

NOTICE OF RACE

SINGLEHANDED TRANSATLANTIC RACE 2020

(Established in 1960 as the first singlehanded transatlantic race, it's since been known as the OSTAR and was then rechristened "THE TRANSAT" in 2004)

15th edition, start on Sunday 10 May 2020.

From Brest (FR) to Charleston (USA)

ORGANISATION

OC Sport Pen Duick
Quai Glorieux, Bâtiment Glorieux 1 - 56100 Lorient
FRANCE

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The notation 'DP' in a rule of the NOR means the penalty for an infringement of this rule may, at the jury's discretion, be less than a disqualification

1- ORGANISATION

THE TRANSAT CIC is an event organised by OC SPORT Pen Duick, with the participation of the city of Brest and Brest Métropole for the start operations, and the city of Charleston for the finish operations.

1.1 Organising committee

Hervé Favre: President OC Sport Pen Duick
Yann Royer: Project Manager The Transat CIC
Alice Poursain: General coordination The Transat CIC

Its mission is the general organisation of the event, coordination with the authorities and organisations at the start and finish venues, communication, receptions, partner relations and official prize-giving ceremonies.

1.2 Offshore race management

OC Sport Pen Duick will hire the services of a **Offshore Race Director** assisted by a deputy whose mission will involve managing all the sporting and maritime aspects of the event. The Race Director, validated by the FFVoile, works directly with the latter (FFVoile), the Race Committee, the Technical Committee, the international jury and the Medical Board.

Race Management must be informed of any incident/accident as a matter of priority.

Guillaume Rottée: Race Director of The Transat CIC

1.3 Arbitration body

Umpires will be designated by the FFVoile, in accordance with its regulations.

1.4 International Jury

An international jury shall be constituted 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 by Skype, Email, VHF or any other radio means, the RRS N 1.2 shall be deemed to have been adhered to and any protests can be conducted and decided on in this way.

1.5 Medical consultant

In accordance with appendix 3 of the FFVoile's medical regulation (http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf), a medical consultant shall be appointed to study each skipper's medical records.

2- NAME

The official **name** of this event is **THE TRANSAT CIC**.

NB: The registered trademark THE TRANSAT is registered in Europe by the Intellectual Property Office. Ref: Community Trademark E3873908, registered on 10 April 2006, Classes 16, 41, in English and French.

3- PURPOSE

The Transat CIC is a top-level competitive yachting event, raced singlehanded, every four years. Its mission is to showcase the skippers and the suppliers of their boats, as well as the authorities at the race start and finish and the organisation's partners.

4- RULES

4.1 The event is governed by the texts in force in the documents below, completed and potentially modified by the Sailing Instructions (SI) available no later than 10 April 2020.

The rules such as those defined in the Racing Rules of Sailing (RRS),
The class rules 2020 for IMOCA, Class40, Multi50,
The French national instructions translated for overseas competitors and detailed in the appendix "Instructions"

International Regulations for the Prevention of Collisions at Sea (IRPCAS) Part B when it applies
Offshore Special Regulations (OSR) 2019/2020 category 1 with modifications peculiar to each class

All the boats shall be equipped with an engine that must be fixed (any retractable propeller shaft system is prohibited) with the notable benefit of being autonomous during the exits, entries and manoeuvres in port, in line with their class rules, the OSR and the NOR.

The official language for all matters related to the race will be in French and, unless otherwise stipulated, in the event of conflict, the French version will prevail.

All the times set out in this Notice of Race (and any future amendment), and in the Sailing Instructions are given in local Paris time prior to the start, in UTC during the race and in local time in Charleston once the first boat finishes the race.

4.2 The following RRS are modified:

The RRS from Chapter 2 (*when the boats meet*): applies at the start and up to 50 miles after the start line and again 50 miles before the finish line in Charleston, for each part of the course covered by day. For those sections of the course covered in darkness and for the rest of the course, they are replaced by part B (Steering and Sailing) of the International Regulations for the Prevention of Collisions at Sea (IRPCAS).

RRS 41 (*Outside help*) and 45 (*Hauling out, making fast, anchoring*): modified in paragraph 20.3

RRS 42.3 (h): a boat may use its engine or be towed to return to Brest, or into another port agreed with Race Management, to effect repairs and head back into the race following authorisation from Race Management. (Modified in paragraph 20.3)

RRS 44.1 (*Make a penalty*): modified in the S.I.

RRS 47.1 (*Limitations on equipment*): modified as follows "boats may carry spare equipment on board during the race with the written permission of the Race Director".

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 all heavy equipment which could damage the boat or cause injury must be firmly and permanently attached. Food, water and fuel jerry cans, safety equipment, hardware and spares can be stowed in bags or boxes and stacked provided that these boxes are firmly attached to the boat. Safety equipment, (including life rafts and/or equipment sealed in place) shall not be stacked. Sails can be freely stacked. Sail bags must not be watertight."

RRS 52 (*Manual power*): modified in 19.2 of the NOR.

RRS 54 (*Forestays and headsail tacks*): shall not apply.

RRS 55 (*Trash disposal*): a competitor shall not intentionally put trash in the water. Trash must be retained aboard until the crew disembarks. The penalty for this infraction can be inferior to a disqualification.

However, a boat may throw strands of wool in the water when establishing a sail.

RRS 61 (*Protest requirements*): modified in the S.I.

RRS 62 (*Redress*): modified in the S.I.

RRS 63 (*Hearings*): modified in the S.I.

RRS 64 (*Decisions*): modified in the S.I.

Appendix N: modified in NOR 1.4

Modifications to the RRS will appear in full in the Sailing Instructions.

4.3 The OSR Cat Mu1 rules are modified as follows in agreement with the FFVoile (French Sailing Federation):

OSR – 3.14. 2: In accordance with OSR 3.14.2, the cockpit, the zones for making fast, the zones for sail manoeuvring and trimming and any other zones requiring regular intervention by a member of the crew within the context of the normal use of the boat, must be protected/secured by following the rules for monohulls as closely as possible (OSR 3.14.2)

OSR – 3.15.1 b) is modified as follows: made from durable woven webbing, water permeable fabric, or mesh with openings less than 6cm in any dimension.

OSR – 3.15.2 b) is modified as follows: The triangles formed by the aft end of the central pulpit, the mid-point of the forward crossbeam and the central hull, and a point on each forward crossbeam located at least 4,350mm from the boat's median plane.

OSR – 3.18.1 is modified as follows: There must be a bucket fitted and allocated for this sole use, secured in a dedicated site. It is highly recommended that the bucket fitted for this use is able to hold a single-use biodegradable bag enabling disposal of waste.

