.2.1.3, or which are not transmitted and preserved on board.

14.2.7 Rights over the images for exploitation by the organisation

14.2.7.1

Uses linked to the audiovisual coverage of the 2010/11 event and for promotion of the race excluding uses for any commercial or publicity purposes.

The competitors, their sponsors and owners assign to Barcelona World Race and to its partners, free of charge, the exploitation rights over:

- their image bank
- the images filmed by the competitor during the race

These rights are assigned for the purposes of:

- royalty free broadcast of news, magazines, reports
- internal use by the race organizers, their partners and official suppliers
- promotion of the race by the organizers (official film, official documentary, official DVD, VOD, publicity trailer, clips)
- all external communications contributing to race promotion.

However, the competitor may, within 30 days after his arrival, prohibit the use of one or several of these images, by e-mail or letter. After this time, the organizer may use the images sent during the race for 5 years for the promotion of the race (DVD of the race in particular) without potential income.

All exploitation rights assignments defined in this Article 14.2.6.1 are understood to apply to any medium, worldwide and for a duration of 5 years as of 31st December 2009 excluding all uses for commercial or publicity purposes.

14.2.7.2

Use related to promotion of the race with potential income.

The competitors, their sponsors and ship owners grant the exploitation rights of their image bank to the Barcelona World Race organizers free of charge. These rights are granted for all the uses involved in the promotion of the race (DVD, VOD) with potential income.

If the race organizers wish to use images filmed on board by the skippers during the race in uses which might generate potential income, they will be subject to a transfer of rights between the transferring participants and the Barcelona World Race transferee at a fixed rate of 500 € before tax per minute of actually used images. This transfer will occur in compliance with the rule stated in article 14.2.7.1 allowing a competitor to prohibit the use of one or several of these images within 30 days after his arrival. After this time, the race organizers may use the images sent during the race for 5 years as of 31st December 2009.

14.2.7.3

Other uses by the race organizers, their partners and suppliers, in particular for commercial and advertising purposes.

Any other use by the race organizers, their partners and suppliers will be subject to a negotiation with the competitors, both at financial level and the duration of the rights transfer.

14.2.8 Right over the images for exploitation by the competitors

The use by a competitor and/or his official sponsor of interior or exterior images filmed by the race organizers, is subject to the applicable legislation on image rights of the other competitors. Use of images representing other competitors by a competitor and/or his sponsor, will therefore suppose the authorisation of the other represented competitors and the race organizers may not supersede this request of authorisation.

14.2.8.1 Internal uses by the competitors, their sponsors and owners.

The Barcelona World Race concedes, free of charge, to the sponsors and owners, for internal use [exploitation rights over] all images filmed by the race organizers, on any medium, worldwide and for a duration of 5 years as of 31st December 2009, excluding any use for commercial or publicity purposes.

14.2.8.2 External use by the competitor and his main partner without potential income

The Barcelona World Race concedes, free of charge, to the competitor and its main partner, exploitation rights over all the images filmed by the race organizers for any external use without potential income. This assignment applies to all media, all territories and for a duration of 5 years as of 31st December 2009, excluding any use for commercial or advertising purposes.

However, if the competitor uses his right to prohibit the use of one or several images filmed on board, within 30 days after his arrival, the Barcelona World Race may decide not to assign all the images filmed by the organization to the competitor and his main partner free of charge.

14.2.8.3 Other uses by the competitors, their sponsors and boat owners

Any other use by the competitors, their sponsors and boat owners, will be subject to a negotiation with the race organizers or another competitor, both at financial level and the duration of rights' assignment.

14.2.9 Penalties

Any non-observance on the part of a competitor of the obligations described in points 14.2.4.4, 14.2.4.5 and 14.2.4.5 and 14.2.7 will incur an automatic penalty of €20,000 inclusive of tax for each infringement recorded.

14.3 Photo

To promote both the Barcelona World Race and its partners and official and private suppliers, Barcelona World Race organizers must have available aerial and on-board photographs of the competitors and their yachts. To achieve this objective, The Fundació Navegació Oceànica Barcelona, Organiser of the Barcelona World Race, will commission a photography production and distribution resource.

The rights granted to the Barcelona World Race include any use needed to advertise the Barcelona World Race, and especially exemption from press royalties, but does not include uses linked to publicity with the purchase of advertising space.

14.3.1 Competitors' obligations

14.3.1.1

As soon as possible, each competitor will provide a bank of 10 photos taken before the start of the Barcelona World Race with the yacht showing the race markings.

14.3.1.2

Digital photos to be provided by the competitors, in 300 DPI high definition, A4 format, will be:

- partly portraits of the competitor
- partly on-board photos
- partly photos taken from a launch or helicopter.

