

NOTICE OF RACE

3 December 2016 edition

www.transatjacquesvabre.org



TRANSAT JACQUES VABRE 2017

Le Havre – Brazil or Colombia

13th édition

Start on Sunday 5 November 2017

(Translation)



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1. ORGANISING AUTHORITY (OA)

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 JDE Group.

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

As such, the Association gives missions to several management teams: Race Management, management of the media coverage and technical management – and coordinates their actions.

Organisation chart for the Transat Jacques VABRE Association

The Association's board:

President: Xavier Mitjavila

Treasurer: Pierre-Yves François

General Secretary: Agnès Firmin Le Bodo

Chief representative: Gildas Gautier

1.1 Race Management

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, authorised by the FFVoile (French Sailing Federation) 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 umpires

The umpires 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 accordance with RRS 70.5, its decisions shall be final.

1.3 Medical Committee

A board to provide medical assistance shall be constituted as per World Sailing Regulation 21 and appendix 3a of the Fédération Française de Voile's (French Sailing Federation) medical regulation. A referral doctor for the race will be chosen with the approval of the FFVoile.

2. NAME OF THE RACE

The official and only permitted name is **the «TRANSAT JACQUES VABRE»**. **The Transat Jacques VABRE** is sponsored by JDE, the city of Le Havre and the finish venue.

Registered skippers will have the right to use the composite TJV Logo + Boats logo + Registered on.... Appendix 3 on « marketing » for this Notice of Race will be published by 28 February 2017 at the latest.

3. PURPOSE & POSITIONING

Since 1993, the Transat Jacques VABRE has traced the Coffee Route between the prime European coffee port, Le Havre, and a destination renowned for its origin coffees.

A double-handed transatlantic race, the Transat Jacques VABRE relies on the most iconic boats of the offshore racing classes and endeavours to ensure that each participant is treated the same way within each class.

The loyalty and commitment of the two founding partners and the solidarity and sharing that span both sides of the Atlantic are the key values that the Transat Jacques VABRE Association intends to uphold by organising this 13th edition.

4. RULES

The comment “[DP]” in a NOR rule means the penalty for a breach of this rule can, at the Jury’s discretion, be less than a disqualification.

The event is governed by:

4.1 Regulations such as those defined in *the Racing Rules of Sailing 2017/2020* (RRS)

4.2 The French prescriptions translated for overseas competitors see appendix 2 “Prescriptions”

4.3 The Federations’ regulations

4.4 RRS and COLREGs:

RRS Part 2 apply 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 Preventing Collisions at Sea Part B (Steering and Sailing)

4.5 Offshore Special Rules 2016/2017, category 1, Multihull or Monohull, for all the boats, with the FFVoile prescriptions and the specific changes to each class

4.6 The Class Rules 2017 for IMOCA, Class40, Multi50,

4.7 Official time for the event in France is local time UTC+2 until Saturday 28 October; UTC+1 from Sunday 29 October; and local time in the country of arrival, Brazil in November UTC-2, in Columbia UTC-5.

4.8 Where race-related documents are translated, the French text will take precedence. For OSR and RRS, the English text will take precedence.

4.9 The engine shall be fixed (any retractable propeller shaft system is prohibited).

4.10 The following RRS are modified:

- **RRS 41 (*Outside help*) and 45 (*Hauling out, making fast, anchoring*):** modified by paragraph 20 of the NOR.

- **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 Class40.

- **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 these boxes 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)**: Add a second sentence: 'However, throwing in the water small amounts of what is generally accepted as biodegradable material such as fruit peelings, elastic and strands of wool in the establishment of a sail, is allowed.

- **The following RRS will be modified in the Sailing Instructions:**

RRS 44.1 (Taking a penalty), RRS 61 (Protest requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions) and RRS 66 (Reopening a hearing).

4.11 Registration for the Transat Jacques VABRE implies full, unreserved acceptance of all the measures set out in this Notice of Race. The OA reserves the right to amend this Notice of Race if these modifications are deemed necessary for the safety and/or sportsmanship of the race.

4.12 Unless expressly provided elsewhere:

In case of a conflict with the Rules, or in case of uncertainty about the prevalence or rules that apply, the Jury will decide on the applicable rule.

5. ADVERTISING [DP]

5.1 To enforce World Sailing Regulation 20 (Advertising Code), such as that modified by the FFVoile's (French Sailing Federation) regulations on advertising, boats will be required to display advertising chosen and supplied 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 (except for the IMOCAs) or the floats and the sails. The dimensions are detailed in the Class Rules for each Class.

