



TRANSAT Jacques VABRE

LA ROUTE DU CAFÉ

TRANSAT JACQUES VABRE 2019

Le Havre – Salvador (Brazil)

14th edition

Start on Sunday 27 October 2019

NOTICE OF RACE

8 December 2018 edition

(Translation)



CONTENTS

1. Organising authority	page 4
2. Race name	page 4
3. Purpose & Positioning	page 4
4. Rules	pages 5/6
5. Advertising	pages 6/7
6. Eligibility - Entry	pages 8/11
7. Additional safety equipment	page 12
8. Schedule	pages 12/13
9. Crew representation obligations	page 14
10. Class measurement and equipment checks	pages 14
11. Sailing Instructions	page 15
12. Course	page 15
13. Time limit	page 15
14. Penalty system	page 15
15. Ranking	page 15
16. Trophies and prizes	pages 15/16
17. Positioning	page 16
18. Means of communication	page 16
19. Power source	page 17
20. Outside help	pages 17/18
21. Responsibility of the OA, its partners and the participants	pages 18/19
22. Use of audio-visual rights	page 19
23. Contacts	page 20

Annexes

Appendix 1: Reminder of documents to be provided
Appendix 2: FFVoile instructions (translation)
Appendix 3: Multimedia
Appendix 4: Marketing
Appendix 5 Medical form

page 21
page 22
pages 23/31
pages 32/34
page 35

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 Transat Jacques Vabre Association holds the rights to the event on behalf of its members and appoints a chief representative for the operational organisation of the event.

As such, it gives assignments to several management teams: Race Management, media management and technical management – and coordinates their actions.

Organisation chart for the Transat Jacques Vabre Association

Association board :

- Président: **Juan Amart**
- Treasurer: **Pierre-Yves François**
- General secretary: **Sébastien Tasserie**

Chief representative: **Gildas Gautier**

Administrative and financial manager: **Clarence Legallais**

Delegation deputy: **Raquel Da Cruz**

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).

Race Management (known as DC in French), authorised by the FFVoile (French Sailing Federation), is managed by Sylvie Viant, **race director** and Francis Le Goff, **assistant race director**.

Its mission is to manage all the event's sporting aspects.

It works in direct relation with the Race Committee, the Technical Committee, the International Jury and a medical consultant.

Any incident/accident must first and foremost be communicated to Race Management.

1.2 The team of umpires

The umpires are 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 appendix N of the RRS and the RRS 70.5. Its decisions shall be final.

When the umpires are not physically present, but can be contacted via telephone or Skype, Email, VHF or any other radio means, the RRS N 1.5 shall be deemed to have been adhered to and any protests can be investigated and decided on in this way.

1.3 Medical consultant

A medical consultant shall be selected by the OA, with validation from the FFVoile (French Sailing Federation), to study each skipper's medical records, in line with appendix 3 of the FFVoile's medical regulation (http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf).

2. RACE NAME

The official and only authorised name is the **"TRANSAT JACQUES VABRE"**. The Transat Jacques Vabre is sponsored by JDE, the city of Le Havre, the State of Bahia and the city of Salvador.

Skippers registered for the race have the right to use the composite logo Transat Jacques Vabre + Boats logo + Competing on...

See appendix 4 Marketing in this Notice of Race.

3. PURPOSE & POSITIONING

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

A double-handed transatlantic race, the Transat Jacques Vabre relies on the most iconic offshore race boat classes and endeavours to ensure that these different classes are dealt with in the same way and that each participant is treated the same within each class.

The loyalty and commitment of the two founding partners and the solidarity and sharing on both sides of the Atlantic are the main values that the Transat Jacques Vabre Association intends to pursue by organising this 14th edition.

4. RULES

The notation "[DP]" in a rule of the NOR means the penalty for an infringement to this rule may, 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 national instructions translated for the overseas competitors and detailed in appendix 2 "Instructions".

4.3 International Regulations for the Prevention of Collisions at Sea (IRPCAS) Part B (Steering and Sailing) when it applies.

4.4 Offshore Special Regulations 2018/2019, category 1, Multihull or Monohull, for all the boats, with the FFVoile instructions and the specific changes to each class

4.5 The class rules 2019 for Class40, Multi50 and IMOCA.

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

4.7 Official time for the event:

4.7.1 In France in local time:

- UTC+2 until Saturday 26th October;
- UTC+1 from Sunday 27th October if France decides to apply the daylight saving.

4.7.2 In Brazil in local time: in November UTC-2.

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 following RRS are modified:

- The **RRS** from chapter 2: RRS Part 2 applies up to 30 miles after the start line and again 30 miles before the finish line for each part of the course covered in daylight hours. They are replaced by part B (Steering and Sailing) of the International Regulations for the Prevention of Collisions at Sea (IRPCAS) for these sections of the course covered in darkness and for the rest of the course.
- **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 as follows: "boats 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 Class 40.
- **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 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 fruits 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 (Make a penalty), RRS 61 (Protest requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions) and RRS 66 (Reopening a hearing)**.

4.10 Registration in the Transat Jacques Vabre implies full and unreserved acceptance of all the measures set out in this Notice of Race. The OA reserves the right to modify this Notice of Race if these modifications prove necessary for the safety and/or sportsmanship of the race.

4.11 Unless expressly made provision for elsewhere:

In the event of conflict between the Rules or in the event of uncertainty about the prevalence or the Rules that apply, the Jury will decide which rule applies.

5. ADVERTISING (DP)

5.1 In accordance with World Sailing Regulation 20 (Advertising Code), as modified by the FFVoile's (French Sailing Federation) advertising regulation, boats will be required to display the advertising chosen and provided by the OA.

5.2 Identification marks

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) or the floats and the sails. The dimensions are detailed in the class rules for each Class.

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 the Class40s.

These numbers (in accordance with 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 hulls 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 displayed in its rigging from Friday 18 October 2019 at 2:00pm until 30 miles offshore of the start line **then again 30 miles before the finish line until the prize-giving.**

5.2.4 Pennants or Flags

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

- **On the backstay and behind the mast**, pennants and 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 must reserve the forestays of their boats for the OA to hoist the OA's flags (an anticipated 5 flags are supplied by the OA in Le Havre). These **must be displayed in Le Havre** from Friday 18 October 2019 at 1400 and until 0.2 mile after exiting the lock, and **again after crossing the finishing line through until the prize-giving. These flags must remain aboard the boat throughout the duration of the race.**

5.2.5 Race logo

All boats entered shall sport the race logo on their mainsail. This logo will comprise the race logo, to which the logo of the main race partner may be added. This logo shall be within a circle whose diameter is 3 metres for the 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 and at the rear part of the main sail. 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. To obtain this mainsail branding, the skipper must email Race Management the mainsail decoration model. Using this model, the OA decides on the colour (light or dark according to the dominant tone of the mainsail colour) of the branding and sends the stickers or the file (for painting) to the address communicated by the skipper.

