



Clarifying Outside assistance

Following queries from competitors about Outside Assistance, the following document has been put together as a guide for competitors. It includes a list of questions that we request competitors to answer if they receive outside assistance, to be sent to us within 48 hours of any assistance, but certainly prior to their arrival in Osaka. It also outlines the factors that the Jury will consider when determining what penalty, if any, should be imposed. Note that all replies will be included in the Jury decision, and available to all competitors.

1: The rules

NOR section 1.4 says: The race is a non-stop and unassisted event. Any boats determined to have received outside assistance shall have a penalty of up to 30% added to their elapsed time.

NOR section 9.3 says: An International Jury will be appointed in accordance with RRS Appendix N. The International Jury will, at its discretion, apply penalties for a breach of a rule of the Sailing Instructions declared by an infringing competitor without hearing or after a hearing if a protest is contested.

2: What is Outside Assistance?

The intent is that competitors, once across the start line, undertake the race themselves without the involvement of others apart from the Organising Authority through official communications.

Competitors are free to download weather data which is publicly available but make their own interpretation and tactical plans. They are not able to engage an independent weather advisor for example.

Competitors are free to anchor and make their own repairs. A competitor who has to stop at a port and engage third parties to undertake repairs, or obtain fuel or spare parts shall submit a report to the Organising Authority and may be subject to a penalty.

The Organising Authority will engage weather advisors and will pass on any safety related warnings to the fleet. The Organising Authority will engage qualified medical advisors should a medical issue arise, and pass on confidential advice to competitors.

The Organising Authority may allow advice to be passed on to competitors regarding engine or electronics if it is deemed a safety concern. In such cases the International Jury will be informed, and will make a decision as to whether a penalty is to be applied.

3: Questions for Competitors on receiving Outside Assistance.

- a) What outside assistance was provided? Please provide as much information as possible.
- b) What was the nature of the problem?
- c) If you stopped and resumed racing, where and when did you stop and resume?
- d) If travelling to/from port or anchorage, did you do so under sail or power?
- e) If you motored, how long did you motor for and approximately how much fuel was used?
- f) Was this fuel replaced?
- g) If there were repairs undertaken, were other people involved?
- h) Were additional fuel/water/spares/supplies taken on board?
- i) Any other information you feel is relevant to the Jury

4: Factors to be taken into consideration by the Jury:

- a) Where did the competitor exit and re-join the race?
- b) What were weather patterns at the time of exit/resuming the race
- c) Did the original problem result from something that could/should have been foreseen, spares that could reasonably have been expected to be carried, etc.
- d) Were all repairs effected by the crew, or did the outside assistance include other people working on the boat?
- e) If additional fuel/water/supplies were taken on board, were they were in line with the additional time taken while out of the race, or distance travelled under motor?