



Notice of Raid, version 1.0, 2016-07-15

1. THE STOCKHOLM ARCHIPELAGO RAID

The *Stockholm Archipelago Raid*, organized by the Swedish F18 Association, is a mix of sport, nature and adventure for Formula 18 catamarans in the perfect playground; the Stockholm Archipelago. It has been organized by the Swedish F18 sailors under different names, for example Raid Revenge, since 2010.

It is not to be confused with Archipelago Raid, organized from 2001 to 2009 by Atlant Ocean Racing, which was more extreme from Stockholm to Finland and back with longer legs, less sleep and paddling.

2. RULES

The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2013 2016, and with appendix S and the International F18 Class rules.

Specific rules apply for this event for example:

- Mobile phone and VHF is allowed and mandatory
- GPS with plotter is allowed and recommended
- Camel backs up to 3.0 L are not considered water ballast systems

3. ELIGIBILITY REQUIREMENTS

2.1 The skipper shall be a member of a club recognized by the national authority.

2.2 Each participating boat shall be insured with valid third party liability insurance.

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

4. EXPOSURE AND SPONSORS

All boats may in accordance with ISAF Regulation 20 have to display advertising provided by the event organizer.

The area on the boats allocated for the event partners are:

- The bow inside and outside (front third part of the hull, approximately 1, 80 m)
- The jib
- The bottom 1/3 of the mainsail (approximately 2,80 m from the bottom)

The area on the boat allocated for your partners are:

- The hulls, except the bows inside and outside (front third part of the hull, approximately 1, 80 m)
- The main-sail, except the bottom 1/3 (approximately 2, 80 m from the bottom)
- The gennaker, the mast and boom, the cross beams



5. SAILING INSTRUCTION

Check-out will be done each morning on shore at the skippers meeting in order to know the number of boats who will start each day. Check-in will be done by keeping track of the boats at the finish line. It is of great importance that a boat that abandon race informs the Race Committee by calling in on the dedicated phone number or by VHF should the phone not work.

The starting procedure is 5,4,1,0. The starting line is not required to start the fleet upwind. Starting lines with wind from the side or down wind may be practiced.

VFH can be used to call back boats that start too early. Complete and final sailing instructions with penalties, flags, colour of buoys etc. will be communicated latest at the Skippers meeting.

6. SCORING

A high point scoring system will apply. The team which has accumulated the most points at the end of the raid wins.

The first team of a leg will get points equal to the number of teams starting the leg +5. For example 30 points if 25 teams starts the leg. The second team gets 29 points, the third team 28 points, etc and the last boat 6 points.

The Race Committee can decide to shorten a leg for boats arriving to a CP in order to shorten the time between the first and last the boat. The boats will then get a sign to go directly to the finish line without passing the last CP/CPs. Boats sailing the shortened course will get a 2 points penalty for not having to sail the whole course. For example, the first team that has to take a short cut will get the points of the last boat that completed the whole course minus 3. The boat thereafter minus 4, etc. This means that if the last boat in the leg sailed the shortened course it will get 4 points.

A team that does not finish a leg gets 2 points.

A team that does not start a leg gets 0 points.

One leg will be discarded during the raid if the total number of legs equals 6 or more. If only 5 legs or fewer will be sailed the points from all legs will count.

7. MANDATORY EQUIPEMENT

The following equipment is mandatory and will be subject to safety inspection. A team that has not got the following will not be granted permission to start:

On each crew member at all times during races:

- 1 dry suit
 - 1 mobile phone in waterproof pocket.
 - 1 Life jacket and whistle
 - 1 red hand-held flare attached to life jacket
 - 1 knife attached to life west
- or**
- 1 knife attached to boom and
 - 1 on the Dolphin striker.



Figur 1 Example of knife and flare on life west

All sailors are also recommended to carry a Personal Locator Beacon (PLB), however this is not mandatory equipment.

On board the boat

- 1 red parachute flare (check validity date) attached under trampoline or behind either beam for easy access when boat lies upside down.
- 1 towing line, minimum 12m * 8 mm with stretch (not a halyard or similar). When many boats are towed it can damage the boats if there is too little stretch.
- 1 paddle, at least 120 cm, for example attached to boom using shock cord
- 1 First aid kit in a waterproof bag available on trampoline or in pocket.
- 1 "waterproof" VHF (preferably also in dry bag) in trampoline pocket, lower part of mast or similar to be accessible also when capsized.



