



NORMANDY CHANNEL RACE 2011

19th/ 29nd May 2011

2nd Edition

NOTICE OF RACE

Start on Sunday 22th May 2011 in Caen / Hermanville

www.normandy-race.com

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1/ ORGANISATION

The NORMANDY CHANNEL RACE is organised from 19th to 29th May 2011 by the company Sirius Evénements, an establishment affiliated with the FF. Voile (French Sailing Federation), in partnership with the Town of Caen, the Caen Chamber of Commerce and Industry, the Société des Régates de Caen-Ouistreham (SRCO Caen-Ouistreham Racing Society) and the Ligue de Voile de Basse-Normandie (Lower Normandy Sailing League).

2/ RULES

2.1. – the event is governed by:

- the ISAF Racing Rules of Sailing 2009 – 2012 (RRS). As a modification of RRS 52 Manual Power: the boats are allowed to use an energy source other than manual force for the operation of an automatic pilot and to operate the ballast system.
- the Class 40 measurement rules and regulations, as well as the Class 40 safety testing document
- the OSR Category 2 for monohulls, with the modifications made in the Class 40 measurement rules
- this Notice of Race and any subsequent amendments
- the Sailing Instructions and any subsequent amendments

2.2. – Only the documents listed in 2.1, and the notes and amendments written and signed by the Race Director, the President of the Race Committee and the President of the Jury will be deemed official.

2.3. – The official language is English.

2.4. – The Normandy Channel Race 2011 is a qualifier for the Global Ocean Race 2011 / 2012 according to the terms set down in the Notice of Race for this event (see appendix 3).

3/ ADVERTISING

3.1. – Boats are permitted to display advertising in accordance with article 20 of the ISAF advertising code.

3.2. – Competitors must display the Organisation's advertising:

- race logo block: the boat shall display the race logo block inscribed in a circle measuring 1 metre 50 in diameter in the mainsail. The centre of this circle will be located at a height corresponding with a third way up the mast from the deck. The transfers will be supplied by the organiser, the positioning and adhesion of the transfers being the skipper's responsibility until the finish.
- race flags: any boat participating in the race will receive two race flags on her arrival, which shall be displayed prominently in her rigging, one on each side of

the boat, from registration until 2 hours after the race start, as well as for the passage across the finish line and until the prize giving.

- Dodgers: each boat will receive two dodgers on her arrival, which shall be attached to each side of the boat with immediate effect and throughout the duration of the race.

3.3. - Penalties will be applied in the event that article 3.2 is not respected. These will be at the discretion of the Protest Committee.

4/ ELIGIBILITY AND REGISTRATION

4.1. – The event is open to monohulls that comply with the Class40 measurement.

4.2. – The race is to be sailed double-handed. Any boat must have the same two people aboard all the time, subject to the RRS 1.1 and 41.

4.3. – Each crew member must supply the organisation with the following documents:

- an ISAF sea survival training certificate dating back to within the past 5 years
- a current Senior First Aid Certificate or equivalent. Attention is drawn to the OSR 4.08.4 and to the FFVoile instruction “Both skippers shall hold a current Senior First Aid Certificate or equivalent and should be familiar with the management of medical emergencies that may occur at sea, including hypothermia, and radio communications operations for obtaining medical advice by radio, (AFPSs and PSC1s dating back to within the past 5 years are accepted).

4.4. – The event is open to any person aged at least 18 years of age on the date of the start.

4.5. – All French participants must have in their possession a valid competition licence (2011 FFVoile (French Sailing Federation) licence with a medical certificate).

4.6. – Overseas participants must have in their possession a document, which is the equivalent of a French sailing licence or be covered by the boat’s insurance. (UK); the amount of civil liability insurance must be a minimum of 1.5 million Euros.

4.7. – A damages insurance certificate for the boat must be supplied for each boat.

4.8. –Entry to the event can be made after the publication of the notice of race by filling in the registration sheet in the appendix, accompanied by payment of the registration fee. Entry can also be done via the website www.normandy-race.com.

The deadline for registration is set for 15 April 2011.

4.9. – The organiser reserves the right to accept or refuse an entry (RS 76.1).

5 / FEES TO BE PAID

Entry fees are fixed:

- at 500 Euros if entry is received prior to 15th December 2010 or,
- at 1,000 Euros if entry is received between 15th December 2010 and 15 March 2011 or,
- at 1,500 Euros if entry is received after 15 March 2011

Received entry cheques will only be cashed on the entry deadline set for 15th April 2011.

In the event that the participant withdraws prior to the deadline for entry on 15th April 2011, 200 Euros of the non-refundable application fee will be collected by the organisation; no refund will be made should a participant withdraw after 15th April 2011.

30% of the entry fees will be paid back to the Class 40.