Where painting is involved, the team must scrupulously adhere to the file: positioning on the mainsail, dimension, proportions, typographies, Pantone colours.

5.2.6 All the boats entered in the race undertake to respect the name of the race in their communication and promotion.

The race logo is copyright-free for boats entered in the race in the context of their promotion. The OA must be informed of this use. A style guide will be supplied and must be adhered to (see appendix 4 Marketing).

5.2.7 For any breach of NOR 5.2.3, NOR 5.2.4, NOR 5.2.5 and NOR 5.2.6 above, the boat at fault must get back in conformity as soon as possible, otherwise it may incur a financial penalty.

6. ELIGIBILITY - ENTRY

6.1 Eligibility

6.1.1 The Transat Jacques Vabre 2019 is open to multihulls and monohulls, which will be split into three classes as follows:

- Class40: monohulls as defined in the Class40 class rules
- Multi50 Class: multihulls as defined in the Multi50 class rules
- IMOCA Class: monohulls as defined in the IMOCA class rules,

All boats shall be fitted with a propulsion engine to notably ensure they are able to enter and leave harbour and manoeuvre around the harbour under their own power in accordance with their class rules.

This event is registered in the following championship schedules :

- It counts as coefficient 4 in the Class40 championship points tally.
 - It counts as coefficient 3 in the IMOCA world championship points tally, referred to as the Globe Series.
- The number of miles travelled by the competitors will be selective for the next Vendée Globe on the basis of distance sailed divided by 2.

6.1.2 The number of boats registered for the event is limited to 60 and the number of places per category is limited as follows:

- Class 40: 24
- Multi 50 class: 6
- IMOCA class: 30

However, the OA reserves the right:

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

6.1.3 All boats must be up to date with their respective Class' requirements (membership and measurement certificate 2019). The skipper must present the boat's measurement certificate or certificate of conformity 2019 to Race Management.

6.1.4 In order for a class to be eligible, a minimum of 4 boats must be entered before 12 July 2019, unless a special dispensation is granted by the OA.

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

6.2 Entry

6.2.1 Registration requires the registration fee to be paid in full by bank transfer and the skipper must also fill out the registration form on the website www.transatjacquesvabre.org.

6.2.1.1 For skippers registering prior to 1 March 2019, the registration fee will be cut by 10%. These registrations will be published on the race website and social networks. Participants will receive all the information about the race.

6.2.1.2 For the others, **the registration fee shall be paid by 12 July 2019 at the latest.**

Once the quota set out in the NOR 6.1.2. per class of boat is reached, subsequent boats will be recorded on a waiting list. On 12 July 2019, the OA will accept the boats of this waiting list where possible.

6.2.2 Registration fees are as follows:

- For the Class40s: 5,000 euros tax-free + applicable VAT (payment prior to 1 March 2019, €4,500 tax-free + applicable VAT)
- For the Multi 50s: 6,000 euros tax-free + applicable VAT (payment prior to 1 March 2019, €5,400 tax-free + applicable VAT),
- For the IMOCAs: 12,000 euros tax-free + applicable VAT (payment prior to 1 March 2019, €10,800 tax-free + applicable VAT)

There is no VAT for countries outside Europe and free zones (Jersey, St Barth's. etc.), for all those exempt of intra-Community VAT.

Bank transfers must be made out to the **Association Transat Jacques Vabre /registrations account** using the following contact details:

IBAN (International Bank Account Number) FR76 3002 7160 9500 0201 1300 193

BIC (Bank Identifier Code) CMCIFRPP

Bank address

CIC LE HAVRE ENTREPRISES

LE VENDOME

22 RUE DUPLEIX

76600 LE HAVRE

Account Owner

ASSOCIATION TRANSAT JACQUES VABRE - INSCRIPTIONS

Where it is impossible for a skipper to make a bank transfer, registration fees can be paid by cheque. The cheque shall be made out to Association Transat Jacques Vabre and sent by recorded delivery with acknowledgement of receipt to the following postal address:

Mairie du Havre - A l'attention de Clarence LEGALLAIS
Service Nautisme
1517 place de l'hôtel de ville
CS 40051
76084 Le Havre cedex
France

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

In the event of withdrawal before 12 July 2019, the skipper of the boat will have half the registration fee refunded.

In the event of withdrawal after 12 July 2019, the registration 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 organiser's 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 organiser's control.

6.2.4 A late entry (after 12 July 2019) may be considered by the OA; in the event of such an entry being accepted the entry fee will be increased by 20% unless the OA decides otherwise.

6.2.5 Qualifying passage

Race Management reserves the right to request a crew, together 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 departure 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 tracking at the expense of the boat's skipper (via 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 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 libraries.

For the Class 40s and their skippers, the following races sailed in **double-handed format** can be considered to be a qualifying passage: each leg of the Transat Défi Atlantique and/or the Normandy Channel Race 2019 and/or one leg of Les Sables-Horta race 2019.

For the IMOCAs and their skippers, the following races sailed in **double-handed format** can be considered to be a qualifying passage: the Bermudes 1000 Milles race, the Valencia Mediterranean Globe Series.

To ensure that Race Management is able to validate these races as a qualifying passage for a boat and its 2 skippers, it is imperative that the boat with these skippers is registered for the Transat Jacques Vabre 2019 before participating in one or other of these races.

6.2.6 The final list of boats permitted to present themselves for final scrutineering and equipment checks for the Transat Jacques Vabre from Friday 18 October 2019 at 2:00pm in Le Havre, will be published at the press conference about a month prior to the start.

Only boats whose skippers have sent a copy of their boat's third party liability insurance to Race Management will be permitted to access the Bassin Paul Vatine in LE HAVRE.

6.2.7 Entry only becomes definitive 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

The race is sailed double-handed. Each boat must have the same two crew members on board at all times, except where RRS 1.1 and 41 apply, these 2 people being named as **skippers** in the race documents.

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 entering Brazil.

6.3.4 Skippers' eligibility

a) Minimum age requirement for skippers: 18 years old on 18 October 2019.

b) competitors (each member of the crew) who have an FFVoile licence shall present the following to Race Management:

- their valid FFVoile Club 'competition' licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing,
- or their valid FFVoile Club 'member' or 'practice' licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year
- authorisation for the boat to display advertising, if necessary,
- a valid World Sailing training certificate (Sea Survival course and PS Mer (Offshore First Aid) training) carried out at an approved World Sailing centre.

c) Overseas skippers who do not hold an FFVoile (French Sailing Federation) licence must provide the following documents when they register:

- proof of membership for a National Authority that is a member of World Sailing,
- valid third party liability insurance for a minimum of 3-million Euros
- 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).

d) Non-French skippers shall also provide:

- either valid World Sailing certificates (Sea Survival course and PS Mer (Offshore First Aid) training),
- or sea survival certificates and First Aid certificates as required in OSR articles 6.01 and 6.05.2. This training shall be "World Sailing Approved".

