



TRANSAT JACQUES VABRE 2013

Le Havre – Itajaï (Brazil)

11th Edition
Start on Sunday 3 November 2013

Notice of Race

8 December 2013 edition
(Translation)



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1. GENERAL ORGANISATION

The Transat Jacques VABRE Association, a non-profit-making association, includes the founding partners of the Transat Jacques VABRE, the City of Le Havre and Kraft Food.

The Association holds the rights to the event and coordinates all the operational elements, which contribute to its organisation: sports management, management of the media coverage, marketing and technical management.

Organisation chart for the Transat Jacques VABRE Association

- President: Jacques Rosio
- Treasurer: Clotilde Bednarek
- Secretary: Agnès Firmin Le Bodo
- Operational Committee: Gildas Gautier (Chief Representative) and Benoit Fritsch (Deputy Chief Representative)

1.1. Sports management

Appointed by the Transat Jacques VABRE Association the company **Sirius Evénements** provides the sports management for the event in conjunction with the city of Le Havre for the start, the city of Itajaï for the finish and the Ligue de Voile de Haute-Normandie (Upper Normandy Sailing League).

This competition is run under the aegis of and in accordance with the sporting regulations of the Fédération Française de Voile (French Sailing Federation).

The role of **Sports Team Manager** for the event will be performed by Manfred Ramspacher, manager of Sirius Evénements.

Sirius Evénements' mission is the race organisation and safety, management of relations between the classes and the institutional environment, as well as the coordination between other departments.

Sirius Evénements, an establishment affiliated with FFVoile (French Sailing Federation), is the organising authority for the Transat Jacques Vabre 2013 within the meaning of the RRS regulations art. 88.1.

The Race Management team set up by Sirius Evénements is managed by Sylvie Viant: **race director**.

She works in direct relation with the Race Committee, the Measurement Committee, the Medical Committee and the International Jury.

Any incident/accident must first and foremost be communicated to race management.

1.2. The team of umpires

The umpires shall be appointed by the FFVoile (French Sailing Federation), in accordance with its regulations.

An international jury shall be constituted by the FFVoile (French Sailing Federation) in compliance with RRS appendix N. In accordance with RRS 70.5, its decisions shall be final.

1.3. Medical Committee

A board to provide medical assistance, presided over by Jean Yves Chauve, shall be constituted as per ISAF Regulation 21 and appendix 3a of the Fédération Française de Voile's (French Sailing Federation) medical regulation.

2. NAME

The official and only authorised name is the "**Transat JACQUES VABRE**". The **Transat JACQUES VABRE** is sponsored by Jacques VABRE (Kraft Foods Group France), the city of Le Havre and the city of Itajaí in Brazil.

3. PURPOSE & POSITIONING

Today the event has made its mark as a strong advocate for sustainable development, as embodied by the powerful unifying tagline "Prendre la mer, Agir pour la Terre" ("Take to the sea, act for the Earth").

For the 11th edition (20 years), The Transat Jacques VABRE wishes to highlight its history amongst the great "Prendre la Mer" transatlantic races (focus on the sporting legend of the race), as well as its commitment to being 'sustainable' through its ecological focus and "Agir pour la Terre" carbon offsetting.

The purpose of the race is:

- to promote the sport of sailing and to contribute to the development of ocean-going boats, the equipment on board, as well as all materials and construction technology,
- to develop economic relations between France, Europe and Brazil,
- to reduce the ecological footprint of the event in its general organisation,
- to raise awareness amongst competitors, skippers, owners, sponsors and journalists about the Transat Jacques VABRE's commitment to "Sustainable Development",
- to offset the event's carbon footprint through a "Sustainable Development" cause defined by the Association, to which sponsors and stakeholders in the event can associate themselves should they wish.

In order to ensure the continuity of the race, it shall be run every two years. The organisation will endeavour to ensure that the different classes are dealt with in the same way and that each participant is treated the same within each class.

