



LES SABLES - HORTA - LES SABLES

Les Sables d'Olonne

HORTA (Faial)

Les Sables d'Olonne

30th JUNE – 23rd JULY 2013

4th EDITION

ORGANISATION

TOWN OF LES SABLES D'OLONNE

85100 Les Sables d'Olonne

TOWN OF HORTA (AZORES)

[SAILING INSTRUCTIONS](#)

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PREAMBLE

Eligible boats must confirm their entry with the organising authority.

Competitors (each crew member) living in France are required to submit a valid FFVoile license with medical stamp when they enter, and submit parental authorisation in the case of minors.

Foreign competitors must present justification of valid civil liability insurance with a minimum of Euros 1.5 million cover, as well as a medical certificate.

Upon confirmation of their entry, competitors shall present a valid copy of the measurement certificate to the organising authority.

1. Rules

1.1 The event is governed by the rules as defined under the "Rules" in the ISAF Racing Rules of Sailing 2013-2016 (RRS)

The following shall also apply:

- OSR Category 1
- The Class 40 Rules and any amendments
- Sailing at night: between the legal time of sunset and sunrise, the rules of Chapter 2 of the RRS shall not apply, and are replaced by Part B of the COLREGs.
- National prescriptions applicable to foreign competitors as outlaid in the appendix entitled "Prescriptions"

1.2 The rules and procedures modified by the present Sailing Instructions are:

Race signals, 29.1, 30.1, 30.2, 30.3, 35, 41, 44.1, 60.1(a), 64.1, 66, A2, A4, A8, A11.

1.3 Environmental Protection Rule: no boat shall throw rubbish in the sea.

1.4 Appendices and amendments, as well as postings on official notice boards are in local time.

1.5 The Official language is FRENCH and the prevailing text is the French one

2. ADVERTISING

- 2.1 The Race is classified as Category C - in accordance with ISAF Rule 20 (advertising), French competitors carrying advertising must present a valid advertising card, issued by the FFVoile. Foreign competitors are requested to present an equivalent document from their national authorities.

2.2 Logos on Sails

Mainsail

A logo provided by the organisers - shall be placed on both sides of the mainsail within a 1.5 m diameter circle situated in the aft third of the sail (as per Class 40 Rules)

2.3 FORESTAY FLAGS

4 flags shall be provided by the organisers

- town of les Sables d'Olonne
- Pays de la Loire Region
- France Television
- town of Horta

Flags shall be flown in the forestay:

- From 30th June until 4th July 2013 in les Sables d'Olonne - including in the channel when leaving port.
- During the whole stopover in Horta (Faial)
- From the finish until 23th July 2013 in Les Sables d'Olonne, including in the channel when coming into port.

The forestay flags are to be kept on board during the entire race, should not be handed over to a third party, and are to be hoisted upon arrival at the stopover and upon arrival at the end of the race.

Non-compliance of this rule will be brought to the attention of the Jury.

Financial penalties in favor of the SNSM may be applied.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on official notice boards located:

- in Les Sables d'Olonne - at the Race Office -
- in Horta : at the Race Office - Horta Marina

4. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the official notice board at least 3 hours before the warning signal except for any change to the race schedule which will be posted before 2000 local time the evening before it comes into effect.

5. SIGNALS MADE ASHORE

5.1. Signals made ashore will be displayed on the mast located

- in les Sables d'Olonne on the Vendée Globe pontoon
- in Horta in front of the Race Office

5.2 When the AP is displayed ashore accompanied by two sound signals, it means "the start is delayed - competitors shall remain ashore"

When the AP is lowered accompanied by one sound signal, it means "go immediately to the start area". There will be a minimum of 1h.30 between lowering the AP and the warning signal.

This modifies RRS "Race signals".

6. RACE PROGRAMME

The race "Les Sables d'Olonne - Horta - Les Sables d'Olonne » consists of two races (legs) raced by a crew of 2 people.

The start of the first leg - Les Sables d'Olonne - Horta - will be on 4th July 2013 at 1902 local time.