OSR – 3.21.1 and 2 is modified as follows: - A desalinator operating both manually and electrically is compulsory aboard. - The skipper is responsible for the amount of water to be carried aboard for the duration of the race.

OSR - 3.23.1b) and c) is modified as follows: The boat shall have a minimum of:

- o Central hull: a permanently installed pump, electric or manual, enabling all the watertight compartments to be inspected and emptied, with a minimum flow rate of 40 litres per minute.
- o Floats: A permanently installed or movable pump, electric or manual, enabling at least all the watertight compartments located between the boat's two crossbeams to be inspected and emptied.

OSR 3.28.1 b) – propulsion engines: An engine which provides a minimum speed in knots ($1.6 \times$ square root of the LWL in metres)

OSR – 3.29.02 b) an installation defined in this way may be accepted as satisfying OSR 3.29.02b): an antenna mounted in such a way that its base is no less than 3 metres above the water with a co-axial feeder cable with not more than 40% power loss.

OSR - 4.15.1 is removed

OSR - 4.16.1 is modified as follows: "according to the skipper's choice, tools and spare parts suitable

for the duration and nature of the passage.”

5- ADVERTISING (DP)

5.1 The boats are required to display the advertising chosen and provided by the OA (Organising Authority). If this rule is infringed, the World Sailing regulation 20.9.2 applies.

5.2 Identification marks

5.2.1 Number

All boats must have a distinctive race number visible at all times on the deck, the hull(s) and the sails. The dimensions are detailed in the Class Rules.

For the Ultime Category, the dimensions are the same as the IMOCA Class (ref. Measurement rule)

For multihulls, the race number on the hull must be affixed on the forward outboard side of each float and for monohulls on the forward part of each side of the hull.

IMOCA are exempt from sail numbers on each side of the hull and on the Mainsail.

The numbers (in accordance with Class rules) must be reported to the OA no later than **March 30th 2020**.

5.2.2 Boat name

OC SPORT Pen Duick 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, no later than on its arrival in Brest, **two race flags** which shall be displayed in its rigging (shrouds or runners) on each side of the boat (minimum height 1m above the deck) from Thursday 30 April 2020 up to 50 miles after the start line then again 50 miles before the finish line and through until their departure of Charleston.

For boats with a traditional rig, the 2 flags will be displayed in the cap-shrouds. For boats with outriggers, the flags shall be displayed in the cap-shrouds during the filming of the image library and in the port of Brest and in the runners at all other times.

For any breach of this rule, financial penalties may be applied by the organiser.

5.2.4 Pennants or Flags

While dockside, pennants as well as flags of any size are authorised with the name of the boat, the logo or the registered trademark. Slogans are not permitted nor anything aft of the mast (all the spaces forward of the mast being reserved for the organiser).

Moreover, skippers undertake to hoist a line of flags belonging to and supplied by the organiser and its partners along their boat's stay. It is **imperative** that they are displayed in Brest from 30 April 2020 and through until the start as well as after crossing the finish line in Charleston and through until the prize-giving.

This line of flags shall remain aboard throughout the duration of the race.

Skippers also undertake to place **two partners flags** provided by the organiser on the starboard and port side shrouds from Thursday 30 April 2020 up to 50 miles after the start line then again 50 miles before the finish line and through until their departure of Charleston.

5.2.5 Communication banners

The boats may display communication banners branded with the names and logos of their sponsors, provided they solely hoist them astern of the mast, with the exception of any headsail. These advertising banners must not exceed 50% of the size of the Main Sail.

For information purposes, race sails may be hoisted in the port of Brest for the purposes of trimming them, but they shall not remain hoisted throughout the day for communication purposes. The mainsail shall display the organiser's branding.

5.2.6 Race logo

All boats entered shall sport the branding set out by the OA.

The details will be provided in an amendment to the Notice of Race prior to 10 January 2020.

Stickers will be provided by the OA and it is the skipper's responsibility to adhere these and maintain them in good condition until the race finish. For any breach of this rule, financial penalties may be applied by the OA.

5.2.7 Intellectual property

Communication elements

Every skipper entered in the race undertakes to respect the name of the race in its communication and promotion.

Intellectual property, including (but not limited to) logos, trademarks, internet links and brands belonging to OC Sport Pen Duick. OC Sport Pen Duick will give all the teams the right to use the race logo free of charge on all the sports team's communication material through until 31 December 2020.

A graphic charter will be provided and must be adhered to.

Any advertising operation carried out by a team or its sponsors, which uses an element of this intellectual property or refers to the race organisation, race name, logo, person, idea, service or product associated with the race, that is different in form to that set out in the World Sailing Advertising Code must receive written consent from the OA. Failure to adhere to this rule may result in exclusion from the race in line with RRS 76.

6- ELIGIBILITY – ENTRY

6.1 Eligibility

6.1.1 This event is open to multihulls and monohulls which are split into several categories according to the criteria below (LOA = length overall):

Ultime Category *	Multihulls \geq 60-foot with no size restriction
Multi50 Class	Multihulls that comply with the Multi50 class rules
IMOCA Class	Monohulls that comply with the IMOCA class rules
Class40	Monohulls that comply with the Class40 rules

*Subject to an agreement between the OA and the class 32/23.

6.1.2 The event is primarily organised to accommodate 50 boats based on the following distribution:

The number of boats invited to participate in the event is limited to 40 and the number of places per category is limited in the following way:

Ultime category	: 4
Multi50 class	: 4
IMOCA class	: 25
Class40	: 17

However, the OA reserves the right:

- to invite additional boats to participate in the event,
- to refuse a registration in respect of RRS 76.

6.1.3 All boats registered for the race shall comply with their respective class rules on 30 April 2020 (2020 subscription and measurement certificate) if these boats enter a said class.

6.1.4 To validate a class or a category, at least **four** boats from the class or category must be registered by **February 28th 2020** at the latest. On March 2nd 2020, the OA will confirm the categories according the state of play with registration.

6.2 Entry

6.2.1 Entry is open from **November 27th 2019**.

6.2.2 The application for registration will be recorded according to the date it is received and provided the online registration form is duly completed (link below) and a copy of the bank transfer details for the full registration amount has been sent to the OA.

The copy of the bank transfer shall be sent by post to:

OC SPORT Pen Duick
Batiment Glorieux 1, Quai Glorieux 56100 LORIENT

Or by email to: contacts@thetransat.com

The online form is available at: <https://forms.gle/tYFhejKZ5W5DWmUx7>

Once the quota of boats per class set out in the NOR 6.1.2 has been reached, any subsequent entries will be recorded on a waiting list. If the quota per class has not been reached by February 28th 2020, the number of additional places will be allocated to the waiting lists of the other classes or categories.