4. RULES

4.1. The event is governed by:

- Regulations such as those defined in the Racing Rules of Sailing 2013/2016,
- The class rules 2013 for each eligible class,

- Part B of the International Regulations for the Prevention of Collision at Sea (COLREG) when applicable.
- OSR 2012/2013, category 1, Multihull or Monohull.

Where race-related documents are translated, the French text will take precedence. For OSR and Racing Rules of Sailing, the English text will take precedence.

- Official time for the event in France is local time (UTC+2 until Saturday 26th October; UTC+1 from Sunday 27th October); and local time in Brazil in November (UTC-2)

4.2. The following RRS are modified:

- **RRS Part 2 (*when boats meet*)**: applicable at the start and up to 30 miles after the start, then again 30 miles before the finishing line during daylight hours. During hours of darkness on these sections of the course and for the rest of the race course, Part 2 rules are replaced by the International Regulations for the Prevention of Collision at Sea Part B (Steering and Sailing)
- **RRS 41 (*Outside help*) and 45 (*Hauling out, making fast, anchoring*)**: modified by paragraph 20 of the NOR.
- **RRS 42.3 h (*Propulsion*)**: a boat may use its engine or be towed to return to Le Havre to effect repairs and restart the race with the permission of Race Management.
- **RRS 44.1 (*Taking a penalty*)**: modified in the Sailing Instructions.
- **RRS 47.1 (*Limitations on equipment and crew*)**: modified with "a boat may take spare equipment on board during the race with the written permission of Race Management and in accordance with the Class Rules".
- **RRS 50.2 (*Spinnaker poles, whisker poles*)**: shall not apply.
- **RRS 51 (*Movable ballast*)**: Delete the first 2 sentences and replace with: "All stacking of movable equipment for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of batteries, all other heavy equipment which could damage the boat or cause injury must be solidly and permanently attached, except when these are moved. Food, water and fuel jerry cans, safety equipment (except liferafts and/or equipment sealed in place), hardware and spares can be stowed in boxes and stacked provided that these are firmly attached to the boat. Sails can be freely stacked. Sail bags must not be watertight."
- **RRS 52 (*Manual power*)**: modified in paragraph 19 of the NOR.
- **RRS 54 (*Forestays and headsail tacks*)**: shall not apply.
- **RRS 61 (*Protest requirements*)**: modified in the Sailing Instructions.
- **RRS 62 (*Redress*)**: modified in the Sailing Instructions
- **RRS 63 (*Hearings*)**: modified in the Sailing Instructions
- **RRS 64 (*Decisions*)**: modified in the Sailing Instructions

5. ADVERTISING

5.1. In accordance with ISAF Regulation 20 (Advertising), as modified by the FFVoile's (French Sailing Federation) advertising regulation, boats may be required to sport the advertising chosen and provided by the organising authority.

5.2. Identification

5.2.1. **Race number**: all boats must have a distinctive race number visible at all times on the deck, the hull(s) (except IMOCA) and the sails. The dimensions are detailed in the class rules for each Class.

The race number on the hull must appear on the forward outboard side of each hull for the multihulls, and on the forward part of each side of the hull for monohulls.

This number (in compliance with Class rules) must be reported to the race organisation by 12th July 2013 at the latest.

5.2.2. Boat name: the registered boat's name shall at least appear on both sides of the hull or hulls and once on the transom or aft crossbeam.

The race organiser reserves the right to refuse any name which it considers to be in poor taste, shocking, abusive or contradicting the purpose of the race.

5.2.3. Race flags: Each boat entered in the race shall receive, at the latest upon its arrival in Le Havre, **two race flags** which shall be flown in its rigging from Friday 26th October 2013 at 1200 noon until 50 miles offshore of the start line then again 50 miles before the finish line until the prize-giving in Itajaí. Any breach of this rule could incur financial penalties.

5.2.4. Pennants or Flags: while in the harbour, pennants or flags of any size may be hoisted on the stays with the name of the boat, the logo or the registered trademark. Slogans are not permitted.