8. SAFETY

The safety is paramount for the organizer who will do its best to keep safety level high. Before the start the skipper will sign a disclaimer. All teams participate at their own risk and the organizers can under no circumstances be held responsible in case of injury or material loss.

The most important safety measures, in addition to safety equipment, are that

1. Teams shall apply good judgement and must decide themselves whether to continue or abort the race depending on worsening wind and sea conditions and their own physical and technical abilities.
2. Three speed boats are available and can assist if requested to do so or if danger is obvious; one Race Committee boat, one for the photographer and one extra for safety. They can be reached by VHF and phone in accordance with instructions that will be communicated before start.
3. Teams are required to look out for each other, for example when they see another boat capsize. A boat that assists another boat in danger may be compensated for time lost.

A team that has received assistance during the race, for example a team member picked up from the water, will be disqualified from that leg.

9. Towing

Towing can be done either to assist a team who needs to get ashore to fix a broken boat or to tow the fleet of boats to the goal for a leg because the wind has died. Sometimes up to 10 boats might be towed behind one motor boat. In this case all teams need to know how to attach the line quickly and smoothly, otherwise it can take a long time to get ready.

1. All teams prepare their boat by attaching their rope on the dolphin striker under the mast, drop it in the water and pick it up behind the aft beam. Now ready to throw to the boat behind in the towing line.
2. The first boat moves up to the towing boat and receive a rope and attach it in the dolphin striker, next to their own rope.
3. Meanwhile the second boat moves up to the first boat and receive their towing line and attach it in the dolphin striker, next to their own rope.
4. Etc, etc until all boats are attached and towing can begin. This means that only the last boat in the line will not use their own towing rope.



10. GEAR, TIPS AND TRICKS

The following gear is good to carry onboard each boat during racing:

- “Camelback”, maximum 3.0L per sailor is allowed and will not be considered as water ballast systems.
- Lunch food, energy bars and extra water/liquid enough for a full day’s sailing.
- Waterproof bag in hull for extra clothes during the day Small tool and repairkit, for example tape for hull damage, chock chord, shackles, Dynema etc.
- Pocket with string for seachart + waterproof pen.

We sleep each night in small cabins or youth hostel standard rooms. Beds are equipped with pillows and blankets, but each person need to bring their own sheets and pillow case. An alternative is to bring a sleeping bag and a pillow case.

Bring your own lunch food for all 4 days. Hopefully there will be enough breakfast for all teams to make some extra sandwiches to bring along, but you need to bring enough energy to keep you going all day.

Dry clothes and other gear should be kept to a minimum. Suggestion to bring

- Sheets + pillow case. Blankets are provided.
- One set of clothes both for chilly nights and sunny weather
- Towel for sauna / shower
- Chargers and/or batteries to mobile phones, VHF and GPS incl extra power strip since only one outlet per team can be guaranteed each night.
- Toothbrush, blinder and anti-snoring ear plugs
- Anti-mosquito product and sun factor
- Flash light
- Cash (SEK) for beer/wine for sauna and dinners.

All teams are encouraged to use on board cameras and to share their data with the media team to be used for film production. The raid organisation may also decide to put a camera (Go-Pro or similar) on any boat during the raid.



Each team is allowed to leave two bags of maximum 45L per team member to the SAR assisting boats.

The bag shall be waterproof and contain the sheets, clothes and other necessary equipment. The space onboard the motor boats are very limited and larger bags will be refused.



Figure 1 Waterproof bag 30L and small onboard bag for first aid, VHF etc.

Smaller waterproof onboard bags that carries lunch and clothes can also be used as fenders, for example when we leave the boats in the water for the night or if the boats have to be pulled up on land during lunch stop.



Figure 2 Waterproof bags in hulls for extra clothes can also be used as fenders at the jetty when boats are left in water over night

All sailors will organize one big toolbox with all kind of necessary tools, repair kits, plastic padding etc that can be needed during the race. All tools in this toolkit will be available to all teams. A sail repair kit that can be used by everyone will also be brought along. However tape, coords, ropes, shackles and special gear could be brought by each team themselves to be on the safe side.

Extra dagger boards, sails and other spare equipment should also be coordinated so that not all teams have to bring their own gear. In case of breakage the owner of a spare part lends it to the team in need and owner/lender agrees beforehand on terms of the loan.



