



NOTICE OF RACE

2022

12th edition

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1. ORGANISATION

The **ROUTE DU RHUM - DESTINATION GUADELOUPE** is a race organised by OC Sport Pen Duick, with the participation of the City of Saint Malo, the Brittany Region and the Guadeloupe Region for the start and finish organisations.

The Organising Authority's head office is located at:

OC Sport Pen Duick
17 boulevard Jean Monnet
56260 LARMOR PLAGE

1.1. Organising Committee

The Organising Committee comprises:

- Hervé Favre: President of OC Sport Pen Duick
- Joseph Bizard: Managing Director of OC Sport Pen Duick
- Marie-Laure Lamarque: Administrative and Financial Director for OC Sport Pen Duick
- Anthony Guezennec: Project Manager for OC Sport Pen Duick

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

1.2. Race Management

The Race Management team comprises:

- Francis Le Goff: Offshore Race Director
- Yann Chateau: Assistant Race Director
- Pierre Hays: Assistant Race Director
- Guillaume Rottée: Assistant Race Director
- Guillaume Evrard: Assistant Race Director

Its mission is to draw up safety plans, to ensure the smooth running of the Race in operational terms, to make sure the authenticity and sporting legality of the competition are adhered to by working closely with the arbitration body, to contribute to the media coverage of the Race and to coordinate relations between the competitors and the OA. It works directly with the French Sailing Federation (FFVoile), the Race Committee, the Technical Committee, the International Jury and the Medical Commission.

Any incident/accident must be reported to Race Management as a matter of priority.

1.3. Arbitration body

The umpires shall be appointed by the FFVoile.

An international jury will be constituted in accordance with Appendix N of the RRS and in accordance with RRS 70.5. Its decisions will be final.

Where judges are not physically present but may be contacted by telephone or videoconference, Email, VHF or any other radio means, RRS N 1.5 shall be deemed to be adhered to and protests/hearings may be heard and judged in this manner.

1.4. Referral doctor

In accordance with Appendix 3 of the FFVoile Medical Regulations, a referral doctor will be appointed to study the medical records of each Skipper.

(http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf)

2. NAME

The official name of the 2022 edition is the 'ROUTE DU RHUM - DESTINATION GUADELOUPE'.

As part of the management agreement between the company Pen Duick and the company OC Sport Pen Duick signed in January 2016, the company OC Sport Pen Duick is the sole owner of the exploitation rights for the title ROUTE RHUM - DESTINATION GUADELOUPE, whose marks are registered in France and overseas.

3. PURPOSE

The Route du Rhum - Destination Guadeloupe is a top-level singlehanded competitive offshore yacht racing event hosted every four years. Its objective is to showcase the Skippers and suppliers, as well as the start and finish communities and partners of the organisation.

4. DEFINITIONS

Each time they are used within the main body of this Notice of Race, the terms below will have the following meaning:

4.1 'Official Team' Block:

The association, within the same cartouche, of the logo (or the sponsor's logo) for the Skipper's team, the Skipper and the Race Logo. The 'Official Team' Block will be supplied to all the teams once their registration is validated.

4.2 NOR:

The abbreviation for the Notice of Race (includes this Notice of Race along with any appendices and amendments).

4.3 OA:

The abbreviation for the Organising Authority, OC Sport Pen Duick.

4.4 Race / Route du Rhum – Destination Guadeloupe:

A yacht race run every 4 years setting sail in October or November, it is known under the name Route du Rhum and is marketed under the name 'Route du Rhum – Destination Guadeloupe' for the 2022 edition, the Guadeloupe Region being the Title Partner for the 2022 edition. The Race is a multi-class, unassisted, singlehanded transatlantic event, with competitors racing from the city of Saint Malo to Guadeloupe. It groups together fleets of multihulls and monohulls and amateur and professional Skippers. The Race is an event that forms part of the international oceanic race schedule (World Sailing Major Oceanic Event).

4.5 Crisis:

Crisis: The occurrence of one or several events which jeopardise the smooth running of an edition of the Race and/or are likely to have a very negative media impact for the Race.

4.6 Partner space:

The space reserved for Race protagonists in each Village. Designed as a venue for gathering together and holding meetings, this space will play host to all accredited persons: suppliers, Skippers, private partners, institutional partners and media.

4.7 Race logo:

The official composite logo comprising the 'Route du Rhum - Destination Guadeloupe' Mark.

4.8 Route du Rhum marks:

The company OC Sport Pen Duick declares itself to be the holder of the exploitation rights regarding the 'ROUTE DU RHUM' and 'ROUTE DU RHUM – DESTINATION GUADELOUPE' wordmarks set out below by virtue of a management agreement signed with the holder of the aforementioned marks, the company Pen Duick, and such is the case from 1 January 2016 until the end of this edition, as well as any other logo, sign or mark used or registered as a mark by OC Sport Pen Duick to designate the Race.

OC Sport Pen Duick guarantees the upholding of its rights on the ROUTE DU RHUM Marks throughout the duration of the Race.

The 'ROUTE DU RHUM' wordmarks to date are as follows:

- The French mark registered at the French patent office INPI on 20/09/1994 under number 94536684 and registered in classes 9, 14 and 41;
- The French mark registered at the French patent office INPI on 17/07/2001 under number 3111968 and registered in classes 9, 25, 35, 38 and 41;
- The international mark not designating France registered at the French patent office INPI on 28/12/2001 under number 774604 and registered in classes 9, 12, 16, 25, 35, 38, 39 and 41;
- The French mark registered at the French patent office INPI on 04/07/2006 under number 3438778 and registered in class 18;
- The French mark registered at the French patent office INPI on 24/05/2011 under number 3833802 and registered in class 37;
- The French mark registered at the French patent office INPI on 2/03/2018 under number 4433581 and registered in classes 3, 4, 8, 9, 11, 12, 13, 14, 16, 18, 20, 21, 22, 24, 25, 27, 28, 29, 30, 31, 34, 35, 38, 39, 41 and 43;

- The French mark registered at the French patent office INPI on 23/03/2018 under number 4433536 and registered in class 36;
- The French mark registered at the French patent office INPI on 2/03/2018 under number 4433543 and registered in classes 32, 33 and 35.