In addition, skippers must hoist the Organisation's flags in their rigging (4 flags supplied by the organiser in Le Havre, of which there are 3 sponsor flags (Jacques VABRE, the City of Le Havre and the City of Itajaí). These **must be** hoisted in Le Havre from Friday 26th October 2013 at 1200 noon and until the start, and again after crossing the finishing line through until the prize-giving.

5.2.5. Race logo: all boats entered shall sport the race logo on their mainsail. This logo shall be within a circle whose diameter is 2.3 metres for IMOCA boats (or more according to the agreement with the class), a circle whose diameter is 2 metres for Multi50s, and a circle whose diameter is 1.50 metres for Class40 boats. The centre of this circle shall be positioned at one third mast height above the deck. Branding materials shall be supplied by the Organiser and it shall be the Skipper's responsibility to ensure they are correctly adhered until the end of the race. Any breach of this rule may incur a financial penalty.

5.2.6. The crews of all the boats entered in the event undertake to respect the name of the race in their communication and promotion. The race logo is rights free for boats entered in the race in the context of their promotion. The race organisation must be informed of this use. A graphics guide will be supplied.

6. ELIGIBILITY – ENTRY

6.1. Eligibility

6.1.1. The Transat Jacques Vabre 2013 is open to multihulls and monohulls, which will be split into classes as follows:

- IMOCA Class: Monohulls as defined in the IMOCA Class Rules,
- Multi50 Class: Multihulls as defined in the Multi50 Class Rules,
- Class40: Monohulls as defined in the Class40 Class Rules

Any other homogenous class wishing to participate in the event may make the request to the sports management team by 1st February 2013 at the latest and subject to adhering to NOR 6.1.4.

All boats shall be fitted with a propulsion engine, and in particular be able to enter and leave harbour and manoeuvre around the harbour under their own power in accordance with their class rule and the OSR.

This event is registered in the IMOCA event schedule and counts towards the IMOCA Monohull World Championship points tally.
It is registered in the Multi50 Class and Class40 event.

6.1.2. The number of boats participating in the event is limited to 50.
However, the Race Organiser reserves the right to:

- invite additional boats to compete in the event,
- exclude an entry in accordance with RRS 76.

6.1.3. All boats must be up to date with their Class' requirements (membership and measurement certificate for 2013).

6.1.4. In order for a class to be eligible, a minimum of 5 boats must be entered before 12th July 2013.
Once registration is closed, the race organiser will confirm which classes are permitted to race based on the number of entries.

6.2. Entry

6.2.1. Requests for entry will be registered according to the date of receipt and on condition that they are accompanied by the completed registration form and a cheque or proof of bank transfer for €1,000 (inc. tax) for application fees, which are non-refundable but credited against the entry fee.

Once the limit of 50 boats has been reached, as per NOR 6.1.2, any further boats will be placed on a waiting list.

6.2.2. The definitive entry must be filed by **12th July 2013** at the latest, accompanied by a cheque or proof of bank transfer for the outstanding balance of the entry fee, sent to:

SIRIUS EVENEMENTS SARL
Transat JACQUES VABRE
5 rue de l'Amiral Hamelin
75016 PARIS

6.2.3. Entry fees are as follows:

- 10,000 Euros ex-VAT for boats in the IMOCA Class + applicable VAT
- 5,500 Euros ex-VAT for boats in the Multi50 Class + applicable VAT
- 4,500 Euros ex-VAT for boats in the Class40 monohulls + applicable VAT

Cheques should be made payable to the Association Transat Jacques Vabre and bank transfers are to be made to the following account:

ACCOUNT NAME	ASSO TRANSAT JACQUES VABRE
Bank code	10107
Sort code	00365
Account number	00118030244
Personal code	20
REGISTERED ADDRESS	BRED LE HAVRE ESPACE COTY
International bank account No. (IBAN)	FR7610107003650011803024420

If, once the scrutineering is completed by the Race Committee, a boat is deemed not to comply, the organiser reserves the right to exclude it (RRS 76). The boat will have half the entry fee reimbursed.

In the event of withdrawal after 12th July 2013, the entry fee will be retained by the Race Organiser.

