DÉFI ATLANTIQUE

GUADELOUPE > HORTA > LA ROCHELLE

REGION GUADELOUPE
Archipel d'Avenir

MARS 2027

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NOTICE OF RACE

The Défi Atlantique Guadeloupe / La Rochelle is an event reserved for Class40 boats, the route is in the North Atlantic and covers a total distance of 3,500 miles.

The notation [DP] in a rule in the Notice of Race (NOR) means that the penalty for a breach of that rule may, at the discretion of the Jury, be less than disqualification.
The notation [NP] in front of a rule means that a boat may not claim against another boat for a breach of that rule. This amends RRS 60.1(a).

1/ ORGANISING AUTHORITY

Grand Pavois Organisation is organising the Défi Atlantique Guadeloupe / La Rochelle - Class40 Race in partnership with the Region of Guadeloupe, the municipality of Horta (Azores - Portugal), the municipality of La Rochelle, Class40, the Department of Charente-Maritime and the Fédération Française de Voile (French Sailing Federation), (other public and private partnerships are in the process of being concluded).

2/ RULES

2.1 The regatta will be governed by

- The Rules as defined in the Racing Rules of Sailing (RRS)
In Amendment to RRS 52 Manual Power: Yachts are permitted to use a power source other than manual to run an autopilot and to operate the ballast system.
- Fédération Française de Voile Rules.
- Prescriptions of the FFVoile, translated for foreign competitors, specified in the appendix "Prescriptions of the FFVoile",
- Class40 rules (measurements, class rules, etc.).
- World Sailing's Offshore Special Regulations (OSR) Category 1 monohulls with amendments specific to the Class40 class rules, and with the amendment to OSR 5.01.1: add "There must be on board at least 1 spare kit (recharge gas cartridge plus a percussion head) for each self-inflatable lifejacket.".
Part B, Section II of the International Regulations for Preventing Collisions at Sea (RIPAM / IRPCAS) when it replaces Chapter 2 of the RRS, (for each leg 25 miles from the start line and 25 miles before the finish line for each part of the day course)
-Appendix WP (Waypoints), as specified in the Sailing Instructions.
- Written notices and amendments signed by the Race Director, the Race Committee Chair, the Technical Committee Chair and the Jury Chair.
- An alternative starting penalty shall be applied in accordance with World Sailing Development Rule DR21.
2. 2. - The official language is French. All official documents will also be distributed in English.

3/ COURSE AND PROGRAMME

The race course is between Guadeloupe (France), Horta, Faïal Island (Azores, Portugal) and La Rochelle (France).

3.1 - 1st leg: Guadeloupe (France) / Horta (Azores - Portugal) 2,200 miles

3.1/a - the start of the race will be in front of the Port of Pointe-à-Pitre on Sunday 07 march 2027 at 11 am Guadeloupe time.
3.1/b - compulsory presence of boats at Pointe-à-Pitre from Tuesday 02 March 2027 at 9 am local time, in the basin.
3.1/c - The following late penalties may be applied:
- €150 for the first day of delay
* €200 from the next day of delay

The proceeds of these late penalties will be donated to an offshore rescue association.

3.1/d - After Thursday 04 March 2027 at 12 pm local time, for boats, skippers and their crews which are not present at the Pointe-à-Pitre, the organising authority may cancel the entry of a boat in accordance with RRS 76.1.
3.1/e - The boat check and confirmation of entries will take place from Tuesday 02 March to Friday 05 March.
3.1/f - **[DP]** At the latest on Friday 05 March at 7 pm local time, each competitor must have submitted his or her declaration of departure duly completed and signed. The declaration of departure can be found in the appendix of the Sailing Instructions.

3.2 - 2nd leg: Horta (Azores - Portugal) / La Rochelle (France) 1,300 miles

3.2/a - The start of the 2nd leg will take place on Sunday 21 March 2027 at 1 pm Horta time.

3.2/b - Arrival in La Rochelle is scheduled from Friday 26 March.

3.2/c - At the finish of each leg, the Technical Committee can check the boats, without prior notice, either at its own initiative or at the request of the organising authority or the Jury.

3.2/d - The prizegiving will be held on Monday 29 March at the end of the day. Competitors will be required to attend.

3.2/e - Race boats must remain moored in the finish harbour until at least the evening of Monday 29 March.

