



**Provisional Regulations
& Conditions of Entry
2014-2015**

May 2014

Contents

1. Introduction	2
1.1 Organisation	
1.2 Objectives	
1.3 Entries	
1.4 Crew	
1.5 Starts and Finishes	
1.6 Competition	
2. Entry fees	3
2.1 Cost	
2.2 Entry fee payment	
2.3 Refunds	
3. Communications	4
4. Responsibility	4
4.1 Owner's responsibility	
4.2 Insurance	
5. Regulations	5
5.1 Sailing Instructions	
5.2 Vessel Identification	
5.3 Media	
5.4 Complaints	
5.5 Commercial Sponsorship	
6. Safety Regulations	7
6.1 Inspection	
6.2 Safety Equipment	
6.3 Safety Requirements	
7. Languages	8
7.1 Translation	
8. Liability	8

1. Introduction

1.1 Organisation

The Atlantic Odyssey is organised by Cornell Sailing Events Ltd, a British company formed by Jimmy Cornell, specifically to organise, promote and manage sailing rallies including the Atlantic Odyssey, European Odyssey and the Blue Planet Odyssey.

1.2 Objectives

Jimmy Cornell has launched this new transatlantic rally with the aim of returning to the spirit of his earlier rallies; that of a non-competitive event for cruising sailors, with the emphasis on safety and the enjoyment of participation in this kind of amateur event. Participants in the Atlantic Odyssey will take part in ecological projects and share the goals of the Blue Planet Odyssey by conveying the message

The Oceans – our future.

1.3 Entries

The Atlantic Odyssey is open to sailing monohulled and multihulled vessels with a minimum LOA of 30 ft (9.15 m). The maximum LOA of multihulls is 60 ft (18.29 m). All measurements are based on the length on deck and do not include bowsprits, pulpits, self-steering gears or externally hung rudders.

At the discretion of the organisers, vessels that do not fit the above description may join the Atlantic Odyssey if it is considered that their participation would contribute to the objectives of the event or that it would be beneficial for practical considerations.

The entries must be well-found cruising boats fitted with permanent accommodation, navigation station, galley and toilet facilities. They must carry all necessary navigational equipment for offshore sailing as well as the safety equipment stipulated in the safety regulations. Every vessel will be inspected on arrival before the start in Lanzarote or La Palma, when all safety and communications equipment will be individually checked and a member of the crew may be required to test and operate the equipment under the supervision of an Atlantic Odyssey official. Any equipment that is missing or not functioning must be repaired or acquired, and checked by the inspecting official before the participation of the boat is confirmed.

Participants may reserve a place in the Atlantic Odyssey by completing the official entry form and transferring it together with the entry fee to the organisers. The entry fee is not refundable.

1.4 Crew

The minimum number of crew is two adults (over 18 years old on the date when the boat starts in the Atlantic Odyssey). The maximum number must not exceed the number of permanent berths. It is expected that when starting the Atlantic Odyssey, the captain and at least one other person on board will have sufficient offshore experience and be competent to sail safely in an offshore event of this nature. It is therefore highly recommended that those who lack such experience, whether in offshore sailing or in handling safety and communications equipment, will endeavour to acquire the necessary skills as part of their preparation for the Atlantic Odyssey.

1.5 Start

There will be 2 starts in the Atlantic Odyssey.

Atlantic Odyssey I

The first start will be on **Sunday 16 November 2014** from Arrecife, Lanzarote in the Canary Islands and will finish in Martinique.

Atlantic Odyssey II

The second start will be on **Thursday 8 January 2015** from La Palma, in the Canary Islands and will finish in Martinique.

1.6 Competition

In view of the special nature of the Atlantic Odyssey, and the experience of previous rallies, it has been decided to run it as a non-competitive event. Nevertheless prizes and special awards will be presented at the finish to reward participants or crews who deserve recognition for a special contribution or performance.

2. Entry Fees

2.1 Cost

The entry fees are all-inclusive regardless of the length of the boat or the number of the crew. The fee for boats joining before 30 June 2014 will be €500 provided the fee is paid before that date. The entry fees will increase gradually to €600 (from 1 July 2014), €700 (from 1 October 2014)

Families with children under 16 benefit from a 50% reduction of the above fees.

