

25th July to 5th August



ROUND BRITAIN POWERBOAT & RIB CHALLENGE 2014



ROUND BRITAIN POWERBOAT & RIB CHALLENGE 2014 (RBPRC 2014)

25th JULY to 5th AUGUST

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An Overview of the RBPRC 2014 Challenge

Categories:	Challenge Class:	Vessels up to and including 5.00m LOA
	Explorer Class:	Vessels from 5.01m to 7.50m
	Adventure Class:	Open class – any vessel over 7.50m

The essential part of this circumnavigation of Britain is a challenge featuring three distinct cruising classes, as above. The style of the whole event is that of a 'super-cruise'.

Applicants will have to clearly show that both their crew and their craft are sufficiently able to complete the course. This means that for example, although the event does not impose age restrictions, team members should be in good health, have sufficient experience and understand in realistic terms what a challenge of this type entails. All skippers must carry a minimum qualification of a Powerboat Level II Certificate or equivalent. Ultimately, due to the size of craft involved and the mileages concerned, the Challenge should be viewed on the part of all as an endurance event. Each participant should prepare themselves both psychologically and physically and ensure that their craft; its systems and all equipment are mechanically sound and capable of the task in hand.

Even in summer, the weather systems and sea states can produce very testing conditions that will demand much from both man and machine. So, good equipment, a working knowledge of how to use such, practical seamanship and navigation along with a seaworthy vessel are all necessary factors for every team/crew to take seriously.

Please Note: Even though the plan will be to cruise in buddied company at all times, each crew/team must be able to navigate in difficult or testing conditions alone. Though as organisers we shall seek every means to ensure no craft is separated from the main flotilla, it is prudent for each team to understand how difficult it can be to maintain a clear visual on fellow craft in difficult sea states and worsening weather. We are not operating within a controlled environment. Therefore as organisers, we encourage all teams to prepare for every eventuality and the need to function alone if for some reason they are temporarily separated from the main flotilla whilst on passage.

The 12 day time period allocated for this event is with the view to affording the flotilla the opportunity of investigating the sights along the way. This event is not simply about 'biting off the miles', but rather, genuinely experiencing the many coastal wonders the country has to offer, hence we have purposely chosen not to make the itinerary too demanding in terms of the daily distances involved.

Nonetheless, be aware that the event is a Challenge, and although every practical means will be taken by the organisers to ensure the flotilla's needs are taken care of at every stage through advanced planning etc, the event is not a 'leisurely cruise' or an event to be taken casually by anyone taking part. Furthermore, participants are encouraged to expect changes to the schedule if the weather demands such. Other factors may likewise mean unexpected inconveniences or other adversities/complications that will simply have to be worked through and be regarded by all as being part of the challenge itself. Maintaining a sense of humour and a degree of patience, though hard to implement at times when one is wet, tired and cold, is the mark of a true offshore mariner and genuine team mate.



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The Boats

As stated above, there is no restriction on the design of the boats being invited to take part and indeed, we shall encourage innovation in the form of new designs – whether in terms of the boat itself or its equipment. Prior to being accepted by the organisers into the event however, the basic construction, design and make of the vessel along with its vital systems including engine and fuel capacity will need to be approved in advance plus via additional scrutineering pre-start.

NB: *All craft should be able to cruise at 22 knots with kit, fuel and crew.*

All craft should carry the following minimum essential equipment:

- Anchor with 50m warp plus chain. (Anchor will need to double as tow line in case of breakdown).
- Offshore flare pack
- EPIRB or 406 PLB (Can be hired if a team does not wish to purchase this key item solely for this event.) We recommend also that at least one crew member onboard carries a PLB on his person at all times afloat.
- First Aid kit/Fresh drinking water/Sea sickness tablets/ Emergency rations
- Torch/knife/tape and spare tying line
- Navigation lights
- Proper and adequate seating for two man crew
- Spare kill switch plus spare boat keys
- One fixed 25 watt VHF
- One handheld VHF and charger unit
- One fixed offshore magnetic steering compass
- One fixed GPS
- Paper IMRAY, Stamford or Admiralty charts and Almanac
- One bailer + cloths
- Moorings lines
- In addition to any under-deck tanking, any detachable fuel tanks must be clearly marked with boats name
- Spare propeller with additional space/washer/nut set. Plus one floating prop spanner.
- Additional engine oil
- Fire extinguisher
- Basic tool kit plus also gaffer/duck tape and WD 40
- Mobile phone in a suitable waterproof case
- Ensign
- Boat ownership papers

NB: It would be advisable for boats to be fitted with in-line fuel water separation filters. The glass bowl type are best as these allow one to monitor daily the state of the fuel and help alert one to potential fuel contamination.

One section of plastic type sheeting of sufficient size to use as a boat cover should be stowed onboard to afford crew protection in the event of breakdown at sea in adverse weather etc.

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The Crew & Teams

Each participant shall be wholly responsible for his own welfare and safety and will be expected at all times to ultimately make his/her own decisions in accordance with this recognition. Each team will also be responsible for their own boat and equipment whether in any event it suffers loss or damage. ***Each participant taking part in RBPRC 2014 does so on the basis they enter and take part entirely at their own risk.*** Each team must undertake their own *Risk Assessment Report* and have documentation to prove they have taken out *Third Party Public Liability Insurance* cover of £3million.

