



Stockholm Archipelago Raid

22nd to 25th of August 2019

NOTICE OF RACE

Version 1.1 2019-08-20



STOCKHOLM ARCHIPELAGO RAID

Introduction

The Stockholm Archipelago Raid is a mix of sport, nature and adventure in the perfect F18-playground; the stunning Stockholm Archipelago. The archipelago consists of 36.000 rocks, skerries and islands and offers spectacular scenery and limitless possibilities for exceptional courses between the Check Points (CP's) on islands, buoys, light houses and beaches.

Each day the fleet typically sails between 50 and 100 NM depending on the winds. It is tight, intensive racing between CP's during daytime, sometimes with an early start. After the race there is often time for a sauna and a beer before dinner. Since all sailors eat, live and share an adventure together for a couple of intensive days, the raid is a very social event, even if the competition is also present during races.

Raids has been organized by the Swedish F18 Association under different names since 2010, for example Raid Revenge. Before that, from 2001 to 2009, Atlant Ocean racing organized the Archipelago Raid, an extreme race from Stockholm to Finland and back. Many sailors from all over the world has participated since 2001. All winners since 2001 can be found in the F18 Hall of Fame <http://www.f18-international.org/hall-of-fame/>



Photo: Ollie Hartas, Hartas Productions



Notice of Race

1. Rules

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS).
- 1.2 RRS Appendix S, Standard Sailing Instructions, will apply.
- 1.3 The sailing instructions will consist of the instructions in RRS Appendix S, Standard Sailing Instructions, and Supplementary Sailing Instructions that will be on the Official Notice Board on www.stockholmarchipelagoraid.com
- 1.4 RRS 31 applies only at starting marks.
- 1.5 Competitors shall when afloat wear personal flotation devices. This rule does not apply to short-term replacement or adjustment of clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes RRS 40. A boat that breaks this rule may be warned or penalized at the discretion of the jury.
- 1.6 Special safety regulations and recommendations are listed in Addendum A
- 1.7 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)
- 1.8 All boats may be required to display identification numbers.
- 1.9 Subject to the approval of the Race Committee, a boat chartered or loaned for the events may be declared at the time of entry or registration a sail number which may be different from the registered number of the hull provided that the number declared shall not be the sail number of any other boat competing in the regatta.

2. Eligibility requirements

- 2.1 The event is open to eligible boats of the International Formula 18 Class Association.
- 2.2 All competitors shall be members of their respective National or of the International Formula 18 Class Association when there is no National Association in their country, and shall have their entry endorsed by the International F18 Class Association.



2.3 The person in charge on board the boat is required to have a valid racing license issued by the Swedish Sailing Federation. The requirement applies to persons who are Swedish citizens or who have been resident in Sweden for at least six months the last twelve months before the event starts.

3. Fees, entry and maximum number of teams

3.1 Sign-up shall be made online at www.stockholmarchipelagoraid.com/sign-up

3.2 A maximum number of teams are allowed to participate for logistical reasons. The maximum number of teams is 30 (could be changed by the Organizing Committee at their discretion).

3.3 Fees

- Entry fee is 10000 SEK (including sign-up fee) before the 1st of August 2019.
- Early bird entries before the 1st of May 2019 gets a 1000 SEK discount (9000 SEK)
- Late entry fee after the 31st of July 2019 is 11 000 SEK
- Youth teams (both helm and crew shall be under 26 years of age) get a 2000 SEK discount.

3.4 Included in the entry fee:

- Accommodation in cabins/rooms with 4 to 8 people per room
- Breakfast and dinner
- Race Committee, Security and Event organisation
- Security, race committee and media boats
- Photography / media covering the event
- Welcome and prize giving ceremony
- Sea chart for planning purposes

3.5 Reimbursements:

- If a team has paid the entry fee and is for some reason not accepted to participate the whole amount will be reimbursed.
- If a team has paid the entry fee and one of the team members is injured or ill (should be able to present medical certificate) they shall let the Event Organisation know asap. The whole entry fee except 1000 SEK will be reimbursed latest by the 15/08/2019. After that no refund can be made.



4. Registration and measurement

- 4.1 The following documents shall be provided at the time of registration:
- A copy of a valid Measurement Certificate
 - A proof of membership for both sailors of their respective National or of the International F18 Class Association
 - A proof of Insurance
 - A completed Start declaration form.
- 4.2 No fundamental measurement will be done on regatta site during registration day, unless this is agreed between a competitor and the Technical Committee in advance.
- 4.3 Equipment inspection, including safety inspection, may be carried out each racing day at the discretion of the Race Committee.

5. Time schedule

- 5.1 The raid takes place from the 22nd to the 25th of August 2019.
- 5.2 Programme.

Wednesday 21st of August:

- 15.00 Registration, measurement and equipment inspection
- 19.00 Welcome and briefing

Thursday 22nd of August

- ~ 10.00 Start, 2 legs
- Base camp Sandhamn

Friday 23rd of August

- 2 or 3 legs
- Base camp **Fejan**

Saturday 24th of August

- 2 or 3 legs
- Base camp Sandhamn

Sunday 25th of August

- ~ 2 legs
- ~ 16.00 finish in Saltsjöbaden
- ~ 18.00 Prize giving ceremony



6. Race format and courses

- 6.1 The Raid consists of 2-3 legs (races) per day with short breaks to eat, drink and repair boat etc between the races. 8 to 10 legs/races are planned.
- 6.2 At the skippers meeting each morning there will be a briefing where the preliminary course for the day is presented, in which order CP's shall be passed and on which side the CP shall be passed.
- 6.3 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 skip a CP or go directly to the finish line without passing the last CP/CPs.

