



NOTICE OF RACE

ROUTE DU RHUM – DESTINATION GUADELOUPE 2014

10th edition

Start : Sunday 2nd November 2014

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1- ORGANISATION

The **Route du Rhum** is an event organized by the Promovoile SA, a subsidiary of Pen Duick SAS in conjunction with the participation of the town of Saint-Malo and Brittany for the start operations, and Region Guadeloupe for the operation of the finish with the support of their sporting clubs.

1.1 Organising committee

Pierre Bojic: Director General
Mathieu Sarrot: General Commissioner

Their mission is the general organisation of the event, the coordination with the relevant communities and organizations in the start and finish cities, communication, hospitality and sponsor relations, the official prize givings.

1.2 Race Direction

Gilles Chiorri : Race Director
Claire Renou: Deputy Race Director

Their mission is to manage all sporting aspects of the event. They work directly with the Race Committee, the event measurers, the International Jury and the medical team.

Any incident / accident must be reported with top priority always to race direction

1.3 Race Committee

The race committee will be appointed by the National Sailing Authority FFVoile, in accordance with its rules.

1.4 International Jury

An international jury will be constituted in accordance with Appendice N of the RRS and in accordance with RRS 70.5's. their decisions will be final without appeal.

When judges are not physically present, but can be reached by phone or Skype, E-mail, VHF radio or other means, the RRS N 1.2 must be respected and protests can be heard and decided in this way.

1.5 Medical Commission

A commission for medical assistance and advice will be formed in accordance with ISAF Rule 21 and Appendice 3 of the FFVoile medical safety rules.

2- NAME

The official name is the « **LA ROUTE DU RHUM - DESTINATION GUADELOUPE** ».

Promovoile, a subsidiary Pen Duick SAS are the sole owner of the name and logo **ROUTE DU RHUM** which are registered in France and abroad. Given the structure of the company Pen Duick SAS, the name PEN DUICK is used in communication, but contracts and legal commitments are signed by the company PROMOVOILE SA

3- OBJECTIVE

The Route du Rhum as a sporting event is a high level solo sailing race contested every four years. Its mission is to promote and showcase skippers and their sponsors, the towns of Saint-Malo, Brittany and the Region Guadeloupe as well as the partners of the organisation.

4- RULES

4.1 The event will be governed by the rules and regulations encompassed by the documents below, supplemented and perhaps modified by the Sailing Instructions which will be available no later than 10 October 2014 .

- The rules as defined by the Racing Rules of Sailing 2013/2016 (RRS)
- Class rules 2014 for IMOCA, Class 40, Multi50 classes
- National rules applicable to overseas competitors as specified in the Schedule «Rules/Prescriptions"
- Part B of the International Regulations for Preventing Collisions at Sea (COLREGS) as applicable
- The Offshore Special Regulations 2014/2015 Class 1 with modifications specific to each class
- The engine must be fixed (any kind of retractable propeller shaft system is prohibited)
- The official time for the event in France will be in local time (GMT/TU +2 until Saturday, October 25 and then TU +1 from Sunday, October 26) and local time in Guadeloupe (GMT -4)

In the cases arising from translation of specific race documents, the French text shall prevail.

