



NOTICE OF RACE

23rd NOVEMBER 2024



Dear sailors,

We invite you to Saudi Arabia and the pioneering Jeddah Yacht Club for the inaugural Red Sea 600 race.

Please join us in making history.

We assure you of a warm welcome to Jeddah Yacht Club & Marina - the first international marina on the breath-taking Red Sea coast. As the leading leisure berthing facility in the Kingdom of Saudi Arabia we are dedicated to providing unparalleled facilities and services for both local and international yachts.

Situated in the heart of Jeddah, our marina offers a remarkable experience for sailors.

Our experienced team is committed to delivering exceptional service that exceeds expectations. From dedicated concierge assistance to round-the-clock security and full berthing assistance, we strive to provide a world-class level of care for you and your yacht.

Spacious berths are served by ample 50/60Hz power, water, blackwater and internet. Routinely inspected by our trained crew you will be ensured both safety and convenience.

For further information and to register please go to www.redsea600.com or email regattas@jeddahyc.com

Yours

Adrian Peat
Senior Vice President
Marina Developments



Notice of Race

THE RED SEA 600, 2024
Hosted by Jeddah Yacht Club

[NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

[DP] denotes a rule for which the penalty is at the discretion of the International Jury.

The Organiser (OA) is Jeddah Yacht Club

1. RULES & REGULATIONS

This Notice of Race, and the terms of the contract created by entering a boat into any race or event governed by this Notice of Race, shall be governed by and construed in accordance with Saudi law. Any dispute which cannot be resolved under Part 5 of the Racing Rules of Sailing shall be referred to the exclusive jurisdiction of the Saudi Courts.

1.1. The Racing Rules of Sailing

The rules as defined in the Racing Rules of Sailing (RRS). (<https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>) Appendix WP (rules for racing around waypoints) will apply when specified in the Sailing Instructions

1.2. Class Rules

The Rules and Regulations of appropriate One-Design and/or Class rules, IRC Rules Parts A, B & C, ORC and MOCRA Rules.

1.3. World Sailing Offshore Special Regulations (OSR)

The 2024 World Sailing Offshore Special Regulations (OSR) for Category 3 plus Category 2 liferaft with RORC Prescriptions. Where details of Offshore Special Regulations cannot be met the Committee may accept an alternative.

1.4 Automatic Identification System (AIS)

Boats shall carry an AIS Transponder in all Offshore Races. See OSR 3.29.13 Competitors shall ensure that the racing name of the boat is transmitted rather than just the MMSI number. Competitors shall ensure that their AIS Transponder is switched on and capable of transmitting and receiving at all times during Offshore Races.

1.5 International Regulations for Preventing collision at sea.

Except when changed in Sailing Instructions, the Rules of RRS Part 2 are replaced by the right-of-way Rules of IRPCAS (International Regulations for Preventing Collisions at Sea), or by government right-of-way rules, between the times of local sunset and sunrise. A boat may take a time penalty as specified in the Sailing Instructions when she may have broken this rule while racing.

From sunset until sunrise, RRS APPENDIX RV, Reduced Visibility replaces RRS Part 2.

1.6. World Sailing Test Rule DR21-01 will be in force The RRS definition of “Start” is changed as follows:

START:

A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) At or after her starting signal, or
- (b) During the last minute before her starting signal.

When a boat starts in accordance with item (b) of the definition of Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not, the starting penalty shall be 2% of her elapsed time added to it or at least 1 place, whichever is the greatest.



1.7. RRS Appendix WP shall be in effect where WP3 (Rule 28) and WP4 shall take precedence.

1.8. No national authority prescription will apply.

1.9. This Notice of Race may be amended at any time, any amendments will be published on the online entry system race documents page.

1.10. Sailing Instructions

Sailing Instructions will be emailed to Competitors after the Closing Date for the race. They may also be displayed on the official Notice board at JEDDAH.YC.COM/Regatta

Note: Where there is a conflict between the Notice of Race and the Sailing Instructions; the Sailing Instructions shall prevail. (this changes RRS63.7)

1.11. Additional changes to RRS may be specified in the SI.

1.12. If there is a conflict between languages, the English text will take precedence.

1.13. The Organising Authority reserves the right to amend this Notice of Race. Amendments will be published on the Official Notice Board.