The 'ROUTE DU RHUM – DESTINATION GUADELOUPE' wordmark is a European Union mark registered at the EUIPO on 13/07/2018 and registered under number 017930954 in classes 3, 4, 8, 9, 11, 12, 13, 14, 16, 18, 20, 21, 22, 24, 25, 27, 28, 29, 30, 31, 32, 34, 35, 36, 38, 39 and 41.

4.9 Distinctive Race Signs:

- The photographic or audio-visual images of the Race, including the image of the participating boats and sailors;
- The Route du Rhum Marks;
- The Official Race Name;
- The Race Logo.

4.10 Skipper:

The designation Skipper represents the sailor who will take the start of the Race. When the designation Skipper is referred to in the NOR, it refers to the natural person registered for the race.

4.11 Team:

The Team represents the Skipper and the organisation within the Skipper's entourage to help him/her prepare and develop a structure with a view to competing in the Race.

4.12 Villages:

All the hosting and public relations structures organised and set up by the OA at the start of the race. The Villages are open to all and designed to accommodate the general public, with the exception of the Partners' Space. Set up close to the fleet of Race boats, the architecture and plans for the Villages shall enable popular and sporting high points to be organised here.

A Village for the 2022 edition will be organised in Saint Malo as well as in Guadeloupe.

5. RULES

5.1. The texts in force:

The Race is governed by the texts in force in the documents listed below, completed and potentially modified by the Sailing Instructions (SI):

- The rules such as those defined in the Racing Rules of Sailing (RRS),
- The class rules in force for IMOCA, Class40, Ocean Fifty and CLASS ULTIM 32/23,
- The French national prescriptions translated for non-French-speaking competitors and detailed in the Appendix 'Prescriptions',

- Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) when it replaces RRS Part 2: both day and night, IRPCAS is applicable, to the exclusion of the following zones, where IRPCAS is solely applicable between the standard times for sunset and sunrise:
 - The day of the start, the start zone and up to 25 miles from the start line (Zone where the times for sunset and sunrise are 07:00 & 17:00 UTC),
 - On the approach to the finish, within a 25-mile radius centred over 16°12',000 N & 061°30',750 W (Zone where times for sunset and sunrise are 10:00 & 22:00 UTC),
- The Offshore Special Regulations (OSR) category 1 in force with modifications specific to each class,
- All boats shall be equipped with a propulsion engine, which must be fixed (any retractable propeller shaft system is prohibited) and notably be autonomous when docking out and in and in close-quarter manoeuvres, in line with the rules.
- The official time for the event is in UTC

In the event that the documents specific to the Race are translated, the French text shall prevail.

5.2. The following RRS are modified

- **RRS 41 (Outside help) and 45 (Hauling out, making fast, anchoring):** modified in NOR 21.
- **RRS 42.3 (i):** a boat may use its engine or be towed to return to Saint Malo or another port agreed with Race Management to effect repairs and get back to the race on the authorisation of Race Management. (Modified in NOR 21).
- **RRS 44.1 (Taking a penalty):** modified in the SI.
- **RRS 48 (Limitations on equipment):** modified by “boats may carry spare equipment during the race provided they have written consent from the Race Director”.
- **RRS 51 (Movable ballast):** remove the first 2 sentences and replace them as follows: “Any moving of weight (stacking) for the purpose of changing trim or stability is permitted within the following limits: inside the boat, all the heavy elements which may cause damage to the boat or injure the crew shall be firmly and permanently fixed in place. Food, water and fuel containers, fittings and spare parts can be stowed in bags or boxes and moved if they are made fast to the boat. Safety equipment (including life rafts and/or sealed equipment) shall not be moved. Sails may be moved around at will. Sail bags shall not be able to retain water”.
- **RRS 52 (Manual power):** modified in NOR 20.2.
- **RRS 54 (Forestays and headsail tacks):** does not apply.
- **RRS 55.2 (Spinnaker poles, whisker poles):** only applies to Class40 boats.
- **RRS 61 (Protest requirements):** modified in the SI.
- **RRS 62 (Redress):** modified in the SI.
- **RRS 63 (Hearings):** modified in the SI.
- **RRS 64 (Decisions) :** modified in the SI.

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

The boats shall display advertising selected and supplied by the OA.

6.1. Identification marks

6.1.1. Race number

A distinctive race number for all boats must be visible at all times on deck, on the hull(s) and on the sails, unless other arrangements are set out in the Class Rules. The dimensions are set out in the Class Rules.

For the 'RHUM' categories, on the sails and deck, the dimensions of the numbers are set out in RRS G1.2 and the dimensions shall be double the size on each side of the hull.

For multihulls, the race number on the hull shall be affixed to the outboard side of each float up forward and for the monohulls on the forward section of each side of the hull, unless other arrangements are set out in the Class Rules.

Numbers (in accordance with Class rules) must be reported to the OA when registering the boat.

6.1.2. Name of the vessel

OC Sport reserves the right to refuse a name, which it considers to be in bad taste, offensive, abusive or in conflict with the purpose of the Race.

6.1.3. Intellectual property

Every Skipper registered for the Race undertakes to adhere to the Name of the Race in their communications and promotions. A graphic charter will be supplied and must be adhered to.