In the event of force majeure or if the participants' safety requires it, the organisers will be able to decide whether or not to cancel the event. Cancellation for reasons of force majeure or any reason beyond the organisers' control, will not give rise to any refund of the entry fees or compensation. Such reasons may include, but are not limited to, abnormally inclement weather conditions, armed conflict, requisitioning, fire, flood, strikes, or the blocking of facilities, whose origin would be unknown and totally beyond the organisers' control.

6.2.4. A late entry (after 12th July 2013) may be considered by the Race Organiser; in the event of such an entry being accepted the entry fee will be increased by 25%.

6.2.5. The entry fee includes a positioning beacon being made available by the Race Organiser to each competitor and a deposit cheque for €2,000 will be required.

6.2.6. Qualifying passage:

Race Management reserves the right to request a crew, with its registered boat, to undertake a qualifying passage, the details of which must be decided in advance with Race Management. The course, distance, date and start time must be agreed with Race Management at least one week before the anticipated date of departure.

This qualifying passage must be carried out on board the boat entered for the event, with the same boat configuration as that planned for the Transat JACQUES VABRE **and with Inmarsat tracking**. The crew shall do its utmost to have the race logos provided by the Race Organisation in place (logos on the mainsail and race flags) during the qualifying passage and for any outing whose purpose is the creation of image banks.

For the Class 40s, the Normandy Channel Race 2013 and/or Les Sables-Horta 2013 race shall be considered to be a qualifying passage.

6.2.7. The final list of boats permitted to present themselves for final Scrutineering and Equipment checks for the Transat JACQUES VABRE, from 25th October 2013 at 1800 hours in Le Havre, will be published at the press conference about a month prior to the start.

Only boats which have sent a copy of their third party liability insurance to the organisation will be permitted to access the Bassin Paul Vatine in LE HAVRE.

6.2.8. Entry only becomes final once the boat and crew have satisfactorily completed final Scrutineering and Equipment checks in Le Havre during the week prior to the start.

6.3. Crew

6.3.1. The race is double-handed. Each boat must have the same two crew members on board at all times, except where RRS 1.1 and 41 apply.

6.3.2. Any Skipper who has embarked one or more persons to assist, within the context of RRS 1.1 or 41, shall endeavour to disembark them in as short a time as possible and must be in accordance with instructions from Race Management in this respect.

6.3.3. Each competitor must have the correct administrative documents for Brazil.

6.3.4. Each competitor shall ensure that they conform to the regulations of their national authority or that of their country of residence, and French competitors in particular must have in their possession a competition licence with a medical stamp valid for the duration of the event, as well as an advertising licence for 2013.

6.3.5. **Each crew member** shall provide the following documents to the race organisation:

- ISAF Sea Survival course certificate within the last 5 years
- A medical file, which must include the results of an exercise tolerance test carried out within the past 4 years and the results of a cardiogram.
- The medical questionnaire supplied by the race organisation, completed and signed by the individual and their doctor.
- **First Aid certificate or PSMer dated within the last five years (AFPS and PSC1 dated within the last five years are accepted) (Ref. OSR 6.05.2).**

6.3.6. **Minimum age: 18 years old on 25th October 2013 at 1800 hours.**

6.3.7. The Skipper must have completed, signed and registered their departure declaration **by Friday 1st November at 1800 hours at the latest.** The departure declaration is appended to the Sailing Instructions.

7. ADDITIONAL SAFETY EQUIPMENT

7.1. **The following safety equipment must be on board for the entire duration of the Event:**

7.1.1. A radar with alarm.

7.1.2. A handheld Iridium, either waterproof or in a waterproof pouch, in the grab bag.

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

7.1.4. An active AIS transceiver plus software displaying AIS targets, with antenna situated on the masthead and registered with the boat's MMSI.

7.1.5. One survival suit per person on board, minimum norm NF EN ISO 15027-1 and whose thermal insulation without thermal underwear is at least 0.75 Clo when immersed.

7.1.6. A portable Sarsat-Cospas distress beacon, with 121.5 Mhz and 406 Mhz frequencies, classed as long-life and with a minimum of 48 hours battery life (2 beacons for IMOCA boats).