Boats with paying passengers onboard will pay the following fees: €1000 if signed up before 30 June 2014, €1200 from 1 July 2014.

Joining date (2014)	Entry Fee	Families	Boats with paying passengers
Before 30 June	€500	€250	€1000
1 July - 30 September	€600	€300	€1200
From 1 October	€700	€350	€1200

2.2 Entry fee payment

Participants may reserve a place in the Atlantic Odyssey by completing the official entry form online and making a payment by the following methods:

- Payments are preferred by electronic bank transfer and can be made in Euros, Pounds Sterling and US Dollars.
- Send an email to **info@atlanticodyssey.org** stating which currency you wish to pay in and you will receive an invoice with the relevant bank details and the equivalent of the fee in GBP or USD if not paying in EUROS.
- PayPal. This payment should include a 5% surcharge to cover Paypal fees for the transaction.
- Credit or debit card payment may also be made via PayPal and must include the 5% surcharge.
- Payments by cheque are not accepted.

Commercial sponsorship is permitted, subject to regulations as detailed in section 5.5. Vessels with commercial sponsorship must pay a surcharge.

The entry fee includes the following incentives:

- Free docking for one week before scheduled start for boats that have arrived in Marina Lanzarote before 1 November 2014, or in Marina La Palma before 24 December 2014.
- Boats that arrive at the start marina during the week before the start will benefit from 4 days free docking.
- Boats that arrive before 16 October in Marina Lanzarote and 24 December in Marina La Palma will benefit from special long term discounts on their docking fees.
- Free docking for one week after the finish. The free period is only granted to boats that have finished within one month from the date of the start.
- Boats that arrive at Marina Lanzarote before 16 October will benefit from reduced haulout fees, provided the haulout had been booked in advance.
- Yachts cannot be assured of an individual berth and may be asked to raft up to other yachts. Occasionally participants will be asked to move to make space for later arrivals.
- Pre-start seminars and safety demonstrations.
- Tracking of the individual boat by temporary loan of a satellite tracking device for the duration of the rally, subject to payment of a refundable deposit.
- Welcome parties and various social activities at the start and finish of the Atlantic Odyssey.
- The Atlantic Odyssey banner.
- Full-time support from the experienced Atlantic Odyssey team both in the lead up to and during the event.

The following charges or fees are not included and will not be paid by the organisers:

- Charges for electricity, water, communications and other marina or port costs that are not paid for by the organisers.
- Any docking charges when a skipper chooses to dock at a marina, port, or place other than the docking or anchoring area designated by the organisers.

2.3 Refunds

There will be no refunds, but in special circumstances 50% of the entry fee may be credited towards the Atlantic Odyssey for the following year.

3. Communications

- Every vessel must be able to send and receive emails at sea.
- It is recommended every vessel be equipped with a SSB HF radio transceiver covering the 2 - 22 MHz bands capable of transmitting on all maritime frequencies.
- Participants are also advised to obtain a satellite phone.
- During offshore legs, participants will receive by email daily fleet weather forecasts.
- Each vessel will be equipped with a satellite tracking device which will enable the position of each boat to be followed on the Atlantic Odyssey website.
- Each vessel must also be equipped with a multi-channel 25 Watt VHF transceiver capable of receiving and transmitting on all international maritime channels.

4. Responsibility

The organisers accept no responsibility or liability for loss of life or injury to participants or others, nor for loss of, or damage to, any vessel as a result of participating in the Atlantic Odyssey.

4.1 Owner's/Captain's responsibility

The safety of the vessel and its crew is the sole and inescapable responsibility of the captain who must do his/her best to ensure that the vessel is thoroughly prepared and crewed for long ocean passages. He/she must also satisfy himself/herself as to the soundness of the hull, spars, rigging, sails and all essential equipment. Neither the establishment of these Rules and Regulations, nor the inspection of the vessel by the organisers, in any way reduces the complete and unlimited responsibility of the captain.

- It is the sole and exclusive responsibility of each captain to decide whether or not to start or continue the rally.
- The captain must also ensure that all safety equipment is properly maintained, stowed and kept in date by having it serviced at the recommended intervals. He/she must also make sure that the crew know where all essential equipment is kept and how it is to be used.