1.14. If a boat competes in more than one class, she shall comply with the requirements of those classes. In case of dispute, she shall comply with the strictest of them.

2. RESPONSIBILITY

2.1. The Person in Charge

Yacht racing can be dangerous. The attention of Persons in Charge is drawn to RRS Fundamental Rule 3: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone” and to Special Regulation 1.02.1 which begins: “The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge...”

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.

(b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.

(c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission. d) their boat is in good order, equipped to sail in the event and they are fit to participate.

(d) the provision of a race management team and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.

(e) they are responsible for ensuring that their boat is equipped and seaworthy so as to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed, in date and familiar to the crew.

The Jeddah Yacht Club, its sponsors, race officials and other organising clubs accept no responsibility or liability for loss of life or injury to members or others, or for the loss of, or damage to, any vessel or property.

2.2. Starting and Continuing to Race

The Race Committee will make starting signals unless in their opinion it is manifestly unsafe for any of the boats entered to remain in the vicinity of the starting line. Each boat shall exercise her responsibility under RRS Fundamental Rule 3 and

decide whether or not to start or to continue to race.

2.3. Race Declaration(s)

No boat will be accepted as an entry unless the Person in Charge has, before the start of the race, signed a declaration in the terms set out in NoR 2.1 The organisers reserve the right to require a signed declaration, in the terms set out in NoR 2.1, from each crew member.

2.4. Safety and Life Saving Equipment

Competitors' attention is drawn to RRS 1.2 life-saving equipment: "Each Competitor is individually responsible for wearing a personal flotation device adequate for the conditions." However, in Offshore Races a combined Lifejacket and Safety Harness shall be worn when on deck:

- Between the hours of sunset and sunrise
- When alone on deck
- When reefed
- When the true wind speed is 25 knots or above
- When the visibility is less than 1 nautical mile

See also Special Regulation 5.02 Safety Harness and Tethers.

----- RACE ENTRY DECLARATION -----

The Person in Charge shall agree to the terms of the declaration below using the online entry system. Race Entry Form Declaration to be signed by every Person in Charge.

To the best of my knowledge the information I have given is accurate. I understand that Yacht Racing can be dangerous. I agree that the organising authority, organising clubs, race officials, sponsors and their agents, have no responsibility for loss of life or injury to members or others, or for the loss of, or damage to any vessel or property. I have paid particular attention to and agree to be bound by Special Regulation 1.02 and I have read and understand and where appropriate

agree to be bound by NoR 2 Responsibility. Before racing I will affect adequate and suitable insurance. Before racing I will ensure that my crew is aware of:

- the undertaking in this Declaration
- the importance of effecting appropriate personal insurance
- their responsibility in rules observance, and in particular RRS 1.2 (wearing personal floatation devices adequate for the conditions).
- I agree to be bound by RRS, Prescriptions and this Notice of Race including World Sailing Offshore Special Regulations and other applicable rules.
- The boat will be available for inspection. If any alteration likely to affect the handicap or rating is made, e.g. to sails, rig, mast, ballast, trim, engine or propeller, I will notify the Rating Authority and Race Committee immediately.
- I will ensure that no crew member races contrary to the terms of any ban imposed by World Sailing, a National Authority or the organising authority.

3. BOAT ELIGIBILITY

3.1. Boat Size

Except where stated otherwise the maximum size for any boat is: monohull 30.5 metres/100ft LH (LOA), multihull 21.5 metres/70ft.

The minimum size for monohulls is determined by their rating. See NoR 3.4.1 Classes. The minimum LH (LOA) for multihulls is 9.15 metres/30ft.

3.2. Suitability

The minimum crew on any monohull shall be three apart from as allowed under NoR 3.9 Two-Handed Class.

3.3. Exclusion of Boats or Competitors

If there are multiple races in the series, RRS 76.1 is changed to apply to each race rather than the first race of the series.

3.4. Classes

3.4.1 The Event is open to:

(a) Monohull boats with a minimum LOA of 09,00m with a current and valid IRC – Boats rating 0.850 and greater or a valid ORC certificate 0.9000 and greater. Boats may enter in ORC Club (ORCi certificates are acceptable).

(b) Multihull boats Boats rating 1.100 and greater with a minimum LOA of 9,15m with a current and valid MOCRA or ORCmh International / Club certificate. Offshore multihulls with Multihull Offshore Cruising and Racing Association (MOCRA) rating certificates may enter with minimum crew of two.