7.1.7. **Hull branding, fluorescent colour:** OSR regulations 4.02.1 b), 4.02.2 and 4.02.3 are mandatory for Class 40s and Multi50s.

7.1.8. Self-inflating lifejackets using a Hammar or equivalent pressure system, CE certified with at least one spare kit per lifejacket, and equipped with a flashlight with a minimum of 8 hours battery life.

7.1.9. An autonomous SART radar (search and rescue transponder) in the grab bag.

7.1.10. Two personal AIS beacons worn constantly by each skipper and co-skipper.

8. SCHEDULE

Friday 25th October **1200hrs:** Boats shall be at the disposal of the Race Organisation, in the port of Le Havre, in the Bassin Paul Vatine, failing which they shall receive a financial penalty of no less than €1,000 for each 24-hour period of absence. However, the race organisation may grant dispensation on a case by case basis, subject to a valid reason for this delay.

The Race Organisation will provide a mooring plan, which crews agree to adhere to. Boats are not allowed to leave the port without the crews receiving written authorisation from race management.

1800hrs: Welcome briefing for crews.

Saturday 26th October **0900hrs:** Start of scrutineering,
0930hrs: Exhibition Regatta in Bénéteau 7.5s on the Bassin de l'Eure: Elimination round
1800hrs: Public announcement of the day's results

Sunday 27th October **1100hrs:** Exhibition Regatta in Bénéteau 7.5s on the Bassin de l'Eure: Final round
1700hrs: Exhibition Regatta prize-giving

Wednesday 30th October 1430hrs: Safety briefing (presence of 2 skippers)

Friday 1st November **1000hrs:** Start briefing reserved for the crews
1400hrs: Support RIB briefing
1800 hrs: End of scrutineering: Boats which have not completed inspections by this date shall not be permitted to start.
Deadline for registering the departure declaration.
1900 hrs: Official presentation of crews followed by the official evening reception

Saturday 2 November **1430hrs:** Briefing for accredited launches
1530hrs: Briefing for passenger boats

Sunday 3 November **0900hrs:** Boats exit the port
1300hrs: **First start of the Transat Jacques Vabre**

9. CREW REPRESENTATION OBLIGATIONS

9.1. Mandatory attendance by the skipper and co-skipper:

9.1.1. In Paris: for the presentation press conference, which will take place about 1 month prior to the race start.

9.1.2. In Le Havre:

- At each briefing described in the NOR 8.
- From Friday 25th October 2013 at 1200 noon until Sunday 28th October 2013 at 1800 hours for the Exhibition Regatta
- From Wednesday 30th October 2013 from 1430 hours until the race start.
- Friday 1st November 2013 at 1900 hours for the presentation of the Crews and official evening reception.

9.1.3. At the finish port:

- At the finish press conference
- At the prize-giving relating to each competitor's category. **Failure to attend will result in no prize being awarded: 2 official prize-givings are scheduled in the finish port: about a week after the arrival of the first competitor, for those competitors which make the finish within the deadline, and another once all the other competitors have arrived: provisional dates for these two prize-givings will be detailed in the Sailing Instructions.**
- At the promotional regatta organised in the finish port (date to be specified later and prior to the relevant prize-giving.)
- The boat shall remain in the finish port in the berth designated to them until the day after their respective prize-giving at the latest.

9.2. Technical representative of the boat:

9.2.1. In Le Havre: A technical representative of the boat must be present at all times from the arrival of the boat until its departure. His/her contact details must be given to Race Management upon his/her arrival in Le Havre.

9.2.2. In the finish port: A technical representative of the boat must be present at all times from the arrival of the boat until the prize-giving. His/her contact details must be given to Race Management upon his/her arrival.

9.3. Financial penalties may be applied by the organisation if this rule is breached.

10. CLASS MEASUREMENT AND EQUIPMENT CHECKS

10.1. In Le Havre

Each boat will be inspected in Le Havre. The crew shall be present for the inspection of their boat. A boat that does not meet the requirements of the race rules will not be permitted to start the race.