These photos will be used solely on the Barcelona World Race website for illustration, for rights-free media distribution and for presentations made to the media (Press conference etc.).

14.3.1.3

When aerial photos are being taken, all competitors (and their representatives) undertake to allow one of the organiser's official photographers into the helicopter so that pictures of the yacht can be taken. These will be used by the organisers of the

Barcelona World Race, its partners and official suppliers, and the press.

14.3.1.4

All competitors undertake to allow on board one of the race organiser's official photographers so that pictures can be taken to advertise the race.

14.3.1.5

It is recommended for the competitors to have one or several digital cameras with a minimum resolution of 10 MegaPixels on board during the race, a digital true SLR with waterproof housings are strongly recommended.

14.3.1.6

During the race, each competitor will transmit at least one photo every 48 hours, and at least once a week of high resolution (10x15cm at 300dpi). Rights over these images will be released by the competitors to the Barcelona World Race for a period of 5 years from the start for any advertising associated with the promotion of the race, and especially rights free editorial use, but does not include publicity with the purchase of advertising space or any commercial use except for the race's official book and DVD.

The competitors, their sponsors and communication services will retain the broadcast and exploitation rights over these images. The use of the photos by the Barcelona World Race and its partners or suppliers, will be carried out in compliance with the applicable regulations, i.e. after authorisation by the skipper

14.3.1.7

If a partnership contract is concluded before the race between a competitor and a daily newspaper, magazine or news website for the broadcast of a regular daily, weekly or monthly column, the competitor will be able to send photographs direct to this media, which will hold the exclusive rights to the first publication. These photographs must be sent at the same time to the Race HQ and the Barcelona World Race will be able to broadcast them 24 hours after their publication by the competitor's media partner.

14.4 Audio

Details regarding the audio appendix will be published no later than 15th June 2010.

15. Appendix – services offered by the organizer to the participants for their entry

15.1 Services for all skippers entered in the BWR

Reminder – Deadline for entry 31st August 2010

The following service shall be made available to crews entered in the BWR 2010 :

- Reimbursement of the total amount of entry fee : 50% at the start briefing session, 50% at the prize-giving ceremony, if the boat satisfies all the conditions set out in the notice of race.
- Space dedicated to each participant on the race website, with content, images, video and logos of each crew and/or sponsors, etc ...
- Maximum visibility for major crew sponsors in the media, on the internet, on the race village and at events.
- Free use of BWR logo and graphic charter for communication, crew clothing etc, etc ... All commercial uses shall be accepted by the organizer.
- The FNOB shall bear the cost of transmitting videos and videoconferences to the race HQ, up to 5000 US dollars (or the equivalent in minutes) by boat.

The following infrastructures shall be made available to each crew by the organizers :

- A commercial area 25 m² in the race village for the boat's sponsors. Contact us if you need more space.
- A choice of VIP services in Barcelona at preferential rates.
- An international press relations team at the service of the race and the crews.
- A berth in Barcelona harbour with water, electricity, wi-fi available according to the provisions set out in article 5.3 of this notice of race with before the start of the race and the 15 days after the finish of each boat.
- A technical area for 1 car, 1 truck, 1 x 40-foot container (or 2 x 20-foot). Further needs may be given consideration.
- A working area for 2 people (team manager and press officer).

Within race HQ.

- Help of an official agency to book accommodation (booking and information).

15.2 Exceptional extra advantages for the first 10 non-Spanish applicants to enter before 31st December 2009:

- Free (cargo) transport service for skippers taking part in the Route du Rhum 2010, then in the Barcelona World Race, to bring the boat back from Guadeloupe to Barcelona.
- A spectator boat (maximum capacity of 150 persons) for each participant on the day of the start and of the finish.
- Logistics base for each participant for the 2 months leading up to the start of the Barcelona World Race 2010.
- 2 apartments for the shore teams of each boat available one month before the start.
- 2 double hotel rooms for the sponsor(s) of each participant for the week leading up to the start.
- In addition to the general communication plan for the event, the FNOB has set an extra feature for publicity inserts targeting each participant in his native country or his target market.

Exceptional advantages reserved exclusively for the first 10 non-Spanish crews having satisfied their pre-entry obligations before midnight on 31st December 2009.

In no event, may these advantages be transferred to another crew (examples : cancellation, sale of boat, etc ...).

15.3 Advantages for skippers having taken part in the BWR 2007-2008 :

Skippers having taken part in the Barcelona World Race 2007-2008 will be invited by the FNOB and shall be exempt from the entry fee and administration fee for their participation in the 2010-2011 edition. This invitation applies to the skipper of a boat entered in 2007 /2008 and applies only to the entry for the same skipper in the BWR 2010.

16. Appendix - contacts

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