



TRANSAT JACQUES VABRE 2015

LE HAVRE – ITAJAÍ (BRAZIL)

12th edition

Start on Sunday October 25th 2015

NOTICE OF RACE

6th of december 2014 edition

(translation)



leHavre 

Mondelēz
International

 ITAJAÍ
SANTA CATARINA

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1. GENERAL ORGANISATION

The Transat Jacques VABRE Association, a non-profit-making association, includes the founding partners of the Transat Jacques VABRE, the City of Le Havre and Mondelez.

The Association holds the rights to the event on behalf of its members and organizes the event.

As such, the Association gives missions to several directions : sports management, management of the media coverage, marketing and technical management – and coordinates all the operational elements.

Organisation chart for the Transat Jacques VABRE Association :

- President: Jacques Rosio
- Treasurer: Clotilde Bednarek
- Secretary: Agnès Firmin Le Bodo

+ Executive officer : Gildas Gautier

1.1. Sports management

Appointed by the Transat Jacques VABRE Association the company Sirius Evénements represented by its manager Manfred Rampsacher provides the sports management for the event.

Sirius Evénements, an establishment affiliated with FFVoile (French Sailing Federation), is the organising authority for the Transat Jacques VABRE 2015 within the meaning of the RRS regulations art. 88.1.

This competition is run under the aegis of and in accordance with the sporting regulations of the Fédération Française de Voile (French Sailing Federation).

The Race Management team set up by Sirius Evénements is managed by Sylvie Viant, **race director** and Francis Le Goff, **assistant race director**.

She works in direct relation with the Race Committee, the Measurement Committee, the Medical Committee and the International Jury.

Any incident/accident must first and foremost be communicated to race management.

1.2. The team of referees

The referees shall be appointed by the FFVoile (French Sailing Federation), in accordance with its regulations.

An international jury shall be constituted by the FFVoile (French Sailing Federation) in compliance with RRS appendix N. In accordance with RRS 70.5, its decisions shall be final.

1.3. Medical Committee

A board to provide medical assistance, presided over by Jean Yves Chauve, shall be constituted as per ISAF Regulation 21 and appendix 3a of the Fédération Française de Voile's (French Sailing Federation) medical regulation.

2. RACE NAME

The official and only authorised name is the « Transat Jacques VABRE ». The Transat Jacques VABRE is sponsored by Jacques VABRE (Mondelez), the city of Le Havre and the city of Itajaí in Brazil.

3. PURPOSE & POSITIONING

The purpose of the race is:

- to promote the sport of sailing and to contribute to the development of ocean-going boats, the equipment on board, as well as all materials and construction technology,
- to develop economic, sporting and cultural relations between France, Europe and Brazil,
- to raise awareness amongst competitors, skippers, owners, sponsors and journalists about the Transat Jacques VABRE's commitment to "Sustainable Development",

The organisation will endeavour to ensure that the different classes are dealt with in the same way and that each participant is treated the same within each class.

4. RULES

4.1. The event is governed by :

- Regulations such as those defined in the Racing Rules of Sailing 2013/2016 (RRS),
- The class rules 2015 for IMOCA, Class40, Multi50,
- OSR 2014/2015, category 1, Multihull or Monohull, with the specific changes to each class,
- Part B of the International Regulations for the Prevention of Collision at Sea (COLREG) when applicable.
- The engine shall be fixed (any retractable propeller shaft system is prohibited).

Where race-related documents are translated, the French text will take precedence.

For OSR and RRS, the English text will take precedence.

- Official time for the event in France is local time (UTC+2 until Saturday 24th October; UTC+1 from Sunday 25th October); and local time in Brazil in November (UTC-2)

4.2. Unless expressly provided otherwise :

- In case of conflict with the Rules,

- In case of unsure about the prevalence or the rules that apply,
The Jury will decide which rule applies.