6.2.3 The registration fee amount is set at:

Ultime : €60,000 before tax + VAT in force
IMOCA : €15,000 before tax + VAT in force
Multi50 : €8,000 before tax + VAT in force
Class40 : €6,000 before tax + VAT in force

The registration fees will be:

Refunded at a rate of 90% for all the boats, in the event of a withdrawal prior to 28/02/2018
Retained in full if the boat is deemed non-compliant once the Race Committee has carried out its inspections. The OA reserves the right to refuse its entry (RRS 76)

Retained in full in the event that the skipper withdraws after February 28th 2020

Refunded in full if the boat is not retained on February 28th 2020

Refunded in full if the event is cancelled (except in the event of force majeure) or if the OA refuses to register a boat.

Bank transfers shall be made using the following bank details:

Account holder	OC SPORT Pen Duick
Bank Code	30056
Sort Code	00510
Account No.	0510008436
Personal Code	30
IBAN	FR76 30056 00510 05100008436 30
SWIFT (BIC)	CCFRFRPP
Registered address	HSBC

Please indicate skipper name / boat name

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, attack, requisitioning, fire, flood, strikes, or the blocking of facilities, whose origin would be unknown and totally beyond the OA's control.

6.2.4 Qualifying passage:

Each boat, **with its registered skipper for the race**, shall sail a qualifying passage prior to March 30th 2020 unless they obtain special dispensation from Race Management.

The methods are as follows:

- The boat and the skipper shall be registered in the race.
 - Equipped with a Standard-C / Mini C that is activated and operational or a positioning beacon which Race Management can partake of for polling purposes.
 - Suggest a qualifying passage via email to Race Management detailing the start port, finish port, intermediate waypoints, distance and envisaged start date. This course must be at least 1,200 nautical miles with a minimum of 120 miles to be completed upwind with the sea and wind conditions measuring Force 5 on the Beaufort scale and be in race configuration. Solely courses performed in solo configuration will be accepted, unless special and advance written dispensation from Race Management is obtained, and this is solely in the case of an on-board 'media man'. Race Management will validate the proposal with the skipper via return of email and/or telephone conversation if need be.
 - The skipper will make every effort to adhere to the race branding supplied by the OA (race logos and race flag) during his/her qualifier, and all passages intended to create an image library.
 - 5 days prior to the start of the qualifying passage, an email will need to be sent to Race Management via the Standard-C (or Mini C) in order to find out what the identifiers are and indicate the actual start date and time. Acknowledgement of receipt will be sent via the Standard-C. If a positioning beacon is used, access to the tracking will be given to Race Management.
 - Polling tests will be carried out before the start so as to ensure it works properly, then during the qualifying passage. As a result, it's essential to keep the Standard-C turned on from D-5 and through until the end of the course.
 - On the way back from the qualifying passage, an email must be sent to Race Management summarising the passage: start and finish date and time, actual course sailed (including a copy of the Maxsea or Adrena track), distance covered, problems encountered... Acknowledgement of receipt will be sent by Race Management detailing whether or not the qualifying passage is validated.
- The qualifying passage must be validated by Race Management for the skipper to be able to take the start of The Transat CIC.

If the boat and the skipper (on the same boat as that registered for The Transat CIC) participated in and completed La Route du Rhum – Destination Guadeloupe 2018 or the Vendée Globe 2016 and the boat has not undergone any major modifications since that time, no qualifying passage will be required.

The qualifying passage may also be carried out in a race where Race Management recognise a participation as a qualifying passage.

In the event of significant modifications made to the boat after the qualifying passage, Race Management may request that the skipper does their qualifying passage again.

Any decision by the OA about whether or not to accept a qualifying passage may not give rise to a request for redress by the skipper of a boat. This is a modification of RRS 62.1(a).

6.2.5 The definitive list of boats allowed to participate in The Transat CIC will be published no later than April 1st 020 so as checks can be carried out from 30 April 2020 in Brest.

Solely those boats whose skippers have sent the OA a copy of their third-party insurance certificate will have access to the basin in Brest.

6.2.6 Registration only becomes definitive once the boat and its skipper have satisfied the final scrutineering checks in Brest during the week prior to the start.

6.3. Boats reception plan

6.3.1. Brest

The whole fleet, all classes considered, will be divided between the Quai Malbert and the Marina du Château.

The OA will provide a mooring plan that skippers commit to respect. The placement will depend on the order of reception of the entries applications and the payment of the registration fees. The OA reserves the right to place as a priority a boat of which the partner would also be an official or main race partner.

The boats will not be allowed to leave the harbor unless they have a written authorization from the Race Direction.

6.3.2. Charleston

A welcoming dock will be set up at Safe Harbor Marina for all arrivals. The boats will then be divided between different marinas based on a docking plan provided by the OA and depending on the order of arrival.

6.4 Skipper

6.4.1 The race is sailed singlehanded. Any boat must have the same single person on board at all times, subject to RRS 1.1 and 41.

6.4.2 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 this must be in accordance with the instructions from Race Management in this respect.

6.4.3 Each skipper shall comply with the national authority of their native country or country of residence and have an FFVoile licence (or equivalent in their country) valid throughout the event. French skippers shall present 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.

When they register, overseas skippers who do not hold an FFVoile licence must provide proof of membership of a National Authority that is a member of World Sailing, valid third party liability insurance for a minimum of two 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).

6.4.4 Each skipper shall provide the organisation with the following documents **before 10 April 2020**:

a) For French skippers:

A valid World Sailing training certificate (Sea survival training + Premier Secours Mer (Offshore First Aid), carried out at an approved World Sailing centre

(b) For non-French skippers: Either the certificate as described above in a), or a survival training certificate as required in OSR 6.01. This training shall be "World Sailing Approved" and a certificate must be provided as required in the OSR 6.05.2.

Full information on the FFVoile website: <http://www.ffvoile.fr/ffv/web/services/OSR.asp#StagesSurvie>

The French Sailing Federation's medical board and the medical consultant for The Transat CIC points out that each skipper is responsible for the following:

- To ensure that his/her medical and physical condition is compatible with the constraints of the race.
- To inform 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.

The Transat CIC being an OSR 1 category competition, each registered skipper shall provide:

- The results of a cardiogram

- The results of an exercise tolerance test dating less than 4 years
- The completed medical file (in appendix 5) must be dated, stamped and signed by the doctor endorsing the requested information as well as being dated and signed by the skipper.