10.2. At the finish

Boats will be inspected at the finish

11. SAILING INSTRUCTIONS

The sailing instructions will be sent to skippers by email a month prior to the start at the latest and then published on the electronic official noticeboard.

12. THE COURSE

12.1. **Start line:** off Le Cap de la Hève.

12.2. **Coastal course:** defined in the Sailing Instructions.

12.3. **Finish line:** off the finish port

12.4 The courses will differ according to the classes. Any additional marks that require definition will be added to the Notice of Race in the form of an amendment. The courses will be defined in the Sailing Instructions at the latest.

13. TIME LIMIT

In order for all competitors to be classified, there will be no time limit.

14. PENALTY SYSTEM

Replacement penalties for breaches of rules other than those in Part 2:

Breaches of rules other than those in Part 2 and rules 28 and 31 could, after a hearing, be subject to a time penalty and possible disqualification.

15. RANKING

15.1. **Ranking by class**

Boats will be ranked in order of elapsed time in each class as defined in paragraph 6.1.1.

15.2. **IMOCA World Championship**

This competition counts towards the IMOCA World Championship.

16. TROPHIES AND PRIZES

16.1. Only boats that finish the Transat JACQUES VABRE will be taken into consideration for the awarding of prizes.

16.2. **The main trophies are:**

1 st IMOCA monohull	: Trophée Jacques Vabre
1 st Multi50 Class	: Trophée Jacques Vabre
1 st Class40 monohull	: Trophée Jacques Vabre

16.3. The Transat Jacques Vabre Association will award each class with a prize fund, which equates to 60% of the registration amount for the class. This prize fund will be split between the skippers' prizes and the class subsidies and will be the subject of an agreement between the organisation and each class.

The details of this prize distribution per class will be decided by each class and announced in the Sailing Instructions.

17. POSITIONING

17.1. Tracking beacon system

In Le Havre, the race organisation will fit a tracking beacon to each boat so as to track its progress.

A €2,000 cheque made out to CLS Argos will be requested from the Skipper. The cheque will be returned or destroyed once the Skipper has handed in the tracking beacon and finish declaration to Race HQ.

17.2. INMARSAT system

17.2.1. Each boat must be equipped with an operational INMARSAT C locating terminal. **This unit must be permanently installed, in perfect working order and installed in such a way as to avoid any deterioration. Checks will be made.**

17.2.2. The Transat JACQUES VABRE will use the INMARSAT C system for tracking the boats should the tracking beacon fail.

17.2.3. Each competitor must give Race Management permission to track his/her boat via this system during the qualifying passage and the race. Tests should be done as soon as the system is installed on the boat.

17.3. **Other tracking systems**

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

18. MEANS OF COMMUNICATION

Each boat must be equipped with:

- A satellite telephone with fixed antenna. The antenna must be installed in accordance with the manufacturer's manual. Any installation, which does not conform, will not be accepted.
- This telephone shall have a ringtone, which is sufficiently audible inside the boat and shall remain turned on throughout the duration of the race.
- A VHF radio with 56 channels and 25 watts minimum with a masthead antenna.

These units must be in perfect working order and installed in such a way as to avoid any deterioration. These units, along with the handheld iridium in the container and the AIS, will be tested by the organisation prior to the start.

19. POWER SOURCE

19.1. **Reminder of RRS 42.1**

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease its speed. The boat's crew may adjust the trim of sails and hull and perform other acts of seamanship, but shall not otherwise move their bodies to propel the boat.

19.2. Modification to RRS 52: boats may use a power source other than manual to operate an autopilot. This power source may be used to operate the ballast system and/or cant the keel.

20. **OUTSIDE HELP** (modification to RRS 41 and 45)

20.1. All forms of navigational assistance are permitted, notably weather routing (modification to RRS 41) in the Multi50 Class.

Weather routing is forbidden for IMOCA boats and Class40 boats

The race organisation reserves the right to study any specific request from a class on the subject of routing.

