



# STOCKHOLM ARCHIPELAGO RAID

20<sup>th</sup> to 23<sup>rd</sup> of August 2020

## NOTICE OF RACE

Version 1.1 2020-05-01

Special rules apply 2020 due to Covid-19, see text in red.



## 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**



*Vikingarnas Segel Sällskap*

## Notice of Race

### 1. Organizing authority

- 1.1 The organizing authority is the Swedish F18 Association and Vikingarnas Segelsällskap (VSS).

### 2. Rules

- 2.1 The event will be governed by the rules as defined in the Racing Rules of Sailing (RRS) and with appendix S. 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 located at [www.stockholmarchipelagoraid.com](http://www.stockholmarchipelagoraid.com)
- 2.2 The International Formula 18 Class rules will apply.
- 2.3 RRS 31 applies only at starting marks.
- 2.4 Special safety regulations and recommendations are listed in Addendum A.
- 2.5 All boats may in accordance with World Sailing 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)
- 2.6 All boats may be required to display identification numbers.
- 2.7 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.

### 3. Eligibility requirements

- 3.1 The event is open to eligible boats of the International Formula 18 Class Association.
- 3.2 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.
- 3.3 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.



## 4. Fees, entry and maximum number of teams

### 4.1 Sign-up shall be made online at [www.stockholmarchipelagoraid.com/sign-up](http://www.stockholmarchipelagoraid.com/sign-up)

A maximum number of teams are allowed to participate for security and logistical reasons. The maximum number of teams is 30. **However, in order to limit the Covid-19 virus from spreading, the Swedish authorities allows gatherings of maximum 50 people (as of 2020-05-01). Since a minimum of 10 people is required for the Race Organisation it means that the maximum number of teams is 20, unless the authorities will allow bigger gatherings. The decision whether 20 or 30 teams will be allowed depends solely on the recommendations and rules by the Swedish authorities and can be changed as late as up to the registration day 2020-08-19.**

### 4.2 Entry fees per team

- **Early bird entry fee before the 1<sup>st</sup> of July 2020 is 9 000 SEK.**
- **Entry fee after the 1<sup>st</sup> of July 2020 is 11 000 SEK.**
- Youth teams (both helm and crew shall be under 26 years of age) get a 2000 SEK discount.

### 4.3 Included in the entry fee:

- 3 Breakfasts and 3 dinners
- Race Officials (Race Committee, safety crew and event organisation)
- Boats and boat drivers for the Race Officials and media.
- **One transport vessel to carry teams personal equipment, tents, food and other gear.**
- Photography / media covering the event
- **Sleeping in own tents. Simple accommodation in cabins/rooms will be prioritised for the Race Organisation, not more than 2 per room.**

### 4.4 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 non-Swedish team has paid the entry fee but is not able to participate due to special rules due to Covid-19 that prevents the team from travelling (closed borders, quarantine-rules etc) the whole amount minus bank fees will be reimbursed.**
- **If a sailor has symptoms that can be suspected Covid-19 (cough, fever, difficulty breathing, runny or blocked nose, sore throat, headache, nausea, muscle or joint pain) **he/she is not allowed to participate** and shall immediately (on the same**



day) inform the event organisation. The entry fee minus 2000 SEK will be reimbursed.

- If a sailor is injured prior to start (should be able to present medical certificate) they shall immediately (asap) inform the event organisation. The entry fee minus 2000 SEK will be reimbursed.

## 5. Registration and measurement

5.1 The following documents shall be provided at the time of registration:

- 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 including liability
- A completed Start declaration form, including Safety Inspection Protocol.

5.2 Sail or boat measurements will not be carried out on regatta site during the registration day, unless this is agreed between a competitor and the Technical Committee in advance.

5.3 Equipment inspection, including safety inspection, may be carried out each racing day at the discretion of the Race Committee.