Intellectual property includes (but is not limited to) logos, trademarks and internet links belonging to OC Sport Pen Duick. Registration for the Race means that the Race Logo can be used on all the communications material associated with the Skipper and their partners through until 31 December 2023, in line with the Marketing Appendix.

Any advertising operation carried out by a Skipper and their partners, which uses an element of this intellectual property or refers to the Race organisation, Race name, logo, person, ideas, services or products associated with the race, that is different in form to that set out in the Marketing Appendix and 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.

7. REGISTRATION

7.1. Eligibility

7.1.1. This event is open to invited multihulls and monohulls, which are split into several classes or categories according to the criteria below:

- 'Class40' class: Monohulls that comply with the Class40 rules,
- 'IMOCA' class: Monohulls that comply with the IMOCA class rules,
- 'OCEAN FIFTY' class: Multihulls that comply with the Ocean Fifty class rules,

- CLASS 'ULTIM 32/23': Multihulls that comply with the CLASS ULTIM 32/23 class rules without exception, which must be validated by the OA in consultation with the Class,
- 'RHUM Mono' category: Monohulls \geq 39 feet, which have not obtained a measurement certificate from the 'Class40' or 'Imoca' classes since 2011,
- 'RHUM Multi' category: Multihulls \geq 35 feet and \leq 65 feet, which have not obtained a measurement certificate from the 'Ocean Fifty (Multi 50)' class since 2015,

7.1.2. The number of boats invited to participate in the event is set at 120 and the number of places per class or category is limited as follows:

Class40	IMOCA	OCEAN FIFTY	CLASS ULTIM 32/23	RHUM Mono	RHUM Multi
55	25	8	8	12	12

However, the OA reserves the right:

- to invite additional boats to participate in the event. These boats must be technically admissible in a class or category.
- to refuse an application.

7.1.3. All registered boats shall comply with their respective class rules on 6 October 2022 (2022 subscription and measurement certificate) if these boats enter an aforementioned class.

7.2. Qualifying passage

Each boat, **with its registered Skipper for the Race**, shall sail a qualifying passage prior to 6 October 2022 unless they obtain special dispensation from Race Management.

The methods are as follows:

- The boat and the Skipper shall be registered in the Race.
- The boat shall be equipped with a positioning beacon which Race Management can utilise for polling purposes.
- The Skipper shall suggest a qualifying passage via email addressed to Race Management detailing the potential start port, finish port and intermediate waypoints, the distance and planned 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 a course performed in solo configuration will be accepted, unless special written dispensation from Race Management is agreed beforehand, and this is solely in the case of an on-board 'media person'.
- 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 flags) during his/her qualifier, and all passages intended to create a picture library.
- 5 days prior to the start of the qualifying passage, access to the positioning beacon tracking will be given to Race Management. At least every 15 minutes, the beacon will emit a position throughout the duration of the qualifying passage.
- Once the Skipper gets back from the qualifying passage, he/she must send an email to Race Management summarising the passage: start and finish date and time, actual course sailed (including a copy of the 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 Route du Rhum - Destination Guadeloupe.

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 Race Management 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).

7.3. Registration request

7.3.1. Registration is by invitation following any requests for registration.

7.3.2. The registration request will be registered according to the date it is received and subject to all the compulsory information on the online form being completed together with receipt of the full registration amount by bank transfer.

7.3.3. The deadline for the registration request is set for 31 March 2022.

The online form is available at:

<https://forms.monday.com/forms/5f88e3776d89a3a51d1f33c8647a9feb?r=use1>

For any information relating to the registration process, participants can contact:
Amélie JUVIEN

email: inscription.rdr@ocsport.com

Once the quota of boats per class or category set out in NOR 7.1.2 has been reached, any subsequent registration requests will be recorded on a waiting list.

For the Rhum Mono and Rhum Multi categories, the boats will be selected according to the following criteria:

- Number of Route du Rhums completed by the boat within the deadline.
- Number of miles covered in races in Route du Rhum - Destination Guadeloupe configuration from 31 March 2021 to 31 March 2022 with the application of the following coefficient:
 - Coefficient 1 in singlehanded or double-handed format with the boat aboard which the Skipper plans to participate,
 - Coefficient 0.5 in crewed format with the boat aboard which the Skipper plans to participate.
- Corrected times for the boats (IRC rating for the Rhum Monos and MOCRA rating for the Rhum Multi)
- Date of registration request in chronological order.

For the CLASS ULTIM 32/23, IMOCA, OCEAN FIFTY and CLASS40 classes if the number of entries exceeds the allotted quotes, the classes may, if they so wish, be prompted to provide the OA with a selection system for validation. The Classes will provide the OA with an

appropriate selection system for validation. The relevant Classes and the OA will regularly communicate amongst themselves to keep these up to date with the entry list.

By no later than 31 March 2022, the relevant Classes will provide their list of selected entries as well as those on the waiting list.

If the quota per class or category has not been reached on 31 March 2022, the number of additional places will be reallocated by the OA to the boats/Skippers on waiting lists for the other classes or categories.

No entry or registration request may be transferred to another Skipper without the express consent of the OA unless special measures have been set out for this purpose in the selection systems approved for the relevant classes.

7.3.4. The entry fee amount is set at:

- CLASS ULTIM 32/23: €80,000 before tax + VAT in force
- Imoca: €25,000 before tax + VAT in force
- Ocean Fifty: €15,000 before tax + VAT in force
- Class40: €10,000 before tax + VAT in force
- Rhum Mono: €6,600 before tax + VAT in force
- Rhum Multi: €6,600 before tax + VAT in force

The entry fee amounts will be:

- Refunded in full if the application request is not accepted on 31/03/2022.
- Refunded at a rate of 50% in the event of a withdrawal prior to 15/07/2022
- Retained in full in the event that the Skipper withdraws after 15/07/2022
- 50% refunded due to medical reasons after 15/07/2022
- Retained in full if the boat is deemed non-compliant once the Technical Committee has carried out its inspections. The OA reserves the right to refuse its entry (RRS 76)
- Retained in full if the boat or the Skipper is not permitted to take the start by the OA or for any other breach of the NOR.
- Refunded in full if the OA decides of its own free will to cancel the event or if the OA refuses a boat's application.