The start of the second leg - Horta - Les Sables d'Olonne will be on 14th July 2013 at 05.02PM local time

6.1. Official Programme

The official programme is specified in the appendix entitled "Programme".

6.2 Modifications to the programme

The Organising Committee reserves the right to

- modify the programme by bringing forward or delaying the start of a race
- change the course
- cancel a race once underway and inform competitors by VHF or via any other means of communication (Iridium)

However, the date and time of the first leg of the race cannot be brought forward.

6.3. Mandatory attendance

The presence of the whole crew is mandatory at the dates, times and places indicated in the official programme.

7. IDENTIFICATION

The obligations concerning identification and branding are outlined in the appendix entitled "Identification". Any non-compliance with these rules shall lead to a protest by the Jury who may, after a hearing, apply penalties as per Article 14.6 outlined below.

8. RACE FLAG

The series flag (warning signal) is the Class 40 flag

The race flags are: Town of Les Sables d'Olonne.

Competitors must fly these flags in the shrouds during the race

Starboard: Les Sables d'Olonne

Courtesy flags shall be flown upon entering Portuguese territorial waters and kept up for the whole of the stopover in Horta.

9. RACE AREA

The race area is located between Les Sables d'Olonne (France) and the Harbour of Horta (Faial - Portugal).

10. THE COURSE

10.1 The description of the course of each leg is outlined in the appendix entitled - "Les Sables d'Olonne / Horta Leg" and "Horta - Les Sables d'Olonne Leg"

The position of the marks indicated in the appendix entitled "LEGS" are indicative, and are from the following references:

- Light and Fog Signals
- IMRAY charts
- SHOM charts.

10.2 When a buoy is removed

Dispensation to Rule 28.1 of the RRS

Where a boat has started, but has been unable to pass a mark of the course laid by the Race Committee before it is removed, it shall pass the position (latitude and longitude) of the removed buoy.

The crew shall record the exact timing at that position and submit a written declaration at the finish.

10.3 Accuracy of information

It is the skipper's responsibility to check all information provided in the appendices entitled "LEGS"

10.4 The approximate compass heading of the first mark may be posted on the committee boat before the warning signal.

10.5 The D flag displayed on the committee boat indicates that there is a spreader mark.

The absence of the D flag means that there will be no spreader mark.

A green flag displayed on the committee boat indicates that the spreader mark is to be left to starboard

The absence of a green flag means that the mark is to be left to port

This modifies the RRS « Race signals ».

11. MARKS

All marks are defined in the appendices entitled "Legs" as outlined in 10.1.

12. OBSTRUCTIONS

Considered as obstructions : areas where navigation is forbidden, protected swimming areas, protection zone around dive boats and all areas designated as forbidden to navigation in the "LEGS" appendices.

13. THE START

13.1 The start will be in accordance with Rule 26, with the warning signal "Class 40 flag" raised 8 minutes before the start signal.

13.2 The starting line shall be between the mast flying an orange flag on the Committee Boat at the starboard end of the line, and the course side of the mark at the port end of the line as defined in appendix "Legs".

If a Committee Boat is stationed next to the start mark, Skippers shall not pass between the mark and the boat, from the preparatory signal until they have crossed the line having made any reparations for infringements.

Any infringement to this rule shall lead to a protest, which after deliberation could incur a minimum of 30 minutes penalty.

13.3 Any boat which has not crossed the start line within 30 minutes after the start signal will be classified as DNS for the relevant leg, unless the Race Committee has specifically agreed in advance to a delayed start.

This modifies Rule 29.1 of the RRS.

13.4 The starting areas are outlined in the appendix entitled "Legs". The starting area can be modified without warning by the Race Committee, who will then hoist the L flag on the Committee Boat. This procedure means: "follow me to the new starting area".

13.5 Individual recall

Boats having crossed the start line and infringed Rule 29.1 and/or Rule 30.1 shall be informed - if possible - by the Race Committee by VHF on the race channel, at the earliest 2 minutes after the start signal. Lack of information by VHF or failure to receive information shall not be grounds for reparation.