6.3.5 Skippers' medical documents

The French Sailing Federation's Medical committee points out that each skipper is responsible for the following:

- ensuring that his/her medical and physical condition is compatible with the constraints of the race,
- being honest with the medical consultant about any pathology of which he or she is aware that may affect his or her safety or that of a third party during the event.

Each registered skipper shall provide **the following documents no later than 1 September 2019:**

-
- The medical form, completed, dated, stamped and signed by his or her doctor endorsing the requested information, and also dated and signed by the competitor. This medical form can be found on NOR *Appendix 5*.
- Medical file with the results of a cardiogram
- Medical file with the results of an exercise tolerance test dating less than 4 years.

All these medical documents shall be sent to the medical consultant by post or in a sealed envelope to retain confidentiality for the benefit of the medical consultant. The name and contact details of the medical consultant will be communicated as soon as possible. The medical consultant will be able to request additional information about each skipper should it be deemed necessary.

Where the requested information is lacking or insufficient the competitor's participation will not be validated from a medical viewpoint.

The typical list of medicines in the on-board First Aid Kit compliant with OSR category 1 can be found on the French Sailing Federation website, Appendix 6 of the Medical committee regulation <http://www.ffvoile.fr/ffv/web/services/medical/Reglement.asp>

6.3.6 The skippers must have completed, signed and registered their start declaration, the on board sail declaration and the non-routing declaration for the IMOCAs and Class40s **by Friday 25 October 2019 at 6:00pm at the latest**. These declarations will be appended to the Sailing Instructions (SI).

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 waterproof handheld satellite telephone is compulsory in OSR 3.29.03.(b) and shall be charged and stowed in the grab bag, with a 2nd charged battery in a waterproof pouch.

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, with a minimum standard of NF EN ISO 15027-1 whose thermal insulation without thermal underwear is at least 0.75 Clo when immersed.

7.5 A Sarsat-Cospas distress beacon satisfying OSR 4.19, 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). **All the Sarsat-Cospas distress beacons (of the boat or PLB) on board for the race shall be officially registered with the notation “course Transat Jacques Vabre 2019”. Proof of this registration and the hex code of each beacon shall be communicated to Race Management for the French MRCC (CROSS GRIS NEZ) by 25 September 2019 at the latest.**

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.

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

7.8 Two personal AIS beacons required in OSR 4.22.1.b) must be worn constantly by each skipper.

7.9 The boats shall have on board an emergency fuel reserve: 10 litres stored in a single jerry can, which will be sealed in the closed position in situ.

8. SCHEDULE

FRIDAY 18 OCTOBER	
2:00 pm	Boats shall be at the disposal of the OA, in the port of Le Havre, in the Bassin Paul Vatiné, failing which they shall receive a financial penalty of no less than €1,000 for each 24-hour period of absence. However, the OA may grant special 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 to. Boats are not allowed to leave the port without written authorisation from Race Management.
5:00 pm	Official skippers' photo (the venue will be detailed in the SI)
6:00 pm	Welcome briefing for skippers
8:00 pm	Official evening reserved solely for the skippers, personal invitation by the Mayor of Le Havre

8.1 Le Havre

SATURDAY 19 OCTOBER	
9:00 am	Start of scrutineering, mandatory presence of both skippers for the first scrutineering.
2:30-8:00 pm	Skippers' Exhibition Race - official presentation of the skippers.
WEDNESDAY 23 OCTOBER	
3:00 pm	Safety briefing (mandatory presence of both skippers)
THURSDAY 24 OCTOBER	
10:00am -12:00 noon	Skippers meet with children (mandatory presence of at least one of the boat's two skippers).
FRIDAY 25 OCTOBER	
6:00 pm	End of scrutineering: Boats which have not completed inspections by this date shall not be permitted to start the race. Deadline for registering the declarations of SI 6.3.6.
SATURDAY 26 OCTOBER	
10:00 am	Start briefing (mandatory presence both skippers)
2:00 pm	Support RIB briefing
2:30 pm	Briefing for accredited launches
3:30 pm	Briefing for accredited sponsors RIBs and passenger boats
SUNDAY 27 OCTOBER	
8:00 - 10:00 am	Competitors exit: mandatory presence of both skippers on their boat
1:00 pm	Start of Transat Jacques Vabre
	According to the weather forecast, Race Management may bring the start forward to Saturday 26 October 2019. competitors will be informed of the schedule modification by an amendment published on Thursday 24 October at 8:00pm at the latest.

8.2 At the finish : SALVADOR

A postlogue will be organised on 13 November 2019, participation in which is compulsory for all boats which have finished the race a day before the postlogue at the latest.
With the skipper's consent, those boats which have finished the race will be liable to have one or several of the OA's guests aboard.

9. CREW REPRESENTATION OBLIGATION (DP)

9.1 Mandatory attendance by both skippers

9.1.1 In Paris

- At the presentation press conference, which will take place about 1 month prior to the race start.
- **At the Paris Boat Show 2019 for the prize-giving, which is compulsory for the podium winners of each class.**

9.1.2 In Havre

- At each briefing, presentation or meeting detailed in the NOR and concerning the skippers.
- From Friday 18 October 2019 from 2:00 to 10:00pm on Saturday 19 October 2019 for the official photo, the official dinner, the Exhibition Regatta and the presentation of the crews.
- From Wednesday 23 October 2019 at 3:00pm through until the race start.
- From the morning of Sunday 27 October 2019 on their boats when leaving the dock.

9.1.3 At the finish venue

- At the finish press conference if there is one
- At the prize-giving ceremony relating to each boat: **2 finish ceremonies are scheduled in the finish port: the first on 13 November 2019 after the postlogue for those competitors who finish within the deadline, the 2nd for the other competitors who make the finish within the deadline, once everyone has finished, the date to be announced in Salvador.**
- The boat shall remain in the finish port in the berth designated to them until just after the finish ceremony relating to them.

9.2 Technique 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 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 its departure for a delivery trip or via cargo ship. 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. Both skippers shall be present for the first inspection of their boat. Some seals will be made and the list of these 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 penalised or disqualified at the International Jury's discretion.

11. SAILING INSTRUCTIONS

The Sailing Instructions (SI) will be emailed to skippers a month prior to the start at the latest and then published on the electronic official noticeboard.

12. COURSE

12.1 Start line

Off Le Cap de la Hève.

12.2 Coastal course

Buoys to round off Etretat, outlined in the Sailing Instructions.

12.3 Finish line

Off the finish port

12.4 It is the same course for all classes.

13. TIME LIMIT

The finish line will be closed 6 days (144 hours) after the arrival of the first Class40.

14. PENALTY SYSTEM

Except in the event of financial penalties, breaches of rules may, after a hearing, be subject to a time penalty leading to possible disqualification.