- Each captain must satisfy himself/herself that everyone on board the vessel, including himself/herself, is in good health and fit to undertake long offshore passages.
- It is the captain's responsibility to ensure that his/her crew has an adequate level of offshore experience and competence.
- The captain must ensure that in an emergency caused by a failure of electronic navigational equipment, either he/she or at least one crew member is able to navigate using non-electronic means.
- Each vessel must carry the necessary charts for the route and ports to be visited. Charts or diagrams issued with the Sailing Instructions must not be relied on, or be used, for navigational purposes.
- Each captain will be required to sign a declaration before the start of the Atlantic Odyssey absolving the organisers from any liability arising from an accident that may happen in connection with the rally and agreeing to indemnify them against all liabilities involving his or her vessel.
- Each crew member joining the Atlantic Odyssey will be required to sign a declaration absolving the organisers from any responsibility or liability.
- It is the express responsibility of each captain to ensure that all local laws and regulations in the countries visited are strictly complied with. The attention of captains and crews is particularly drawn to the severity with which the possession or use of drugs is viewed in most countries. Legal responsibility for any infringement of the law rests with the owner of each vessel, or his/her legal representative, who will bear the consequences of any illegal action involving his or her vessel and crew.
- Any action of a participant in the Atlantic Odyssey which may reflect badly on the event, such as disorderly behaviour afloat or ashore, or actions which are offensive to other participants or hosting organisations, may lead to the disqualification of the vessel in question.
- The owner of the boat, or his/her legal representative, is financially responsible for the repatriation of crew to their country of origin should this become necessary for whatever reason.
- The captain must ensure that international customs and quarantine regulations are complied with and that the courtesy flag of the country being visited is being flown by his/her vessel.

- Participants who take on paying guests or crew should be aware of their personal responsibility by entering such commercial transactions, as well as the possible implication regarding their own national regulations in relation to charter operations.

4.2 Insurance

Participants must have adequate third party liability insurance to cover themselves, their crew and vessel in the event of any claim arising out of an accident during the Atlantic Odyssey or while in port before or after the event. A valid insurance policy or a copy must be produced when the vessel is inspected before the start.

5. Regulations

5.1 Sailing Instructions

- The Atlantic Odyssey will be conducted under the provisions of the International Regulations for the Prevention of Collisions at Sea (with amendments to date), these Regulations and Conditions of Entry and the Sailing Instructions issued at the start.
- Detailed sailing instructions for the Atlantic crossing will be given at the skippers' briefings, which will be held before the start. Every vessel must have a representative at the skippers' briefing.
- The captain of each vessel is required to complete an arrival declaration at the finishing port. The finishing time, any significant incidents and observations should be listed on this form, which should be signed by each adult crew member and handed to a rally official.
- All vessels are expected to depart not later than one hour after the official starting time.
- The time limit for finishing will be announced in the Sailing Instructions and will depend on weather conditions to be expected during that leg as well as other considerations.
- The captain is obliged to inform the organisers immediately by email, SSB radio or satellite telephone, if the vessel has put into any unscheduled port after the start, but intends to re-join the rally, or if the vessel has withdrawn from the Atlantic Odyssey. Vessels that have not informed the organisers within 24 hours of making an unscheduled stop, will be considered to be in breach of these regulations and may incur penalties. If failure to contact the organisers results in the mounting of an unnecessary search and rescue operation, the owner of the vessel will be held responsible for the cost of the operation.
- The organisers reserve the right not to accept the entry of any participant who in their opinion does not conform with the aims and spirit of the Atlantic Odyssey. Participants who consistently infringe the spirit of the event and by their attitude or behaviour spoil the enjoyment of the other participants will be asked to withdraw from the Atlantic Odyssey. Participants who are asked to withdraw will be entitled to an adjusted refund of any fees paid, if this occurs before the start of the event.
- The organisers reserve the right to amend the rules, regulations and conditions of entry. Before the start of the event, participants will be notified of such amendments or any other changes in regular newsletters, by email or on the Atlantic Odyssey website. During the event, amendments and other announcements will be posted on the official noticeboard located at the local Atlantic Odyssey office.