Also requested is:

- A biological assessment dating less than 2 years and comprising at least blood cell counts, an ionogram, urea and creatinine levels, liver function tests and fasting blood glucose.
- A carotid doppler dating less than 2 years for skippers aged 50 or over

Where the requested information is lacking or insufficient the skipper's participation will not be validated from a medical standpoint. The name and contact details of the medical consultant will be communicated as soon as possible.

All these documents must be sent to the medical consultant in a sealed envelope to preserve medical privacy and confidentiality.

If he or she deems it necessary, the medical consultant may request additional examinations to assess the skipper's aptitude to participate in the competition.

In view of the results of the medical file and all the reports, the medical consultant may warn the skipper of his/her intention to deliver an adverse opinion with regards to his/her participation. In this case, and prior to any final decision, the skipper still has the possibility of requesting a second opinion from an expert appointed by the Commission Médicale Fédérale (COMED). In the event that the conclusions from this second opinion are different from that of the medical consultant, they will base their decision on the latter. If the conclusions are identical, the OA may refuse the skipper's registration.

The skipper must also:

- Provide a certificate proving that he/she has successfully completed the compulsory medical training course for category OSR 1;
- Provide the list of medication compliant with OSR 1 category together with any associated trade names and expiry dates. This list must be dated and signed.

Each skipper shall provide the OA with the following documents prior to 10 April 2020:

- Advertising card 2020
- Short range certificate
- Ship station licence
- Skipper's nautical resume
- Picture of the skipper (2Mo)

- Picture of the boat sails up (2Mo)
- Third-party insurance certificate for the boat
- Copy of the skipper's passport
- Copy of the skipper's B1B2 visa for United States

6.4.5 Minimum age: 18 years old on 30 April 2020.

6.4.6 By no later than 9 May 2020 at 18:00 hours, the skipper must have registered their start declaration duly completed and signed. The start declaration will be an appendix to the SI.

7- ADDITIONAL SAFETY EQUIPMENT (DP)

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

7.1.1 A radar with an alarm.

7.1.2 A handheld Iridium telephone (with a dedicated SIM card) that is either waterproof or in a waterproof pouch in the grab bag.

7.1.3 A handheld GPS that is either waterproof or in a waterproof pouch in the grab bag.

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

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

7.1.6 A dual-frequency Sarsat-Cospas handheld EPIRB 121.5 Mhz and 406 Mhz, classified as long term, with a minimum range of 48 hours (2 beacons for Ultime and IMOCA).

7.1.7. Hull marking, fluorescent colour: the OSR rules 4.02.1 and 4.02.2 are compulsory for the Class40s, IMOCA, Multi50s and Ultime category.

7.1.8 A mini 'Spare Air' diving bottle (minimum volume: 80 liters of air) or equivalent with a built-in regulator.

7.1.9 A lifejacket in compliance to the ORS 5.01.1. It will be equipped with a PLB registered to the competent authority. There must be a spare gas cartridge as well as a spare firing head.

7.1.10 The boat must have a spare lifejacket as required by OSR 01.1, without the PLB

7.1.11 An autonomous SART (Search and Rescue Transponder) radar in the grab bag.

7.1.12 A personal AIS beacon worn at all times by the skipper and registered with the marking "The Transat CIC"

7.1.13 The following elements are compulsory in the grab bag:

Flashlight

Cyalume-type chemical light sticks

1 survival blanket

1 First Aid kit (2 tubes of sunscreen plus dressings effective in wet conditions)

5000kj high-energy food

1 sachet of Fluorescein sea marker

7.1.14 Boats shall have aboard an emergency fuel supply

IMOCA: 15 litres in a single jerrycan, which will be sealed shut and in position

Ultimate, Multi50: 10 litres stored in a single jerrycan, which will be sealed shut

Class40: compliant with the Class Rules

7.1.15 The list of elements that must be sealed will be detailed in the SI. The drive shafts of all the boats will be sealed according to a self-sealing process. The boats will have to make provision for a plan enabling this engine seal to be installed prior to their arrival in Brest.

8- SCHEDULE

DATES	TIMINGS	EVENTS
BREST		
Tuesday 28th of April	AM	Access to the Marina du Château, Quai Malbert and to the technical areas
Thursday April 30th 2020*	14:00	Mandatory presence of the boats in Brest
	18:00	Official Race Village opening
	19:00	Reception briefing (compulsory presence of a team representative)
Friday May 1st 2020**	09:00	Start of inspections
	14:00	Sail parade Ultime & Class40 Sail
Saturday May 2nd 2020**	14:00	Sail parade IMOCA & Multi50
Thursday May 7th 2020	AM	Schoolchildren: meet with the skippers
	14:00 to 17:00	Sailing Instructions and Safety briefing
	Evening	Official reception – The Transat CIC
Friday May 8th 2020	17:00	Support rib briefing
	18:00	End of inspections Boats that haven't completed their inspections by this date will not be allowed to take the start
	19:00	Presentation of the skippers to the public
Saturday May 9th 2020	11:00	Weather briefing - skippers
	18:00	Deadline for registering the start declaration
Sunday May 10th 2020	09:30	Start of exiting of the boats
	15:00	Start of The Transat CIC
CHARLESTON		
Sunday May 24th 2020	Evening	Welcome reception The Transat CIC – Ultime, IMOCA, Multi50
Saturday May 30th 2020	Evening	Welcome reception The Transat CIC, Class40

***Thursday 30 April 14:00 hours:**

Boats must be available to the OA at 14:00 in the port of Brest, failing which financial penalties may be incurred. However, the OA may go against this clause, on a case by case basis, by imposing a financial penalty which may not be less than 1,000 Euros per delayed 24-hour slot.

****Friday 1st and Saturday 2nd May:**

Sail parades by the boats in the "Rade de Brest". Two places aboard are reserved for guests of the OA for each parade.

Information for these parades will be communicated in a memorandum by no later than 10 April.

According to the weather forecast, Race Management may bring the start forward to Saturday 9 May 2020 or postpone it to a later date.

The competitors will be informed of a modification to the programme via an amendment.

9- SKIPPER REPRESENTATION OBLIGATIONS

9.1 The skipper's presence is compulsory:

9.1.1 In Brest:

- For the press conference The Transat CIC in March 2020 – date to be confirmed
- For each briefing described in the NOR.
- For the boat's first safety inspection.
- Throughout the **whole** morning with schoolchildren on Thursday May 7th
- Throughout the **whole** Official reception on Thursday May 7th
- Throughout the **whole** of the presentation of the skippers on Friday May 9th
- At the prize-giving ceremony which will take place in July 2020, failing which the prizes will not be awarded.