4.2 The RRS are modified as follows :

- **The RRS Chapter 2 (when boats meet):** apply up to 20 miles from the starting line and again on arrival, from the passage in the north of the island « La Tête à l'Anglais" (Guadeloupe) and to those periods of daylight hours. For those times at night and for the remainder of the course these are covered by section B (at the helm and course) of the International COLREGS.
- **Rule 41 (Outside Help) and Rule 45 (drying out, mooring and anchoring):** modified in § 20.3
- **Rule 42.3 (h):** a boat may use its engine or may be towed back to Saint Malo or another port when agreed with the race direction to repair and then restart the race only after authorization by the Race Director
- **RRS 44.1 (Taking a Penalty):** modified in SIs
- **RRS 47.1 (Limitations on equipment):** modified ' boats may take on replacement hardware during the race, subject to written approval of the Race Director.
- **RRS 50.2 (outriggers jib and spinnaker)** does not apply.
- **Rule 51 (Moveable Ballast):** Delete the first two sentences and replace with:
«Any movement of weight in order to change the setting or stability is allowed within the following limits: inside the boat, all the heavy elements which may damage the boat or potentially cause injury to the crew must be secured at all times. Food, bottles of water and fuel, fittings and spare parts can be stored in bags or boxes and moved if they are properly secured to the boat. Safety equipment (including life rafts and / or equipment sealed) should not be moved. Sails can be moved freely. Sail bags must not be able to hold water. "
- **Rule 52 (Manual Energy):** amended in paragraph 19.2 of the SI
- **Rule 54 (Forestays and jib tack) :** not applicable .
- **Rule 55 (Disposal of garbage)** a competitor must not intentionally throw trash in the water. Rubbish shall be kept on board until the crew has landed. However, a boat may lose bands or strands of wool when setting a sail.
- **Rule 61 (Protest Requirements):** modified in SIs
- **Rule 62 (Repair):** modified in SIs
- **Rule 63 (Instructions):** modified in SIs
- **Rule 64 (Decisions):** modified in Sis

Changes to RRS appear in appendix of the sailing instructions.

5- ADVERTISING

5.1 In accordance with Rule 20 (ISAF Advertising Code), as amended by the FFVoile advertising regulations boats will be required to display advertising chosen and supplied by the organizing authority.

5.2 Distinguishing markings

5.2.1 Number: a distinguishing number race for all boats must be visible at all times on the deck, on the hulls and sails. Dimensions of such are given in the relevant Class Rules.

For the Ultime category, dimensions are the same as the IMOCA Class.

For the category RHUM, sizes of sails and deck numbers are as given in G.1.2 RRS and on each side of the hull, these dimensions must be doubled.

For multihulls, the race number on the hull must be affixed to the forward exterior of each float and monohulls on the front of each side of the hull.

Numbers (according to class rules) must be communicated to the organiser no later than 1 July 2014.

5.2.2 Boat name: The name of the boat entered can be marked on each side of hull(s) or float(s) and on the transom or on the aft cross beam

Pen Duick reserves the right to refuse a name which they consider distasteful, offensive, abusive or contrary to the objectives of the race.

5.2.3 Race flags: Any boat in the race will receive, at latest on their the arrival in Saint-Malo, **two race flags** that will be flown from the standing rigging (shrouds) on both sides of the boat (minimum height 1m above deck) as of from Friday, 24 October 2014 to 50 miles after the starting line and from 50 miles to the finish until the prizegiving ceremony in Pointe à Pitre.

Any infringement of this rule may incur financial penalties imposed by the organiser.

5.2.4 Flags and Pennants: at the dock, flying flags and pennants of all sizes with the boat's name, logo or trademark is authorised but with the exclusion of any slogan.

Skippers agree to fly a line of five flags of the organisers and the events sponsors and partners from the rigging of their boat, these will be provided on arrival in Saint-Malo. These flags should always be flown in Saint-Malo as of Friday, October 24, 2014 until the start and then after crossing the finish line in Pointe à Pitre until the prizegiving.

This line has to stay onboard during the race

5.2.5 Race logo and branding: Any competing boat shall carry the branding decal of the race on its mainsail at all times. This branding decal will include the brand logo of the race to which the race's main sponsor is thereby attached. It will be inscribed within a circle 3 metres in diameter for the Ultime and IMOCA classes, a circle of 2 metres in diameter for Multi50s and Rhum Class ≥ 50 feet and a circle of 1.5 metres in diameter for Class 40 and the RHUM class < 50 feet.

The centre of this circle will be located at a height corresponding to one third mast height from the deck. Such decals will be provided by the organisers, the attachment and maintenance of these decals until the finish is the responsibility of the skipper. Any infringements of this rule may require a financial penalty to be set for the offending boat.