5.2 Vessel Identification

- Every vessel will be required to be equipped with a satellite tracking device. This will be provided on loan by the organisers and the owner of the vessel will be required to pay a deposit equivalent to the value of the device. The deposit will be repaid on return of the device in working condition.
- A distinguishing number must be worn throughout the Atlantic Odyssey. Every vessel will be provided with two canvas squares bearing its official number. These shall be displayed in a prominent position on the lifelines on either side of the cockpit.
- Every vessel taking part in the Atlantic Odyssey shall fly the special Atlantic Odyssey flag throughout the duration of the rally. The flag will be displayed on the port spreader.
- The forward section of the hull of each vessel is reserved for the organisers. Every vessel will display in this area, on both sides of the hull, the Atlantic Odyssey decal and the decal(s) of the event sponsor(s).
- Every vessel shall also fly the official sponsor(s) flag(s), which shall be displayed from the port spreader, underneath the Atlantic Odyssey flag.
- Every vessel should be dressed overall with a set of international code flags whenever the Atlantic Odyssey fleet is gathered before the start or the finish of the rally.

5.3 Media

- The organisers reserve the right to make available to other participants, media, yacht clubs, sponsors and supporting organisations the entry list and details, including photographs or filmed material, of participants in the Atlantic Odyssey. This includes material posted on personal websites, blogs and other social media.
- The organisers retain the rights over all film, television, videotape and other audio-visual material taken during or about the Atlantic Odyssey. At the discretion of the organisers a video pool may be set up during the rally to enable the organisers, or any television or video production company who have an agreement with the organisers, to have first access to audio-visual material recorded during the event. The organisers may grant permission to individual participants to put such material at the disposal of other television or video production companies or to produce their own film or video, provided such material has been submitted to the organisers first. Material for the video pool will be copied and returned to the owners. Any participant who enters into an agreement with a television or video production company to record or supply material during the event without the written permission of the organisers will be immediately disqualified and requested to withdraw from the event. The organisers shall take legal action against any infringement of broadcasting rights.
- Participation in the event does not imply the right to use the name the Atlantic Odyssey, its logo or any other distinctive marks of the event, or to reproduce such marks, without written permission from the organisers.

5.4 Complaints

- The organisers will only consider complaints pertaining to these regulations from the owners of participating vessels, or their designated representatives. Such complaints or protests must be presented in writing to one of the Atlantic Odyssey management team.
- Failure to observe these Regulations and Conditions of Entry may lead to disqualification. Vessels that have been disqualified before the start of the rally will have 80% of their entry fee refunded. At the discretion of the organisers a partial refund of the entry fee may be made to participants disqualified after the start.

5.5 Commercial Sponsorship

Commercial sponsorship is permissible but is subject to certain restrictions. Sponsorship will not be accepted from companies or brands associated with cigarettes or tobacco related products, alcohol, or any product, brand or company whose nature is perceived to conflict with the overall aims of the Atlantic Odyssey. The organisers must be consulted before a sponsorship deal is considered and must be informed before any participant enters a sponsorship agreement. Written permission must be obtained from the organisers confirming their agreement to any sponsorship deal.

- The name of any vessel joining the Atlantic Odyssey, whether sponsored or not, must be acceptable to the organisers.
- Sponsored vessels will pay an additional 1500 euros in addition to the entry fee.
- Sponsored vessels are allowed to display advertising or promotional material subject to the following restrictions:
 - ♦ A maximum two signs may be displayed on each side of the hull, whereby the larger sign must not exceed 240 cm x 90 cm (8 ft x 3 ft) and the smaller 120 cm x 60 cm (4 ft x 2 ft)
 - ♦ Only one sign may be displayed on each spinnaker, the dimensions of the sign not exceeding 3 m x 1.50 m (10 ft x 5 ft) or a total surface area of 4.5 sq.m. (50 sq.ft.) Sponsored vessels, which intend to display larger signs on their spinnakers, must advise the organisers and shall incur an extra fee.
 - ♦ Advertising will be allowed on mainsails. The advertising area must not exceed 10% of the luff length measured from the boom upwards. The area may extend from luff to leach.
 - ♦ Any vessel displaying promotional or advertising material on any of its sail covers shall pay a supplement of 1500 Euros or equivalent.
 - ♦ Sponsored vessels are allowed to fly a maximum of two promotional or company flags. The dimensions of the larger flag must not exceed 3.60 x 2.40 m (12 x 8 ft) and of the smaller flag 2.40 x 1.20 m (8 x 4 ft).