9.1.2 In Charleston:

- At the finish press conference
- At the class welcome reception in Charleston

9.2 The boat's technical manager:

In Brest: A technical manager 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 Brest. He/she shall be contactable 24/7.

In Charleston: A technical representative of the boat must be present at all times from the arrival of the boat through to their prize-giving. His/her contact details must be given to Race Management upon his/her arrival. He/she shall be contactable 24/7.

9.3 Financial penalties may be applied by the OA **if this rule is breached and where the skipper is not present.**

10- INSPECTION OF THE BOATS

10.1 In Brest

Each boat will be inspected. The skipper shall be present for the first inspection of their boat. A boat that does not comply with the rules of the race will not be able to take the start of the race.

10.2 In Charleston

At the finish, the boats will be inspected.

A boat that does not comply with the rules may, at the discretion of the International Jury, be penalised or disqualified.

11- SAILING INSTRUCTIONS (SI)

The SI will be sent to skippers via email no later than 10 April 2020 and uploaded to the website in the race area.

12- COURSE

12.1 Start zone: to the North of the Pointe du Toulinguet (before the narrows)

12.2 The initial course as described in the Sailing Instructions, will include:

- Start line in **Brest**
- The required coordinates of marker buoys
- Virtual points marking out the ice zone
- Non-navigable zones: TSS and other zones
- Finish line near **Charleston**

The detailed course will be outlined in the course appendix to the SI.

13- TIME LIMIT

13.1 The time limits from the day and time of arrival of the first boat in each class are as follows:

- **5 days** for the Ultime category
- **6 days** for the IMOCA and MULTI50 classes
- **8 days** for the Class40s

Despite this, the safety of the boats finishing after this time limit will continue to be monitored.

13.2 Any bonus time awarded by the International Jury will be taken into account in applying this time limit.

13.3 A boat, which has not made the finish line within the time limit will be ranked as DNF (Modified RRS 35)

14- PENALTY SYSTEM

14.1 Alternative penalties for breach of the rules other than those in chapter 2:
A breach of the rules other than those in chapter 2 and in RRS 28 and 31 may, after a hearing, be subject to a time penalty leading to possible disqualification.

14.2 The RRS 44 "Taking a penalty" will be modified in the Sailing Instructions.

15- RANKING

15.1 The ranking for The Transat CIC is recorded in elapsed time.

15.2 Ranking by Classes or categories

A ranking in elapsed time in each of the classes outlined in the NOR 6.1.1 will be established according to the order of arrival, with the addition of any penalties and minus any bonus points.

15.3 The OA reserves the right to establish other rankings, which will be outlined in the SI.

16- TROPHIES AND PRIZES

16.1 Only boats that cross the finish line of The Transat CIC and have completed the race before the line closes are taken into consideration for the trophies and prizes.

16.2 The amount and distribution of the financial prizes allocated will be announced in an amendment to the NOR by no later than March 2nd 2020.

17- POSITIONING

17.1 The organisation's tracking beacon system

In Brest, the OA will fit one or several tracking beacons to each boat to track its progress.

A deposit cheque for 500 Euros per beacon will be requested from the skipper. This cheque will be returned or destroyed once the skipper has given back the tracking beacon(s) and finish declaration to Race HQ in Charleston.

In case of retirement, the skipper shall send back the tracker directly to the OC Sport Pen Duick office 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 tracking beacon provided by the OA.

17.2.1.1 Either a working Standard-C locating terminal for polling purposes

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. This tracking beacon shall be fixed in place and firmly installed outside the cockpit for carbon boats or in its handheld form attached at the chart table and powered by the on-board energy.

17.2.2 Each competitor must give the OA permission to track his/her boat via this system during the qualifying passage and the race. Tests shall be carried out as soon as the system is installed on the boat.

17.2.3 Other tracking system

Race Management must be informed of any other satellite tracking or reporting systems and it must have 24/7 access to these and know the name and address of the person receiving this information.

17.3 Monitoring in elapsed time

The OA reserves the right to request skippers to leave their FleetBroadBand switched on (for the boats equipped with this) for the first 2 hours of the race.

In this event, the OA shall install software on the boat's on-board computer beforehand.

Another device may be placed aboard by the OA (GSM beacons, GPRS...)

18- MEANS OF COMMUNICATION (DP)

Each boat must be equipped with:

A satellite telephone system with a fixed exterior antenna. The exterior antenna must be installed in accordance with the manufacturer's manual. Any installation, which does not conform, will not be accepted. A visual and audible alert system shall be embedded in the satellite telephone to indicate any incoming calls.

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 marine VHF radio with 56 channels and a minimum of 25 watts with a masthead antenna.

Compulsory for Ultime, IMOCA and Multi50s and highly recommended for Class40:

- An Inmarsat satellite system or equivalent (in terms of high-speed capabilities and characteristics) with a transmission rate equal to or greater than 128kbps.

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 grab bag and the AIS, will be tested by the Technical Committee prior to the start.

19- POWER SOURCE (DP)

19.1 No means of propulsion other than wind strength may be used while racing (RRS 42.1).

19.2 Unless the class rules for the Class40, Multi50 and IMOCA specify otherwise, the RRS 52 is modified as follows: A boat's standing rigging, running rigging, spars and movable hull appendages shall be adjusted and operated only by the power provided by the crew. Boats are permitted to use energy other than manual:

- a) To use an automatic pilot enabling the rudder(s) to pivot around its (their) main axis (axes)
- b) To use an anti-capsize system enabling the sheets to be fully or partially eased for the multihulls. This system must in no way enable the sails to be hauled on.
- c) To operate the ballast system and/or keel canting system.

19.3 For the **Ultime category** boats:

- a) Adjusting of the hulls' movable appendages:

The instructions for controlling the hulls' movable appendages can be servo-controlled provided that they are defined manually by the skipper.

- b) Operating of the hulls' movable appendages:

Once the instructions for controlling the hulls' movable appendages are defined, the skipper shall operate the hulls' movable appendages in line with RRS 52, until the instructions are complete.

c) Adjustments to the hulls' movable appendages is forbidden.

20- OUTSIDE HELP (DP)

Boats must complete the whole race autonomously 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.

Routing and navigation help

All systems providing navigational aid are permitted, and notably weather routing (modification to RRS 41) unless a class rule prohibits this.

- Class40 and IMOCA : in accordance with SI 1.5.1
- Other categories:

The definition of routing is weather assistance given by a source other than the skipper in order to help in the definition of the best course considering the weather forecast (wind, waves, current and wave height).

Performance help

All outside help to the boat or to the skipper performance coming from a person other than the skipper (outside help) is forbidden, except Situations related exclusively to the safety of the skipper.