4/ ELIGIBILITY

4.1 - The race is crewed by at least 2 people and no more than 4 people. Boats must have the safety equipment corresponding to the number of crew members and the OSR 1.
4.2 - The race is open to boats conforming to the Class40 rules.

4.3 - Any request for outside help other than that defined in 9.1a may result in the disqualification of the boat after instruction by the jury.
In accordance with RRS 41 "Outside help", personalised help from an outside source is prohibited.
Note: consultation or reception of wind files, or any other weather files available on the Internet, insofar as these files are universally available, do not constitute personalised outside help.

4.4 - Each crew member must be in order with regard to the national authority in their country of nationality or residence and, in particular for French citizens, they must be in possession of a FFVoile Club licence mentioning "Competition" or a Club FFVoile licence accompanied by a medical certificate confirming an absence of contraindication to the practice of sailing in competition dating that is less than one year old and valid for the duration of the event, and must also be in order with the Class40.

- Foreign competitors who are not FFVoile licensees must prove that they belong to a national authority that is a member of World Sailing and that they have valid third party liability insurance with a minimum coverage of €3 million and must submit a medical certificate of absence of contraindication to the practice of sailing or competition sports that is less than one year old (written in French or in English).

4.5 - Each skipper and co-skipper must be a member of Class40.

4.6 - Two crew members, including the Person in Charge, must have completed a WORLD SAILING training course (Survival Training and First Aid at Sea Training) or similar, as required in OSR 6.02, within five years prior to the start of the race.

4.7 - Any change of crew member (including the skipper) must be requested by writing to the President of the race committee before the start of the first leg. The change of crew at the Horta stopover is subject to the eligibility requirements of this notice of race. In particular Articles 4.4 and 4.5.

4.8 - For double-handed crews, in accordance with FFVoile's medical regulations, appendix 3, each competitor must provide medical files by 1 February 2027 at the latest, including:
*The results of an endurance/stress test from less than 4 years ago are mandatory,
*The results of a cardiac echocardiogram are mandatory.
This file must be returned to the Organising Authority for the attention of the doctor in charge of the Défi Atlantique Guadeloupe / La Rochelle race.

For crews of more than 2: carry out a medical check-up of each crew member that is as thorough as possible in relation to the defined competition

4.9 - The minimum number of competitors must be equal to or more than 12 for the race to start.

5/ REGISTRATION

5.1 - Registrations are submitted online with this form: INSCRIPTION / REGISTRATION - DEFI ATLANTIQUE 2027

5.2 - The registration fees are set at €3,500 excl. VAT, i.e: €4,200 incl. VAT. €600 incl. VAT (non-refundable handling fee) cashed when registering + €3,600 incl. VAT, cashed on 30 November 2026.
A 10% surcharge will be applied to all registrations received after 30 November 2026.
The full registration fee will be owed for any registrations received after 30 November 2026.

5.3 - In the event of the competitor's withdrawal, which is not notified by mail before 15 January 2027, the registration fee will not be refunded.

5.4 - The organisation reserves the right to refuse an entry in compliance with RRS 76.1.

5.5 - The deadline for registering is 31 December 2026.

6/ ADVERTISING

6.1 - In accordance with World Sailing regulation 20 (Advertising Code), as amended by FFVoile Advertising Regulations, boats will be required to carry the advertising selected and provided by the organising authority.

6.2 - The distribution of the reserved spaces for advertising between the Class40, the competitor and the Organising Authority will be defined jointly between Class40 and the Organising Authority in a subsequent amendment.

6.3 - Competitors will be required to carry the flags and markings defined jointly by Class40 and the Organising Authority.

6.4 - Any boat entered in the race will be issued with a race flag, which shall be displayed in its rigging from the time it is handed over in Guadeloupe until the prize-giving ceremony. At sea, the race flag shall be displayed on each leg from 25 nautical miles after the starting line until 25 nautical miles before the finishing line.

6.5 - At the quay, the flying of flags from the backstay as well as other flags of any size with the name of the boat, the logo or the registered trademark is authorised, with the exception of any slogans.

Furthermore, the skippers undertake to hoist the Organising Authority's flags on their boat's forestay. They must be raised in Pointe-à-Pitre from Tuesday 02 March until the start of the race, as well as after crossing the finish line of the 1st leg until the start of the second race, and after crossing the finish line in La Rochelle until prizegiving. Financial penalties of at least €150 may be applied in case of non-compliance with this article.