For the Ultims, the dimensions on the deck and the hulls are the same as the IMOCAs on deck, namely:

Height: 900mm

Width: 600mm

Thickness: 120mm

Space between characters: 180mm

The race number on the hull must appear on the forward outboard side of each float for the multihulls, and on the forward part of each side of the hull for the Class40s.

The race numbers (in accordance with the Class Rules) must be reported to the OA when the boat is registered.

5.2.2. Boat name

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

The OA 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 27 October 2017 at 12:00 noon until 50 miles offshore of the start line then again 50 miles before the finish line until the prize-giving.

5.2.4 Pennants or Flags

While dockside, to allow greater clarity and visibility for partners of the boat and those of the OA:

- **in the backstay and behind the mast**, pennants or flags of any size may be hoisted with the name of the boat, the logo or the registered trademark. Slogans are not permitted.

- **in addition, skippers shall reserve the forestays of their boats** to hoist the OA's flags (in anticipation of 5 flags supplied by the OA in Le Havre, of which there are 3 partners' flags (Jacques Vabre, the City of Le Havre and the Finish venue). These **must be** hoisted **in Le Havre** from Friday 27 October 2017 at 12:00 noon through until 0.2 miles after exiting the lock, **and again after crossing the finishing line through until the prize-giving.**

5.2.5 Race logo

All boats entered shall sport the logo block on their mainsail. This logo block will contain the race logo to which the main race partner's logo can be added. This logo block shall be within a circle whose diameter is 3 metres for the Ultims and IMOCA boats, a circle whose diameter is 2 metres for Multi50 boats, 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 and at the aft part of the mainsail.

Branding materials shall be supplied by the OA 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 OA must be informed of this use. A graphics guide will be supplied and shall be adhered to.

5.2.7 Any breach of rules 5.2.3, 5.2.4 and 5.2.5 above may incur a financial penalty.

6. ELIGIBILITY – ENTRY

6.1 Eligibility

6.1.1 The Transat Jacques Vabre 2017 is open to multihulls and monohulls, which will be split into classes as follows:

- Ultim Class: multihulls according to the rules of the Ultim collective,

A multihull not compliant with the rules of the ULTIM collective may ask Race Management for authorisation to belong to this class. RM will give its response after consulting the ULTIM collective,

- 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 port and manoeuvre around it under their own power in accordance with their Class Rule and the OSR.

This event is registered in the events schedule of IMOCA, the Multi50 Class and the Class40 and counts towards the IMOCA Monohull World Championship points tally and the Class40 Championship points tally.

6.1.2 All boats entered in the race must be up to date with their Class' requirements (membership and measurement certificate for 2017).

6.1.3 In order for a class to be eligible, a minimum of 4 boats must be entered before 12 July 2017, unless awarded special dispensation by the OA.

Once registration closes, the OA will confirm which classes are permitted to race.

6.2 Entry

6.2.1 Pre-registration

Pre-registration is compulsory and requires the pre-registration form on the website www.transatjacquesvabre.org to be completed together with a payment of €1,000 (VAT included), which is non-refundable but is deducted from the registration fee.

Pre-registrations will be published on the race website and social networks. Those who are pre-registered will receive all the information about the race.

6.2.2 The final entry fees shall be paid by bank transfer by 12 July 2017 at the latest and equate to the outstanding balance for the entry fee.

6.2.3 Entry fees are as follows:

- 20,000 Euros ex-VAT for Ultim 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 and pre-registration are payable to the Transat Jacques VABRE Association/registrations account, with the following details:

IBAN (International Bank Account Number) **FR76 3002 7160 9500 0201 1300 193**
BIC (Bank Identifier Code) **CMCIFRPP**

Registered address

CIC LE HAVRE ENTREPRISES
LE VENDOME
22 RUE DUPLEIX
76600 LE HAVRE

Account Owner

ASSOCIATION TRANSAT JACQUES VABRE - INSCRIPTIONS
6 AVENUE REAUMUR - 92140 - CLAMART

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

In the event of withdrawal after 12 July 2017, the entry fee will be retained by the OA.

In the event of force majeure or if the participants' safety requires it, the OA 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 12 July 2017) may be considered by the OA; 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 **with Inmarsat tracking or a positioning beacon in accordance with Race Management**. The crew shall do its utmost to have the race logos provided by the OA 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 2017 and/or one leg of Les Sables-Horta 2017 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 27 October 2017 at 12:00 noon in Le Havre, will be made public at the press conference about a month prior to the start.

Only boats of which skippers have sent a copy of their third party liability insurance to Race Management 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 successfully 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 comply with instructions from Race Management in this respect.