- Recognized collision risk and or material breakage putting the skipper's life in danger.

In this case, all outside help aiming to guarantee the skippers safety must be announced immediately to the Race Management. The RM will inform the Jury for instruction. The jury will consider this action as a breach of the sport's rules of the race according to the rule 12.2.6 b of the sailing instructions and the rule 41 of the Racing Rules of Sailing.

- Assistance or outside advices

In case of damage requiring repairs so that a boat can finish the race, and / or that a Skipper can send elements of communication (mails, sounds, images), a Skipper can receive advices from his Team ashore after having made the request.

Repairs must be carried out entirely by the Skipper himself.

Within 20 NM of the start line and finish line, the skipper may receive without asking radio calls to avoid the risk of collision.

In addition, any kind of remote control of any element of the boat, including autopilot, appendages, navigation unit center and on board computer are prohibited.

Technical Stop

During the race, a boat can make **a technical pit stop** and receive assistance under the following conditions:

The skipper must make the request to Race Management (VHF, Inmarsat C, M, telephone).

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, and over an agreed distance, 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 and this with the only goal to facilitate the manoeuvres. This excludes the possibility of repairs and/or replacement of damaged material(s) as long as the boat is not dockside or in a shelter.

Once the boat is dockside in the port or in a shelter agreed by Race Management repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with Race Management. The skipper may disembark.

Once the boat has been repaired and is ready to start racing again, 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. People can come aboard while the boat is being towed or using the engine and this with the only goal to facilitate the manoeuvres. This excludes continuing or finishing repairs and/or replacement of damaged material(s) while the boat is motoring or during towing.

As soon as the boat is racing again, solely the skipper is aboard the boat.

A technical pit stop dockside in a port or in a shelter is not subject to a minimum stoppage time.

A stop at anchor or made fast to a buoy or rafted up next to a moored boat does not count as a pit stop as long as the skipper does not receive outside help during this stop.

This does not apply to the port of Brest where any means are permitted to make or leave the port up to a point specified in the SI.

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 on a competitive level. Any other responsibility assumed by the OA can only be contractual and explicit.

In particular:

Any checks that the race organisation is prompted to make, either on its own initiative, or at the request of the International Jury or any other authority, have the sole purpose of ensuring that regulations, SI and amendments have been adhered to.

Any watch kept on the part of the OA, especially a radio watch and/or monitoring via Inmarsat C, shall be considered by the skippers 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 and even assistance at sea.

The event is a sporting event. Any sporting dispute shall be judged in accordance with the RRS. By entering the race, the skipper 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.

Regardless of the legal ties between the owner(s) of the boat, the supplier and the skipper, only the skipper officially registered on the entry form will be considered as the valid representative in dealings with the OA.

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 skipper to decide whether to participate in the race with regards to 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 skipper to ascertain what the weather conditions are likely to be and check his/her equipment. Neither the OA for the race nor its associates accept any responsibility in relation to such advice or information that they may provide. **(RRS Fundamental Rule No.4.).**

Owners, suppliers 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 skipper to bring this certificate 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 insurance for a minimum of 3-million Euros third party liability. He/she shall provide a written statement to the organisation prior to the boat's arrival in Brest. Failure to do so, will result in the skipper not being permitted to take the start of the race and the boat's entry fee will be retained by the OA.

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

A fundamental term of his/her participation shall be that the supplier and/or owner of the boat and the skipper shall lodge with the OA the duly signed waiver form giving up all claims against the OA, its representatives and agents, as well as insurers. The organisers will not be liable for any actual or alleged loss, howsoever arising, suffered by any party, whether it be a competitor, supplier, sponsor or other, and such total exclusion of liability will not be limited to loss of profits, opportunity, business, advertising, reputation (or an opportunity to enhance one's reputation) or any sort of financial loss.

The OA shall have no liability whether it be to any skipper in the race or otherwise for any actual or construed loss, damage or 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.

The OA for the race will not be required to mount any rescue operation whether it be from land or sea and skippers are reminded of the obligation to offer all possible assistance at sea 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.

The OA shall retain control and have priority over managing the communication of facts arising from any incidents or accidents occurring onboard the boats and in the race. A compulsory meeting will be organised on the day of the press conference with the manager of each participating boat to confirm the procedures for monitoring and communication imposed by the OA in the event of an incident or accident.

It is understood that all the skippers and any person involved in the race will take heed of the exclusions and indemnities. No start shall be permitted until the skippers, the supplier (if different) and all the skipper's partners involved have signed and returned to the OA a written certificate furnished by the latter, no later than Wednesday 6 May 2020 at 18:00 hours, stating that:

The skipper acknowledges that he/she has read and understood the provisions of the Notice of Race and any other official document, including the risks and dangers associated with the event. He/she agrees to have properly taken into account whole-life insurance and other insurance related needs (whether to his/her dependents or others) and the skipper shall have adequate coverage in terms of insurance in the case of accidents/death throughout the duration of the race.

The skipper acknowledges that he/she has purchased, and will maintain up to one month after completing the course (or having retired from the race), a policy of adequate insurance, including insurance to cover the risks and responsibilities to third parties for a minimum amount at least equal to the international conventions in force.

The skipper, the supplier (if different), and the partners involved agree that it is reasonable that the OA for the race, and all those involved in the organisation, deny any liability up to the maximum amount allowed by law and that they are protected against any claim whatsoever.

22- USE OF AUDIO-VISUAL RIGHTS

The audio-visual appendix shall be communicated no later than February 28th 2020.

23- MARKETING, VISIBILITY AND COMMUNICATION RIGHTS

23.1 RACE NAME

The race name is "The Transat CIC".

23.2 MARKETING AND VISIBILITY RIGHTS

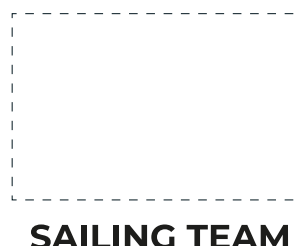
The visibility of the sponsors and partners involved in The Transat CIC is subject to the rules validated by the OA.

In case of disrespect of one of the rules below, financial penalties will be applicable by the OA.

The term 'partner' to The Transat CIC is strictly reserved for the event's partners. Solely the event's 'partner' brands are permitted public visibility with regards to the event's different venues and communication media. The Transat CIC has put in place specific offers for the partners of the 'teams' wishing to secure additional visibility in the village and at the event more generally.

23.3 COMPOSITE LOGOTYPES

The Organisation supplies each participant with a composite "SAILING TEAM" logo. Solely use of this logo is permitted in the teams' communication. This logo and the accompanying brand guidelines will be available to download alongside the Notice of Race.