7/ UTILISATION OF RIGHTS

By the sole fact of their participation, the owner or user of the boat and the eventual sponsor, accept that the Organising Authority uses everything relating to their participation in the event for promotional and other purposes.

RIGHT TO USE THE NAME AND APPEARANCE:
By participating in this event, competitors automatically authorise the organising authority and the event's sponsors to use and display, at any time, moving or static photos, films or television recordings, and other reproductions of them during the competition period of the "Défi Atlantique Guadeloupe / La Rochelle" in which the competitor is participating and to use their image without compensation for any material relating to the said event.

8/ RESPONSIBILITIES OF THE ORGANISER, ITS PARTNERS AND THE PARTICIPANTS

8.1 - The responsibility of the Organising Authority and its partners is limited to ensuring the sporting regularity of the event.
Any other liability that may be accepted by the Organising Authority can only be contractual and explicit.
In particular:

. The checks that the Race Committee and the Technical Committee - either on their own initiative or at the request of the Jury or any other body - may be required to carry out is designed solely to ensure that the rules, the Sailing Instructions and their amendments have been complied with.

. Any observations that the Organising Authority may make must be considered by the competitors as discretionary and random and in no way an additional security on which they can rely.

. Any request made to a member of the organising authority cannot incur the Organising Authority's civil responsibility unless civil responsibility has been accepted either by itself or by one of its official accreditations to that effect. In particular, this is the case for various requests for assistance and even assistance at sea.

8.2 - Regardless of the legal relationship between the owner(s) of the vessel, the ship-owner and the ship's captain, only the skipper officially indicated on the entry form is the responsible contact person for the Organising Authority.

8.3 - Competitors participate in the race at their own risk and responsibility for all purposes. It is up to each competitor, according to his or her knowledge, the equipment at his or her disposal, the strength of the wind, the weather forecast, etc., to decide whether or not to start, stop or continue the race.
Any information that any member of the organisation may provide before or during the race, such as a gale warning, is one element among others on which the skipper may base his or her decision without this incurring the responsibility of the Organising Authority or its partners.

8.4 – The ship-owners or skippers are each personally responsible for all material and human accidents which their crew members and the boats may suffer, or which they may cause to a third party or any property belonging to a third party. It is their responsibility to take out the necessary insurance to cover these risks and liabilities.
In particular, each skipper is responsible to the Organising Authority for taking out all the necessary insurance to cover civil liability for a minimum amount at least equal to the international conventions in force. He/she must provide written proof of this to the Race Committee by Thursday 05 March 2027 at the very latest.
The absence of third-party insurance does not entail the liability of the Organising Authority or its partners.

8.5 - As an essential condition for participation, the ship-owner and its insurers must file with the Organising Authority the signed waiver of all claims against the Organising Authority, its agents and insurers - as laid out in the appendix.

8.6 - A competitor may not require the organising authority to mount a rescue operation from land. Rescue and assistance at sea are governed by the international conventions in force.

8.7 - Competitors are reminded that the RRS fundamental rule 1.1 requires every boat to provide all possible assistance to any other boat or person in danger, when it is in a position to do so.

9/ TIME LIMITS

9.1. Technical stopover

9.1/a - Boats may put into port at any location and at any time after notifying Race direction. Once anchored or moored in a port, people can access the vessel, and refuelling and repairs can be carried out. However, a boat may only use its engine when it is less than 1.5 miles from a port, after notifying the race director, and it must not advance towards the finish line of the leg. A boat may be towed, within a limit of 1.5 miles, however this towing must not advance it towards the finish line of the leg.
This amends RRS 41, 42, 45, 48.

9.1/b - Boats may carry replacement equipment, with the exception of new sail(s), during the race subject to the Technical Committee's written authorisation.

9.1/c - The time limit for any boat at the technical stopover will not exceed 24 hours at each leg, from the moment it reaches land until it resumes the race. After this 24-hour period, the competitor will be declared "Retired" (RET) from the races.

9.2. Time limit at the finish

A boat that has not crossed the finish line before the time limit will be ranked as D.N.F. (amendment to RRS 35, A4 and A5).
The time limit for all competitors is 96 hours after the arrival of the third competitor. It may be necessary to add the time bonus that the Jury may grant a boat to this limit.