6 / PROGRAMME

6.1. – Event programme:

- The boats must be in the Bassin Saint-Pierre in Caen by 2000 hours on Wednesday 18th May at the latest. Boats will be berthed free of charge in the Bassin Saint-Pierre throughout the duration of the event.
- Thursday 19th May: scrutineering and registration formalities, welcome cocktail.
- Friday 20th May: scrutineering and registration formalities, skippers' dinner.
- Saturday 21th May: scrutineering and registration formalities, safety briefing, official soirée in Caen.
- Sunday 22th May: morning descent of the channel from Caen to the sea, negotiation of the lock, start of the race at 1400 hours off Hermanville.
- Friday 27th May and Saturday 28st May: predicted arrival of the boats. The boats shall make for the Bassin Saint-Pierre in Caen as soon as possible after arriving in Ouistreham and shall remain there until the prize-giving.
- prize- giving which is scheduled for Sunday 29nd May at 1700 hours in Caen (or later depending on when the boats finished).

6.2. – The following programme may be modified without notice by the organiser according to the weather conditions or any other technical or sporting constraint.

6.3. – The organiser may, as a result of force majeure or if it is necessary for the participants' safety, decide to cancel the running of the event. Cancellation for reasons of force majeure or for any other grounds outside the control of the organisers, will not incur any refunding of entry fees or compensation. The same will apply, though this list is in no way restrictive, in the event of exceptional weather conditions, armed conflict, requisition, fire, flooding, strikes or the blocking of facilities, whose origin is unknown and totally outside the control of the organisers.

7 / CLASS MEASUREMENT

Each boat shall supply a valid measurement certificate. Measurement scrutineering will be carried out by the race committee from Thursday 19th May until Saturday 21th May and at any other moment without notice, including after a boat has finished.

8 / ADDITIONAL MANDATORY SAFETY MATERIAL

8. 1. – An active AIS transponder and AIS target data visualisation software with an external aerial at the correct height.
8. 2. – A dual frequency, long-life Sarsat-Cospas EPIRB (121.5 Mhz and 406 Mhz) lasting a minimum of 48 hours.
8. 3. – One survival suit per person onboard.

9 / SAILING INSTRUCTIONS

The Sailing Instructions will be delivered to participants after confirmation of their registration with the Race Secretary.

10 / COURSE

10. 1. – Distance: around 975 miles

Start line off Hermanville – harbour course from Ouistreham / Hermanville
Ouest Saint-Marcouf mark to be left to starboard
Isle of Wight (United Kingdom) to be left to port
Tuskar Rock (Ireland; 52°12.2N .006°12.4W) to be left to port
Fastnet Rock (Ireland) to be left to port
Island of Guernsey to be left to port
Finish line off Ouistreham

10. 2. – The course may be modified by an amendment to the current notice of race which may be after the starting signal.

11 / RANKING

A ranking will be established in elapsed time according to the order of arrival, where boats finish the race within the time limit.

12 / OBLIGATIONS OF PRESENCE FOR BOATS

12. 1. – In accordance with the programme presented in chapter 6, the boats must be present in the Bassin Saint-Pierre in Caen:

- from 2000 hours on Wednesday 18th May at the latest and through to the start on Sunday 22th May.

- as soon as possible on crossing the finish line at the end of the race and through to the end of the prize-giving.

12. 2. – Penalties may be applied should the obligation of presence for boats not be respected.

13/ OBLIGATIONS OF PRESENCE FOR CREW

13. 1. – The skipper and co-skipper shall present:

- at official briefings announced on the official race noticeboard, with particular importance placed on the safety briefing and start briefing on Saturday 21th and Sunday 22th May
- at the official soirée in Caen on Saturday 21th May
- at the prize-giving in Caen

13. 2. – Penalties may be applied should the obligation of presence for crew not be respected.

14/ POSITIONING AND ROUTING

14. 1. The Inmarsat C system will be used for transmission of messages and tracking of the boats.

Each boat must be equipped with an Inmarsat C terminal in working order to enable polling.

14. 2. Routing is forbidden by RSS 41 of the ISAF rules and in accordance with the class measurement rule: a boat must not receive any outside assistance.

A declaration shall be completed and signed by the skipper and co-skipper during confirmation of entry in Caen.

15 / DISPUTES

With the authorisation of the FFVoile, decisions made by the international jury will be final as set down in RRC 70.5.

16 / BERTHING

Boats will be berthed in the Bassin Saint-Pierre in Caen according to the conditions defined in article 6.

17 / MATERIAL AND RADIO COMMUNICATIONS

17.1. - Each boat shall be equipped with:

- a system of satellite telephone with a fixed external aerial. The external aerial shall be installed according to the product's instruction manual. Any installation which doesn't conform will be refused.