Bank transfers shall be made using the following bank details:

Account holder	OC Sport Pen Duick
Bank Code	12906
Sort Code	50113
Account No.	57460696293
Personal Code	08
IBAN	FR76 1290 6501 1357 4606 9629 308

SWIFT (BIC)	AGRIFRPP829
Registered address	CREDIT AGRICOLE

Payment reference: Skipper's name / boat's name

In the event that the OA is forced to cancel the Race in its entirety due to a case of force majeure or the banning of the Race by legal or regulatory measure or a judicial decision, there will be no refunding of the entry fee or payment of compensation.

Force majeure is set out in article 1218 of the Civil Code and detailed by the jurisprudence of the French Courts. Such instances notably include war (overseas or civil), attacks or risks of attacks, unusual weather phenomena, a pandemic or the unexpected occurrence of a strike preventing Race Management from giving the start. In each of these cases, those who are registered for the race will not be entitled to claim any compensation. As an exception, in the event that the OA is forced to cancel the Race in its entirety due to the COVID-19 epidemic, entry fees will be refunded in full.

7.4. Registration

- 7.4.1. The entry includes the provision of a positioning beacon provided by the OA to each Skipper for the duration of the race.
- 7.4.2. The definitive list of boats allowed to take the start of the Route du Rhum - Destination Guadeloupe will be published by no later than 6 October 2022 in order to carry out the requisite checks in Saint Malo.

Only boats whose Skippers have sent a copy of their liability insurance certificates to the OA will have access to their berth in Saint Malo.

- 7.4.3. The right to take the start of the Race will be definitive once the boat and her Skipper have completed the last checks in Saint Malo during the week prior to the start.

7.5. Skipper

- 7.5.1. The Race is contested in singlehanded format. Every boat shall have one and the same person aboard at all times except as stated in RRS 1.1 and 41.
- 7.5.2. Any Skipper who embarks one or several persons within the context of RRS 1.1 or 41 shall endeavour to disembark them as soon as possible and shall comply with the instructions of Race Management.
- 7.5.3. Each Skipper must be in good standing with the national authority of his / her country of nationality or residence and must hold an FFVoile licence (or equivalent in his / her country) valid for the duration of 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 or those of French nationality living overseas 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 three million Euros and a valid medical certificate with no contraindications to the practice of competitive sailing dating less than one year (written in French or in English).

- 7.5.4. Documents to be provided prior to 6 October 2022:

- Either a valid World Sailing training certificate (Sea survival training + Premier Secours Mer (Offshore First Aid), carried out at an approved World Sailing centre, or a survival training certificate as required in OSR 6.01 ('World Sailing Approved') and a certificate as required in OSR 6.05

The French Sailing Federation's medical board and the referral doctor for the Route du Rhum - Destination Guadeloupe points out that the Skipper is responsible for:

- ensuring that his/her medical and physical condition is in line with the constraints of the race,
- fairly informing the referral doctor 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.
- providing the results of a cardiogram
- providing the results of an exercise tolerance test dating less than 4 years
- providing the completed medical file (in Appendix 5) which must be dated, stamped and signed by the doctor endorsing the requested information as well as being dated and signed by the Skipper.
- providing 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.

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 referral doctor will be communicated as soon as possible.

All these documents shall be sent to the referral doctor's personal email via a secure medical server or in a sealed envelope to preserve medical privacy and confidentiality.

If he or she deems it necessary, the referral doctor 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 referral doctor 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 of this second opinion are different from that of the referral doctor, they will base their decision on the latter. If the conclusions are identical, the OA may refuse to add the Skipper to the list of sailors permitted to take the start.

The Skipper must also provide:

- A certificate proving that he/she has successfully completed the compulsory medical training course for category OSR 1 of the FFVoile's medical regulation;
- The list of medication compliant with OSR category 1 together with any associated trade names and expiry dates. This list must be dated and signed;
- Advertising card 2022 if need be;
- Short range certificate or equivalent;
- Ship station licence.

7.5.5. Minimum age: 18 years old on 4 November 2022.

- 7.5.6. By no later than 4 November 2022, the Skipper must have registered their start declaration duly completed and signed. The start declaration will be an appendix to the SI.

8. ADDITIONAL SAFETY EQUIPMENT

8.1. Compulsory safety equipment

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

- A radar with an alarm.
- A charged handheld Iridium telephone that is waterproof (or in a waterproof pouch) together with its spare battery in the emergency container or the grab bag (with a dedicated SIM card).
- A handheld GPS that is either waterproof or in a waterproof pouch in the emergency container or grab bag.
- An active AIS transmitter / receiver with visualisation software for AIS targets including an antenna located at the masthead and registered in the boat's MMSI.
- One survival suit, complying with NF EN ISO 15027-1 standards of which the thermal insulation without thermal underwear must be greater than 0.75 Clo when immersed.
- A minimum of a dual-frequency 121.5 Mhz and 406 Mhz Cospas-Sarsat handheld EPIRB, classified as long term, with a minimum range of 48 hours.
- Hull marking, fluorescent colour: the OSR rules 4.02.1 and 4.02.2 are compulsory for all participants.
- A mini 'Spare Air' diving bottle with a minimum air volume of 80 litres or equivalent with a built-in regulator.
- A self-inflating lifejacket using a CE-approved Hammar-type pressure system with at least one recharge kit and equipped with a flashlight with a minimum range of 8hrs.
- An autonomous SART (Search and Rescue Transponder) radar (or AIS) in the emergency container or grab bag.
- A personal AIS beacon worn at all times by the Skipper.
- A PLB worn at all times by the Skipper.