14. FINISH

14.1 Finish areas together with the definition of the finish line are outlined in the appendices entitled "Legs"

14.2 Finishing procedures for each leg

Each skipper shall call the Race Committee by VHF, on the race channel, when approximately 5 miles or 30 minutes from the finish line. He/she shall continue to call until there is acknowledgement from the Race Committee. At night skippers must light up their sail numbers when crossing the line. Each competitor shall also record the exact time of their finish.

14.3 Closure of the finish line

The finish Line will be closed after the arrival of the last competitor or within a time frame corresponding to the time limit as defined by Article 18 of the SIs if that time is earlier. Skippers who fail to cross the finish line within the time limit shall be classified as DNF and

credited with a race time as per the specifications outlined in Article 15.3 (Modifies RRS 35).

15. PENALTIES

Penalties or bonuses shall be in time.

The addition of racing time plus penalties cannot be higher than the time given to a skipper classified as "DNC".

Penalties for infraction to rules - except for the non-respect of definitions of starting and finishing: at the discretion of the Jury

15.1 Infraction of a Rule of Chapter 2 of the RRS

15.1.1 Advantage or serious Damage

If the Jury establishes that the infraction has led to serious damage or a significant advantage, it shall penalise a boat which has taken a penalty but not retired (Modifies RRS 44.1)

The penalty shall be a minimum of 2 hours.

15.1.2. Admission of infringement

A written admission of infringement shall be submitted to the Race Office, under the same conditions as for protests, for each penalty taken.

15.1.3 Non-admitted infringement

Any infringement of a rule in Chapter 2 of the RRS, and which is not admitted, shall incur a penalty of a minimum of 2 hours.

15.1.4. Infringement of the COLREGs

Rules 44.1 and 44.2 of the RRS do not apply when the COLREGs replace the Rules of Chapter 2 of the RRS. Penalties shall be at the discretion of the jury without being less than 2 hours.

15.2 Departure Penalties

Rule 30.2 - 2 hours penalty without a hearing replaces the scoring penalty of 20 % (Modifies RRS 30.2)

15.3 Ranking in time

Boats classified as « OCS, D.N.C, D.N.S, D.N.F, D.S.Q, R.A.F » on a leg shall be attributed a race time equivalent to the line closing time plus 5 hours

15.4 Specific infringements of the Sailing Instructions

15.5. Logos on the boat

15.5.1 a) a Skipper who does not carry on his boat one of the logos/ branding specified in Article 6 of these Sailing Instructions may be penalised and fined up to € 200 per day of infraction, based on the report of the Race Committee and instruction from the Jury.

b) a skipper who fails to fly the relevant courtesy flag when abroad may be penalised and fined up to € 200 per day of infraction, based on the report of the Race Committee and a hearing from the Jury.

The financial penalties will be given to the SNSM.

15.5.2 Safety vacations

Failure to comply with the requirements of Article 21.4 shall incur a protest

15.5.3 Assistance before the start

An infraction to Rule 16.1 may incur, following a hearing, a penalty of a minimum of 30 minutes on the relevant leg.

15.5.4 Retirement

Any competitor not doing his utmost to inform the Race Direction of his/her retirement may be disqualified for the entire race at the discretion of the Jury. The Jury may also take further

action, such as opening proceedings for Rule 69.

16. ASSISTANCE BEFORE THE START

16.1 At the start of each leg, competitors shall leave the dock with the full complement of crew on board.

No shore crew, nor any other individual, is allowed on board from the moment the boat leaves the dock.

16.2 The Race Committee may authorise technical assistance on a boat, at the request of the skipper after the boat has left the dock, especially if the problem has a bearing on safety (VHF, autopilot).