4.3. The following RRS are modified :

- RRS Part 2 (*when boats meet*): applicable at the start and up to 30 miles after the start, then again 30 miles before the finishing line during daylight hours. During hours of darkness on these sections of the course and for the rest of the race course, Part 2 rules are replaced by the International Regulations for the Prevention of Collision at Sea Part B (Steering and Sailing)
- RRS 41 (*Outside help*) and 45 (*Hauling out, making fast, anchoring*): modified by paragraph 20 of the NOR.
- RRS 42.3 h) (*Propulsion*): a boat may use its engine or be towed to return to Le Havre or to another agreed port with the Race Management, to effect repairs and restart the race with the permission of Race Management.
- RRS 44.1 (*Taking a penalty*): modified in the Sailing Instructions.
- RRS 47.1 (*Limitations on equipment and crew*): modified with "a boat may take spare equipment on board during the race with the written permission of Race Management and in accordance with the Class Rules".
- RRS 50.2 (*Spinnaker poles, whisker poles*): shall not apply, except for the Claa40.
- RRS 51 (*Movable ballast*): Delete the first 2 sentences and replace with: «All stacking of movable equipment for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of batteries, all other heavy equipment which could damage the boat or cause injury must be solidly and permanently attached, except when these are moved. Food, water and fuel jerry cans, safety equipment (except liferafts and/or equipment sealed in place), hardware and spares can be stowed in boxes and stacked provided that these are firmly attached to the boat. Sails can be freely stacked. Sail bags must not be watertight.»
- RRS 52 (*Manual power*): modified in paragraph 19 of the NOR.
- RRS 54 (*Forestays and headsail tacks*): shall not apply.
- RRS 55 (*Trash disposal*): A competitor shall not intentionally put trash in the water. Trash must be kept on board until the landing of the crew. However, a boat may reject elastics or strands of wool in the establishment of a sail.
- RRS 61 (*Protest requirements*): modified in the Sailing Instructions.
- RRS 62 (*Redress*): modified in the Sailing Instructions
- RRS 63 (*Hearings*): modified in the Sailing Instructions
- RRS 64 (*Decisions*): modified in the Sailing Instructions

5. ADVERTISING

5.1. In accordance with ISAF Regulation 20 (Advertising), as modified by the FFVoile's (French Sailing Federation) advertising regulation, boats may be required to sport the advertising chosen and provided by the organising authority.

5.2. Identification

5.2.1. Race Number

all boats must have a distinctive race number visible at all times on the deck, the hull(s) (except IMOCA) and the sails. The dimensions are detailed in the class rules for each Class. For the Ultimate, the dimensions on the hull and the hulls are the same as the IMOCA on deck as followed :

Height: 900 mm

Width: 600 mm

Thickness: 120 mm

Space between characters: 180 mm

The race number on the hull must appear on the forward outboard side of each hull for the multihulls, and on the forward part of each side of the hull for monohulls.

This number (in compliance with Class rules) must be reported to the race organisation by [12th July 2015 at the latest](#).

5.2.2. Boat Name

The registered boat's name shall at least appear on both sides of the hull or hulls and once on the transom or aft crossbeam.

The race organiser reserves the right to refuse any name which it considers to be in poor taste, shocking, abusive or contradicting the purpose of the race.

5.2.3. Race Flags

Each boat entered in the race shall receive, at the latest upon its arrival in Le Havre, **two race flags** which shall be flown in its rigging from Friday 16th October 2015 at 1200 noon until 50 miles offshore of the start line then again 50 miles before the finish line until the prize-giving in Itajai.

5.2.4. Pennants or Flags

While in the harbour, pennants or flags of any size may be hoisted on the stays with the name of the boat, the logo or the registered trademark. Slogans are not permitted.

In addition, skippers must hoist the Organisation's flags in their rigging (in anticipation 4 flags supplied by the organiser in Le Havre, of which there are 3 sponsor flags (Jacques VABRE, the City of Le Havre and the City of Itajai). These shall be hoisted in Le Havre from Friday 16th October 2015 at 1200 noon and until 0.2 mile from the release of the lock, and again at Itajai after crossing the finishing line through until the prize-giving.

5.2.5. Race logo

Boats entered shall sport the race logo on their mainsail. This logo shall be within a circle whose diameter is 3 metres for the Ultimate and IMOCA boats, a circle whose diameter is 2 metres for Multi50s, and a circle whose diameter is 1.50 metres for Class40 boats.