(c) boats of recognized offshore one-design classes such as but not limited to:

- Maxi class
- Dehler 30 One Design
- Class 40
- Mini 6.5
- Figaro II and III

When at least six boats from a class, which in itself races "level" and is recognised by the RORC/ORC, take part in a race, a class result may be provided. A minimum of 6 boats are required to constitute a class or division. If less than the required minimum entrants are received the RC may amalgamate classes. The RC reserves the right to adjust the eligibility criteria and/or reallocation of boats in the interests of fair competition. The determination of eligibility criteria and the allocation of boats to particular classes or divisions shall not be grounds for protest or redress.[NP]

3.5. Crew Numbers

IRC Rule 22.4.2 is deleted and replaced by "The maximum number of crew that may sail aboard a yacht shall be the number shown on the certificate. There is no weight limit." NOTE: The above provision overrides IRC Rule 22.4.2 in respect of One-Design classes. Boats taking part in both IRC and ORC Categories will be limited to the



crew weight stated on their ORC certificate as well as the maximum crew number on their IRC certificate.

NOTE: The above provision overrides IRC Rule 22.4.2 in respect of One-Design classes. However, a Class may wish for its own purposes to apply its own crew limits of less than the shown here. It is recommended that the Person in Charge consult their Class Association and the organisers.

In ORC Classes, Minimum crew weight as defined in ORC Rules 102.3 & 201.b shall apply.

Any IRC/ORC Division splits will be made according to entries received and will be confirmed at the Skippers Briefing held on the Thursday November 23, 2024. Draft class splits may be posted on the official website approximately one week earlier to allow comment from competitors.

3.6. Ratings, Rating and Class Certificates

Boats shall hold valid Rating/Class certificate(s) on the Rating Deadline. Boats racing under IRC/ORC are not required to submit a copy of their certificate. Boats holding other Rating/Class certificates shall submit a copy of their certificate(s) to the organisers by the Rating Deadline. Changes to Ratings and Class certificates will only be accepted after the Rating Deadline in exceptional circumstances at the discretion of the Organisers. Every boat racing shall have on board a current valid signed copy of the Rating and/or Class certificate for the Class or Classes in which she is racing.

Boats must have a current and valid rating certificate for each category they enter for and must comply in all respects with that rating certificate.

3.7. Sail Limitations

Under RRS 87, ORC Rule 206 and IRC Rule 21 are changed as follows:

(a) In the ORC Category the maximum number of sails shall be as defined in ORC Rule 206. Boats participating in both IRC & ORC Categories shall respect the maximum number of sails as indicated on their IRC rating certificate.

(b) An additional spare mainsail is allowed that may only be used while racing as a genuine replacement if during the race the original mainsail becomes damaged beyond repair. The original mainsail shall not thereafter be re-used during the race.

(c) [DP] If the spare mainsail is used, it shall be declared to the Technical Committee within the protest time limit.

(d) IRC boats may carry one more spinnaker than the number stated in their IRC Certificate.

3.8. Automatic and Wind-vane devices for Steering

Automatic and wind-vane devices for steering are permitted (this changes RRS 52).

3.9. Two-Handed Class

A Two-Handed Class will be available. Boats will be eligible for both Two-Handed and IRC/ORC Rating band class trophies. All entries must satisfy the committee that they have suitable and adequate experience and that their boat is appropriately organised for two-handed sailing.

3.10. OSR Compliance

Responsibility for compliance rests with the Person in Charge. However, the organisers will endeavor to help Competitors to understand the OSR and reserves the right to conduct an OSR inspection on any boat at any time. The Person in Charge shall complete an Offshore Special Regulations (OSR) Checklist to the appropriate Category and provide a copy to the organisers by the event compliance deadline. Only one is required from the Person in Charge unless changes are made to the equipment onboard or the yacht changes ownership.

3.11. Stability and Safety Indices

In accordance with OSR 3.04 uses minimum stability/



buoyancy indices. For boats competing under IRC either SSS or STIX and AVS Indices are used depending on the series date of the boats and the category of the race. Monohull boats not racing under IRC shall satisfy the OA that they meet the requirements of other stability indices for the category of race.

3.12. SS Or STIX and AVS

Boats with series date of 2000 and later will be categorised under STIX & AVS only.