Essential equipment to be carried by each crewmember includes the following:

- Dry suit
- Lifejacket
- Dry bag
- Helmet with flip visor
- Thermal blanket
- Gloves
- Woolly hat or other suitable head covering
- Sun cream/Sun block
- Sailing styled jacket/rain jacket
- Personal rocket flare pack
- ID
- Cash and payment card
- Mobile phone and charger, with waterproof case or bag
- One day's rations for consuming at sea
- Two changes of clothing inc shore side footwear, wash bag etc.
- Wash bag
- (Crews might also consider taking a fishing line and some matches/lighter in case an opportunity in the schedule allows for some fishing and the cooking of the catch over a beach fire.)
- We recommend that each crew member carries a PLB on their person whilst at sea.

Please note: At present, the organisers are compiling a list of selected suppliers offering special discounts for all teams taking part, such as boats, engines, electronics, seating etc. This list will be available on application.

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The Challenge Course

The proposed course will include the following night stop-over destinations: [& approximate total leg mileages – these will vary according to how close to the coast we run or whether we run direct to headlands, so are here as a guide]

- Day One: Plymouth (11am start) to Hugh Town, St Marys, Isles of Scilly - 90NM
- Day Two: Isles of Scilly to Neyland Marina, Milford Haven – 140NM
- Day Three: Neyland Marina to Holyhead – 140NM
- Day Four: Holyhead to Troon (via possible lunch stop at Castletown IOM) – 160NM
- Day Five: Troon to Oban for overnight stay. The early depart for Corpach/Fort William – 160NM
- Day Six: Fort William to Inverness via Caledonian Canal & Loch Ness – 55NM
- Day Seven: Inverness to Arbroath – 160NM
- Day Eight: Arbroath to Whitby – 150NM
- Day Nine: Whitby to Lowestoft – 160NM
- Day Ten: Lowestoft to Ramsgate – 80NM
- Day Eleven: Ramsgate to Southampton – 130NM
- Day Twelve: Southampton to Plymouth – 150NM

TOTAL LEGS APPROX 1570 MILES ALLOWANCE

(N.B Destinations could be modified and subject to change as the event arrangements progress.)



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Land Support

There is limited storage capacity in our organiser's motorhome/mobile office to carry a limited number of small crew items as space allows.

Accommodation

All teams/participants will be responsible for booking their own accommodation at the various ports of call. A list of useful contact numbers will be supplied in due course for those who may require assistance in this regard, however most UK hotel/ B&B websites will be useful. Those wishing to camp or bring motorhomes, camper vans etc should inform us as arrangements will be made in advance with each harbour for suitable areas for parking or pitching of tents etc, but exact numbers will be necessary.

Awards

Medals of Achievement will awarded to all who complete the course. Special awards may also be made to teams who have shown excellence in seamanship, navigation, best prepared vessel, selfless effort, and outstanding endurance.

In addition, as media sponsor, *Powerboat & RIB Magazine* will be covering the event and publishing a feature article on the entire story as well as the teams taking part. All teams will be encouraged to take photography and give a short synopsis of their adventure/highlights of the trip. The best of these will be chosen for inclusion in the special edition dedicated to the *Round Britain Powerboat & RIB Challenge*.

Entry

Entry to the event costs:

Challenge Class:	Vessels up to and including 5.00m LOA	£550.00 + vat
Explorer Class:	Vessels from 5.01m to 7.50m	£645.00 + vat
Adventure Class:	Open class – any vessel over 7.50m	£700.00 + vat

The fee is payable with an Initial non-refundable payment of £200 + vat payable on booking, and the balance payable by 1st June 2014. This paid fee will enable entry into RIPRC 2013 and access to all final detailed event information. The entry fee can be paid by card, cheque or bank transfer to Powerboat and RIB Events Ltd. In the event of non completion or no show, the fee is not refundable. In addition to the above, the event could require up to 4 designated **safety vessels** of suitable size and crew experience, no entry fee will be payable by these craft/crews to join the event, in return for their assistance. If you wish to apply to be considered for this, please email the organisers with details of your vessel and experience of the skipper/crew.

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Fuel Service

As in the case of RIPRC 13, we shall be required to engage the services of a professional refuelling company. With the numbers likely to be taking part in the 2014 challenge, such a service is essential both from a Health & Safety perspective and for speed and efficiency. The team provide a fuel tanker and fully qualified crew fully trained to handle fuel and spillages, along with high-speed fuelling equipment allowing craft to be fuelled quickly and efficiently with minimum waiting times for tired crews. The cost of this fuelling service charge is shared equally between all entrants and safety boats. On the basis of around 30 boats taking part, each team should allow approx £500 for this service. This single fuel service is non-optional, as is the service charge. Each boat's fee is collected in advance by the fuel company around 7 days before the event starts. The benefit also of this service is that the fuel is far less expensive per litre than marina fuel, and fuel is guaranteed at all stops without the requirement for transportation in cans and portable fuel tanks. All teams are required to use the fuel provided in this service, and no teams are permitted to purchase fuel separately.

Contact

All interested parties must duly register their interest as per contact details below:

Email: hms@powerboatandrib.com

The Round Britain Powerboat & RIB Challenge 2013

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