The centre of this circle shall be positioned at one third mast height above the deck. Branding materials shall be supplied by the Organiser and it shall be the Skipper's responsibility to ensure they are correctly adhered until the end of the race.

5.2.6. The crews of all the boats entered in the event undertake to respect the name of the race in their communication and promotion. The race logo is rights free for boats entered in the race in the context of their promotion. The race organisation must be informed of this use. A graphics guide will be supplied.

5.2.7. Any breach of 5.2.3, 5.3.4 et 5.2.5 rules above may incur a financial penalty.

6. ELIBITILITY – ENTRY

6.1. Eligibility

6.1.1. The Transat Jacques VABRE 2015 is open to multihulls and monohulls, which will be split into classes as follows:

- Ultimate Class : Multihulls length over all (LOA) between 70 and 105 feet
- IMOCA Class: Monohulls as defined in the IMOCA Class Rules,
- Multi50 Class: Multihulls as defined in the Multi50 Class Rules,
- Class40: Monohulls as defined in the Class40 Class Rules

All boats shall be fitted with a propulsion engine with a fixed propeller shaft (non retractable), and in particular be able to enter and leave harbour and manoeuvre around the harbour under their own power in accordance with their class rule and the OSR.

This event is registered in the IMOCA event schedule and counts towards the IMOCA Monohull World Championship points tally.

It is registered in the Multi50 Class and Class40 event.

6.1.2. All boats must be up to date with their Class' requirements (membership and measurement certificate for 2015).

6.1.3. In order for a class to be eligible, a minimum of 5 boats must be entered before 12th July 2015, except a derogation given by the organizer.

Once registration is closed, the race organiser will confirm which classes are permitted to race based on the registered status.

6.2. Entry

6.2.1. Pre-registration

The pre-registration is mandatory and is done by completing the pre-registration form on the website www.transat-jacques-vabre.com with the payment of 1000€ (VAT included) which are non-refundable but to be deducted from the registration fee.

The pre-registrations are published automatically on the race website as soon as they are done. The pre-registered will received all the information about the race.

6.2.2. The final registration shall be paid by [12th July 2015 at the latest](#) by bank transfer for the outstanding balance of the entry fee.

6.2.3. Entry fees are as follows:

- 20,000 Euros ex-VAT for Ultimate boats + applicable VAT
- 12,000 Euros ex-VAT for IMOCA boats + applicable VAT
- 6,000 Euros ex-VAT for Multi50 boats + applicable VAT
- 5,000 Euros ex-VAT for Class40 boats + applicable VAT

Bank transfers, pre-registration deducted, are to be made to the Transat Jacques VABRE registrations account whose details will be announced later.

6.2.4. If, once the scrutineering is completed by the Race Committee, a boat is deemed not to comply, the organiser reserves the right to exclude it (RRS 76). The boat will have half the entry fee reimbursed.

In the event of withdrawal after 12th July 2015, the entry fee will be retained by the Race Organiser.

In the event of force majeure or if the participants' safety requires it, the organisers will be able to decide whether or not to cancel the event. Cancellation for reasons of force majeure or any reason beyond the organisers' control, will not give rise to any refund of the entry fees or compensation. Such reasons may include, but are not limited to, abnormally inclement weather conditions, armed conflict, requisitioning, fire, flood, strikes, or the blocking of facilities, whose origin would be unknown and totally beyond the organisers' control.

6.2.5. A late entry (after 12th July 2015) may be considered by the Race Organiser; in the event of such an entry being accepted the entry fee will be increased by 25%.

6.2.6. Qualifying passage

Race Management reserves the right to request a crew, with its registered boat, to undertake a qualifying passage, the details of which must be decided in advance with Race Management. The course, distance, date and start time must be agreed with Race Management at least one week before the anticipated date of departure.