23.4 TEAMS' COMMUNICATION

Use of the composite logo is strictly limited to the teams' communication. The race name and 'composite' The Transat CIC logo are solely permitted within a promotional context on the part of the teams and on the promotional tools linked to the teams and the boats.

This use is not permitted for teams' sponsors within the context of a brand advertising campaign, on marketed media and products.

Teams undertake to have the main communication elements validated, including the composite logo and the race name The Transat CIC.

The Organisation undertakes to come to an agreement about these elements within 48 working hours.

A lack of response will be considered to be an agreement.

23.5. VISIBILITY DOCKSIDE AND IN THE VILLAGE

The visibility of the partners to the 'teams' at the start village in Brest is governed by the following rules:

23.5.1 Visibility dockside and in the village

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...).

Entertainment and hostess teams are not permitted to stroll about the race village and fliers may not be distributed around Brest.

23.5.2 Communication banners

The boats may display communication banners branded with the names and logos of their sponsors by adhering to the obligations noted in article 5.2.5 regarding the displaying of advertising dockside or whilst sailing.

23.5.3 Textiles - sale

The use of the composite Sailing Team logo is permitted on the shore teams' and skipper's clothing but solely on the side of the shoulder.

With The Transat CIC being protected, aside from official licenced products, use of the logo and The Transat CIC name is not permitted: on clothing intended for sale, for team promotion, on 'incentive' or guest clothing and on any derivative.

Armor Lux, an official and exclusive member, is at your disposal for any requests for products sporting The Transat CIC brand and will put in place a special offer for supplying customised products.

For any contact: thetransatcic@armorlux.com

23.5.4 Derivatives - sale

The sale of derivatives sporting the event logo or the sailing team composite logo is strictly forbidden.

23.5.5 The official village

The Transat CIC 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.

The organiser has appointed "Gesloc Event" for the marketing in the village in Brest.

Contact for The Transat CIC Village:

Valérie Belmiziti: valerie@gesloc-event.fr / Tel: +33 6 22 99 37 03

23.5.6 Public Relations

Ydeos will be the official Public Relations agency in Brest and Charleston for The Transat CIC. 'Team' Public Relations offers dockside and at sea will be proposed. A PR catalogue will be available. The teams will benefit from a preferential rate.

Contact for PR: Stéphane Herbert : stephane@rivacom.fr / Tel : +33 6 17 09 49 58

23.5.7 Partners to The Transat CIC

The Transat CIC is putting in place offers of visibility or general operation at the event.

Contact: partenariat@ocgroup.com

23.6 COMMUNICATION – DEVELOPMENT

The Transat CIC is keen to improve the overall visibility of the race and the event in terms of marketing across the different media and on the social networks.

The objective is to pool the development of the communication activities of the Organisation, event partners and Teams.

To achieve this, the Organisation is keen to be informed about the specific The Transat CIC "marketing & communication", which will be made available by the teams and their partners so as to integrate them in the overall development of the event:

- Promotion of the team in the press
- 'Media' programme
- 'Social network' programme
- Competitions...

To facilitate these exchanges, the teams undertake to pass on to the organisation a contact reference (internal / agency) in charge of communication and marketing. This contact will favour the exchange of 'marketing' information.

For its part, the Organisation undertakes to also pass on to the Teams the information regarding the programmes designed to promote and communicate about the event and its partners.

At the end of the event and after compiling all the available information, the teams will receive a complete document.

24- REGISTRATION

Registration implies full and unreserved acceptance of all the measures set out above.

The OA reserves the right to amend this Notice of Race.

25- CONTACTS

OC SPORT Pen Duick

Guillaume ROTTEE – Race Director

Email: guillaume.rottee@gmail.com

Tel: +33 659 145 870

Yann ROYER – Project Manager The Transat CIC

Email: yann.royer@ocsport.com

Alice POURSAIN – Project coordinator The Transat CIC

Email: alice.poursain@ocsport.com

Hervé FAVRE – President OC Sport Pen Duick

Email: herve.favre@ocsport.com

Marine DERRIEN – Director of operations OC Sport Pen Duick

Email: marine.derrien@ocsport.com

26- SUMMARY OF THE MEANS PUT IN PLACE

THE TRANSAT CIC	PRE RACE	BREST	DURING RACING	CHARLESTON
Team newsletter	✓	✓	✓	✓
Event team available in Lorient offices and on-site during the event	✓	✓	✓	✓
Race direction team available 24/7	✓	✓	✓	✓
Dedicated communication, production and photography team	✓	✓	✓	✓
Media Server with photos, videos...	✓	✓	✓	✓
Dockage available from April 28th until May 10th		✓		
Access to VIP Lounge		✓		
Provision of a tracker and live tracking of the boat		✓	✓	✓
Secured technical area with accès for container & technical vehicles		✓		✓
Media Centre for Prs and journalists		✓		✓
Official dinner		✓		✓
Dockage for 6 nights after arrival				✓

Appendix 1 "INSTRUCTIONS"

FFVoile Instructions - RRS 2017-2020 translated for overseas competitors

(*) FFVoile **Instruction to RRS 64.3** (Decisions on protests concerning class rules):
Prior to the checking procedures, the jury may request the parties involved in the protest for a deposit covering the cost of any checks arising from a protest related to the class rules.

(*) FFVoile **Instruction to RRS 67** (Damages):
Any question or protest relating to damage 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 with by the jury.

(*) FFVoile **Instruction to RRS 70.5** (Appeals and requests to a national authority):
Denial of the right of appeal is subject to the written authorisation of the Fédération Française de Voile (French Sailing Federation), received before publishing the Notice of Race. This authorisation shall be posted on the official noticeboard during the event.