5.2.6 Any boat in the race is committed to using and respecting the use of the name of the race in communication and promotion. The logo of the race is free to use for boats registered as competitors for their promotion. The race organisation will be copied or notified in such cases of use. A graphic mark will be provided and its integrity must be respected.

6- ELIGIBILITY AND ENTRIES

6.1 ELIGIBILITY

6.1.1 This event is open to invited multihulls and monohulls which fit in the relevant classes based on their Length Overall (LOA)

- Class ULTIME Multihulls LOA \geq 60 feet without size limit
- Class MULTI 50 Multihulls conforming to the rules of the Multi50 class
- Class IMOCA Monohulls conforming to the rules of the IMOCA class
- Class40 Monohulls conforming to the rules of the Class 40 class
- Class RHUM
 - Multihulls LOA \geq 39 feet and $<$ 60 feet which cannot enter in any of the above classes defined herewith.
 - Monohulls LOA \geq 39 feet which cannot enter in any of the above classes defined herewith.

All boats must be equipped with a fixed propulsion engine and a fixed shaft, (non-retractable) to particularly ensure that the boat is entirely self sufficient in departing and entering ports and manoeuvring in port in accordance with their class rules, the RRS and the Notice of Race.

6.1.2 The number of boats invited to participate in the event is limited to 100 :

Class Ultime	: 10
Class Multi 50	: 10
Class IMOCA	: 15
Class 40	: 45
Class Rhum	: 20

However, the organisers reserve the right to:

- Invite additional boats to participate in the event,
- To refuse registration.

6.1.3 All registered boats must be in compliance with and in good standing with their class (paid up and class membership measurement certificate for 2014)

6.1.4 To constitute a class, it requires at least 5 boats to be entered by 30 April 2014.
On 1st May 2014, the organisers will confirm classes according to the state of registration.

6.2 Entries

6.2.1 Entry is by invitation

6.2.2 The application to enter will be registered on the date of receipt and is subject to the registration form being duly completed in full and it being accompanied by a cheque, or bank transfer certificat, for € 2400 booking fee which is non-refundable against registration fees. When the quota limits per class, as laid down in Article 6.1.2 are reached, applications thereafter will be recorded on a waiting list.

6.2.3 Final registration must be filed no later than April 30, 2014 with a cheque or bank transfer certificate covering the outstanding balance of the amount of the registration fee to:

PEN DUICK / PROMOVOILE
43, Rue de Cronstadt – 75015 Paris – France
Tél : +33/(0)1.48.42.54.90
Fax : +33/(0)1 48 42 52 96
E-mail : crenou@penduick.com

6.2.4 The entry fees are fixed as follows :

- Ultimes : 50 000 € ex tax and plus relevant VAT
- Multi 50 : 10 000 € ex tax and plus relevant VAT
- IMOCA : 20 000 € ex tax and plus relevant VAT
- Class40 : 8 000 € ex tax and plus relevant VAT
- Class Rhum : 6 000 € ex tax and plus relevant VAT

Registration fees include € 2 400 non-refundable deposit against the entries.

The registration fees are:

- Held in case of withdrawal of the competitor (if withdrawal is after 15/07/2014)
- Reimbursed 50% if the entry is refused after security checks,
- Refunded if the event is cancelled or if the organising committee refused the entry of a boat.

Cheques should be made payable to the order of PROMOVOILE, bank transfers are to be made to following coordinates:

Titulaire du compte :	PROMOVOILE
Banque	BCME
Code Banque :	18829
Code Guichet :	29411
N° de Compte :	039 852 260 40
Clé RIB :	20
IBAN :	FR76 1882 9294 1103 9852 2604 020
BIC :	CMBRFR2BCME

Please attach or indicate the name of the boat and skipper

The organisers may, for reasons of force majeure or if the safety of participants is compromised, decide to cancel the running of the event. Cancellation for reasons of force majeure or any cause beyond the control of the organisers, will not give rise to any refund of fees or compensation rights.