15. RANKING

Ranking by classes

Boats will be ranked in order of arrival in 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: Trophée Jacques Vabre
- 1st Multi50 Class: Trophée Jacques Vabre
- 1st IMOCA monohull: Trophée Jacques Vabre

16.3 The Transat Jacques Vabre Association will award each class a corresponding 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 suggested by each class and announced in the Sailing Instructions.

17. POSITIONING

17.1 The organisation's tracking system

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

A deposit for an amount indicated in the Sailing Instructions will be requested from the skipper (cheque or transfer order signed by the skipper). This deposit will be returned or destroyed once the skipper has given back the tracking beacon and finish declaration to Race HQ.

In case of retirement, the skipper shall send back the tracker directly 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 with the positioning beacon provided by the OA:

17.2.1.1 Either a working INMARSAT C locating terminal.

This device must be permanently installed, in perfect working order and installed in such a way as to avoid any deterioration. It shall be tested before the start.

17.2.1.2 Or a tracking beacon whose type must be accepted by 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 and it 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 devices must be in perfect working order and installed in such a way as to avoid any deterioration. These devices, along with the handheld iridium in the container and the AIS, will be tested by the OA prior to the start.

19. POWER SOURCE

19.1 Reminder of RRS 42.1

Except when permitted in RRS 42.3 or 45, a boat shall compete using only the wind and water to increase, maintain or decrease its speed.

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 permit a sail to be hauled on under any circumstances.

20. OUTSIDE HELP (modification des RCV 41 et 45)

20.1 Modification to RRS 41

Weather routing is permitted for the multihull classes only.

Weather routing is forbidden for IMOCA boats and Class40 boats.

By weather routing we mean weather assistance provided by a source external to the skippers of the boat in order to make suggestions and help them draw up an optimal course on a given route taking into account the weather forecasts, winds, currents and wave heights.

20.2 Boats must complete the whole race 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 to a buoy or alongside a boat moored up or docked in a harbour or a shelter, shall not last less than 4 hours.**
- The Skipper must request permission to stop from Race Management (VHF, telephone, email),
- Following consent 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 a moored vessel or the dock in the port or shelter agreed by Race Management, **the skipper shall inform Race Management who will note the time of the stop.** 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 and is ready to start racing again, **the skipper must request, authorisation from Race Management, which will check that the boat has been stationary for at least 4 hours,**
- Upon authorisation from Race Management, the boat can be towed or leave under auxiliary power over a distance agreed beforehand 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,
- The skipper shall draft a report of the incident for the president of the Race Committee,
- **This does not apply to the port of Le Havre** where any means can be used to regain entry to the port or leave the port up to the Le Havre channel marker specified in the Sailing Instructions.

21. RESPONSIBILITY OF THE OA, ITS PARTNERS AND THE PARTICIPANTS

21.1 Sailing is a hazardous sport and a potentially dangerous activity and anyone intending to participate 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 OA and its partners are solely responsible for ensuring the event runs smoothly.
Any other responsibility assumed by the OA can only be contractual and explicit.

In particular:

- Any watch kept on the part of the Race Management, especially a radio or telephone watch and monitoring of the boats via positioning beacons and/or Inmarsat C, should be considered by the competitors 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 OA shall not legally take on the responsibility of the OA unless the latter, or an officially accredited member of staff, has directly accepted responsibility. This particularly applies to various requests for help, even assistance at sea.

21.2 The event is a sporting event. Any sporting dispute shall be judged in accordance with the rules to be applied. 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 OA will not be responsible for the breach of any contract 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 a weather report or advice following inspection of 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 personally responsible for all material damage and human accidents 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 OA 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 OA prior to the boat's arrival in the Bassin Paul Vatiné. Failure to do so will result in the Skipper being barred from mooring his/her boat in the Bassin Paul Vatiné 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 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 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 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

SEE the *appendix 3 Multimedia*.

23. CONTACTS

23.1 CHIEF REPRESENTATIVE OF THE TRANSAT JACQUES VABRE

Gildas GAUTIER

Mobile: +33 (0)6 37 07 70 85

gildas.gautier@transatjacquesvabre.org

23.2 RACE MANAGEMENT

Sylvie VIANI

Mobile: +33 (0) 6 60 90 65 05

Francis LE GOFF

Mobile: + 33 (0) 6 85 13 95 45

course@transatjacquesvabre.org

Vanessa BOULAIRE

Mobile: +33 (0) 6 61 59 06 15

vanessa.boulaire@transatjacquesvabre.org

Website: www.transatjacquesvabre.org

APPENDIX 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's administrative documents:

- World Sailing offshore survival training certificate not older than 5 years
- French FFVoile licence or equivalent document for overseas competitors
- First Aid Training certificate.

1.2 List of the boat's administrative documents:

- The boat's registration documents
- The liferaft certificate(s)

•By 25 September 2019 at the latest: the certificate for each Sarsat beacon on board with the encoding document (the hex code of each beacon) and written proof that the beacons of the boat and/or PLB for the race are properly registered with the notation "Course Transat Jacques Vabre 2019".

- The boat's radio licence 2019
- The boat's measurement certificate 2019
- A receipt of the advertising fees, if necessary
- The list of medicines in the on-board First Aid Kit according to OSR category 1 with the associated commercial names and the expiry dates. This list shall be **dated and signed by the skipper**.

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

2. Medical documents for the skippers: the medical consultant for the Transat Jacques Vabre shall receive **all the documents requested in NOR 6.3.5 by 1 September 2019 at the latest.**

- The medical form, completed, dated, stamped and signed by his or her doctor endorsing the requested information, and also dated and signed by the competitor.
- 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.

APPENDIX 2 – FFV (FRENCH SAILING FEDERATION) INSTRUCTIONS

FFVoile Prescriptions to RRS 2017-2020 translated for foreign 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.

FFVoile Prescription to **APPENDIX R** (*Procedures for appeals and requests*):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris –

email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile: http://www.ffvoile.fr/ffv/web/services/arbitrage/jury_appel.asp

APPENDIX 3 - MULTIMEDIA

1 / MESSAGE

Night message

Every night, between 7:00pm and 4:00am UTC, throughout the whole race, competitors must send an email with information about their race. In this message, competitors will indicate their sailing conditions and any other information that they consider useful to the Press.

Throughout the duration of the race, messages must be sent to the PC PRESSE (Race Press Office) address at: redaction@transatjacquesvabre.org with a copy sent to Race Management: course@transatjacquesvabre.org

2 / COMPULSORY INTERVIEWS

2.1 OBLIGATIONS RELATED TO INTERVIEWS

2.1.1 Obligations of the organisation

From **Monday 28 October** mandatory daily interviews are organised.

The Press Office will call boats on the on-board Fleet Broadband for boats that are equipped, the others will be called on their iridium.

-1st session at 4:15am UTC for the leaders of each class at the 4:00am UTC ranking. The organisation reserves the right to call one or several competitors according to the news. This interview will take place at 1:30am UTC from 6 November 2019. This interview will be cancelled after the arrival of the first three IMOCA's, with an alert sent by email.