6.3.3 Each competitor must have the correct administrative documents to enter the finish venue country.

6.3.4 Skipper and co skipper's eligibility

a) **Minimum age for the skipper and the co-skipper: 18 years old on 27 October 2017 at 18:00 hours.**

b) Each skipper and co-skipper who are members of an FFVoile (French Sailing Federation) affiliated club shall provide:

- an FFVoile Club licence 2017 with a valid medical stamp dating less than one year with no contraindications to the practice of sailing or competitive sport,
- a licence authorising the boat to display advertising if necessary,
- a measurement or conformity certificate for the boat, if necessary.
- either a valid World Sailing Sea Survival course certificate (both sea survival and PSmer)
- or a separate valid Sea Survival course certificate and a PSMER or a valid PSC1 if the latter is dated before the 1 January 2013.

c) For each skipper and co-skipper who are not a member of an FFVoile affiliated club, 2 solutions are possible:

- either provide proof of membership to a national authority that is a member of World Sailing and valid third party liability insurance for a minimum of 3 million Euros and a valid medical certificate with no contraindications to the practice of sailing or competitive sport dating less than one year (written in French or in English),
- or they can obtain a French FFVoile Club licence 2017 and provide a medical certificate with no contraindications to the practice of sailing or competitive sport dating less than one year (written in French or in English). In this case, they will be subject to the FFVoile regulation, notably with regards to the advertising rules.

d) Non-French skippers must provide:

- either valid World Sailing certificates (Sea Survival course and PS Mer training),
- or a sea survival certificate and a first aid certificate as required in OSR 6.01 and 6.05.2. This training must be "World Sailing Approved".

6.3.5 Medical documents for the skippers and co-skippers

Each registered skipper and co-skipper shall provide **the following documents a minimum of 60 days before the race or no later than 6 September 2017:**

- the medical form, completed, dated, stamped and signed by the doctor endorsing the requested information, also dated and signed by the competitor and handed over at registration
- the results of a cardiogram
- the results of an exercise tolerance test carried out within the past 4 years.
- laboratory test results dating back less than 2 years and including at least the CBC, electrolytes, urea, creatinine, liver function tests and fasting blood glucose.

All these medical documents shall be sent to the race's referral doctor by email, or in a sealed envelope to preserve confidentiality, to the referral doctor's address. Participants will be informed of the name and contact details of the race's referral doctor as soon as possible.

Insufficient evidence or a lack of the requested information will result in the non-validation of the competitor's entry from a medical point of view.

The list of the products included in the on-board medical kits will be in accordance with OSR category 1 and can be found in appendix 6 of the medical committee's regulation on the French Sailing Federation website <http://www.ffvoile.fr/ffv/web/services/medical/Reglement.asp>

6.3.6 The Skipper must have completed, signed and lodged their departure declaration **by Friday 3 November 2017 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 an alarm.

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

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

7.4 One survival suit per person on board, conforming to a minimum NF EN ISO 15027-1 standard, with a thermal insulation value without thermal base layers of at least 0.75 Clo when immersed.

7.5 A portable Sarsat-Cospas distress beacon with two frequencies, 121.5 Mhz and 406 Mhz, classed as long-life and with a minimum of 48 hours' battery life (2 beacons for IMOCA boats). **All the Sarsat-Cospas distress beacons (for the boat, or PLBs) on board for the race shall be officially registered with the "Transat Jacques VABRE 2017" marking, proof of such registration and the Hex ID for the beacons shall be communicated to Race Management for the French MRCC (CROSS GRIS NEZ) at least one month before the start of the race.**

7.6 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. The additional lifejacket required by OSR 5.01.3 may only conform to OSR 5.01.1.

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

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

7.9 The boats shall have on board an emergency supply of fuel: 10 litres stored in one jerrican, which will be sealed in place, in the closed position.

8. SCHEDULE

8.1 Le Havre

Friday 27 October

12:00hrs: Boats shall be at the disposal of the OA, in the port of Le Havre, in the Bassin Paul Vatine, failing which they will be awarded a financial penalty of no less than €1,000 for each 24-hour period of absence. However, the OA may grant dispensation on a case by case basis, subject to a valid reason for this delay.

The OA will provide a mooring plan, which crews agree to adhere by. Boats are not allowed to leave the port without Race Management's written authorisation.

18:00hrs: Welcome briefing for crews.

Saturday 28th October

09:00hrs: Start of scrutineering, compulsory presence of the skippers and co-skippers for the 1st scrutineering.

09:30hrs: Exhibition Regatta on one-designs on the "Bassin de l'Eure"

18:00hrs: Prize-giving followed by the official crew presentation.