This qualifying passage must be carried out on board the boat entered for the event, with the same boat configuration as that planned for the Transat Jacques VABRE and with Inmarsat tracking or a tracker in accordance with the Race Management. The crew shall do its utmost to have the race logos provided by the Race Organisation in place (logos on the mainsail and race flags) during the qualifying passage and for any outing whose purpose is the creation of image banks.

For the Class 40s, the Normandy Channel Race 2015 and/or Les Sables-Horta 2015 race shall be considered to be a qualifying passage.

6.2.7. The final list of boats permitted to present themselves for final scrutineering and equipment checks for the Transat Jacques VABRE, from 16th October 2015 at 1800 hours in Le Havre, will be published at the press conference about a month prior to the start.

Only boats which have sent a copy of their third party liability insurance to the organisation will be permitted to access the Bassin Paul Vatine in Le Havre.

6.2.8. Entry only becomes final once the boat and crew have satisfactorily completed final scrutineering and equipment checks in Le Havre during the week prior to the start

6.3. Crew

6.3.1. The race is double-handed. Each boat must have the same two crew members on board at all times, except where RRS 1.1 and 41 apply.

6.3.2. Any skipper who has embarked one or more persons to assist, within the context of RRS 1.1 or 41, shall endeavour to disembark them in as short a time as possible and must be in accordance with instructions from Race Management in this respect.

6.3.3. Each competitor must have the correct administrative documents for Brazil.

6.3.4. Minimum age for the skipper and the co-skipper : 18 year old on 16th October 2015 18.00 hours. Each Skipper and co-skipper shall ensure that they conform to the regulations of their national authority or that of their country of residence, and French competitors in particular must have in their possession a competition licence with a medical stamp valid for the duration of the event, as well as an advertising licence for 2015.

6.3.5. Each crew member shall provide the following documents to the race organisation:

- ISAF Sea Survival course certificate within the last 5 years
- First Aid certificate or PSMer dated within the last five years (AFPS and PSC1 dated within the last five years are accepted) (Ref. OSR 6.05.2).

6.3.6 Medical documents for the skippers and co-skippers

The race is classified OSR category 1, each registered skipper and co-skipper shall give at a minimum 60 days before the race it means no later than 26th August 2015, the following documents :

- A medical file with the results of a cardiogram
- A medical file with the results of an exercise tolerance test carried out within the past 4 years.
- The medical questionnaire, completed, dated, stamped and signed by his doctor endorsing the requested information, also dated and signed by the competitor It will be supplied by the race organisation at the pre-registration.

- A laboratory tests dating back less than 2 years and including at least CBC, electrolytes, urea, creatinine, liver function tests, fasting blood glucose.

All these medical documents shall be send to the race doctor by mail (jycmervie@gmail.com) or by post mail sealed to preserve confidentiality, at the following address :

Dr Jean Yves CHAUVE
4 avenue du littoral
4380 - PORNICHET - FRANCE

No information or insufficient information requested causes the non validation of competitor registration on the medical point of view.

The list of medications of the pharmacy according to OSR category 1 will be sent after the pre-registration of the boat

6.3.7. The skipper must have completed, signed and registered their departure declaration by Friday 23rd October at 18:00 hours at the latest. The departure declaration is appended to the Sailing Instructions.

7. ADDITIONAL SAFETY EQUIPMENT

The following safety equipment must be on board for the entire duration of the Event:

7.1. A radar with alarm.

7.2. A handheld Iridium, either waterproof or in a waterproof pouch, in the grab bag, with a 2nd charged battery in waterproof pouch in the grab bag.

7.3. A handheld GPS, either waterproof or in a waterproof pouch, in the grab bag.

7.4. An active AIS transceiver plus software displaying AIS targets, with antenna situated on the masthead and registered with the boat's MMSI.

7.5. One survival suit per person on board, minimum norm NF EN ISO 15027-1 and whose thermal insulation without thermal underwear is at least 0.75 Clo when immersed.

7.6. A portable Sarsat-Cospas distress beacon, with 121.5 Mhz and 406 Mhz frequencies, classed as long-life and with a minimum of 48 hours battery life (2 beacons for IMOCA boats).