10. PENALTIES

10.1. - Replacement penalties for infringement of rules other than those in chapter 2:
After investigation, an infringement of the rules may be penalised by a time penalty up to and including disqualification.

10.2. - DNS, DNC, RET, DNF : Race time of the last competitor in the race concerned + 20%
DSQ: Race time of the last competitor in the race concerned + 30%
DNE: Race time of the last competitor in the race concerned + 40%

11/ RANKING

11.1 - A ranking will be established for each leg. The prizegiving for the first leg will be held in Horta.

11.2 - The final general ranking will be established in real time, by adding together the race times of the 1st and 2nd legs for each boat, taking account of any penalties or bonuses.

11.3 - The winner will be declared as the boat with the shortest total time. In the event of a tie, the time taken for the 2nd leg will decide between the competitors.

11.4 -An additional ranking will be established by extraction from the general ranking for boats defined by Class40 as conventional bow

12/ COMMUNICATION

12.1 - Each boat must be equipped with an Iridium type satellite telephone system or equivalent with a fixed outdoor antenna. As well as an Iridium type portable satellite phone system or equivalent. Furthermore, to meet the communication requirements of the Organising Authority, each boat shall be equipped with a global coverage communication system (e.g. Inmarsat, Fleet antennas, BGAN, OpenPort, Certus, Starlink, etc.) capable of transmitting photographs, videos and audio recordings, and of communicating with Race Control.

12.2 - Each boat must be equipped with a fixed VHF with a minimum power of 25 Watts and a portable VHF.

12.3 - In the interests of safety, each competitor must carry a positioning transmitter. This transmitter will be provided by the Organising Authority and will be attached to the back of the boat before the start in Pointe-à-Pitre. Each skipper will be asked to pay a deposit by cheque of €900 (nine hundred euros). This cheque will not be cashed and will be returned to the skipper when the transmitter is returned in La Rochelle after the race finish.

13/ PRIZEGIVING

The date of the prizegiving in La Rochelle is Monday 29 March, but it may be modified subject to the race times of the 2nd leg.

14/ COMPETITORS' OBLIGATION OF REPRESENTATION

Competitors must be present at official briefings and receptions, the timetable of which will be communicated at a later date.
For any infringement of this rule, the offending competitor may be penalised and not receive his or her finish bonus.

The organising authority reserves the right to amend this Notice of Race should changes be required for the race's safety and/or sportsmanship.
INFORMATION:

GPO
av. du Lazaret
Port des Minimes
17042 LA ROCHELLE Cedex 1
Etienne HARDY
Tel: +33 (0)05 46 44 46 39
Email: ehardy@grand-pavois.com

ANNEXE

Prescriptions of the Fédération Française de Voile (FFVoile)
Racing Rules of Sailing 2025-2028
Version of 15th of October 2024

Prescription 1
FFVoile Prescription to RRS 25.1 (Notice of race, sailing instructions and signals) For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application. These standard documents can be downloaded on the "Arbitrage" website of FFVoile.
https://arbitrage.ffvoile.fr

Prescription 2
(*) FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules) The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

Prescription 3
(*) FFVoile Prescription to RRS 65.1 (Legal liability) Any question or request related to legal liability arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee. A boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.

Prescription 4
(*) FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority) The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event.

Prescription 5
(*) FFVoile Prescription to RRS 76.1 (Exclusion of boats or competitors) An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

Prescription 6
(*) FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates) The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

Prescription 7
(*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules) An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such approval shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

Prescription 8
(*) FFVoile Prescription to RRS 88.2 (Changes or deletions to National prescriptions) Prescriptions of the FFVoile shall not be changed or deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on "Arbitrage" website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).

Prescription 9
(*) FFVoile Prescription to RRS 91(a) (Minimum number of protest committee members) The protest committee shall be composed of a minimum number of committee members in accordance with the provisions of the federal regulations of the FFVoile, unless a derogation is granted by the FFVoile

Prescription 10
(*) FFVoile Prescription to RRS 91(b) (Appointment of an international jury) The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such approval shall be posted on the official notice board during the event. FFVoile Prescription to APPENDIX R (Procedures for appeals and requests) Appeals shall be sent to: Fédération Française de Voile, jury d'appel - 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the "Arbitrage" website of FFVoile.