Boats with series date before 2000 may be categorised under either STIX & AVS or SSS.

4. ELIGIBILITY - COMPETITORS

4.1. The Entrant, Owner or Charterer of a participating boat shall:

(a) hold current adequate marine legal liability insurance cover with respect to the boat, valid when racing and will ensure that all crew members are aware of the importance of effecting appropriate personal insurance.

(b) be a member of a Yacht Club affiliated with its National Authority.

4.2. All crew members, with a minimum age of 16 years, on November 30, 2024, shall meet the requirements of WS Regulation 19 - Eligibility Code with only the Person in Charge being required to comply with 19.6. 5.4. Any crew member still under the age of 18 years by the day before the start of the race shall supply the written consent of that crewmember's parent or legal guardian, whose consent shall be attached to the crew list submitted on registration before the race.

4.3. Both the Person in Charge and crew in a Double Handed Entry shall be at least 18 years of age by November 30, 2024.

4.4. The Person in Charge of each participating boat:

(a) shall ensure that there is adequate knowledge and experience among his crew to take part in the Red Sea 600 race.

(b) he and at least half the members of the crew shall have previously taken part in an offshore race of extended duration. Proof of this will be requested at registration.

4.5. There are basic training for First Aid training requirements for all Categories of Race. See section 6 of the World Sailing Offshore Special Regulations for full details. As required by OSR 6.05.3 at least one member of the crew shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation and relevant communications systems.

4.6. Where there are only two crew members, at least one shall have undertaken training within the five years before the start of the race in OSR 6.02 Training Topics. [https://www.sailing.org/tools/documents/SPSC4aSR2317OSR6.02TrainingITopicsv2-\[23046\].pdf](https://www.sailing.org/tools/documents/SPSC4aSR2317OSR6.02TrainingITopicsv2-[23046].pdf)

4.7. Shoreside Contact

Each boat shall nominate a Shoreside Contact. This person must be available on the phone number(s) supplied to the RORC throughout the duration of racing and shall not be a Competitor.

4.8. An Offshore Crewlist complete with full Emergency Contact details shall be supplied to Organisers through the online entry system. A boat shall not sail with a crew member who has not accepted their invitation to race and who has not completed their personal details and emergency contact details on the entry system.

5. ENTRIES

5.1. A boat shall enter the RED SEA 600 Race by using the online entry system linked from the Event Website at: www.redsea600.com and pay the appropriate fee no later than July 31, 2024. 20:00 hrs. submitting together the following documentation:

(a) Copy of the Rating certificate(s) and a copy of Model Keel and Rudder Inspection Form (WS OFFSHORE SPECIAL REGULATIONS 3.02.4 & Appendix L)

(b) Pay all appropriate fees.

5.2. The entry system will present all requirements for the race and competitors shall use their best endeavours to begin completing the requirements as soon as possible after entry. Please allow sufficient time for the crew to register after invitation, since their information requires time for verification by the Organising Authority.

5.3. [NP] Competitors shall maintain a Public Profile of their boat on the Online Entry System and include a colour photograph of the boat under sail.

5.4. Late entries will be accepted, at the discretion of the Organising Authority, after July 31, 2024, and they are subject to a late entry fee as it is defined in NoR 7.1.

5.5. A boat that has entered on time for one Category, may at the discretion of the organising authority, be accepted to enter an additional Category after July 31, 2024, and it will be subject to additional fee.

5.6. The list of boats that have entered will be updated on the event website upon receipt of any new entry.

5.7. The entry fee received from any boat whose entry is not accepted will be refunded.

5.8. The Person in Charge must personally register at the Race Office, during the registration period, and complete the registration process, which includes the confirmation of the crew list with next of kin details submitted online.

5.9. Crew lists may be amended subsequently up to 20 November, 2024, at 14:00 hrs. After this time, changes in crew list may be made only on request and with the written permission of the Race Committee.

5.10. The Person in Charge and all the crew will be required to sign a Disclaimer of Liability and a Media Release and Image Rights Waiver, which will be presented by the Online Entry System.

5.11. All the documents which are required to complete the entry/registration shall be valid and recently produced or renewed.

5.12. The Entrant is the person considered responsible for the entry and shall be the person to appear in connection with the entry, together with the boat name, on any documentation pertaining to the event, including the results.