7.7. Hull branding, fluorescent colour: OSR regulations 4.02.1 b), 4.02.2 and 4.02.3 are mandatory for Class 40s and Multihulls.

7.8. Two self-inflating lifejackets using a Hammar or equivalent pressure system, CE certified with at least one spare kit per lifejacket, and equipped with a flashlight with a minimum of 8 hours battery life.

7.9. An autonomous SART radar or AIS (search and rescue transponder) in the grab bag.

7.10. Two personal AIS beacons worn constantly by each skipper and co-skipper.

7.11. The boats shall have on board an emergency fuel reserve : 10 litres in one tank which will be sealed both closing and in location for monohulls and sealed only closing for multihulls.

8. SCHEDULE

8.1. In Havre

FRIDAY 16 th OCTOBER	
12:00 a.m.	Boats shall be at the disposal of the Race Organisation, in the port of Le Havre, in the Bassin Paul Vatine, failing which they shall receive a financial penalty of no less than €1,000 for each 24-hour period of absence. However, the race organisation may grant dispensation on a case by case basis, subject to a valid reason for this delay. The Race Organisation will provide a mooring plan, which crews agree to adhere to. Boats are not allowed to leave the port without the crews receiving written authorisation from race management.
6:00 p.m.	Welcome briefing for crews.
SATURDAY 17 th OCTOBER	
9:00 a.m.	Start of scrutineering
9:30 a.m.	Exhibition Regatta in one design boat on the Bassin de l'Eure: Elimination round
6:00 p.m.	Public announcement of the results followed by the official presentation of crews.
WEDNESDAY 21 st OCTOBER	
3:00 p.m.	<u>Safety briefing (presence of 2 skippers)</u>
THURSDAY 22 nd OCTOBER	
10:00 a.m.	Meeting children/skippers
FRIDAY 23 rd OCTOBER	
6:00 p.m.	End of scrutineering: Boats which have not completed inspections by this date shall not be permitted to start.
7:00 p.m.	The official evening reception

SATURDAY 24 th OCTOBER	
10:00 a.m.	Start briefing (presence of 2 skippers)
2:00 p.m.	Support RIB briefing
2:30 p.m.	Briefing for accredited launches
3:30 p.m.	Briefing for passenger boats
SUNDAY 25 th OCTOBER	
7:00–8:30 a.m.	Boats exit the port
10:00–12:00 a.m.	Passengers boats exit the port
	Start of the Transat Jacques VABRE
1:02 p.m.	Depending to the weather forecast, the race management will move the start to Saturday 24th October 2015. Competitors will be informed of the schedule modification by an amendment published Thursday 22nd October at 20.00hrs the later.

8.2. In Itajaí

14th/15th NOVEMBER (Date to be confirmed) : Inshore race Itajaí / Itapema, the participation to this race is compulsory for all boats arrived at the date of the inshore race.

9. CREW REPRESENTATION OBLIGATIONS

9.1. Mandatory attendance by the skipper and co-skipper:

9.1.1. In Paris

For the presentation press conference, which will take place about 1 month prior to the race start.

9.1.2. In Le Havre

- At each briefing described in the NOR and concerning the skippers.
- From Friday 16th October 2015 at 1200 noon until Saturday 17th October 2015 at 2000 hours for the Exhibition Regatta and for the official presentation of the crews.
- From Wednesday 21st October 2015 from 1500 hours until the race start.
- Friday 23rd October 2015 at 1900 hours for the official evening reception.

9.1.3. At the finish port

- At the finish press conference
- At the prize-giving relating to each competitor's category. Failure to attend will result in no prize being awarded: 2 official prize-givings are scheduled in the finish port: about a week after the arrival of the first competitor, for those competitors which make the finish within the deadline, and another once all the other competitors have arrived: provisional dates for these two prize-givings will be detailed in the Sailing Instructions.
- At the press conference of the inshore race Itajaí / itapema and at the race itself (date to be specified later and prior to the relevant prize-giving.)
- The boat shall remain in the finish port in the berth designated to them until the day after their respective prize-giving at the latest.

