



Stockholm Archipelago Raid

22nd to 25th of August 2024

NOTICE OF RACE

Version 0.91

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Change log:



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: Malcolm Hanes



Notice of Race

Dates: 22nd to 25th August 2024

Location: Saltsjöbaden/Stockholm, Sweden

Boatclass: Formula 18

Organizing authority: The Swedish F18 Association

1. Rules

1.1 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.

1.2 The International Formula 18 Class rules will apply.

1.3 RRS 31 applies only at starting marks.

1.4 While racing, boats shall not enter areas declared by local government or other regulations as forbidden to enter, forbidden to pass or otherwise. These areas are obstructions as defined in the RRS Definitions.

1.5 RRS 40.1 will apply at all times while the boat is afloat and on the water. A boat breaking this rule may be warned or penalized at the discretion of the protest committee.

1.6 Special safety regulations and recommendations are listed in Addendum A.

1.7 Boats may be required to display advertising chosen and supplied by the organizing authority. 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.

www.stockholmarchipelagoraid.com



2. Communication

- 2.1 The online official notice board will be located at <https://www.stockholmarchipelagoraid.com/onb-2024/>
- 2.2 All boats shall carry a VHF radio capable of communicating on CH 16, and CH 67-77.
- 2.3 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.

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 Formula 18 Class Association. When there is no National Class Association in their country they shall have their entry endorsed by the International F18 Class Association.
- 3.3 The person in charge shall follow the rules for racing license as decided by the Swedish Sailing Federation. Competitors from other countries than Sweden are exempt from this requirement.
- 3.4 The person in charge shall be minimum 18 years of age at the date of the start of the race. Competitors under 18 years of age shall present a signed and completed parent (or guardian) consent and declaration form at registration.



4. Entry

4.1 Boats may enter the event by registering online at the Official Notice Board at www.stockholmarchipelagoraid.com as long as there are places left and not later than Friday the 16th of August 2024.

- Sign up by filling out the form and enter requested information about the team.
- Pay the Entry fee to complete your registration.

4.2 Entry fees per team

Entry period	Entry fee
Entry fee prior to 15 th of June	11 500 SEK
Entry fee from the 15 th of June	13 500 SEK
Youth team, both sailors 26 or younger	2 000 SEK discount

4.3 Included in the entry fee:

- Accommodation in cabins/rooms.
- Breakfast and dinner each day during the race.
- Race Committee, safety crew and event organisation.
- Speed boats and boat drivers for the race organisation and media.
- One boat to carry teams personal equipment, food and other gear.
- One boat for spare parts.
- Photography / media covering the event.
- Prizes and medals.

4.4 To be considered an entry in the event, a boat shall complete all registration requirements and pay entry fee.

4.5 Reimbursements:

- If a team has paid the Registration fee and is for any reason not accepted to participate, the whole amount will be reimbursed.
- If a sailor is injured prior to the race and cannot participate and cannot find a replacement, he/she shall immediately inform the Organising Committee and present a medical certificate. The full entry fee will be reimbursed until the 10th of August. After this date there is no possibility for reimbursement.

4.6 A maximum number of teams are allowed to participate for security and logistical reasons. The maximum number of teams is 30.



5. Registration and equipment inspection

5.1 Registration will open Wednesday the 21st of August at 15.00 at Saltsjöbaden.

The following documents shall be provided online before registration:

- A valid Measurement Certificate.
- Verified membership for both sailors of their respective National or of the International F18 Class Association.
- Insurance including liability.
- A completed Start declaration form, including Safety Inspection Protocol.

5.2 All boats will be inspected for compliance with class rules and the regatta safety rules.

5.3 A boat or equipment may be inspected at any time during the regatta for compliance with her certificate, class rule, Notice of Race and Sailing Instructions.

6. Schedule

6.1 Programme

Wednesday 21st of August, KSSS at Saltsjöbaden

15.00 – 18.30 Registration, measurement and equipment inspection

19.00 Welcome ceremony and team briefing

Thursday 22nd of August

~ 10.00 Start 2 legs

Dinner and accommodation at *Lökholmen, Sandhamn*

Friday 23rd of August

2 or 3 legs

Dinner and accommodation at *Lidö*

Saturday 24th of August

2 or 3 legs

Dinner and accommodation at *Nässlingen*

Sunday 25th of August

~ 8.00 Start 2 legs

The Race Committee will plan for finishing at 16.00 at KSSS Saltsjöbaden. Price giving ceremony approx. 30 minutes after last boat finish (or later pending protests).



7. Race format and courses

7.1 Up to 10 legs/races are scheduled.

7.2 The Raid consists of 2-3 legs/races per day with short pauses to eat, drink and repair boat etc between the races.

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. The CPs will be presented at the Team briefing.

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 the Stockholm Archipelago, east of Stockholm City. 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.

9. Protests and penalty systems

9.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

9.2 In addition to RRS 64.2, the Protest Committee 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 points scoring penalty in the leg/race concerned.



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 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 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, NSC) gets 2 points.
- 10.5 A boat that does not start a leg (DNC, DNS, OCS, UFD, BFD) or is disqualified in a leg (DSQ, DNE) gets 0 points.
- 10.6 If there is a tie between two or more boats, appendix A8 will be applied.
- 10.7 The race committee will make no changes to the results 24 hours after the last race as provided for in RRS 90.3e.



11. Prizes

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

- Overall
- Female team – both crew shall be female
- Mixed team
- Youth team

12. Risk statement

12.1 Competitors participate in the event entirely at their own risk, see RRS 3 - Decision to Race. The Organizing Authority, Swedish F18 Association, International F18 Association, the PRO, the Race Committee, the volunteers, and any other party involved in the organization of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event. Each boat owner or his representative accepts these terms by signing the entry form.

13. Insurance

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

14. Media rights, cameras and electronic equipment

14.1 By participating in this event competitors grant to the organizing authority and their sponsors, the right in perpetuity to make, use and show, from time to time at their discretion, any photos or any motion pictures and live, taped or filmed television and other reproductions of the athlete and boat during the period of the competition without compensation.

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

14.3 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 under trampoline or behind either beam for easy access when capsized.
- A1.3 1 towing line, minimum 15m * 8 mm with stretch (not a halyard or similar). Class rule stipulates 15m * 6mm which will also be allowed, but not recommended since it can snap when many boats are towed one after the other.
- 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 stowed 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 information

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)

In addition each team may bring (if they prefer not to sleep in cabins) one light weight 2-man tent + two sleeping pads in a see through plastic bag. No other gear can go into the plastic bag.

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.