5.13. Race documents, schedule of events and other information will be provided by the Organising Authority upon registration.

5.14. A final rating list of all the competing boats will be posted on the Official Notice Board not later than Thursday 21 November, 19:00 hrs.

Measurement protests by boats shall be submitted to the Race Office no later than Saturday 23 November, 13:00 hrs. This changes RRS 62.2.

5.15. The submission of documents requested by the Organising Authority does not exonerate the Entrant and/or Owner from any of his responsibilities and their receipt by the Organising Authority shall not imply verification of the validity or adequacy of the documents submitted.

5.16. No competitor is considered an official entrant into a race until all outstanding entry fees have been finalised with the Organisers.

5.17. Boats that have not completed registration shall not be eligible to start the race.

5.18. The nationality of the entry shall be that

country of which the Entrant is a citizen and shall be declared when making the entry.

6. ENTRY FEE

6.1. The entry fee per boat is as follows:

Hull Length	Standard Entry
Up to 14,00 m	\$ 600,00
14,01 – 19,00 m	\$ 850,00
19,01 – 24,00 m	\$ 1.100,00
24,01 – 30,50 m	\$ 1.500,00
30,51 – 40,00 m	\$ 2.000,00
> 40,01 m	\$ 55,00/m

Additional Category fee - \$ 100,00
Additional fee for late entry - \$ 200,00

Entrants who are members of the Saudi Sailing Federation are eligible for a 20% discount on the standard entry fee.

6.2. The entry fee includes:

(a) The installation and use of a tracking system and /or video cameras on board requested and supplied by the organising authority.

(b) Berthing from Sunday, November 17, 2024, to Sunday, December 8, 2024, in the Jeddah Yacht Club & Marina excluding power and water charges.

(c) Participation in social events unless otherwise defined in the Social Events schedule.

6.3. Cancellations and refunds:

An entry may be cancelled by advising the organising authority:

(a) Cancellations made before September 30, 2024, will be eligible for a full refund of the race entry fee.



(b) Cancellations made after this date will be eligible for a refund of 50% of the race entry fee.

(c) No refund will be given if an entrant fails to notify the Organising Authority of cancellation by October 13, 2024.

6.4. The Fees shall be paid through the Online Entry System. In exceptional circumstances, competitors may enquire about details for Bank transfers from the organiser.

7. ADVERTISING

7.1. [DP] Advertising is permitted in accordance with

8. SCHEDULE

DATE	ACTIVITY	LOCATION	TIME
Friday 25 October	Entry Closing Date	-	-
Friday 1 November	Late Entries close (late fee applicable)	-	-
Thursday 14 November	Rating Deadline	-	-
Saturday 16 November	Registration Opens	JYC Academy	12:00
Tuesday 19 November	Jeddah Short Course Race (name TBD)	Jeddah Corniche	10:00
Tuesday 19 November	Owners Reception and Short Course Race Prize Giving	Jeddah Yacht Club	19:00
Wednesday 20 November	Crew Party	JYC Academy	19:00
Thursday 21 November	Registration Closes	JYC Academy	16:30
Thursday 21 November	Weather and Race Briefing	JYC Academy	18:00
Saturday 23 November	Race Start	Marina Entrance	11:00
Saturday 30 November	Prize Giving	Jeddah Yacht Club	17:00

More information regarding briefings, social events etc. will be published at the official website: redsea600.com

World Sailing Advertising Code, with the exception of alcoholic products which are forbidden.

7.2. Boats shall display advertising chosen and supplied by the organising authority according to the World Sailing Advertising Code as follows:

(a) Bow numbers with advertisement as forward as possible on both sides of the hull

(b) Sponsor's flag be flown on the backstay throughout the entire event.

9. VENUE

9.1. The event will be sailed in the waters of the Red Sea off Jeddah, Saudi Arabia.

10. THE COURSE

10.1. The course is non-stop and will be as follows:

START: off Jeddah Yacht Club

Passing the marks and/or waypoints defined in the SIs

FINISH (Jeddah Yacht Club) The length of the course is approximately 600 nautical miles.

The Race Committee may set different courses for different Classes. Under these circumstances the results in IRC Overall will be calculated on Corrected Time for the longest course using a boats average speed. This changes RRS A3.