This may occur, including, but without this list being limiting, in exceptional weather conditions, in the event of armed conflict, attack, requisition, fire, flood, strikes, or blocking installations whose origin is unknown and totally beyond the control of the organisers.

Late registration (after July 30, 2014) may be considered by the organisers.

6.2.5 Registration includes the provision of one or two positioning beacons provided by the organiser to each competitor.

A security deposit of 2 000 euros per beacon will be requested during the week of scrutineering in Saint Malo.

6.2.6 Qualifying passage:

Each boat **with skipper entered in the race** must make a qualifying passage. This will be determined in agreement with the race director. The route, length, date and time of departure will be set at least one week before the scheduled start date in accordance Race Direction.

This qualification course shall be completed on board the boat which is entered for the Route du Rhum **equipped with Inmarsat C (Standart C or Mini C) operational monitoring which Race Direction can monitor and poll.**

This qualification course must be made before 1 October 2014 unless special dispensation is granted by Race Direction. The skipper will make every effort to affix race branding provided by the race organiser (logos on the mainsail and racing flag) during qualification, and include same in all output for image banks.

In the event of significant changes to the boat after a qualifying course, the race director may ask the skipper to repeat a qualification course.

6.2.7 The final list of boats authorised to participate in the Route du Rhum will be published no later than October 1, 2014, to conduct scrutineering beginning on Friday, October 24 and Saturday, October 25, 2014 at 09:30 in Saint-Malo.

Only boats which have sent the organiser a copy of their insurance certification will have access to the baysin of the Port of Saint-Malo

6.2.8 The entry registration is only fully confirmed when the boat and its skipper have fulfilled the final checks in Saint-Malo during the pre-start week.

6.3 Skipper

6.3.1 The course is a single handed race . Every boat must have, at any time, only one person and always the same person on board, subject to RRS 1.1 and 41.

6.3.2 Any skipper who boards one or more persons, under RRS 1.1 or 41, must try to land them as soon as possible, and must comply with the instructions of the Race Director.

6.3.3 Each skipper must be in good standing with the National Authority of their country of nationality or residence and have a FFVoile valid license for the duration of the event including medical endorsement as well as valid authorisation to carry advertising in 2014.

6.3.4 Each skipper must provide the organization with the following documents before 1 September 2014:

- A valid survival course certificate, completed at an approved center (ISAF classified as per Category 1 OSR testing). Full information FFVoile site : <http://www.ffvoile.fr/ffv/web/services/RSO.asp#StagesSurvie>
- A First Aid Certificate to Civil Level 1 which is validated within the last five years or a valid certificate First Aid at Sea (PSMer). See the FFVoile web site for information: http://www.ffvoile.fr/ffv/web/services/médical/documents/RSO/Presentation_PSMER_FMH.pdf
- A medical record which must include the results of a full medical check in the last 4 years including the results of echocardiography test.
- The medical questionnaire provided by the organisation, must be completed and signed by the skipper and his doctor.

6.3.5 Minimum age : 18 year old as at the 25 October 2014.

6.3.6 No later than 31 October 2014 at 1800hrs, the skipper must submit a starting declaration duly completed and signed. The starting declaration will be an annex to the Sailing Instructions.

7- ADDITIONAL SAFETY EQUIPMENT

7.1 The following safety equipment is required on board for the duration of the event:

7.1.1 A radar with alarm.

7.1.2 A portable Iridium phone (with a dedicated SIM card) which is waterproof or sealed in a waterproof container in the survival bag including a second fully charged battery in a waterproof container.

7.1.3 A waterproof handheld GPS with fresh batteries or one in a waterproof container, in the survival bag.

7.1.4 An active AIS transmitter / receiver with visualization software for AIS targets including an antenna located at the masthead and registered in the MMSI of the vessel

7.1.5 A combination survival suit complying with NF EN ISO 15027-1 of which the thermal insulation, without polar underwear, must be greater than 0.75 immersed Clo.