9.2. Technical representative of the boat

9.2.1. In Le Havre

A technical representative of the boat must be present at all times from the arrival of the boat until its departure. His/her contact details must be given to Race Management upon his/her arrival in Le Havre.

9.2.2. In the finish port

A technical representative of the boat must be present at all times from the arrival of the boat until the prize-giving. His/her contact details must be given to Race Management upon his/her arrival.

9.3. Financial penalties may be applied by the organisation if this rule is breached.

10. CLASS MEASUREMENT AND EQUIPMENT CHECKS

10.1. In Le Havre

Each boat will be inspected in Le Havre. The crew shall be present for the inspection of their boat. A boat that does not meet the requirements of the race rules will not be permitted to start the race. Some seals will be made, the list will be published in the Sailing Instructions.

10.2. At the finish

Boats will be inspected at the finish. A boat that does not meet the requirements of the race rules may be penalize or disqualified at the International Jury's discretion.

11. SAILING INSTRUCTIONS

The sailing instructions will be sent to skippers by email a month prior to the start at the latest and then published on the electronic official noticeboard.

12. THE COURSE

12.1. Start line

Off Le Cap de la Hève

12.2. Coastal course

Defined in the Sailing Instructions

12.3. Finish line

Off the finish port

12.4. It is the same course for all the classes.

13. TIME LIMIT

The finishing line will close 10 days full after the finish of the first Class40.

14. PENALTY SYSTEM

Except in the cases provided for in NOR 5.2 , 7 (financial penalties), breaches of rules may, after a hearing, be subject to a time penalty and possible disqualification.

15. RANKING

15.1. Ranking by class

Boats will be ranked in order of elapsed time in each class as defined in paragraph 6.1.1.

15.2. IMOCA World Championship

This competition counts towards the IMOCA World Championship.

16. TROPHIES AND PRIZES

16.1. Only boats that finish the Transat Jacques VABRE will be taken into consideration for the awarding of prizes.

16.2. The main trophies are:

- 1st IMOCA monohull: Trophée Jacques Vabre
- 1st Class40 monohull: Trophée Jacques Vabre
- 1st Multi Ultime: Trophée Jacques Vabre
- 1st Multi50 Class: Trophée Jacques Vabre

16.3. The Transat Jacques VABRE Association will award each class with a prize fund, which equates to 50% of the registration amount for the class. This prize fund will be split between the skippers' prizes and the class subsidies and will be the subject of an agreement between the organisation and each class.

The details of this prize distribution per class will be decided by each class and announced in the Sailing Instructions.

17. POSITIONING

17.1. Tracking beacon system

In Le Havre, the race organisation will fit a tracking beacon to each boat so as to track its progress. A 1,500€ caution made out to CLS Argos will be requested from the skipper.

The caution will be returned or destroyed once the Skipper has handed in the tracking beacon and finish declaration to Race HQ.

In case of retirement, the skipper shall send back the tracker to CLS Argos at its expense.

17.2. INMARSAT system

17.2.1. Each boat must be equipped with an operational INMARSAT C locating terminal.

This unit must be permanently installed, in perfect working order and installed in such a way as to avoid any deterioration. Checks will be made.

17.2.2. The Transat Jacques VABRE will use the INMARSAT C system for tracking the boats should the tracking beacon fail.

17.2.3. Each competitor must give Race Management permission to track his/her boat via this system during the qualifying passage and the race. Tests should be done as soon as the system is installed on the boat.

17.3. Other tracking systems

Race Management must be informed of any other satellite tracking or reporting systems, must have 24-hour access to these, and know the name and address of the person receiving this information.

18. MEANS OF COMMUNICATION

Each boat must be equipped with:

– A satellite telephone with fixed antenna. The antenna must be installed in accordance with the manufacturer's manual. Any installation, which does not conform, will not be accepted.

This telephone shall have a ringtone, which is sufficiently audible inside the boat and shall remain turned on throughout the duration of the race.

– A VHF radio with 56 channels and 25 watts minimum with a masthead antenna.

These units must be in perfect working order and installed in such a way as to avoid any deterioration. These units, along with the handheld iridium in the container and the AIS, will be tested by the organisation prior to the start.