## 6. Time schedule

6.1 The raid takes place from the 20<sup>th</sup> to the 23<sup>rd</sup> of August 2020.

6.2 Programme (Base Camps To Be Confirmed).

### **Wednesday 19<sup>th</sup> of August**

- 15.00 Registration and equipment inspection, *Saltsjöbaden*
- 19.00 Welcome and briefing

### **Thursday 20<sup>th</sup> of August**

- ~ 09.00 Start, 2 legs
- Base camp *TBC*

### **Friday 21<sup>st</sup> of August**

- 2 or 3 legs
- Base camp *TBC*

### **Saturday 22<sup>nd</sup> of August**

- 2 or 3 legs
- Base camp *TBC*

### **Sunday 23<sup>rd</sup> of August**

- 2 legs
- ~ 16.00 finish in *Saltsjöbaden*
- ~ 18.00 Price giving ceremony



## **7. Race format and courses**

- 7.1 The Raid consists of 2-3 legs (races) per day with short breaks to eat, drink and repair boat etc between the races. Up to 10 legs/races are planned.
- 7.2 Each evening the preliminary course/courses for the next day will be published to the sailors online and on a physical Notice board. The course description will include the Check Points (CP) to be rounded or passed, and additional information concerning the course.
- 7.3 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 visual signal or a voice message to skip a CP or go directly to the finish line without passing the last CP/CPs.

## **8. Racing area**

- 8.1 The raid takes place in Stockholm Archipelago. The Stockholm Archipelago stretches about 80 Nm from North to South and 40 Nm from West to East. It constitutes of roughly 36 000 islands, skerries and rocks.
- 8.2 The Base Camps are the places where the competing teams and race organisation can get a rest each night with good food and drinks, a sauna and a place to sleep / put up their tent.

## **9. Protests and penalty systems**

- 9.1 RRS 44.1 is changed so that the One Turn Penalty replaces the Two Turn Penalty.
- 9.2 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".
- 9.3 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.

## **10. Scoring**

- 10.1 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.
- 10.2 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.
- 10.3 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



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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.

10.4 A boat that does not finish a leg (DNF, RET, DSQ, DNE) gets 2 points.

10.5 A boat that does not start a leg (DNC, DNS, OCS, UFD, BFD) gets 0 points.

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

## **11. Prizes**

11.1 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)

## **12. Disclaimer of liability and insurance**

12.1 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.

12.2 Each participating boat shall be insured with valid third-party liability insurance of at least 200 000 Euro.

## **13. Media rights, cameras and electronic equipment**

13.1 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.

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

13.3 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 and 2 red hand-held flares 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).
- A1.6 1 knife attached to boom and 1 on the Dolphin striker for use when capsized

#### 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 flashlight with strobe function attached to life jacket.

#### A3 Allowed and recommended equipment

- A3.1 1 knife attached to life west of each competitor.
- 13.2 A GPS with plotter and relevant charts.
- A3.3 A camel back or equivalent up to 3.0 liters on each competitor (does not count as water ballast systems)

#### A4 Other equipment

- A3.3 A personal locator beacon (PLB) or AIS on each competitor or on the boat may be used and is recommended. If carried, personal identification data shall be registered to the race Safety officer.



## Addendum B

### Useful tips

#### List of Checkpoints

All teams will receive a list of the coordinates for the Checkpoints about one week prior to the race in order to be able to upload them into a GPS with plotter to facilitate navigation. It is strongly recommended to have a GPS with plotter and relevant charts on the boat.

#### Personal luggage

Each sailor is allowed to bring one bag of maximum 10 kg (typically 30 - 45L) to the assisting boats. The bag shall be waterproof meaning it can be submerged under the water for at least 10 minutes without leakage.



Figure 1: Waterproof bag <10 kg (30 L) and small onboard bag for first aid, VHF etc.

Make sure to keep other clothes and gear to a minimum in order to keep weight under 10 kg and fit it all in a waterproof bag. The supporting motorboats have limited load capacity and heavier bags will be refused.

The following is a suggested packing list:

- One set of clothes both for chilly nights and sunny weather
- Bath towel



- 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 head light/flash light for early start preparation.
- Sleeping bag + pillow cover (to fill with clothes to use as a pillow)
- **Sleeping pad**

In addition each team shall bring one light weight 2-man tent in a see through plastic bag provided at the registration. No other gear can go into the bag with the tent than the tent itself + 2 sleeping pads.

### **Onboard equipment**

The following gear is recommended 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.
- Repair kit

*All teams are strongly encouraged to use on board cameras and to share their films 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.*

### **Common equipment for all teams**

There will be a big, common toolbox where the teams can put tools, repair kits, plastic padding etc. that can be needed during the race (mark your gear with your name). All tools in this toolkit will be available to all teams so that only one set of each tool has to be brought. Sail repair kits that can be used by everyone should also be brought along in the common toolbox.

However, a repair kit with tape, cords, ropes, shackles and special gear could be brought by each team themselves on their F18 to be able to carry out quick repairs on the water during the race.

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.