7.1.6 An Cospas-Sarsat mobile EPIRB dual-frequency 121.5 MHz and 406 MHz, classified as long-term autonomous, minimum 48H (2 beacons for the IMOCA and all multihulls).

7.1.7 **Hull markers fluorescent colour:** SAR rules 4.02.1 b), 4.02.2 and 4.02.3 are mandatory for Class 40, Class Rum, IMOCA, the Multi 50 Class ULTIME

7.1.8 A mini diving bottle of "Spare Air" or equivalent type with an incorporated. regulator

7.1.9 A lifejacket which is self-inflatable rescue type of Hammar or equivalent type CE approved with at least one recharging kit and fitted with a pressure type flashlight with a minimum battery life of 8 hours.

- 7.1.10** A SART (Search and Rescue Transponder) radar or AIS which is autonomous in the survival container or near this container
- 7.1.11** A personal AIS beacon worn at all times by the skipper
- 7.1.12** A personal PLB beacon worn at all times by the skipper
- 7.1.13** A radar transponder (type Active - Echo or equivalent)

8- PROGRAMME

Friday, October 24, 2014 18.00:

Boats must be available to the organisation, in the port of Saint-Malo by this time, under the possibility of financial penalties. The organisers may waive this clause, case by case, or impose a financial penalty which may be not less than 1000 euros per 24 hours late.

The organisation will set up a mooring plan and skippers agree to abide by this planning. Boats are not allowed to leave the port without the written permission of Race Direction. Boats of the Ultime class's beam might preclude entry into the Saint Malo basins are an exception to this rule but must comply with mooring solutions that will be proposed.

Friday 24th October	18h30	Welcome Briefing
Saturday 25th October 2014	09h30	Start of controls Skipper's presence is obligatory for the 1st control
	14h00	Obligatory activities for skippers
	18h00	Presentation of the skippers
Sunday 26th October 2014	09h30 / 16h00	Obligatory activities for skippers
Wednesday 29th October	Time to be confirmed	Children's Day
Thursday 30th October	14h00 / 17h00	Briefing on course instructions and security
Friday 31st October	18h00	End of controls Boats which have not completed controls by this time will not be allowed to take the start.
	18h00	Deadline for the submission of the starting declaration
	18h30	Briefing for organisation RIBs
Saturday 1st November	Time TBC	Skippers briefing
	Time TBC	First dock out of boats Planning will be confirmed in SIs
Sunday 2 nd November	Time TBC	Dock out of boats Planning will be confirmed in SIs
	13h02 or 14h02 TBC	START OF THE ROUTE DU RHUM

Depending to the weather conditions, the race management may move the date of the start ahead to Saturday 1st November. The skippers will be informed by means of an amendment published at the latest on Tuesday 28 october at 20h00.

9- SKIPPER'S PRESENCE - OBLIGATORY

9.1 The presence of the skipper is obligatory :

9.1.1 In Paris: for the press conference presentation (in September or October 2014)

9.1.2 - In Saint Malo :

- Friday, October 24 from 18h to 16h Sunday, October 26
- For each briefing described in the Notice of Race.
- For the first security check of the boat.
- From Wednesday, October 29, 2014 (schools day) through until the start of the race.
- For the **entire** presentation of the skippers and also the evening before the official start in Saint- Malo.
- At the prize giving ceremony in Saint-Malo which will take place during the first quarter of 2015, **otherwise, prizes will not be presented**

9.1.3 In Guadeloupe :

- At the finish press conference
- At the prize giving, **non attendance means prizes will be forfeited**

9.2 Technical representative

9.2.1 In Saint Malo : The technical manager of the boat will be present at all times the boat is arriving and at the start. Contact details must be lodged with the race director on arrival in Saint Malo. They must be contactable 24/7.

9.2.2 En Guadeloupe: The technical manager of the boat will be present at all times before and when the boat is finishing and remain until the prizegiving. Contact details must be lodged with the race

9.3 In case of infringement and/or the absence of the skipper, penalties may be imposed by the organiser.

10- INSPECTION, CONTROLS OF BOATS

10.1 In Saint Malo

There will be an inspection of each boat. The skipper must be present for the first controls of their boat. If this is not completed in accordance with race regulations the boat will not take the start of the race.