7. Venue and Racing area

- 7.1 The raid takes place in Stockholm Archipelago, an area that stretches about 80 Nm from Söderarm in the North to Landsort in the South and 45 Nm from Central Stockholm in the West to Svenska Högarna in the East. It constitutes of roughly 36 000 islands, skerries and rocks.
- 7.2 The base camps are the places where the teams and Race organisation can rest each night after a long day on the water. Usually there is good food, a sauna and often a good party each night.

8. Protests and penalty systems

- 8.1 RRS 44.1 is changed so that the One Turn Penalty replaces the Two Turn Penalty.
- 8.2 In addition to RRS 64.1, the jury may penalize a boat by deducting the boat's score for a leg, but not more than the equivalent of "did not start".
- 8.3 Before a protest hearing, a boat may acknowledge having broken a rule of RRS part 2, except rule 14, by accepting a 6 point scoring penalty in the leg in question.

9. Scoring

- 9.1 A high point scoring system will apply. The boat which has accumulated the most points at the end of the raid wins. If 5 legs or fewer have been sailed, all legs will count. If 6 legs or more have been sailed, the worst score of each boat will be discarded.
- 9.2 The first boat of a leg will get points equal to the number of boats starting in any of the legs +5. The second boat gets 1 point less, the third boat gets 2 points less etc.



9.3 The Race Committee may decide to shorten a race for the last boats arriving to a checkpoint in order to shorten the time between the first and the last boat. A race can be shortened for the last boats in the race by taking away one or more CPs and letting the boats continue racing directly to the Finish Line. It can also be shortened by setting a new Finish Line at the actual CP for the last boats in the fleet.

The boats sailing the shortened course will be placed after all the boats having sailed the original course. They will also get a 2 points penalty for not having sailed the complete course.

9.4 A boat that does not finish a leg gets 2 points.

9.5 A boat that does not start a leg gets 0 points.

9.6 If there is a tie between two or more boats, appendix A8 will be applied

10. Prizes

10.1 Prizes will be awarded in the following categories subject to entry numbers:

- Best overall team(s)
- Best mixed team(s)
- Best female team(s)
- Best youth team(s)

11. Disclaimer of liability and insurance

11.1 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.

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

12. Media rights, cameras and electronic equipment

12.1 By participating in the event automatically grant to the Organizing Authority, the IF18CA and their sponsors the right in perpetuity to make, use and show at their discretion any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of the competition without compensation.

12.2 Boats may be required to carry cameras, sound equipment or positioning equipment provided by the Organizing Authority.

12.3 All competitors may be required for interviews at the regatta.



Addendum A

Safety Regulations

A1 Mandatory equipment on each boat:

- A1.1 1 fully functional waterproof marine VHF in trampoline pocket, lower part of mast or similar to be accessible also when capsized.
- A1.2 1 red parachute flare attached under trampoline or behind either beam for easy access when capsized.
- A1.3 1 towing line, minimum 12m * 8 mm with stretch (not a halyard or similar).
- A1.4 1 paddle, at least 120 cm, for example attached to boom using shock cord.
- A1.5 1 First aid kit (containing as a minimum sterile gauze dressings, bandages, plasters in a variety of different sizes) in a waterproof bag available on trampoline (not stoved away in the hull).

A2 Mandatory equipment on each competitor:

- A2.1 A dry suit or a wet suit worn at all times.
- A2.2 1 mobile phone in waterproof pocket.
- A2.3 1 Life jacket and whistle.
- A2.4 1 red hand-held flare OR 1 waterproof flash light with strobe function attached to life jacket.
- A2.5 1 knife attached to life west OR
1 knife attached to boom and 1 on the Dolphin striker for use when capsized.

A3 Allowed and recommended equipment

- A3.1 A GPS with plotter and relevant charts on each boat.
- A3.2 A camel back or equivalent up to 3.0 liters on each competitor (does not count as water ballast systems)
- A3.3 2 extra red hand-held flares on the boat attached under trampoline or behind either beam for easy access when capsized. Not recommended if flares are carried on life jackets.

A4 Other equipment

- A3.3 A personal locator beacon (PLB) on each competitor or on the boat may be used.



Addendum B

Useful tips

All teams will get a chart (map) of the Stockholm Archipelago and coordinates for all the checkpoints. The coordinates for the checkpoints are typically loaded into a GPS with plotter to facilitate navigation. The charts are suitable for planning and preparations, but are inadequate for precise navigation. It is strongly recommended to have a GPS with plotter and relevant charts on the boat.

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

Smaller waterproof onboard bags that carries food 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 1 Waterproof bag 45 L and small onboard bag for first aid, VHF etc.



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

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.
- 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.

Make sure to keep clothes and other gear to a minimum in order to fit it all in a 45 L bag. The following is a suggested packing list:

- 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
- A flash light for early start preparation.
- Credit card for beer/wine for sauna and dinners.
- Sleeping bag or sheets. Beds are equipped with pillows and blankets.

There will be a 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, cords, 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.

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