The following elements are compulsory in the emergency container or grab bag:

- Flashlight
- Cyalume-type chemical light sticks
- Survival blanket
- First Aid kit (2 tubes of sunscreen plus dressings effective in wet conditions)
- 5,000kj high-energy food
- 1 sachet of Fluorescein sea marker

Boats shall have aboard an emergency fuel supply in a single 20L jerrycan, which will be sealed shut and in position, unless otherwise stated in the Class Rules.

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 Saint Malo.

9. PROGRAMME

9.1. Welcome and farewell parades by the boats

The boats will be summoned to parade per class or category at a given time and venue and enter as a fleet into the basins of Saint Malo or the berths provided by the OA. The parades may also be organised during the first week of the Village in Saint Malo and then after the finish in Guadeloupe. Information about these parades will be communicated in a 'Welcome and Farewell Parade' Appendix by no later than 31 March 2022.

The presence of all the boats signed up for the Race is compulsory at their class' dedicated parades both at the start and finish. Where the Skipper/boat fails to attend the parade, he/she will incur a financial penalty as set out in the 'Financial Penalties' Amendment.

9.2. Boats at the OA's disposal

In line with the planned date and times of the reception mentioned in the Amendment, the boats shall be at the OA's disposal in the basins of Saint Malo or in the berths provided by the OA. Failure to attend will incur a financial penalty, which cannot be less than 1,000 euros per 24-hr delay in relation to the original arrival slot.

The OA puts in place a mooring plan for the boats, which the Skippers must adhere to. The boats are no longer permitted to leave the port from this point unless they have written consent from Race Management.

The OA reserves the opportunity to give a boat pride of place where a partner is also the official or main partner to the Race.

9.3. General programme

Friday 28 October 2022

16:30UTC (18:30 loc) **Reception Briefing**

Saturday 29 October 2022

07:30UTC (09:30 loc) **Start of inspections**

Presence of the Skipper compulsory for the 1st inspection

12:00 UTC (14:00 loc) **Compulsory activities for the Skippers**

16:00 UTC (18:00 loc) **Presentation of the Skippers**

Sunday 30 October 2022

Day **Compulsory activities for the Skippers**

Wednesday 2 November 2022

13:00 to 16:00 UTC **Briefing on Sailing Instructions and safety**

(14:00 to 17:00 loc)

Friday 4 November 2022

17:00 UTC (18:00 loc) **End of inspections**

Boats whose inspections are not complete by this date will not be allowed to take the start

17:00 UTC (18:00 loc) **Deadline for registration of the start declaration**

17:30 UTC (18:30 loc) **Support rib briefing**

Saturday 5 November 2022

09:30 UTC (10:30 loc) **Skippers' briefing**

Sunday 6 November 2022

Time to be defined **START OF THE ROUTE DU RHUM - DESTINATION
GUADELOUPE**

All these dates and times are subject to change for organisational requirements.

According to the weather forecast, Race Management may bring the start forward by 24 hours or postpone it to a later date. Competitors will be informed of a modification to the race start programme via an amendment at least 48 hours before the initially scheduled start time.

9.4. **Docking out of the boats**

The docking out times for the boats will be detailed in a schedule attached as an appendix to the SI.

10. SKIPPER'S OBLIGATIONS FOR REPRESENTATION

10.1. **The Skipper's presence is compulsory at the following events:**

10.1.1. In Paris or in a city specified by the OA:

- For the presentation press conference (in September or October 2022).
- For any other high point, the date for which will be communicated by 15 December 2021 at the latest.
- At the prize-giving, **failing which the prizes and financial rewards will not be awarded.**

10.1.2. In Saint Malo:

- From the convening date until D-7 before the start at 14:00 UTC (16:00 loc).
- For the parade planned for the respective class of boat.
- For every briefing detailed in the Notice of Race.
- For the boat's first safety inspection.
- From D-4 before the Race start through until the Race start itself.
- Throughout the **whole** of the Skippers' presentation ceremony and the official evening preceding the start in Saint Malo.

10.1.3. In Guadeloupe:

- At the finish press conference,
- At the prize-giving ceremonies
- At the closing parade

Failing which, the prizes and financial rewards will not be awarded.

10.2. **The boat's technical manager**

10.2.1. In Saint Malo:

The boat's technical manager must be constantly in attendance from the moment the boat arrives through until its departure. Their contact details must be filed with Race Management upon their arrival in Saint Malo. **This person must be reachable 24/7.**

10.2.2. In Guadeloupe:

The boat's technical manager must be constantly in attendance from the moment the boat arrives through until its prize-giving. Their contact details must be filed with Race Management upon their arrival. **This person must be reachable 24/7.**

10.3. Penalties

Where there is an infringement of these rules and the Skipper or a technical manager are not in attendance, financial penalties may be applied by the OA.

11. INSPECTION OF THE BOATS

11.1. In Saint Malo

Every boat will be inspected. The Skipper must be present for the boat's first inspection. A boat that does not conform to the rules of the race will not be able to start the Race.

11.2. In Guadeloupe

Boats will be inspected upon arrival. A boat that does not comply with the regulations may be penalised or disqualified in line with the International Jury's decision.

12. SAILING INSTRUCTIONS (SI)

The SI will be emailed to the Skippers no later than 1 October 2022 and posted on the website in the race area.