19. POWER SOURCE

19.1. Reminder of RRS 42.1

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease its speed. The boat's crew may adjust the trim of sails and hull and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

19.2. Modification to RRS 52: boats may use a power source other than manual to operate an autopilot. This power source may be used to operate the ballast system and/or cant the keel. For the multihulls only, this power source may be used to operate an anti-capsize system, allowing to ease the sheets, totally or partially. This system shall not permit to trim a sail under no circumstances.

20. OUTSIDE HELP (*modification to RRS 41 and 45*)

20.1. All forms of navigational assistance are permitted, notably weather routing (modification to RRS 41) in the Multihull Classes.

Weather routing is forbidden for IMOCA boats and Class40 boats

20.2. Boats must complete the whole route independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the event, boats may have no physical contact with other vessels or aircraft. Boats may not be re-supplied in any way whatsoever, except in the case of a stop according to NOR 20.3.

20.3. During the race, a boat may stop or anchor and receive assistance under the following conditions:

- A technical stop in a harbour, or moored at a buoy or alongside a boat moored or at a dock in a harbour or a shelter, shall not last less than 4 hours.
- The skipper must request permission from Race Management (VHF, Inmarsat C, telephone).
- Upon agreement from Race Management about the location of the stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed or use its engine to enter and/or leave a port or anchorage agreed with Race Management, provided that he/she can prove that the tow or use of the engine has not helped them progress towards the finish line.
- Only once the boat is under tow or under auxiliary power may other people come on board.
- Once the boat is at anchor or tied up to a buoy or alongside an anchored vessel or the dock in the port or shelter agreed by Race Management, he shall inform the race management who will note the time. Repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with Race Management. The crew may disembark.
- Once the boat has been repaired to start racing again, he must ask the race management authorisation, the race management will check that the boat has been stationary for at least 4 hours.
- After the race management 's authorization, it can be towed or leave under auxiliary power over a distance pre-agreed with race management, provided that the skipper can prove that the tow or use of the engine has not helped the boat progress towards the finish line.
- A written report of the incident shall be sent to the president of the race committee.
- This does not apply to the port of Le Havre where any means can be used to regain the port or leave the port up to the Le Havre channel marker specified in the Sailing Instructions.

21. RESPONSIBILITY OF THE RACE ORGANISER, ITS PARTNERS AND THE PARTICIPANTS

21.1. Sailing is a hazardous and potentially dangerous activity and anyone intending to become involved in the race, whether as a participant or otherwise, does so on the basis that they accept that it is at their own risk and that they could suffer damages or loss as a consequence of such participation.

The race organiser and its partners are solely responsible for ensuring the event's legality in sporting terms. Any other responsibility assumed by the organiser can only be contractual and explicit.

In particular:

– Checks made by the Race Organisation, either on its own initiative, or at the request of the Race Committee or International Jury, or by any other authority, are for the sole purpose of ensuring that the Rules, the Sailing Instructions and any amendments have been adhered to.

– Any watch kept on the part of the Race Organisation, especially a radio and/or Inmarsat C watch, should be considered as optional and random, and should in no way be considered as an additional safety measure to be relied on.

– All requests made to a member of the Race Organisation shall not legally take on the responsibility of the Race Organisation unless the latter, or an officially accredited member of staff, has directly accepted responsibility. This particularly applies to various requests for assistance, even assistance at sea.

21.2. The event is a sporting event. Any sporting dispute shall be judged in accordance with the RRS. By entering the race, competitors and any other interested parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No damages claim shall be taken into consideration (**RRS fundamental rule 3**). Consequently, the Race Organisers will not be responsible for the breach of any contractual term implied by common law, written or otherwise or for negligence and will not be responsible for any loss or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.

21.3. Regardless of the legal ties between the owner(s) of the boat, the sponsor and the Skipper, only the Skipper officially registered on the entry form will be considered as the valid representative in dealings with the Race Organiser.