10.2 En Guadeloupe

At the finish the boats will be inspected.

A boat which does not conform to the rules can be, at the discretion of the International Jury, penalised or disqualified.

11- SAILING INSTRUCTIONS

The sailing instructions will be sent by email to skippers, no later than October 10 and posted on the website under the dedicated space RACE

12- COURSE

Start line	to the north of the Pointe du Grouin
Buoy Cap Fréhel	leave to starboard
La Guadeloupe	leave to port
(Islet) Îlot de la Tête à l'Anglais	leave to port
Buoy Basse Terre	leave to starboard
Finish line	close to Pointe à Pitre (defined in the SI)

The course will be detailed precisely in the Sailing Instructions

13- TIME LIMIT

The finish line will be closed 35 days (840 hours after the time of the start of the Route du Rhum

14- PENALTIES

Penalties of replacement for breach of rules other than those of the chapter 2:

A breach of rules other than those of the chapter 2 and in rules 28 and 31 will can, after instructions to be sanctioned by a time penalty being able to go to the disqualification

15- RANKINGS

15.1 The ranking of the Route du Rhum is made in real time

15.2 Rankings by class

A real-time ranking result in each of the classes defined in paragraph 6.1.1 will be based on order of finishing, plus or minus penalties for any bonuses. .

15.3 The organiser reserves the right to establish other rankings which will be defined in the Sailing Instructions.

16- TROPHIES AND PRIZES

16.1 Only boats which have crossed the finishing line of the Route du Rhum and finished before the lock of the line, are eligible for trophies and prizes.

16.2 The amount and allocation of monetary prizes to be distributed will be published in an amendment to the Notice of race no later than 30 July 2014.

17- POSITIONING

17.1 System of positioning beacons

In Saint-Malo, the organisers will install on each boat one or more positioning beacons that will track the boat. One of them may be connected to the centre of the boat's main board (connections NMEA) to transmit basic information (wind/pressure /temperature).

A security deposit of Euros 2000 per tracker will be asked from the skipper.

This cheque will be returned and will be destroyed when his (or her) positioning beacon is deposited along with the finish declaration at the race finish in Pointe à Pitre.

In case of withdrawal he or she will have to return the unit(s) directly to the provider at his or own costs.

The race direction must be informed about any other shape of positioning by satellite or about reporting, she has to have acces of it 24 hours a day and know the name and address of the contact which collects the information

17.2 INMARSAT

17.2.1 THE ROUTE DU RHUM uses the INMARSAT C system for the transmission of email and for tracking of the boats in case of failure of the positioning beacon.

17.2.2 Each vessel must be equipped with an operational INMARSAT terminal for positioning.

This unit must be attached permanently, in perfect condition and installed so as to prevent deterioration. Tests will be undertaken.

17.2.3 Each competitor must give the organiser the access to the boats positioning system during the qualifying passage and during the race.

Tests should be performed as soon as the boat has the unit(s) functioning and attached.

17.3 Real-time tracking

The organiser reserves the right to ask the skipper to initiate their FleetBroadband from during the first 2 hours of racing.

In this case, the organiser must install upstream software on the PC board.

Another device may be placed on board by the organiser (GSM / GPRS / ... beacons).

18- MEANS OF COMMUNICATION

Every vessel must be equipped with:

- A system of fixed satellite phone with an external antenna. The external antenna must be installed in accordance with the technical manual of the product.

Any system which does not fully comply will be denied.

This phone will have a sufficiently audible ringing inside the boat and will remain switched on for the entire duration of the race.

- A VHF marine radio of 56 channels of minimum 25 watts with masthead antenna.

These devices must be in perfect working condition and installed so as to prevent their deterioration.

These devices, like the Iridium mobile and AIS will be tested by the organisation before the start.