11. TIME SCHEDULE, COURSE AND LOGISTICS

Day 0 - Wednesday 24th of August

Teams gather at KSSS in [Saltsjöbaden](#) just outside Stockholm to unload and rig their boats. The KSSS club has a club house, plenty of ramps and other facilities.

17.00 *Registration, measurement and security checks.* This continues until all boats are clear to race with a break during Skippers meeting. For local teams from KSSS there will be a possibility to register and do the security checks also on Tuesday 25th of August from 18.00 to 20.00.

19.00 *Welcome reception followed by skippers meeting.*

Cars and trailers have to be moved to a dedicated area by the nearby ski slope in Saltsjöbaden.

Day 1 - Thursday 25th of August

First start planned at 9.00 AM outside Fällström which is 10-20 minutes sailing from KSSS.

Leg 1 and leg 2 will take the fleet north up to the finish in Nässlingen where there is a beach for the boats and the best sauna in the archipelago. Drinks, dinner and breakfast served by the restaurant. We sleep in 4 to 8 beds per room in cabins.

Day 2 – Friday 26th of August

Leg 3 will take the teams East and North and 4 will end in Arholma, the northernmost inhabited island in the archipelago where no raid has set foot before. We have access to sauna and sleep in 2-4 beds per rooms in each and eat dinner in the old Dancing parlor.

Day 3 - Saturday 27th of August

Leg 5 will carry the fleet south and possibly far out conditions permitting. Possible lunch stop at Rödlöga before leg 6 takes the fleet down to the finish at Sandhamn. Sauna followed by drinks, dinner and party in the boat house of KSSS at Lökholmen. We sleep in 4-8 beds per room in barracks.

You are welcome to invite friends, family and sponsors to join us. Food for external guests has to be booked in advance. Regular boats trafficates Stockholm – Sandhamn in time for dinner.

Day 4 - Sunday 28th of August

Leg 7 will carry the fleet South and West. Possible lunch stop at Mörtö Bunsö or Björkvik before leg 8 takes the fleet the last leg to the finish line in Saltsjöbaden.

Last leg planned to finish in early afternoon with a finish line just outside KSSS around 15.00. Prize giving ceremony will take place approximately 15 minutes after last boat has crossed the finish line.



12. NAVIGATION AND CHECK POINTS

To navigate and to find the next check point is an essential part of the SAR which adds new dimensions to F18 sailing. The check points (CP) might be points on islands, rocks, beacons, light houses or one of assisting SAR boats. Sometime teams are more or less forced to take the same route between CP's in order to go the shortest and best way. But sometimes there are different ways to get to the next check point and both sailing distance, wind conditions and dangerous underwater rocks has to be taken into considerations.

The list of check points (approx 30-40) will be published a couple of days prior to race start but some CP can be changed on the Skippers meetings if required. The list will consist of the Longitude and Latitude (DD DMS) + a brief description, for example

CP32 59 15' 1" 19 0' 42" *Revengegrundet Lighthouse*

The list will also be supplied as a file to be used for teams who wish to use POI loader or similar to upload the CP's instead of manually entering them into the GPS.

In the skippers meeting each morning the CP's used that day will be communicated so that teams know in which order and on which side the CP shall be passed, i.e. CP29 Start, CP32 S, CP35 W, CP37 Finish.

Teams will be supplied with a waterproof sea chart for planning purposes (Hydrografika Skärgårdskartan scale 1:100 000, Hg 61 Norra and Södra) wich covers the North part of the entire Stockholm Arcipelago on one side and the South part on the other. Once the CP list is supplied all teams are advised use a waterproof pen to mark all CP's directly on the map, i.e. *CP32 Lighthouse* to make it really easy to quickly find the CP at the morning briefing and get an overview of the racing course. The sea chart can be folded and fitted into a pocket that can be worn in a string on the back or under the life jacket for example. The chart is pre-folded in A4-size, and a suitable size for the pocket is A3 (300 mm *420 mm) to give better oversight.

A GPS with plotter is not mandatory, but strongly recommended. One of the most popular models among the Swedish sailors is for example the Garmin Montana which can be strapped to the wrist and has a touch screen that works also when wet.

Others use an iPad in a waterproof pocket, but they sometimes have problems with reading fingers in wet conditions and/or battery not lasting long enough.



Figure 3 Garmin Montana with custom made wrist strap.