13. COURSE

Start line to the North of the Pointe du Grouin headland

Cap Fréhel gate

Round Guadeloupe leaving the island to port

Leave the islet of Tête à l'Anglais to port

Leave the Basse Terre mark to starboard

Finish line close to Pointe à Pitre

The detailed course will be published in the Course Appendix to the SI.

14. TIME LIMIT

The finish line will be closed on 4 December 2022.

Thereafter safety monitoring will still continue for boats finishing after the deadline.

15. PENALTY SYSTEM – NOTICE OF RACE

15.1. Replacement penalties for infringement of the rules other than those in part 2:

Except in the event of financial penalties, an infringement of the rules may, following a hearing, be punished with a time penalty which may stretch to disqualification. Any financial compensation will be detailed in the 'Financial Penalties' Amendment, which will be published in an Amendment prior to 31/12/2021

15.2. RRS 44.1 'Taking a penalty' will be modified in the SI.

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

The notation [NP] before a rule means that a boat may not protest another for a breach of this rule. This is a modification of RRS 60.1(a).

16. RANKING

16.1. The Route du Rhum - Destination Guadeloupe ranking is calculated in real time.

16.2. A ranking in real time in each of the classes or categories set out in NOR 7.1.1 will be drawn up according to the order of arrival, plus penalties or minus any time for redress.

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

17. TROPHIES AND PRIZES

Solely boats which have crossed the finish line of the Route du Rhum - Destination Guadeloupe and finished before the line is closed are taken into account for the trophies and prizes.

The cash reward amounts and the methods for distributing these prizes will be published in an amendment to the Notice of Race by no later than 31 December 2022.

18. POSITIONING

18.1. The organisation's positioning beacon system

In Saint Malo, the OA will install one or several positioning beacons aboard each boat enabling it to be tracked. The registered participant will be required to make out a cheque for 500 euros per beacon given as deposit. This cheque will be returned or destroyed once the Skipper has returned their positioning beacon(s) to Race HQ in Pointe à Pitre along with their finish declaration.

In the event of a retirement, the position beacon(s) must be returned at the Skipper's expense to the OC Sport Pen Duick office.

18.2. Replacement/substitute positioning system

Each boat shall be equipped with a replacement positioning system, of a type agreed by Race Management, to serve as a substitute should the positioning beacon provided by the OA fail.

This positioning beacon must be fixed and securely installed outside the cockpit for carbon boats or for other boats attached at the chart table and powered by an on-board power source.

Each Skipper shall give the OA permission to track their boat using this system during the observation course and the Race. Tests will have to be carried out as soon as the boat is equipped accordingly.

Race Management must be informed of any other form of satellite positioning or reporting and must have 24/7 access to it and be familiar with the name and address of the body or individual which collects the data information.

18.3. Real-time tracking

The OA reserves the right to ask the Skippers to leave their satellite communication system switched on (for boats which have such a device, e.g. FleetBroadBand, Iridium Certus...) during the first 2 hours of racing. In this case, the OA will be able to install software on the on-board PC beforehand.

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

19. MEANS OF COMMUNICATION

Every boat must be equipped with:

- A satellite telephone system with fixed external antenna. The exterior antenna must be installed in accordance with the technical instructions for the product. Any non-compliant installation will be refused. A visual and audible alarm shall be integrated into the satellite phone to indicate any incoming calls. This phone must have a sufficiently audible ringtone inside the boat and remain switched on for the duration of the Race.
- A 56-channel VHF marine radio of a minimum of 25 watts with masthead antenna.
- An Inmarsat satellite system or equivalent (in terms of broadband and features) 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 prevent their damage. These devices, just like the handheld Iridium in the emergency container and the AIS, will be tested prior to the start by the Technical Committee.

20. POWER SOURCE

No means of propulsion other than those outlined in RRS 42.1 may be used when racing.

Boats are permitted to use an energy other than manual to operate the autopilot or, for multihulls, an anti-capsizing system allowing the sheets to be totally or partially eased. Under no circumstances should this system be used to haul on the sails. This power can be used to manoeuvre the keel ballast and / or canting system or any other action permitted in the Class Rules.

21. OUTSIDE HELP

21.1. Routing

All systems providing navigational aid are permitted, and notably routing (modification to RRS 41), except for those classes whose rules prohibit routing. By routing we mean weather

assistance provided to the boat's Skipper by an outside source to make suggestions and assist the latter with drawing up an optimal course along a determined route by taking into account weather forecasts, winds, currents and wave heights and any other parameters linked to the boat's performance.

21.2. Help with performance

All aids to the performance of the boat or the Skipper provided by a source outside the Skipper of the boat are prohibited, with the exception of situations linked either to the Skipper's safety, or proven risks of collision and / or risks of material breakage which could endanger the life of the Skipper.

Any advice aimed at repairing technical damage so a boat can finish the Race is not considered to be an aid to performance. However, any repairs must be carried out entirely by the Skipper.

21.3. Sailing independently (outside the actions permitted in NOR 20.1 and NOR 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 boats or aircraft. Boats may not be re-supplied in any way whatsoever.

Moreover, all forms of remote control of an element of the boat, notably the automatic pilot, on-board appendages, navigation centre and on-board computers, are prohibited. The recovery of data from off the boat will be permitted and may be used for safety purposes rather than an aid to performance.

21.4 Technical pit stop

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

- The Skipper must make the request to do so to Race Management.
- Following consent from Race Management about the location of the pit 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.
- Once the boat is under tow or under auxiliary power other people may come on board.
- 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 deemed ready to start racing again, it 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. 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 technical pit stop as long as the Skipper does not receive outside help during this stop.

Note that any stop within a radius of 150 nautical miles of the start line in Saint Malo (see diagram in Appendix 2) or a return to the port of Saint Malo will not count as a technical pit stop.