19:30hrs: Official evening reception

Wednesday 1st November

15:00hrs: **Safety briefing (mandatory presence both skippers)**

Thursday 2nd November

10:00hrs: Meeting of children/skippers (mandatory presence of at least one of the two skippers of the boat)

Friday 3rd November

18:00hrs: End of scrutineering: Boats which have not completed inspections by this date shall not be permitted to start the race.

Deadline for registering the start declaration.

Saturday 4th November

10:00hrs: **Start briefing (mandatory presence both skippers)**

14:00hrs: Support RIB briefing

14:30hrs: Briefing for accredited launches

15:30hrs: Briefing for passenger boats

Sunday 5th November

08:00hrs-09:00hrs: Competitors exit: mandatory presence of both skippers on the boats

10:00hrs-12:00hrs: Passenger boats exit the port

13:02hrs: Start of the Transat Jacques VABRE

Depending on the weather forecast, Race Management may move the start forward to Saturday 4th November 2017. Competitors will be informed of the schedule modification by an amendment published Thursday 2nd November at 20:00hrs at the latest.

8.2 At the finish

Depending on the finish venue, an inshore race may be organised, participation in which will be compulsory for all boats that have made the finish by the date of the inshore race.

9. COMPULSORY CREW ATTENDANCE [DP]

9.1 The skipper and co-skipper's presence is compulsory:

9.1.1 In Paris:

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

- **At the prize-giving in Paris, it will take place at 15:00hrs on the Nautic stage on the first Saturday of the "Nautic de Paris" (Paris boat show) 2017.**

9.1.2 In Le Havre:

- At each briefing, presentation or meeting referred to in the NOR and involving the skippers.

- From Friday 27 October 2017 at 12:00 noon to Saturday 28 October 2017 for the Exhibition Regatta, the official presentation of the crews and for the official evening reception.

- From Wednesday 1 November 2017 at 15:00 hours until the race start.

- Sunday 5 November 2017 at 09:00 hours on the boats to leave the dock.

9.1.3 At the finish port:

- At the finish press conference
- At the prize-giving relating to each boat. **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 this deadline, and another once all the other competitors have arrived: provisional dates for these two prize-givings will be detailed in the SI.**
- The boat shall remain in the finish port in the berth designated to it until the day after its dedicated prize-giving.

9.2 Technical representative of the boat [DP]

9.2.1 In Le Havre

A technical representative of the boat must be present at all times from the arrival of the boat through to 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 through to 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. Some seals will be made and the list of them published in the SI.

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 penalised or disqualified at the International Jury's discretion.

11. SAILING INSTRUCTIONS (SI)

The Sailing Instructions (SI) 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

Passage to Etretat, outlined in the Sailing Instructions.

12.3 Finish line

Off the finish port

12.4 The course is identical for all the classes.

13. TIME LIMIT

The finishing line will close 10 days (240 hours) after the finish of the first Class40.

14. PENALTY SYSTEM

Except in the case of financial penalties, a breach of the rules may, after a hearing, be subject to a time penalty and possible disqualification.

15. RANKING

Ranking by class

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

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 Class40 monohull: Jacques VABRE Trophy

1st Multi50 Class: Jacques VABRE Trophy

1st IMOCA monohull: Jacques VABRE Trophy

1st Ultim Multi: Jacques VABRE Trophy

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 OA and each class.

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

17. POSITIONING

17.1 The organisation's tracking system

In Le Havre, the OA will fit a tracking beacon to each boat so as to monitor its progress.

A deposit for an amount indicated in the Sailing Instructions will be requested from the Skipper (cheque, cash or credit card pre-authorisation) and this 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 the service provider at his or her expense.

17.2 Spare tracking system

17.2.1 Each boat must be equipped with a spare tracking system in the event of a failure of the positioning beacon provided by the xx:

17.2.1.1 Either an INMARSAT C locating terminal.

This unit must be permanently fixed in place, in perfect working order and installed in such a way as to protect it from damage. It must be tested before the start.

17.2.1.2 Or a tracking beacon of a type acceptable to Race Management

17.2.2 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, 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 a fixed antenna. The antenna must be installed in accordance with the manufacturer's specifications. Any installation, which fails to comply 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 56-channel VHF transceiver with a minimum rated output power of 25W with a masthead antenna.

These units must be in perfect working order and installed in such a way as to protect them from damage. These units, along with the handheld Iridium in the grab bag 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 her speed. Her 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 operating only on the boat's heading. 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-capsizing system, allowing the sheets to be eased, totally or partially. This system shall not enable the trimming of a sail under any circumstances.