-2nd session from 10:30am to 12:00 noon UTC for the leaders of each class followed by a third of the fleet. The last recorded interview will take place on 15 November 2019. Every morning at 7:00am UTC, then at 2:00am UTC from 6 November 2019, an email will be sent to all competitors listing the skippers who will be called.

2.1.2 Obligations of the competitors

Competitors undertake to respond to all calls from the organisation.

3 / PHOTO

3.1 MANDATE

The organisers of the Transat Jacques Vabre will appoint a specialist agency to handle the photographic production for the Transat Jacques Vabre 2019.

This mandate covers the following tasks:

- The production and processing of photos for the organisation in close cooperation with competitors and / or their representatives before, during and after the event
- Production of copyright-free photos for the press
- The defence of the interests of the rights holders.

3.2 OBLIGATIONS OF COMPETITORS

- 3.2.1** To send their photos to the organisation with the race branding (as described in paragraphs 5.2.4 and 5.2.5 of the Notice of Race) in High Definition format (a minimum of 3,543 pixels on the longest side) by 15 September 2019 at the latest.
- 3.2.2** These photos provided by the competitors (portraits – on board photos, drone, helicopter and/or support boat photos) will be used for the <http://www.transatjacquesvabre.org> website, the press kit and other modes of communication, and will be copyright-free for press distribution (excluding covers of magazines or daily newspapers).
- 3.2.3** In Le Havre and Salvador de Bahia, competitors undertake to make themselves available, by prior appointment, for the official photographers of the organisation in order to produce the necessary images to communicate about the race.
- 3.2.4** competitors are required to have on board during the race a digital camera or any other device allowing them to take photographs and to deliver to the organisation 3 photos per week, sent to: photo@transatjacquesvabre.org for use on the website: illustration on the official website and distribution to the accredited media, and on the Transat Jacques Vabre's social networks. These photographs will be copyright-free for the press (excluding magazine covers) for a period of 3 years.
- The competitors and their communication services will retain the rights to distribute and use these images.
- The official photo agency is at the disposal of the competitors to advise them in advance free-of-charge.
- 3.2.5** In the event of a team's partnership with a media organisation, the photos must be sent, in parallel with the said media, to the Organisation, which will broadcast them after the publication.

3.3 OBLIGATIONS OF THE ORGANISATION

- 3.3.1** The competitors' multimedia consultant may specifically request, with justifications, the deletion of an image from the photo database.
- 3.3.2** The photos produced by the organisation will be made available to the teams to illustrate their official website, their networks as well as their newsletters, in low definition (max. 1,200 pixels) without the possibility of download by the press, and **with the obligation to mention the copyright**.
- 3.3.3** Access to these photos will be handled through the organisation's online press area by the teams' multimedia managers, who will have previously accredited themselves on this dedicated platform.

3.4 – THE ORGANISATION'S COMMERCIAL RIGHTS IN RELATION TO PHOTOS

The organisation owns the patrimonial rights to all the photos produced by its own teams before and during the race. These photos can also be used on the distribution network of the official agency.

The organisation does not own the photos produced by competitors.

4 / VIDEO

4.1 MANDATE

The organisers of the Transat Jacques Vabre will appoint an audio-visual production company (hereinafter “Production”) to ensure the executive production of the Transat Jacques Vabre 2019.

This mandate covers the following tasks:

- The production and processing of video images of the event in close cooperation with the competitors and / or their representatives before, during and after the event.
- The installation of the technical means for distributing images, with secure access to images
- Collaboration or co-production with all French and overseas broadcasters, in connection with the race's press services, the collaboration or the co-production of the live footage in collaboration with the event's TV partner
- The defence of the interests of the rights holders.

4.2 PRINCIPLES AND MEANS OF PRODUCTION PUT IN PLACE BY THE ORGANISATION

The filming and editing format chosen for the entire race is 16:9 HD.

- 4.2.1** The putting in place of a broadcasting agreement with the media in order to optimise the multimedia broadcasting of the race.
- 4.2.2** Verifying and indexing, via the Production, the on-board video systems of all competitors from 1 October 2019.
- 4.2.3** The installation of a server to receive images sent via Inmarsat or via another on-board system from 1 October 2019.

The FTP address will be communicated to all the teams by 1 October 2019.

From the start of the race through till the competitors cross the finish line: reception on the Production's incoming image server of the images sent from on board by the competitors (excluding videoconferencing).

For the Class40, a single email address managed by Production will be set up with which competitors who do not have an on-board system enabling them to send images to Production via FTP, will be able to send their videos.

The total size of attachments shall not exceed 15 MB.

The email address is: video@transatjacquesvabre.org

For all the classes, the Production makes it possible to send video files via the WhatsApp messaging service. A group will be created for each boat wishing to use this method of dispatch.

Please detail the phone number with which the videos will be sent during the race by 1 October 2019.

- 4.2.4** In Le Havre, Production will film the preparation and the departure of competitors.

- 4.2.5** In Le Havre, Production will produce Ready To Broadcast (RTB) subjects without commentary from 24 October 2019, available on the race's video server.
- 4.2.6** Co-production of the live recording / broadcast of the start, is with France Télévisions, the official media partner for the Transat Jacques Vabre 2019.
Solely available on SERTE Globecast Paris, 10 minutes of a live signal of the start for all TV media, copyright-free for all broadcasters for live or pre-recorded broadcasts.
- 4.2.7** During the race, Production will put all the images sent by the competitors on the video server.
- 4.2.8** Production will film the podium finishers of each class at sea and / or on the pontoons.
- 4.2.9** In Salvador, Production will produce RTB features and subjects without commentary. These packages will be available on the race's video server.
- 4.2.10** The installation of a free distribution video server for accredited media, race partners and every competitor. This server will remain open until 1 month after the arrival of the last competitor.

4.3 COMPETITORS' MEANS OF PRODUCTION

- 4.3.1** A range of output in 16:9 HD before the race, which must all have the official race branding, an image library of on-board images and aerial shots, if possible sailing at different points of sail and in different weather conditions.

4.3.2 MULTI50 AND IMOCA60

- Arrange several fixed or mobile cameras on board with the necessary extras (cards, batteries, waterproof case, 12V chargers) to take shots.
- Have on board at least one piece of software for editing and compression of images and be familiar with the principles of pre-editing and sending images in compressed format via the transmission system on board.
- The 16:9 HD 720 P/25 frames / second (1,280x720) format is essential and mandatory. The generated file must have an internal bit rate of at least 4 Mbps (Megabits per second). The codec: H264 or H265.
- Have as a means of transmission, Inmarsat or any other system with global coverage (e.g. Fleet, Bgan, Openport antennae, etc.) on board the boat to send images and audio.
- Kindly make freely available to Production a means of receiving media compatible with the system on board using another system (e.g. Ektacom, LiveView, etc.) REMINDER: Production's various incoming account types: FTP, WhatsApp, mail.
- For those who have on board a videoconferencing system with the possibility of external or internal filming, this must be compatible with the standards used by the media.
- Have a videoconferencing back-up solution via Skype with the on-board computer and a mobile camera.
- Have HD / SDI output to connect an HF system provided by the media partner during the live broadcast of the start for those competitors who want this system.