22.1. 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 sporting level. Any other responsibility assumed by the OA can only be contractual and explicit. In particular:

- Any checks that the OA 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 the rules have been adhered to.
- Any watch kept on the part of the OA, especially a radio and telephone watch, shall be considered by the Skipper 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 only legally take on the responsibility of the OA if the latter, or an officially accredited member of staff, has officially accepted responsibility. This particularly applies to various requests for help and even assistance at sea.

22.2. The Race is a sporting event. Any sporting dispute shall be judged in accordance with the RRS.

Registration requests imply that 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 4). Consequently, the OA will not be responsible for the breach of any contract, 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.

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

22.4. 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 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.

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 remains the sole responsibility of each Skipper to ascertain what the weather conditions are likely to be and check his/her equipment.

The OA for the Race accept no liability in relation to such advice or information that they may provide. (RRS Fundamental Rule 3).

22.5. The owners, suppliers or Skippers 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 take out all the necessary insurance cover whether it be in relation to any injury, loss, damages or otherwise. It is also a requirement of each Skipper to bring the insurance certificate 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 to cover a minimum of 3-million Euros third party liability. He/she shall provide a written statement to the race organisation prior to the boat's arrival in Saint Malo. 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.

- 22.6.** 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 OA will not be liable for any actual or alleged loss, howsoever arising, suffered by any party, whether it be a Skipper, supplier, owner, 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.
- 22.7.** The OA shall have no liability whether it be to any of those registered in the Race or otherwise for any actual or construed loss, damage or expenses resulting from any cause beyond their reasonable control including (without limitation) any natural disaster, war, military operation, accident, breakdown of plant or machinery, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any licence or permit by any government, national or international sailing authority, highway authority, telecommunications or a delay in the provision, manufacture, production or supply by third parties of any information, goods or services.
- 22.8.** 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.
- 22.9.** In consultation with the Teams, the OA retains control and has priority over managing the communication of facts arising from any incidents or accidents occurring on board 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.
- 22.10.** 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 than the latter) and all the Skipper's partners involved have signed and returned to the OA a written certificate furnished by the latter, no later than 5 days before the start of the Race, 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 Race. 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 Race (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 from the latter), and the partners of the participant 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.

23. CONTACTS

OC Sport Pen Duick

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Prescriptions of the Fédération Française de Voile - Racing Rules of Sailing 2021-2024

(*) FFVoile **Prescription to RRS 64.4** (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 **Prescription 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. A boat that retires from a race or accepts a penalty does not, by such action, admit liability for damages.

(*) 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 authorisation of the Fédération Française de Voile, received before publishing the Notice of Race. This authorisation shall be posted on the official notice board during the event.

(*) FFVoile **Prescription to RRS 76** (Exclusion of boats or competitors)

An Organising Authority or Race Committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the Notice of Race and Sailing Instructions for an arbitrary reason.

(*) FFVoile **Prescription 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 equipment and safety rules required by the laws, by-laws and regulations of the Administration.

(*) FFVoile **Prescription 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 notice board during the event.

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

FFVoile Prescriptions 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 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 from the Fédération Française de Voile (French Sailing Federation). Such authorisation shall be posted on the official notice board during the event.

FFVOILE Prescriptions - Applicable when no international jury is designated at the event

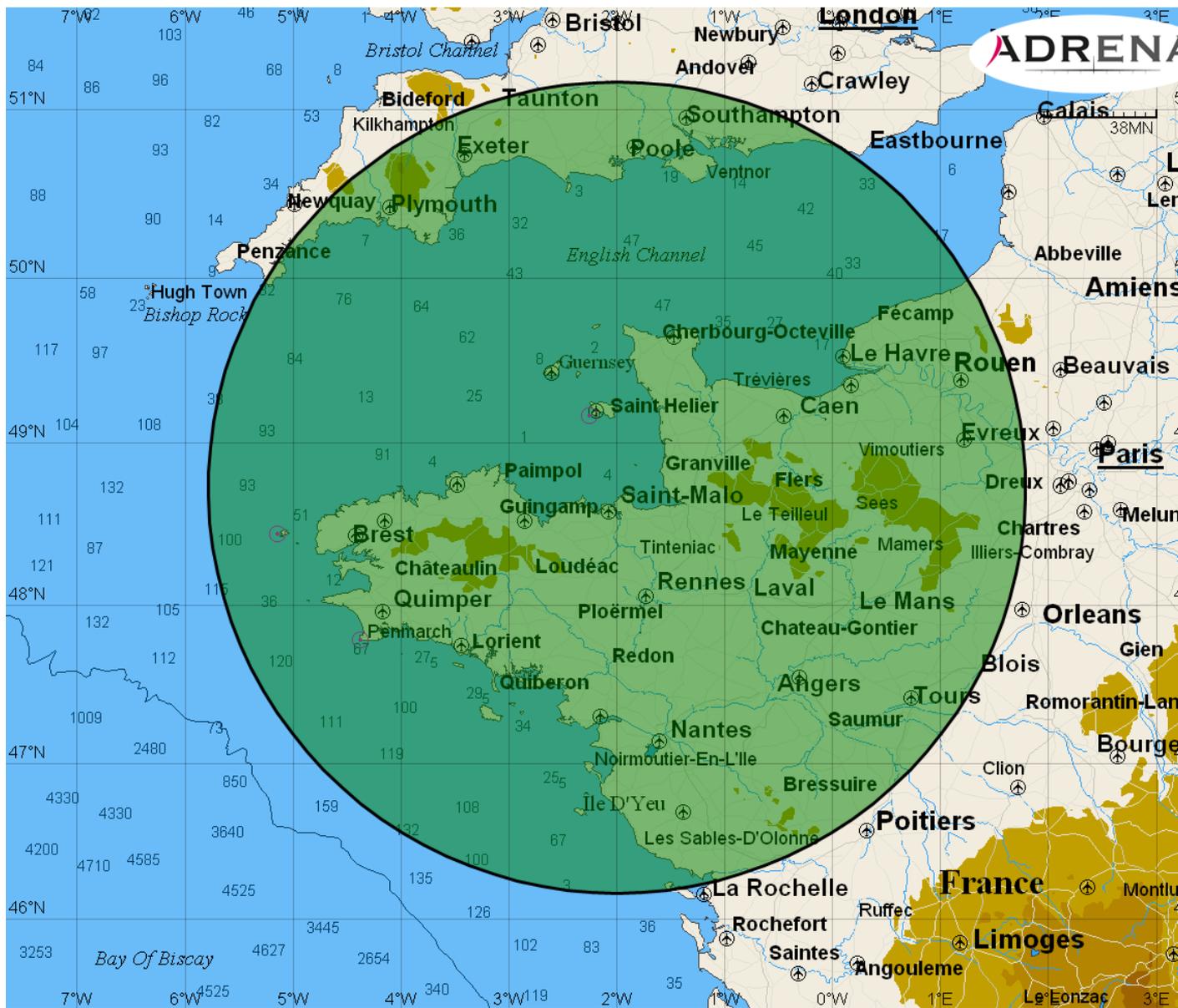
FFVoile Prescription to RRS 25 (Notice of Race, Sailing Instructions and signals):