17 ASSISTANCE DURING THE RACE

17.1 Technical Stop - (Modifies Rule 41 of the RRS):

During the race a boat stop, anchor or receive assistance (in conformity with RCV 42.3h) - under the following conditions:

- the Skipper must submit a request to the Race Committee
- The duration of the stop shall not be less than 2 hours. The accumulated time of stops shall not exceed 12 hours.
- After agreement with the Race Committee on the location of the stop, on the repairs to made and the parts to be changed if applicable, the boat may be taken under tow to enter or leave the harbour or the anchoring place agreed upon with the Race Committee, over a distance agreed upon with the Race Committee, as long as the tow has in no way favoured the boat's progress towards the finish line.
- Once the boat is under tow - and only from that moment - can others come on board.
- Once the boat is anchored or tied to a mooring buoy or alongside an anchored vessel, or alongside in the harbour or shelter as agreed with the Race Direction, repairs can be made, the boat provisioned, and spare equipment brought on board as agreed with the Race Committee. The crew may disembark

17.2 Medical Assistance

In accordance with Fundamental Rule No. 1 as well as Rule 41 of the RRS, medical assistance will under no circumstances be considered as outside assistance. However, when coming from another competitor, such assistance must be recorded in a report at sea and passed to the Race Committee at the finish.

17.3 VHF Assistance between skippers

It will be up to a skipper to judge if a VHF conversation between two or more crews constitutes outside assistance, and to request that the conversation ceases, and lodge a protest.

In all cases, VHF communications between crews shall be on Channel 72, for the duration of the race.

18. TIME LIMIT

Any boat not finishing the race within 72 hours of the arrival of the first boat shall be classified as DNF.

19 PROTESTS, RECOGNITION OF INFRINGEMENTS AND REQUESTS FOR REDRESS

19.1 The forms for protests as well as recognition of infringement are available at the Race Office. Protests and recognition of infringement must be delivered to the Race Office

no later than 2 hours after the finish time of the boat protesting or admitting infringement. When a boat finishes at night, between 2100 and 0800 (local time) they shall be delivered before 1000 am (local time).

- 19.2 Notices will be posted on the Official Notice Board informing skippers of the place and date of hearings for protests and requests for redress.
- 19.3 The Race Committee or Jury intending to protest shall post the information for skippers in accordance with Rule 61.1(b)
- 19.4 Non-compliance with Rules 1.3, 14.2, 18., 20, 21, 22 of the SIs cannot be the subject of a protest from another boat. This modifies Rule 60.1(a). Penalties for these infractions will be left to the discretion of the Jury.
- 19.5 Request for reopening hearings
Request for reopening a hearing will not be accepted more than one hour after the party requesting such reopening has been informed of the Jury's verdict. This modifies Rule 66 of the RRS.

20 RANKING

- 20.1 The ranking by leg will be based on time
A provisional ranking will be established for each leg, based on the racing time, including penalties plus bonuses where applicable.
- 20.2 Overall ranking based on time
 - a) definition: a provisional overall ranking will be established based on the combined times of the two legs.
After jury deliberations, the final overall ranking will be based on the combined times of both legs at the end of the race (modifies Article A2 of the RRS). The boat with the minimum combined time will be declared the winner, and so on.
 - b) Tie: the outcome of a tie shall be established by using the ranking of the 2nd leg (modifies Rule A8 of the RRS).

21 SAFETY RULES

- 21.1 Start declaration -
Skippers shall fill in a start declaration form, provided by the Organisers, to be submitted to the Race Committee before the start of each briefing prior to each race start.
- 21.2 Retirement
Any competitor who retires shall take down the race flag and do his/ her utmost to immediately inform the Race Office. The skipper shall send written confirmation of retirement to the Race Committee as soon as possible. The retirement will be only officially registered once this declaration is received.
Contact No of the Race Director is + 33 6 07 45 72 41
- 21.3 Radio watch
During the race, skippers are required to keep a permanent watch on Channel 72. Skippers are reminded that keeping watch on Channel 16 is compulsory at sea for any boat.
- 21.4 Safety Vacation
All competitors shall participate in the daily vacation between 0900 and 1000 UTC. Every morning at 0600 UTC all competitors are required to e-mail approx- 5-10 lines to the Race Office, giving their position and general information concerning the last 12 hours of navigation (Weather, sea conditions, breakage).