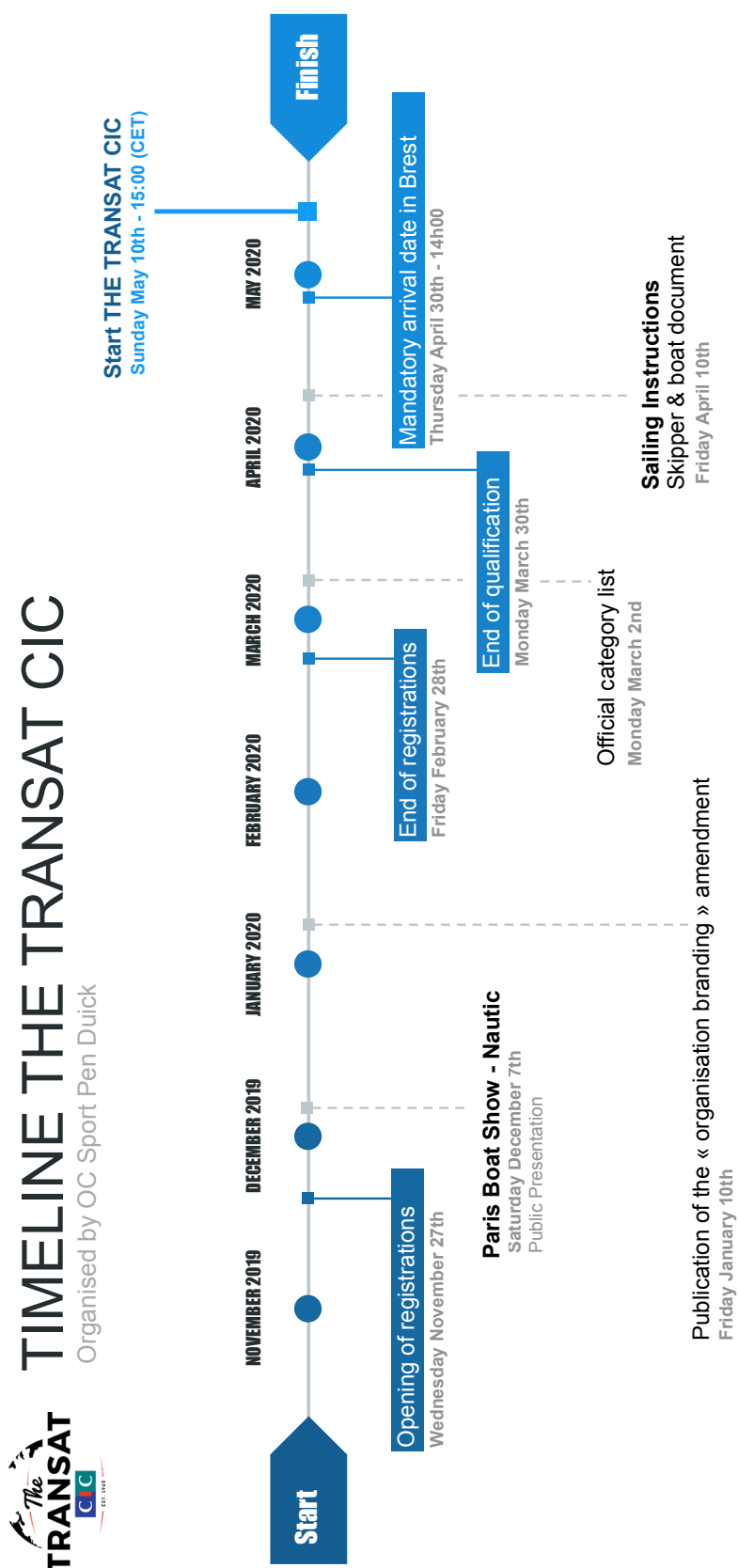
(*) FFVoile **Instruction to RRS 78.1** (Compliance with class rules; certificates):
It is the sole responsibility of the owner or person in charge of the boat to make sure that his or her boat complies with the fit-out and safety rules required by the laws, decrees and regulations of the Administration.

(*) FFVoile **Instruction to RRS 86.3** (Changes to the racing rules):
An OA wishing to change a rule listed in RRS 86.1(a) to develop or experiment with new rules shall first submit the changes to the FFVoile for written approval and report the results to the FFVoile after the event. Such authorisation shall be mentioned in the Notice of Race and in the SI and shall be posted on the official noticeboard during the event.

(*) FFVoile **Instruction to RRS 88** (National instructions):
Instructions of the FFVoile shall neither be changed nor deleted in the Notice of Race and SI, except for events for which an international jury has been appointed. In this case, the instructions marked with an asterisk (*) shall neither be changed nor deleted in the Notice of Race and SI. (The official translation of the instructions, downloadable on the FFVoile website www.ffvoile.fr shall be the only translation used to comply with RRS 90.2(b)).

(*) FFVoile **Instruction to RRS 91(b)** (Protest committee):
The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval from the Fédération Française de Voile (French Sailing Federation). Such authorisation shall be posted on the official noticeboard during the event.

Appendix 2: summary outline of registration process



Appendix 3: medical form

NOM Name		Date naissance Birthdate	
Prénom First name		e-mail	
N° tel Phone n°		N° licence Licence n°	
Nom du bateau Name of the boat			
Assurance-Assistance Insurance-Assistance Cds			
Qui contacter ? Persons to contact			
N° tel Phone n°		Lien relationship	
Autre ? other to contact			
N° tel Phone n°		Lien relationship	
Médecin traitant General Practitioner			
N° tel Phone n°		Spécialité	
Autre référent méd. Other medic référent			
N° tel Phone n°		Spécialité	
Stage ISAF, ISA Training courses Where ?			
Stage Médical, où ? Medical qualif. Where ?			
Taille height		Poids weight	
Groupe Sanguin Blood group			
Biens médicaux Medical Checks - (ajouter tout document complémentaire utile - Add any useful complementary document)			
Cardio-vasculaire Cardio-vascular		Echographie Echography	
Date=		Date=	
ECG / ECG.		Copie des résultats à joindre au dossier (Endorse a copy of the results to the file)	
Date=		Comment=	
Test d'effort / Cardioresstest		Copie des résultats à joindre au dossier (Endorse a copy of the results to the file)	
Date=		Comment=	
Biologie, biochimie		Copie des résultats à joindre au dossier (Endorse a copy of the results to the file)	
Date=		Comment=	
Dentaire, dentel		Date=	
Visuel, visual		Comment=	
Date=		OUI D Right eye: /10	
		OUI G Left eye: /10	
O.R.L. ORL		Date=	
Physique, Physical		Comment=	
Autres Others		Date=	
Comment=		Date=	
Antécédents médicaux Medical history (ajouter tout document complémentaire utile - Add any useful complementary document)			
Allergies Allergies			
Neurologie Neurological illnesses			
Autres maladies Other illnesses			
Mal. tropicales Tropical illnesses			
Gynéco Gynecology			

Note: En cas de doute sur l'aptitude à participer, l'organisateur se réserve la possibilité de diligenter une expertise médicale afin de s'assurer de la compatibilité des affections déclarées ou constatées avant ou pendant l'épreuve en relation avec les contraintes inhérentes à la compétition concernée.
In case of doubt about the aptitude to be taken part, the organizer reserves the possibility of requiring a medical expertise in order to ensure itself of the compatibility of the diseases indexed or noted before or during the race with regard to the inherent constraints in the concerned competition.