21.4. Each Skipper enters the race at his/her own risk and fully accepts responsibility in deciding to participate. It is the sole responsibility of each competitor to decide whether to participate in the race with regards the individual's competence, the condition of the boat and its rig, the weather conditions expected or encountered during the race, his/her level of fitness and health, and so forth.

Any advice or information provided by the Race Organiser, such as in relation to weather forecasting or arising from checks made to the boat, is for information purposes only and it is the sole responsibility of each competitor to ascertain what the weather conditions are likely to be and check his/her equipment. Neither the Race Organiser nor its associates accept any responsibility in relation to such advice or information that they may provide. (RRS Fundamental Rule No.4.)

21.5. Owners and skippers of boats are personally responsible for all accidents or material or physical damage that may occur either to themselves, the boats or to a third party or to the property of a third party. It is their responsibility to obtain adequate and proper insurance cover whether it be in relation to any injury, loss, damages or otherwise. It is also a requirement of each competitor to bring this notice of insurance and any exclusions and indemnities to the attention of any third party whom they involve in any way in relation to the race or associated events.

In particular, the Skipper is responsible with regard to the Race Organiser for taking out all the necessary insurance for a minimum of 3 million Euros third party liability. He/she shall provide a written statement to the Race Organiser prior to the boat's arrival in the Bassin Paul Vatine. Failure to do so will result in the Skipper being barred from mooring his/her boat in the Bassin Paul Vatine and barred from the race, with the boat's entry fee retained by the Race Organiser.

The absence of third party insurance will under no circumstances become the responsibility of the Race Organiser and/or its partners.

21.6. The Race Organisers will not be liable for any actual or alleged loss, howsoever arising, suffered by anyone whether it be a competitor, owner, sponsor or otherwise and such exclusion of liability will not be limited to loss of profits, opportunity, business, publicity, reputation (or an opportunity to enhance reputation) or in relation to any sort of financial loss.

21.7. The Race Organisers shall have no liability whether it be to any participant in the race or otherwise for any actual or construed loss or damage, costs, expenses or other claims for compensation arising as a direct or indirect result of any cause beyond their reasonable control including (without limitation) any natural disaster, war, military operation, accident, breakdown of plant or machinery, riot, abnormally inclement weather, earthquake, tidal waves, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any license or permit by any government, national or international sailing authority, highway authority, telecommunications operator or delay in the provision, manufacture, production or supply by third parties of any information, goods or services.

21.8. The Race Organisers will not be required to mount any rescue operation whether it be from land or sea and competitors are reminded of the obligation to offer all possible assistance to any other boat or person in danger insofar as they are able (RRS Fundamental Rule 1.1), as per the international conventions in force.

21.9. Entry implies total and unconditional acceptance of all the articles outlined above.

22. USE OF AUDIO-VISUAL RIGHTS

The appendix relating to audio-visual rights will be published on 12th July at the latest.

23. CONTACTS

SIRIUS EVENEMENTS

5 rue de l'Amiral Hamelin 75016 PARIS

Tel : (33) 1 47 04 61 14

Email : course@tjv2015.org

Website : www.transat-jacques-vabre.com

APPENDIX TO NOTICE OF RACE

Documents to be sent to the race management secretary by mail contact@sirius-events.com or to be submitted to the race management in Le Havre not later than 1800 hours Friday 23rd October.

[List of each skipper or co-skipper's administrative documents :](#)

- ISAF Offshore survival certificate not older than 5 years
- ISAF first aid certificate not older than 5 years (AFPS et PSC1) (see OSR 6.05.2)
- French license of FFVoile or equivalent document (for the foreigners)

[List of the boat's administrative documents :](#)

- Registration paper of the boat
- The liferaft certificate(s)
- The certificate of each Sarsat beacon (Epirb) on board with the encoding document
- The radio licence of the boat 2015
- The one-design certificate 2015 for each boat belonging to a class
- A receipt of the advertising fees (if necessary)
- The list of the medications of the pharmacy on board according to OSR category 1 with the commercial names associated and the expiration dates. This list shall be dated and signed by the skipper.

Reminder : the boat insurance must be sent to the sports management (Sirius Evénements) before the boat 's arrival in Le Havre.