Non-compliance of this requirement could incur a penalty of 5 minutes per infraction, following a hearing of the Jury

Destination /Contact address: denis.hughes@wanadoo.fr
secretariat@class40.com
poleatlantique@orange.fr

Safety equipment

- 21.5.1. Each boat must have on board the complete safety equipment required by the current rules and by the organisers
- 21.5.2. At the finish of each leg, and at the request of the Race Committee or the Jury, each competitor must provide his/her hand-written or electronic logbook as well as the charts used for navigation.

The logbook shall contain at least the following, entered twice daily:

- Heading
- Speed
- Weather observations
- Estimated position
- Radio contact with any other competitor

- 21.5.3 Paper SHOM (or equivalent paper) charts:

7211 Bay of Biscay

6990 Penmarch to the Gironde

6561 North Atlantic Ocean

7605 Archipelago of the Azores (central group)

6623 English Channel to Archipelago of the Azores (routing chart)

7411 Port of Les Sables d'Olonne

22 REPLACEMENT OF BROKEN EQUIPMENT

The replacement of broken or lost equipment will not be authorised without the approval of the Race Committee and the Measurement Committee. Request for replacement equipment must be done in writing as soon as possible and submitted to the Race Committee using the form available at the Race Office.

Boats must remain in the same configuration as at the start (spars, appendages, structure, sails) during the entire period of the event.

The only set of sails to be used throughout the whole event is the one stamped before the start. In case of replacement of an unrepairable sail, the Jury shall apply a penalty of 24 hours.

Following deliberation, repairs and replacement of damaged equipment may incur penalties, up to 24 hours per item of equipment.

23 CLASS RULES CONFORMITY AND EQUIPMENT SCRUTINEERING

- 23.1 A boat and its equipment can be checked at any time to ensure that it conforms to the Class 40 Rules and to the various race rules.

- 23.2 Measurement checks/ Mooring location during stopovers

Teams and boats shall be available to the organisation at the start port from the hour and date specified in the Notice of Race. Class Rule conformity and equipment checks can be

carried out at any time during stopovers. Boats shall not leave their mooring spot during stopovers, except with the written agreement of the Race Committee and/or Race Direction.

23.3 HAULING OUT

From the 30th June at 02 PM hauling out shall be upon written authorisation from the Race Committee and/or the Race Direction

23.4 Seals

Skippers are responsible for keeping seals intact. Broken seals will be the subject of a protest

In case of auto-sealing the engine's shaft line, competitors will have to provide a digital photo of this sealing to the Race Direction, at the latest two hours after the start of the race concerned.

23.5 - Drinks

In accordance with Rule 104 of the class rule and 2.6.1 of the Appendix to class rules, the maximum quantity of drink allowed embarked is 56,5 litres par leg.

24 AUDIO COMMUNICATION

24.1 An Iridium telephone is mandatory. It shall be on 24 hours a day. An external antenna is mandatory.

24.2 Routing

Routing is forbidden

Routing means any personalised information coming from outside aimed at optimising the route of the boat (weather forecast, course etc...).

Each day the Race Direction will do its best to transmit to competitors:

1 GRIB file at 0700 UTC

1 synoptic chart at 0800 UTC

2 fleet position reports (CLS) at 6 H TU, 10 H TU, 14 H TU et 18 H TU, the accuracy of which is the responsibility of the company CLS

This information has no formal value. Absence of transmission or errors will not be grounds for redress, as per Rule 62 of the RRS,

25 PRIZES

Prizes for competitors will be in kind.

26 DISCLAIMER

Crews participate in this race entirely at their own risk (See Fundamental Rule No.4 of the RRS - Decision to Race). The Organizing Authority will not accept any responsibility, for material damage, injury or death related to the race, be it before, during or after the race (see also Fundamental Rule No. 3 of the RRS).

Race Committee President:

President of the Jury:

President of the Measurement Committee:

Race Director:

Patrick MAURIN

Jean-Pierre VELAY

Brigitte FABRE

Denis HUGUES