11. RACE TIME LIMIT

11.1. No boat will be finished after Saturday November 30 at 12:00hrs. This changes RRS 35.

12. EQUIPMENT INSPECTION

12.1. Each boat shall present a current and valid rating certificate for each Category they enter, issued not after 1 November, 20:00 hrs. This changes RRS 78.2.

12.2. No changes shall be made on the rating certificates after November 1, 20:00 hrs, unless:

(a) prescribed and approved by the Technical Committee in correcting any error that may be found before or during the pre-race equipment inspections

until 2 hours before the start of the race. or

(b) after the written approval of the International Jury. or

(c) in the case of ORC certificates to correct crew weight before the start of the race

12.3. Boats shall be available for equipment inspection from Wednesday November 20, 2024, 10:00 hrs. until Friday November 22, 2024, 17:00. Booking of time slots for the inspections of the boats shall be agreed with the Technical Committee.

12.4. Measurement and rules compliance inspections will be carried out throughout the event, without prior notice, from Wednesday November 20, 2024, 10:00 hrs. until 2 hours after the finish of each boat, except in case of checking possible certification irregularities.

12.5. Where applicable crew weight checks may be carried out before the start of the race.

12.6. A boat cannot complete registration until she passes pre-race equipment inspection.

13. PROTESTS/PENALTY SYSTEM

13.1. RRS 44.1 is changed so that the Two - Turns penalty is replaced by the One-Turn penalty for breaking one or more rules of Part 2 in an incident outside the Zone while racing.

13.2. In accordance with RRS 70.5, an International Jury may be appointed, the decisions of which shall be final.

13.3. Appendix T (Arbitration) will apply except that,

(a) RRS Appendix T1 and T2 are amended so that arbitration may be applied for breaches of other rules.

(b) RRS T1(b) is changed to: The post-race penalty

for each infringement shall be determined by the arbitrator, however rule 44.1(a) applies.

14. SCORING

14.1. RRS Appendix A applies. [www.sailing.org/tools/documents/Appendices%20A%20-%20C-\[444\].pdf](http://www.sailing.org/tools/documents/Appendices%20A%20-%20C-[444].pdf)

14.2. The follow time correction systems apply:

(a) IRC boats: corrected time by TCC.

(b) ORC boats: corrected time using Weather Routing Scoring system.

(c) Multihull boats: corrected time using the MOCRA TCF or Time on Time - All Purpose (ORCmh boats)

(d) Double Handed boats: corrected time using the IRC Time on Time (IRC boats) and Weather Routing Scoring system (ORC boats)

14.3. The Class scoring will be based on the overall scoring.

14.4. For ORC boats, Time Correction factors will be published 4 hours before the start.

15. SAILING INSTRUCTIONS

14.1. Sailing Instructions will be available for each entrant at completion of the registration formalities and may be posted earlier at www.jeddahyachtclubandmarina.com.

16. COMMUNICATIONS

16.1. The online Official Notice Board (ONB) is located at: www.redsea600.com

16.2. [DP] All boats shall carry a VHF radio capable of communicating on channels 16, 72 and 77.



16.3. Communication with competitors will be through the ONB. The OA will make every possible effort to relay all communications posted on the ONB to competitors through e-mail and WhatsApp. Each boat shall have at least one device connected to the internet with WhatsApp installed.

16.4. On the water the Race Committee may make courtesy broadcasts to competitors on VHF.

16.5. [DP] While racing, except in an emergency or when communicating with the Race Committee, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

16.6. RRS41 - Outside help
Rule 41(c) is replaced by: “A boat shall not receive help from any outside source, except (c) help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include any information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.”
By way of example and interpretation: downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted but receiving messages or information which is the result of interpretation as it applies to the boat is not permitted.

17. POSITION TRACKING SYSTEM - CAMERAS

17.1. It will be mandatory for all competitors participating in the Red Sea 600 to allow the installation of a tracking unit and/or on-board video cameras on their boats if they are required by the Organising Authority to do so. The tracking units and/ or cameras

will be supplied by the Organising Authority.

17.2. The Organising Authority may use the information received from the tracking system for media coverage of the race as well as for technical and safety purposes.

17.3. Participants shall be responsible for the tracking unit while on board and shall return it to the Race Office after the race. On registration, participants will be required to give a credit card number on which the sum of \$900,00 will be charged if the tracking unit is not returned.