- a minimum of a 25 watt 56 channel VHF in accordance with OSR (3.29.1 b)

A boat will not allowed to start unless both these items are fully operational and are installed sa as to remain fully operational during the race.

17.2. - Each day between 1200 and 1330 hours, competitors shall check in/ perform a telephone link-up with Race HQ.

18 / TIME LIMIT

Boats failing to finish within 36 hours after the first boat has completed the course and finished are ranked 'DNF'. This is a modification of rules 35, A4 and A5.

19 / PRIZES

Prizes will be given to each participant, with the exception of any cash prizes.

20/ RESPONSIBILITES OF THE ORGANISER AND COMPETITORS

20.1. – Skippers participate in the event at their own risk and fully accept that choosing to do so is their own responsibility. It is the sole responsibility of each skipper to decide whether or not to take the start of the event or continue with it, as regards his or her competence, the equipment at their disposal, the wind strength, the weather forecasts, etc... Any information that any member of the organisation is in a position to provide before or during the event, for example a gale warning, will constitute one detail among others upon which the skipper may base his decision without the organiser being accountable.

20.2. – The responsibility of the organiser and its partners is limited to ensuring a fair sports event; any further responsibility that the organisation may agree to would have to be contractual and explicit. Any checks in particular that the race committee undertakes, shall have the sole aim of ensuring that the sporting rules, the current notice of race, the sailing instructions and their appendices and amendments have been respected.

20.3. – The vigil, and in particular the radio and or Inmarsat C watch, as well as fleet tracking that the organiser might provide, should be considered by skippers as optional and uncertain, and under no circumstances as an extra safety measure which may be relied upon. Any request made to a member of the organisation would not make the organiser accountable unless the latter has explicitly agreed to this request, either directly or through one of his official spokesmen/women. This particularly applies to various requests for help and even assistance at sea.

20.4. – Skippers will be held personally responsible for any material or physical damage to themselves, their boat, other boats, or any third part or the property of a third party. Skippers will be responsible to the organiser for taking out all the necessary insurance to cover civil liabilities and damages incurred for the race. The absence of third party liability in no way makes the organiser or its partners accountable.

20.5. – This notice of race reminds participants that all boats are compelled to offer all possible assistance to any other boat or person in danger, should they be in a position to do so, in accordance with RRS 1.1 and the international measures in force. In this case and after changing course, the skipper must immediately supply Race Management with all the details required to ensure there is the possibility of the International Jury later awarding time for changing course.

20.6. – As an essential condition of their participation, skippers must, along with their complete entry pack, provide the organiser with the signed and dated declaration absolving the organiser, his partners and insurers of all liability.

21 / USE OF RIGHTS

The owner and crew of the boat and any possible sponsor, by the sole fact of their participation, agrees that the organiser can use, for promotional purposes or other, any text, photo or video footage relating to their participation in the event to be published or broadcast via the press, television or internet (non exhaustive list)