- ♦ The crew of sponsored vessels are allowed to wear promotional material on their clothing up to a maximum of three patches. The total area of any one of the patches must not exceed 250 cm² (40 sq. inches)
- In the case of non-sponsored vessels, the use of advertising names will not be allowed in the boat's name, on the hull or any other equipment including sails, spars and crew clothing, except that:
 - a. One sailmaker's mark may be displayed on each side of the sail.
 - b. One builder's mark may be placed on the hull and one other mark placed on spars and equipment.
 - c. One maker's mark may be displayed on each item of equipment and clothing worn by the crew.
 - d. Such marks must not exceed 15 x 15 cm (6 x 6 inches)
- A vessel which displays any advertising material in excess of these stipulations shall pay the required surcharge described in 5.5. Refusal to do so will lead to disqualification and immediate withdrawal from the Atlantic Odyssey.

6. Safety Regulations

6.1 Inspection

All boats must be available for inspection during the week before they start of the Atlantic Odyssey. The safety equipment and general seaworthiness of the vessel will be scrutinised on this occasion and if they are not considered satisfactory, the organisers will request the owner or his or her representative to withdraw the vessel from the rally. Any disqualification or other decisions taken by the organisers will be final. Vessels that have been rejected from the rally on safety grounds will have their entry fee returned.

The Atlantic Odyssey office will open in Lanzarote on 4 November 2014 and on 2 January 2015 in La Palma.

6.2 Safety Equipment

6.2.1 Compulsory Equipment

Each vessel must be equipped with the following equipment:

Liferaft. Purpose made liferaft(s) of sufficient places to accommodate all members of the crew. Each liferaft shall have a valid inspection certificate from the manufacturer or approved servicing agent, valid for the period of the Atlantic Odyssey.

- ♦ The liferaft(s) must comply with ISO (International Standards Organisation) standard 9650 that stipulates the requirements of a liferaft that is suitable for an offshore voyage where outside assistance may not be available within 24 hours.

- ♦ The ISO 9650 Type 1 liferafts are designed for offshore navigation and are usually supplied with two different survival packs: one, which is quite basic if the boat is sailing in an area where rescue is expected to occur within than 24 hours, while the other is more comprehensive and is meant for offshore passages. Such additional equipment may be supplied in a separate container.
- ♦ If not fitted externally with a hydrostatic release each liferaft shall be capable of being ready to launch within 15 seconds.
- Emergency Position Indicating Radio Beacon. A floating SOLAS approved satellite EPIRB transmitting on 406MHz, registered with the national maritime authority of the vessel. It is recommended that the 406 MHz EPIRB should include an internal GPS, and also a 121.5MHz transmitter for local homing.
- Hand-held VHF radio transceiver.

6.2.2 Recommended Equipment

- AIS receiver.
- Radar reflector displayed in a position at least 5 m (15 ft) above deck level throughout the rally.
- All required equipment shall:
 - ♦ Function properly
 - ♦ Be easily accessible
 - ♦ Be of a type, size and capacity suitable and adequate for the intended use and size of the vessel.

6.3 Safety Requirements

Each captain must ensure that all necessary safety precautions are taken in respect of his or her vessel and crew. The captain must also ensure that their vessel complies with specific safety requirements of the country where the vessel is registered.

- All heavy items, such as batteries, gas containers, tool boxes and cookers must be firmly secured against possible knockdown or capsizing.
- The companionway washboards shall be capable of being secured in position, both from outside and inside.
- Vessels are expected to carry at least the following safety and emergency equipment:
 - ♦ Securely fitted lifelines
 - ♦ Securely fitted jackstays
 - ♦ Buckets (at least two) of stout construction and fitted with lanyards; capacity to be at least 9 litres
 - ♦ Bolt croppers, hacksaw and spare blades, or suitable tools for cutting-away rigging
 - ♦ Fire extinguishers (at least two).
 - ♦ Fire blanket secured near the galley
 - ♦ Manual bilge pump that can be operated from the cockpit
 - ♦ Set of international code flags