4.3.3 CLASS40

- Arrange at least one mobile camera on board with the necessary extras (cards, batteries, waterproof case, 12V chargers) to take shots. 16:9 format is essential.
- Have on board at least one piece of software for editing and compression of images and be familiar with the principles of pre-editing and sending images in compressed format via the transmission system on board.

- Have as a means of transmission with global coverage (e.g. Openport, Iridium, Fleet) on board the boat to send images and audio.
- Have HD / SDI output to connect an HF system provided by the media partner during the live broadcast of the start for those competitors who want this system.

4.3.4 The whole process of filming, editing, compression and transmission on board each boat shall be tested and validated with Production before 25 October 2019. It must be compatible with the receiving equipment put in place by Production. Throughout the event, a hotline will be set up by Production to deal with any problems and questions about filming and transmission from the teams on board the boats.

4.4 OBLIGATIONS OF COMPETITORS

4.4.1 Nominate a video manager and a substitute (only 2 people) to Production for the whole race. These people must register themselves on the video server in order to generate their own password. These consultants must be reachable during the hours of production (5:00am-11:00pm French time), throughout the race, including weekends and public holidays. (See Article 5-2).

No exclusivity agreement, commercial or otherwise, must be made with any publisher, producer or broadcaster whatsoever and whatever the type of media used, during a period from 1 October 2019 till the competitor finishes or retires. An exclusivity agreement means that a competitor reserves images exclusively for one broadcaster.

4.4.2 Report any specific, non-exclusive multimedia agreement to the press office prior to the start of the race, so that fans of the race can be informed.

4.4.3 Send their image libraries to Production in high definition format no later than 18 October 2019.

These image banks will be delivered as a file on hard disk or any other suitable transmission medium (not cassette) in XDCAM OP1A HD 50Mbps/sec 50i, Prorez LT 50i, DNxHD 85 50i format. It is understood by the competitors that it is everyone's interests, the organisation, competitors, partners and suppliers, that these image libraries are produced as soon as possible and images communicated without delay to Production.

4.4.4 Participating in the filming sessions organised by Production.

In Le Havre and Salvador de Bahia, competitors undertake to make themselves available to Production, by prior arrangement, in order to produce the necessary images to communicate about the race.

4.4.5 Sending. For competitors of the IMOCA AND MULTI 50 classes equipped with the necessary equipment, they agree to send images via Inmarsat or another transmission system and it is compulsory that this is done exclusively via FTP using Production's incoming FTP server, via email or via WhatsApp, with a minimum of 1 to 2 minutes of video images every 3-4 days that can be used by Production for broadcast "news", which is copyright-free for all channels, image agencies and official websites during the event.

- 4.4.6** Sending. For competitors of the CLASS40 equipped with the necessary equipment, they agree to send images via Inmarsat or another transmission system and it is compulsory that this is done exclusively via FTP using Production's incoming FTP server, via email or via WhatsApp, with a minimum of 1 to 2 minutes of video images every 4-5 days that can be used by Production for broadcast "news", which is copyright-free for all channels, image agencies and official websites during the event.
- 4.4.7** Respond within a reasonable period of time to race media requests, in particular to boats equipped with a videoconferencing system.
- 4.4.8** Inform the race's Press Office and Race Management about any relevant information of general interest about the race and its media coverage, as well as any interview or videoconference given, within two hours.
- 4.4.9** An organisation film crew shall be given priority on board after crossing the finish line. This team will record the first images and the first audio of the competitor in order to distribute this to all the media.

4.5 OBLIGATIONS OF THE ORGANISATION

- 4.5.1** The Organisation authorises the competitors to communicate directly via videoconference with any broadcasters or media of their choice during the event once the Organisation and Production have been informed of this.

The authorisation granted to competitors to be contacted by the media for videoconferences applies only within the strict framework of videoconferencing and its definition: "Videoconferencing is characterised by the ability to transmit, in real time and interactively, visual and auditory information (images and audio) from one site to one or more remote sites and allows synchronous communication."

Outside this strict framework, any sending of images will fall within the scope of Article 4.2 on non-exclusivity.

For example, a sequence of images, recorded by the boat before transmission should be sent exclusively to the Production server. The same is true for a sequence that is not interactive.

- 4.5.2** Production undertakes to consult the competitor's video manager (or his or her substitute) when receiving the images from his or her boat via Inmarsat or other onboard system, sent by the competitor with regards to these images. Secure access for the boats' communication managers will be arranged.

Reminder of the protocol:

The competitor's video manager (or his or her substitute) will be informed (telephone call or SMS) of the reception of images sent by his or her boat on the official Transat Jacques Vabre 2019 incoming image server.

Between 5:00am and 11:00pm (French time), the video manager (or his or her substitute) has 90 minutes to view and validate the images. This validation will be done by email and / or telephone (call or SMS). A lack of response from the video manager after 90 minutes shall be deemed as consent.

The images will be both in low definition, to allow the video manager to view them quickly, and in high definition, for download by the media.

4.6 THE ORGANISATION'S COMMERCIAL RIGHTS IN RELATION TO VIDEO IMAGES

The Organiser owns all the images shot during the race by its Production teams.
It does not own the images shot by competitors.

4.6.1 Uses related to multimedia coverage and the promotion of the race outside all commercial or advertising use.

The competitors, their sponsors and the boat owners give free access to their image libraries to the Transat Jacques Vabre Association solely for press use for copyright-free “news, magazines and reports”.

The competitors, their sponsors and the boat owners give free access to the Transat Jacques Vabre Association and its main partners: the city of Le Havre, Jacques Vabre, the city of Salvador, the State of Bahia and the Normandy Region, to the commercial rights, for a period of ten (10) years, regarding:

- the images filmed by the competitor and sent to Production during the race
- the images filmed by the competitor and not sent during the race, handed over to production upon arrival in the form of rushes or spliced images.

These rights are transferred within the context of:

- the distribution of copyright-free “news”, magazines and reports
- internal use by the Organisation and its main partners
- promotion of the race by the Organisation
- all the Organisation's uses for external communication to promote the race.

4.6.2 Other Uses

All other uses made by the Organisation, its partners and suppliers will be the subject of a negotiation with competitors on a financial level and over the duration of the transfer of rights.

4.7 THE COMPETITORS' COMMERCIAL RIGHTS IN RELATION TO VIDEO IMAGES

Images filmed on board by the competitors will remain their property. The use by a competitor and his or her main partners of any images filmed by the organisation internally or externally is subject to the legislation in force concerning others' rights to the image. The uses made by a competitor and / or his or her sponsor of images representing other competitors will therefore presuppose authorisation from the latter, and the Organisation will not be able to act as a substitute for this application for authorisation.