For events graded 4 and 5, standard Notices of Race and Sailing Instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, upon receipt of FFVoile approval, received before the Notice of Race has been published.

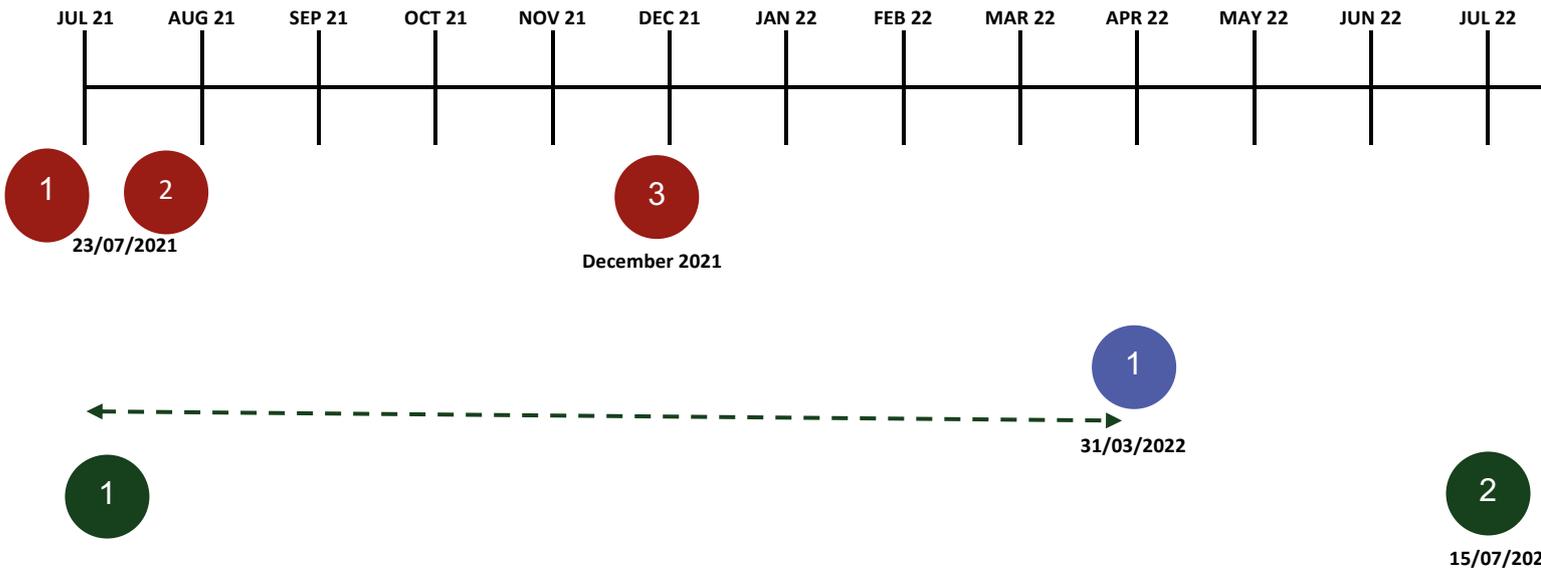
For events graded 5, posting of Sailing Instructions will be considered as meeting the requirements of RRS 25.1 application.

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

Appeals shall be sent to the head office of the Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, preferably using the appeal form downloadable on the Fédération Française de Voile website: <http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>



APPENDIX – List of qualifying races



- 1 Publication of the Notice of Race
- 2 Publication of the Marketing Appendix
- 3 Publication of the Audio-Visual Appendix
- 4 Publication of the Sailing Instructions

- 1 Confirmation of the entries and waiting lists
- 2 Definitive list of accepted boats

- 1
- 2
- 3
- 4

APPENDIX – List of qualifying races

List drawn up on 23 July 2021:

Drheam-Cup / Grand Prix de France de Course au Large 2022

APPENDIX – List and schedule for the Appendices and Amendments

Publication of the Amendments and Appendices:

'Financial prizes' Amendment: Publication no later than 31/12/2021.

'Financial penalties' Amendment: Publication no later than 31/12/2021.

'Reception Parades' Appendix: Publication not later than 31/03/2022.