22/ CONTACTS

SIRIUS EVENEMENTS

93 bd Exelmans

75016 PARIS

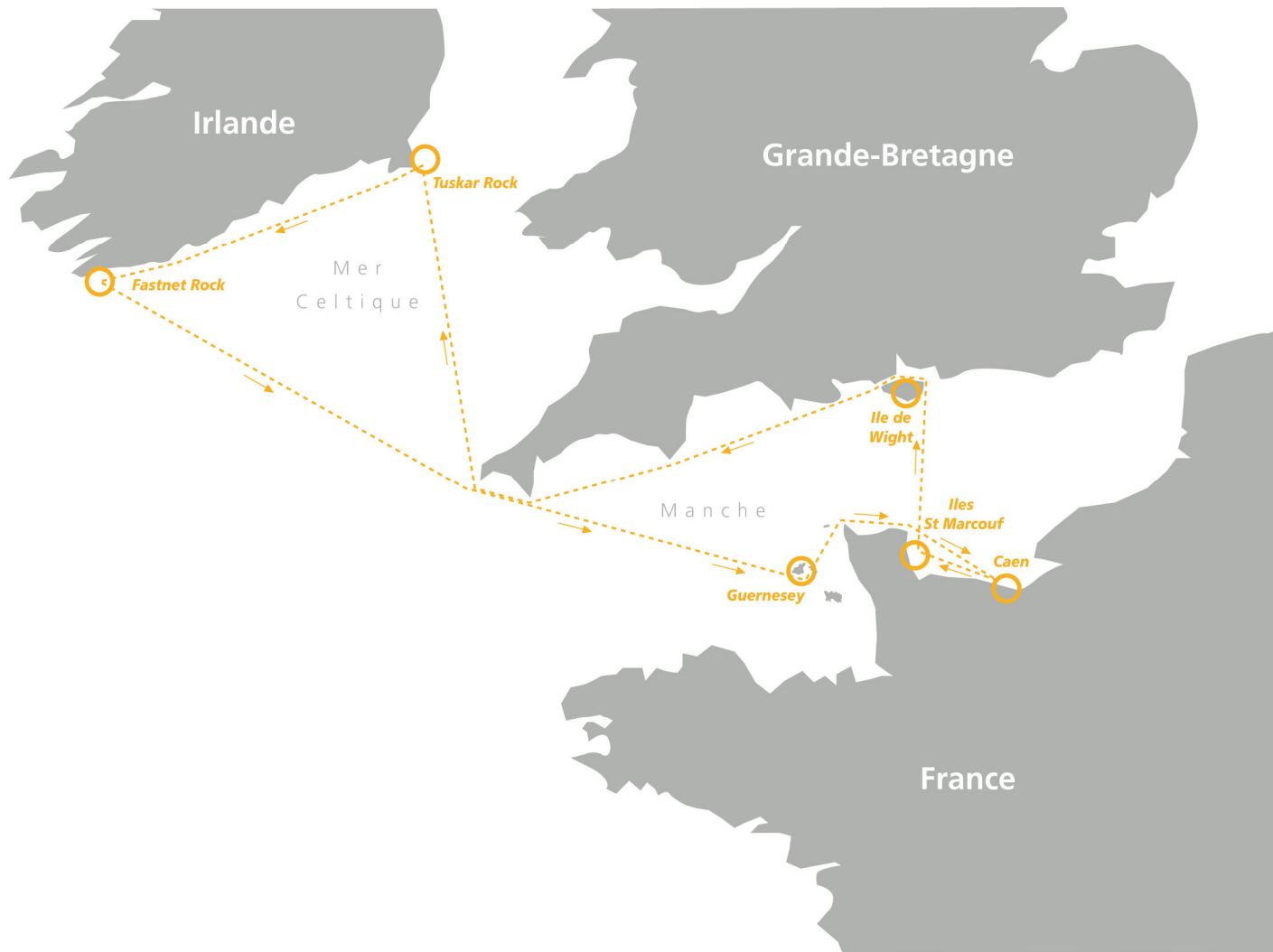
Tel: (33) 1 46 51 09 47

Fax: (33)1 46 51 09 47

Email: sirius.evenements@club-internet.fr

Website: www.normandy-race.com

APPENDIX 1 – COURSE MAP





APPENDIX 2: ENTRY FORM

NORMANDY CHANNEL RACE 2011- ENTRY FORM

Boat name

Boat's race name

Club.....Country..... Sail No.:.....

Forename/Surname of skipper.....Licence No. (France):
.....

Address: Tel:

..... Mobile:.....

Email:

Forename/Surname of co-skipper.....Licence No. (France):
.....

Address: Tel:

..... Mobile:.....

Email:

I declare that I am aware of the event regulations and agree with them.

I will participate in the event at my own risk and responsibility in accordance with the regulations in force. It will be down to me alone to deem, on the basis of my training and the condition of my boat, and according to the circumstances and weather forecasts, whether or not I should head out to sea or continue to participate in the event.

I agree to be subject to the rules governing this event.

Signed in: On:

Signature of skipper:

(Preceded by the phrase "read and approved" "participation agreed and accepted")

Closure of registration: 15th April 2011

The signed form is to be returned with payment, in the form of a cheque, payable to SIRIUS

EVENEMENTS: 93 Boulevard Exelmans
75016 PARIS
Tel: +33 (0)1 45 20 44 61
Fax: +33 (0)1 45 20 46 97
Email: sirius.evenements@club-internet.fr
Website: www.normandy-race.com

Payment by international transfer:

International Account Bank Number (IBAN): FR 36 3000 2004 1500 0043 1152 J 20
Bank Identifier Code (BIC): CRLYFRPP



APPENDIX 3: GLOBAL OCEAN RACE: NOTICE OF RACE: AMENDMENT 12th JULY 2010

12th July 2010

NOR 5.1 Entry Qualification add the following text:

Entries that complete the Normandy Channel Race 2011 (www.normandy-race.com) will be given a credit towards their qualifying mileage and dispensation to split their qualifying mileage into two parts. Entries completing the Normandy Channel Race 2011 non-stop will be awarded a 1500 mile credit, therefore needing to complete a further and separate 500 miles non-stop. In the case of team entries completing the Normandy Channel Race 2011 non-stop a credit of 1000 miles will be awarded with the remainder of the team being required to complete a further and separate 1000 miles non-stop. In the case of an entry failing to complete the Normandy Channel Race 2011 non-stop, organisers of the Global Ocean Race reserve the right to accept or refuse the mileage completed at their sole discretion.