4.7.1 Internal use

The Transat Jacques Vabre Association gives the competitor and his main partners free of charge access to all the images shot by the Organisation for all internal usage.

This transfer extends to all media platforms, in all territories for a period of 10 years, from the date of publication of the multimedia appendix, with the exception of all commercial and advertising use. These images will be made available to competitors only on the race's video server for one month after the arrival of the last competitor (after this period technical expenses will be invoiced).

4.7.2 External usage without potential revenue

The Transat Jacques Vabre Association gives the competitor and his main partners free of charge access to all the images shot by the Organisation for all external usage with no potential revenue. This transfer extends to all media platforms, in all territories for a period of 10 years, from the date of publication of the multimedia appendix, with the exception of all commercial and advertising use. These images will be made available to competitors only on the race's video server for one month after the arrival of the last competitor (after this period technical expenses will be invoiced).

4.7.3 Other Uses

All other uses made by the competitor and his or her main partners will be the subject of a negotiation with the Organisation or another competitor on a financial level and over the duration of the transfer of rights.

5 / SOCIAL NETWORKS

5.1 OBLIGATIONS OF THE COMPETITORS

- To inform communication-media management or the community manager about the organisation of posting live footage on the social networks of the competitor or his or her partners (at least 30 minutes before the start of the broadcast).
- To publish the replay of the live footage on the social networks of the competitor or his/her partners mentioning the organisation with the @ and the # according to the social network used.
- To open up the rights to cross-posting on Facebook to enhance the competitor's visibility and vice versa, as well as that of his/her partners and the race by mentioning the accounts (competitor and race)
- To mention the race accounts on the competitors' posts. The names of the accounts will be referred to in the communication document sent out in September 2019.
- Any photo published on the social networks of the competitor or his or her partners shall be emailed to photo@transatjacquesvabre.org.
- Any photo published by the organisation on its networks cannot be published on the competitors' social networks without referring to the copyright.
- To share posts in order to increase the visibility of the competitor and the race.

5.2 OBLIGATIONS OF THE ORGANISATION

- To interact with the competitors' accounts using the @ and # the moment a competitor is mentioned.

- To open up the rights to cross-posting on Facebook to enhance the visibility of the competitor and the race and vice versa, by mentioning the accounts (competitor and race)
- The organisation will cross-post the organisation's own content (live feeds).
- The organisation will only cross-post the videos it holds the rights to with the account of the competitor involved.
- All photos from competitors' image libraries and posted on the race's social networks will reference the copyright, unless the latter is integrated in the properties of the photo.
- To share posts in order to enhance the visibility of the competitor and the race.

6 / AMENDMENTS

Any modification by the Organisation of this appendix will be the subject of an amendment(s) published and communicated to all the competitors.

7 / CONCLUSION

The Transat Jacques Vabre Association puts in place teams and means to communicate about the event, the race and the competitors. In this way, each competitor is required to support the event's media coverage by participating in the latter through the sending of videos, photos and texts to bring the race to life not only among the media, but also among the general public, fans and families, etc.

APPENDIX 4 - MARKETING

1- DENOMINATION

The race is named the “Transat Jacques Vabre”.

2- MARKETING RIGHTS and VISIBILITY

The visibility of the brands and partners in the Transat Jacques Vabre is subject to ‘marketing’ regulations validated by the Organisation.

The term ‘partner’ to the Transat Jacques Vabre is strictly reserved for the event’s partners.

Solely the event’s ‘partner’ brands are permitted public visibility in the race village in Le Havre and on the event’s communication media.

The Transat Jacques Vabre has put in place specific ‘marketing’ offers for the partners of the teams wishing to secure additional visibility in the village and at the event more generally.

“Partners” contact: partenaires@transatjacquesvabre.org

3- COMPOSITE LOGO

The Organisation supplies each participant with a composite “TEAM” logo. Solely this logo is permitted in the teams’ communication.

Contact : Anne MILLET - anne.millet@transatjacquesvabre.org - +33 (0)6 67 16 16 77

4- TEAMS’ COMMUNICATION

Use of the logo composite is strictly limited to the teams’ communication.

The Transat Jacques Vabre race name and ‘composite’ logo are solely authorised within a promotional context by the teams and on promotional tooling linked to the teams and the boats and for the 2019 edition.

This use does not extend to the teams’ sponsors within the scope of a brand advertising campaign, on marketed media and ‘on pack’ products.

The teams undertake to have the main communication elements of the ‘graphic universe’ validated, including the Transat Jacques Vabre composite logo and name. The Organisation undertakes to come to an agreement within 72 business hours. A lack of response will be considered as consent. This validation should be sent to: course@transatjacquesvabre.org

5- VISIBILITY IN THE RACE VILLAGE

The visibility of the partners’ ‘teams’ in the race village at the start in Le Havre is governed by the following regulations.

5-1 Visibility dockside and in the race village

The implementation of dockside elements to assist visibility is not permitted.

The installation of visibility elements will be authorised by the Organisation within the scope of one-off, specific operations organised by the teams (christening, PR operations...). This authorisation must be requested beforehand via: course@transatjacquesvabre.org

Entertainment and hostess teams are not permitted to stroll about the race village and fliers may not be distributed around this area in Le Havre.

5-2 Communication banners

The boats may display communication banners branded with the names and logos of their sponsors, provided they only display them aft of the mast, with the exception of any headsail.

5-3 The official village

The Transat Jacques Vabre is putting in place an offer aimed at the “TEAMS” in the official village. The teams benefit from a special rate of access through this offer.

Contact for the Transat Jacques Vabre Village: village@transatjacquesvabre.org

5-4 Public Relations

The Transat Jacques Vabre is putting in place Official Public Relations offers dockside and at sea for the race start. The teams will benefit from a special rate of access to these offers.

PR contact: relationspubliques@transatjacquesvabre.org

6- OFFICIAL TEXTILE MANUFACTURER

The official textile partner for the Transat Jacques Vabre will be announced at a later date.

Teams will be able to use (screen print, embroidery) the Transat Jacques Vabre logo solely on the team's clothing:

- Clothing worn by the skipper and co-skipper
- Clothing worn by the teams' technical and communication staff

Use of the Transat Jacques Vabre logo is not permitted on clothing intended to be put on sale, for the promotion of the team or for the teams' 'incentive' fabric.

The official textile partner will put in place a special offer for the supply of customised products from the TJV range.

7- COMMUNICATION - DEVELOPMENT

The Transat Jacques Vabre is keen to improve the overall marketing visibility of the race and the event in the media and on social networks.

The aim is to pool the development of communications activities by the Organisation, event partners and Teams.