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

20.1 Modification to RRS 41

Weather routing is only permitted for 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 at anchor or tied up to a buoy or alongside an anchored vessel or the dock in the port or shelter, shall not last less than 4 hours.

- The Skipper must request permission from Race Management (VHF, telephone, email).

- 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 the skipper 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, **the skipper shall inform 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, **the skipper must ask for authorisation from Race Management, which will ensure that the boat has been stationary for at least 4 hours**

- Once this authorisation has been received from Race Management, the boat can be towed or leave under auxiliary power over a distance agreed with Race Management in advance, provided the skipper can prove that the tow or use of the engine has not helped the boat progress towards the finish line.

- The skipper's 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 SI.

21. RESPONSIBILITY OF THE OA, 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 damage or loss as a consequence of such participation.

The OA and its partners are solely responsible for ensuring the smooth running of the event.

Any other responsibility assumed by the OA can only be contractual and explicit.

In particular:

- 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 AO shall not legally take on the responsibility of the AO 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 applicable rules. By entering the race, competitors and any other interested parties agree not to resort to any non-sporting jurisdictions for sporting disputes. No claim for damages shall be taken into consideration (RRS fundamental rule 3). Consequently, the OAs 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 OA.

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 OA, 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 OA 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, sponsors or skippers of boats are each 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 regards to the OA for taking out all the necessary third party liability insurance for a minimum of 3 million Euros. He/she shall provide a written statement to the OA 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 OA.

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

21.6 The OA 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 any sort of financial loss.

21.7 The OA shall in no way be liable 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 wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any licence 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 OA 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

Appendix 4 relating to audio-visual rights will be published on 12 July 2017 at the latest.

23. CONTACTS

23.1 Transat Jacques VABRE association

Chief representative of Transat Jacques VABRE
Gildas GAUTIER | gildas.gautier@transatjacquesvabre.org

23.2 Race Management

Sylvie VIANT | Mobile: +33 (0) 6 60 90 65 05
Vanessa BOULAIRE | Mobile: +33 (0) 6 61 59 06 15
Elise MARTIN | Mobile: + 33 (0) 6 29 45 11 70

eMail : **course@transatjacquesvabre.org**

Website : **www.transatjacquesvabre.org**

APPENDICE 1 - REMINDER OF DOCUMENTS TO BE PROVIDED

1. Documents to be sent to Race Management as soon as possible after the registration of the boat:

1.1 List of each skipper or co-skipper's administrative documents:

- World Sailing Offshore survival training certificate dated within the past 5 years
- PS Mer first aid certificate dated within the past 5 years or equivalent (see OSR 6.05.2)
- FFVoile (French Sailing Federation) licence or equivalent document (for overseas competitors)

1.2 List of the boat's administrative documents:

- Registration papers for the boat
- The liferaft certificate(s)
- **At least 1 month before the start: the certificate for each Sarsat beacon (Epirb) on board together with the encoding document (the Hex ID for each beacon) and the paper proof that the boat's Sarsat-Cospas distress beacon(s) and/or PLB are officially registered with the "Transat Jacques Vabre 2017" marking.**
- The boat's radio licence 2017
- The measurement certificate 2017 for each boat belonging to a Class
- A receipt for the advertising fees (if necessary)
- The list of the products included in the on-board medical kit will be in accordance with OSR category 1, together with any associated commercial names and expiry dates. This list shall be dated and signed by the skipper.

Reminder: the boat insurance certificate must have been sent to Race Management before the boat's arrival in Le Havre.

2. Medical documents for the skippers and co-skippers: the referral doctor for the Transat Jacques Vabre shall receive all the medical documents listed in NOR 6.3.6 at least 2 months before the start of the race.

- The medical form, completed, dated, stamped and signed by the doctor endorsing the requested information, also dated and signed by the competitor and handed over on registration
- The results of a cardiogram
- The results of an exercise tolerance test carried out within the past 4 years.
- Laboratory tests dating back less than 2 years and including at least the CBC, electrolytes, urea, creatinine, liver function tests, fasting blood glucose.

APPENDICE 2 : FFV (French Sailing Federation) PRESCRIPTIONS

Translated for overseas competitors

(* FFVoile Prescription to RRS 64.3 (Decisions on protests concerning class rules):

The jury 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.

(* FFVoile Prescription to RRS 67 (Damages):

Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.

(* FFVoile Prescription to RRS 70. 5 (Appeals and requests to a national authority):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(* 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.

(* 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 authorization 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.

(* FFVoile Prescription to RRS 88 (National prescriptions):

Prescriptions of the FFVoile shall neither be changed nor 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 neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(* FFVoile Prescription to RRS 91(b) (Protest committee):

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.