- ♦ Navigation lights that comply with the International Regulations for Preventing Collision at Sea. Two independent sets of navigation lights are required, both a set of bow and stern lights, and masthead tricolour navigation lights. Spare bulbs for all lights
- ♦ Emergency tiller capable of being fitted and secured to the rudderstock, or an alternative steering arrangement
- ♦ Harnesses and life jackets for each crew member
- ♦ Lifejacket shall have mandatory whistle and retro-reflective material, yacht and/or lifejacket owners name. When fitted with a safety harness the safety line should be not more than 2m in length and fitted with either a crotch strap, thigh straps or a full safety harness. Sprayhood or splash guard is recommended.
- ♦ Pyrotechnic flares are no longer listed as a recommendation. The captain may prefer to choose a set of laser flares including personal laser flares, which is an acceptable substitute.
- ♦ One lifebuoy, or man overboard device, equipped with a whistle, drogue, a self igniting light and a pole and flag
- ♦ At least one lifebuoy with the vessel's name on it and fitted with marine grade reflective material
- ♦ Emergency antennae for both SSB and VHF radios in case the mast is lost are a requirement, unless the vessel has a separate whip antenna for the SSB and a portable radio on board
- ♦ A watertight high powered torch with spare batteries and bulbs
- ♦ Set of emergency wooden plugs to enable the closing of any through hull fittings
- ♦ First aid kit and manual
- ♦ Foghorn
- A suitably equipped emergency container if the vessel is abandoned. This must be a waterproof container capable of floating when full and be stored near the companionway. It should contain as a minimum:
 - ♦ Battery operated GPS and hand-held VHF radio, satellite phone (if available) with spare battery, emergency telephone numbers, sufficient AA alkaline batteries (ideally all battery operated equipment should use same type of battery, with the exception of the satellite phone). All these to be kept in a separate plastic box.
 - ♦ Additional flares
 - ♦ Hand-operated watermaker
 - ♦ Fishing gear, hooks, monofilament line
 - ♦ Two knives (one floating type with cork handle)
 - ♦ Leatherman compact tool kit
 - ♦ Can opener
 - ♦ Liferaft repair kit and adhesive
 - ♦ Personal medication, antibiotic tablets, antibiotic cream
 - ♦ Sunblock cream, first aid kit, anti-seasickness pills
 - ♦ The name of the vessel must appear on the liferaft, lifebuoys, grab bag and all lifejackets. All the above items will be inspected before the start and if it is considered that the vessel does not carry adequate safety equipment for the forthcoming voyage, the organisers will request its withdrawal from the rally.

- Water supply. A minimum amount of drinking water shall be carried on each vessel. The owners of boats equipped with watermakers should ensure that they carry an adequate reserve of water at all times.
- These safety requirements do not override or exclude any specific safety requirement stipulated by the authorities of the vessel's country of registry.

7. Languages

All relevant material about the Atlantic Odyssey will be published in English, French and German, with more languages to be added if necessary. After the start of the Atlantic Odyssey, the working language will be English, and it is expected that on every boat there will be at least one person able to communicate fluently in English when reporting on the daily radio net, or to communicate with officials or other participants, especially in an emergency.

7.1 Translation

In case of any dispute over the translation of the Regulations, Conditions of Entry, Safety Regulations or any other material issued by the organisers of the Atlantic Odyssey, the English language version will prevail.

8. Liability

The organisers shall in no circumstances be liable to the owner or his or her crew for any damages, direct or indirect costs, or loss to property whatsoever, or for any economic loss however it may arise.

Any claim for a breach of these Regulations and Conditions of Entry must be brought to the attention of the organisers, and if such a claim is deemed to be justified, the organisers may refund a proportional part of the entry fee, but the organisers shall have no further liability to the owner.

The organisers shall not be liable to the owner or his or her crew for any breach of contract caused by any delay in performing or any failure to perform any of the organisers' obligations in relation to the Atlantic Odyssey if the delay or failure was due to any cause beyond the organisers' reasonable control.

It may be necessary for the rules and regulations to be changed at short notice and the organisers reserve the right to amend at their discretion and without prior consultation. Participants will be notified of any such amendments, either by email, through the event website, or in the port before the start.

These Conditions and Regulations shall be governed by the laws of England and the owner agrees to submit to the exclusive jurisdiction of the English Courts.