To achieve this, the Organisation wishes to be informed about specific Transat Jacques Vabre “marketing & communication” operations due to be implemented by the teams and their partners so as to integrate them in the general development of the event:

- Promotion of the team in the press
- ‘Media’ programme
- ‘Social networks’ programme
- Competitions...

To facilitate these exchanges, the teams undertake to pass on to the organisation details about a contact manager (in-house / agency) in charge of the communication and marketing. This contact will encourage exchanges of ‘marketing’ information.

Contact: anne.millet@transatjacquesvabre.org

For its part, the Organisation undertakes to pass on a style guide to the Teams to harmonise the communication media.

APPENDIX 5 - CONFIDENTIAL MEDICAL FORM

FICHE MÉDICALE CONFIDENTIELLE©

NOM Name			
Prénom First name		Date naissance Birthdate	
N° tel Phone n°		e-mail	
Nom du bateau Name of the boat		N° licence Licence n°	
Assurance-Assistance Insurance-Assistance Cies			
Qui contacter ? Persons to contact			
N° tel Phone n°		e-mail	Lien relationship
Autre ? Other to contact			
N° tel Phone n°		e-mail	Lien relationship
Médecin traitant General Practitioner			
N° tel Phone n°		e-mail	Spécialité
Autre référent méd. Other medic referent			
N° tel Phone n°		e-mail	
Stage ISAF, ISAF training courses Where ?			
Stage Médical, où ? Medical qualif. Where ?			
Taille height		Poids weight	Groupe Sanguin Blood group
Bilans médicaux Medical Checks : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Cardio-vasculaire Cardio-vascular	Echocardiographie Echocardiography	Date (< 4ans / < 4 years) =	
Epreuve d'effort Cardioresstest	Date =		
Biologique Biological	Date (< 2ans / < 2 years) =		
Dentaire, dentel Dental			
Visuel, visuel Visual	CEID Right eye /10	Lunettes Glasses ?	
CEID Left eye /10	Lentilles Lenses ?		
O.R.L., ORL	Date =	Comment =	
Physique, Physical	Date =	Comment =	
Autres Others	Date =	Comment =	
Antécédents médicaux Medical history (ajouter tout document complémentaire utile - Add any useful complementary document)			
Allergies Allergies			
Neurologie Neurological Inresses			
Autres maladies Other Inresses			
Mal. tropicales Tropical Inresses			
Gynéco Gynecology			

Nota : En cas de doute du médecin référent sur l'aptitude du concurrent à participer à l'épreuve concourue, ce dernier pourra diligenter une expertise médicale selon la procédure définie en annexe 3 du règlement médical fédéral. http://www.fvoile.fr/voile/voile/documents/regl_medical.pdf
 In case of doubt of the referring physician about the aptitude of the competitor to be taken part, the competitor reserves the possibility of requiring a medical expertise as defined in annex 3 of the federal regulations. http://www.fvoile.fr/voile/voile/documents/regl_medical.pdf

confidential medical form©

Antécédents chirurgicaux, Surgical history : (ajouter tout document complémentaire utile - Add any useful complementary document)	
Suite à accident After an accident	Date = Comment =
Suite à maladie After an illness	Date = Comment =
Autres Others	Date = Comment =
Appendice enlevé Appendix removed	<input type="checkbox"/> Date = Comment =
Vaccinations, vaccinations : (ajouter tout document complémentaire utile - Add any useful complementary document)	
Vaccins valables : Valid vaccines	
Traitement en cours ou possible selon pathologies Current or possible treatment according to the pathologies :	
Médec =	Posologie =
Médec =	Posologie =
Médec =	Posologie =
Engagement du médecin Doctor obligation :	
« Je certifie la non contre-indication à la pratique des activités physiques et sportives en compétition » <input type="checkbox"/> "I confirm that there is no known medical reason to prevent the person concerned taking part in competitive physical and sporting activities" <input type="checkbox"/> « Je certifie la non contre-indication à participer aux compétitions à la voile en haute-mer en solitaire » <input type="checkbox"/> "I confirm that there is no known medical reason to prevent the person concerned taking part in single handed offshore sailing races" <input type="checkbox"/>	
Date et signature Date and sign	Cachet Stamp
Engagement du coureur Skipper obligation :	
Je reconnais avoir pris connaissance : (1) des questions ci-dessus et y avoir répondu sans rien omettre et avec exactitude (2) du contenu de la liste pharmacie recommandée pour constituer la pharmacie de bord. I confirm having taken knowledge: (1) questions above, I certify that my answers are complete and right (2) contents of the pharmacy list recommended for the medical kit on board.	
Date et signature Date and sign	

Extrait règlement médical Fédéral site <http://www.fvoile.net/fvo/voile/services/medical.asp?menu=5>
Article 6 (extraits) : L'obtention du certificat médical de non contre-indication à la pratique de la voile et notamment de la voile en compétition est la conclusion d'un examen médical qui peut être réalisé par tout médecin titulaire du D.D.M. de l'Etat, et inscrit à l'ordre des médecins.
 La Commission Médicale Nationale de la F.Voile - rappelle que l'examen médical permettant de délivrer ce certificat engage la responsabilité du médecin signataire de ce certificat, seul juge de la nécessité d'éventuels examens complémentaires et seul responsable de l'obligation de moyens (...) - précise que le contenu de l'examen doit tenir compte de l'âge et du niveau du compétiteur - conseille de tenir compte des pathologies dites de « croissance » et des pathologies antérieures, de consulter le carnet de santé, de vérifier plus précisément au niveau de l'appareil locomoteur : rachis, ceintures, genoux, pieds, en sachant si nécessaire de compromettre la sécurité. En cas de doute, contacter la Commission Médicale - préconise une mise à jour des vaccinations, un bilan dentaire annuel, une épreuve cardio-vasculaire d'effort, une surveillance biologique physique et médicale pour participer aux épreuves habituelles en solitaire et en double devant respecter les RSO catégories 0 et 1 avec l'établissement d'un dossier médical comprenant obligatoirement le complément d'une épreuve d'effort maximale datant de moins de 4 ans ; d'une échocardiographie cardiaque ; d'un bilan biologique datant de moins de 2 ans et comprenant au minimum NFS, ionogramme, créatinine, bilan hépatique, glycémie à jeun, cholestérol et triglycérides. Obligatoirement ce questionnaire médical dûment daté et signé par le coureur et son médecin traitant. A la demande du médecin référent, des examens complémentaires peuvent être rendus obligatoires. Ils sont définis dans l'Avis de Course. Ce dossier sera envoyé au médecin « référent » de la compétition. Pour les RSO de catégorie 2 les résultats d'une épreuve d'effort datant de moins de 4 ans et les résultats d'une échographie cardiaque sont facultatifs mais recommandés. Pour toutes les autres courses en haute mer, de réaliser un bilan médical de l'intéressé le plus complet possible, en relation avec la ou les compétitions envisagées.

Mise à jour 1501/2017