19- SOURCE OF ENERGY

19.1 No means of propulsion other than the wind can be used during the race (RRS 42.1).

19.2 Boats are allowed to use power other than manual power for the autopilot. This energy can be used to operate the ballast system and / or incline of the keel.

This modifies RRS 52

20- EXTERNAL HELP (This modifies RRS 41 and 45)

20.1 All navigational systems are allowed, including routing systems (modified RRS 41) except interdiction by the class rules.

20.2 Boats must carry out the entire race independently and must not deliberately sail together or arrange for any support. During the race the boat can not have physical contact with another vessel or aircraft. It can not be refueled in any way whatsoever.

20.3 During the race, a boat can moor or anchor and receive assistance only under the following conditions:

- The skipper must make a request to Race Direction (VHF, Inmarsat C, M, phone).

- The agreement of the Race Director for the place of stopping, the repairs to the equipment and any possible change, the boat may be towed or the engine to engaged to enter and / or leave a port or anchorage as agreed by the Race Direction for an agreed distance provided it can be proved that the result of such towing or running the engine has not promoted the progress of the boat toward the finish line.

- Only when the boat is under tow or engine, and only at that time, can people board.

- When the boat is at anchor or moored to a buoy or alongside an anchored vessel or docked in the port or place agreed with Race Direction, repairs can be made and the boat can be refuelled and the boat's spare equipment used as per agreement with Race Direction. The skipper may land.

- When the boat has finished repairs and is ready to resume racing, it can be towed or moved under engine or on course pre agreed by Race Direction if it can be proved that the overall distance and overall result of such towing or running the engine has not promoted the progress of the boat toward the finish line. As soon as the boat returns to racing, only the skipper may be on board.

- Any technical stopover duration in a port, or moored to a mooring buoy, or longside a ship moored or docked or in shelter cannot be shorter than 4 hours.
- This does not apply in the port of Saint- Malo where any means is allowed to reach the port or to get out to any point as specified in the Sailing Instructions.

21- RESPONSIBILITIES OF THE ORGANISER, THEIR PARTNERS AND THE PARTICIPANTS.

21.1 Sailing is a risky sport and a potentially dangerous activity.

Anyone planning to participate in the race either as a participant or otherwise does so while accepting the risks inherent in such participation and knowing that this participation could result in loss.

The responsibility of the promoter and its partners is limited to ensure the fairness of the sporting event. Any responsibility assumed by the organiser can not be considered contractual and explicit.

In particular:

- Verifying that the organisation of the race, either on their own initiative or at the request of the International Jury or any other instance, would have to be, for the sole purpose of ensuring that regulations, instructions race and riders are met.
- Monitoring, maintaining a watch, especially on the radio and/or Inmarsat C such as that the organiser can provide must be regarded by competitors only as optional and random, and never as an additional security on which they can rely.
- Any request to a member of the organisation does not legally engage the organiser to explicitly accept responsibility, either itself or by one of its employees officially accredited for this purpose. This is particularly so with regard to help or assistance at sea

21.2 The event is a sporting event. All sports disputes shall be judged according to ISAF rules. Making an entry implies that the competitor waives jurisdiction other than for sports disputes.

No request for damages can be applied (RRS # 3). Therefore, the organisers will not accept any liability for breach of contract implied by common law, statute or otherwise, or for negligence, and will not be liable for any loss or injury (regardless of the cause or occasion), breach of duty, misrepresentation or otherwise.

21.3 Whatever the legal relationship between the owner(s) of the boat owner and the skipper , only the skipper officially listed on the registration form is the responsible interlocutor vis-à-vis the organisation of the race .

21.4 Each skipper participates in the race at his own risk and acknowledges that their decision to participate was taken as their sole responsibility.

It is the sole responsibility of each participant to decide to participate in the race according to their competence, the condition of the boat and their rigging, and/or expected weather conditions encountered during the race, his own physical condition and medical, and so on .

Any advice or information provided by the organization of the race, for example, a weather or advice following boat checks is provided for information purposes only and it remains the sole responsibility of each participant to check the weather conditions and their boat and equipment.