17.4. Any boat that hinders in any way the operation of the beacon may be penalized or disqualified in this race. (RRS 76.1).

18. [DP] COMPETITORS DRONES

18.1. The use of drones in the racing area, by the competitors or their support teams, for any reason, is not permitted without complying with the local legislation and without a prior written approval of the Organising Authority.

19. BERTHING & BOAT YARD SERVICES

19.1. For boats participating in the Red Sea 600, the Organising Authority will provide berthing at no additional cost. from Sunday, November 17, 2024, to Sunday, December 8, 2024, in the Jeddah Yacht Club & Marina excluding power and water charges. Should you require berthing outside of these times please enquire to the OA.

Boats shall be kept in their assigned places while they are in the marina.

20. CHARTS AND PUBLICATIONS

20.1. The following charts are recommended:
<https://store.imray.com/search?q=Red+Sea>



21. MEDIA RELEASES AND IMAGE RIGHTS WAIVER

21.1. By participating in the Red Sea 600 all competitors and crew members automatically grant at no cost to the Organising Authority and the Sponsor of the event, the unrestricted right and permission in perpetuity, to make, use and show, at their own discretion, any motion pictures and live, taped, or filmed television and other reproduction of him/her (television, press and internet) during the period of the regatta and after.

21.2. Competitors and crew members' name, voice, image, likeness, and biographical material may also be used or reproduced in any way known.

22. RISK STATEMENT

22.1. RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.” By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

23. DISCLAIMER

23.1. By making an application for entry in the race, the Entrant of a boat acknowledges that the various terms of this Notice of Race including any amendments thereto, as well as the WS RRS and all the other rules and regulations referred to in paragraph 1 of this Notice of Race and the Sailing Instructions shall be complied with. Specific attention is drawn to RRS Fundamental Rule 3, and to WS Offshore Special Regulation 1.02.1 which states “The safety of a yacht and her crew is the sole

and inescapable responsibility of the Person in Charge.”
“The safety of a yacht and her crew is the sole and inescapable responsibility of the Person in Charge.”

23.2. All participants accept full responsibility for the sailing ability of their boat, their rigging, their crew, and their safety equipment.

23.3. All participants also agree to undertake in full all responsibility for possible damage to third parties of their belongings, themselves or their belongings at shore or at sea in consequence to their participation in the race, excluding from any liability Saudi Sailing Federation, Jeddah Yacht Club, the Organising Committee, the Race Committee, the Technical Committee, the International Jury, the CMO, the sponsors and any member involved with the race under any capacity and agree in full to be held liable for the conduct and attire of their crew, their representatives and their guests.

23.4. SSF, JYC, the Organising Committee, the International Jury, the Race Committee, the Technical Committee, the CMO, the Sponsors and any other person involved in the organization of the Red Sea 600, cannot be held liable for any physical or material damage, injury or death or any other unforeseen circumstance, before, during or after the race. At registration, all crew members from each boat will be asked to sign a relevant declaration accepting this disclaimer of liability.

23.5. The safety and management of the boat, including Third Party Liability insurance, is the sole responsibility of the Owner/charterer/skipper who must make certain that the boat is absolutely seaworthy and is sailed, by experienced and adequate crew in good physical condition, able to confront extreme weather conditions.

23.6. The Owner/charterer/skipper must reassure the good condition of the hull, the rigging and all boat’s equipment.

23.7. They must also reassure that all safety equipment is adequately maintained, and the crew knows where it is kept and know how to use it.

24. INSURANCE

24.1. Each participating boat shall be insured with valid third party liability insurance with adequate cover taking into account the value of the boats racing and the measure of damages likely to arise in the event of an accident.

24.2. The OA is not responsible for verifying the status or validity of insurance certificates.

25. TROPHIES AND PRIZES

25.1. The Red Sea 600 Trophy will be awarded to the Overall IRC winner.

25.2. Other trophies and prizes will be announced on the ONB.

26. PRIZE GIVING CEREMONY

26.1. The Red Sea 600 prize giving ceremony and reception will be held at Jeddah Yacht Club on Saturday November 30, 2024. More details will be provided in the Sailing Instructions.

27. FURTHER INFORMATION

For further information please contact
TheRaceOffice@JeddahYachtClub.com



www.redsea600.com

regattas@jeddahyc.com