Neither the race organiser nor their associates accept any liability with respect to such advice or information they may need to provide. (RRS Fundamental # 4).

21.5 Boat owners or skippers are each in respect of themselves personally responsible for all the material and human accidents that can happen to themselves, to their boats or that they may cause to any third party or to any property of a third party.

It is their responsibility to take all the necessary insurances, whether for any injury, loss, damage or other. In addition, each participant agrees to provide proof of such insurances and any exclusion clauses and compensations to any party with whom he may come into contact in the course of the race and associated events.

In particular, the skipper is responsible to the organiser of the race to ensure that all of the necessary insurances are in place to cover civil liabilities with a minimum amount of € 3 million. There must be evidence of a written statement filed with the organization of the race before the boat's arrival in Saint Malo.

Otherwise, the skipper will not be allowed to take the start of the race and the entry fee of the boat will remain property of the organiser of the race.

The lack of third party insurance does not change the responsibility of the organiser or its partners.

- 21.6** As an essential condition of its participation, the owner and / or the owner and skipper shall file with the organiser, the waiver form, duly signed, covering all claims against the promoters, agents and agents and insurers as written in the appendix. The organisers can not be held responsible for any actual or alleged indirect loss, whatever the occasion, suffered by anyone, participant, owner, sponsor or other, and this total absence of liability will not be limited the only loss of profits, opportunities, business, advertising, reputation (or the opportunity to enhance its reputation) or any financial loss whatsoever.
- 21.7** The organisers will in no way held responsible to the participants in the race or otherwise for any loss, damage or expense resulting from actual or alleged force majeure, including (but not limited to) any natural disaster, war, military intervention, accident, equipment failure, riot, abnormally bad weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought , explosion, lightning , strike or social conflict, and any omission or refusal of a permit from the government, national or sailing's international administration bodies sailing administrations, highways, telecommunications or delay in supply, manufacture, production or delivery by third parties of information, goods or services .
- 21.8** The race organisers will have no obligation to organize rescue operations, whether on land or at sea and also remind participants of the obligation to rescue another vessel or participant in distress (Fundamental RRS 1.1), to the greatest extent possible, rescue and assistance at sea are governed by international conventions.
- 21.9** The organiser retains control and first priority management of factual reporting of incidents or accidents that occur on boats and on the race course.

A mandatory meeting will be held on the day of the press conference with the head of each boat entered to confirm the procedures for monitoring and reporting which are imposed by the organisers in case of an incident or accident.

- 21.10** It is understood that all the participants and everyone involved in the race will read the exclusions and indemnities. No start shall be permitted until the participant, the owner (if different) and all the partners involved have signed and returned to the organisers a written certificate furnished by them, no later than Wednesday 29 October 2014 18:00h, stating that:
- The participant acknowledges that he has read and understood the provisions of the Notice of Race and other official documents, including the risks and dangers associated with the event. He agrees to have presented evidence of relevant life insurance and other related needs of its obligations (whether to his dependents or others) and the participant shall have an adequate coverage in terms of insurance in the case of accidents/deaths during the race.
 - The participant acknowledges that he has purchased, and will maintain up to one month after completing the course (or abandoned the race), a policy of adequate insurance, including insurance to cover the risks and responsibilities to third parties for a minimum amount at least equal to the international conventions .
 - The participant, the owner (if different), and the partners involved agree that it is reasonable that the race organisers (Pen Duick) , and all those involved in the organization , reject any responsibility to the maximum of what is allowed by law and that they are protected against any claim whatsoever.

22- USE OF AUDIO VISUAL RIGHTS

The audio-visual annexe will be published no later than 1st July 2014.

23- ACCEPTANCE

Entry implies full and unreserved acceptance of all the provisions specified above.

The organiser reserves the right to amend this Notice of Race if changes prove desirable for the safety and/or the sport of the race.

24- CONTACTS

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Paris on 31 January 2014