20.2. Boats must complete the whole route independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the event, boats may have no physical contact with other vessels or aircraft. Boats may not be re-supplied in any way whatsoever.

20.3. During the race, a boat may stop or anchor and receive assistance under the following conditions:

- The Skipper must request permission from Race Management (VHF, Inmarsat C, telephone).
- Upon agreement from Race Management about the location of the stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed or use its engine to enter and/or leave a port or anchorage agreed with Race Management, provided that he/she can prove that the tow or use of the engine has not helped them progress towards the finish line.
- Only once the boat is under tow or under auxiliary power may other people come on board,
- Once the boat is at anchor or tied up to a buoy or alongside an anchored vessel or the dock in the port or 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 crew may disembark.
- Once the boat has been repaired so it is fit to start racing again, it can be towed or leave under auxiliary power over a distance pre-agreed 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.
- A written report of the incident shall be sent to the president of the race committee.
- **This does not apply to the port of Le Havre** where any means can be used to regain the port or leave the port up to the Le Havre channel marker specified in the Sailing Instructions.

21. **RESPONSIBILITY OF THE RACE ORGANISER, ITS PARTNERS AND THE PARTICIPANTS**

21.1.1 Sailing is a hazardous and potentially dangerous activity and anyone intending to become involved 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 race organiser and its partners are solely responsible for ensuring the event's legality in sporting terms.

Any other responsibility assumed by the organiser can only be contractual and explicit.

In particular:

- Checks made by the Race Organisation, either on its own initiative, or at the request of the Race Committee or International Jury, or by any other authority, are for the sole purpose of ensuring that the Rules, the Sailing Instructions and any amendments have been adhered to.
- Any watch kept on the part of the Race Organisation, especially a radio and/or Inmarsat C watch, should be considered 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 Race Organisation shall not legally take on the responsibility of the Race Organisation unless the latter, or an officially accredited member of staff, has directly accepted responsibility. This particularly applies to various requests for assistance, even assistance at sea.

- 21.2.** The event is a sporting event. Any sporting dispute shall be judged in accordance with the Racing Rules of Sailing. By entering the race, competitors and any other interested parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No damages claim shall be taken into consideration (RRS fundamental rule 3). Consequently, the Race Organisers will not be responsible for the breach of any contractual term implied by common law, written or otherwise or for negligence and will not be responsible for any loss or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.
- 21.3.** Regardless of the legal ties between the owner(s) of the boat, the sponsor and the Skipper, only the Skipper officially registered on the entry form will be considered as the valid representative in dealings with the Race Organiser.
- 21.4.** Each Skipper enters the race at his/her own risk and fully accepts responsibility in deciding to participate. It is the sole responsibility of each competitor to decide whether to participate in the race with regards the individual's competence, the condition of the boat and its rig, the weather conditions expected or encountered during the race, his/her level of fitness and health, and so forth.
Any advice or information provided by the Race Organiser, such as in relation to weather forecasting or arising from checks made to the boat, is for information purposes only and it is the sole responsibility of each competitor to ascertain what the weather conditions are likely to be and check his/her equipment. Neither the Race Organiser nor its associates accept any responsibility in relation to such advice or information that they may provide. **(RRS Fundamental Rule No.4.)**
- 21.5.** Owners and skippers of boats are personally responsible for all accidents or material or physical damage that may occur either to themselves, the boats or to a third party or to the property of a third party. It is their responsibility to obtain adequate and proper insurance cover whether it be in relation to any injury, loss, damages or otherwise. It is also a requirement of each competitor to bring this notice of insurance and any exclusions and indemnities to the attention of any third party whom they involve in any way in relation to the race or associated events.

In particular, the Skipper is responsible with regard to the Race Organiser for taking out all the necessary insurance for a minimum of 3 million Euros third party liability. He/she shall provide a written statement to the Race Organiser prior to the boat's arrival in the Bassin Paul Vatine. Failure to do so will result in the Skipper being barred from mooring his/her boat in the Bassin Paul Vatine and barred from the race, with the boat's entry fee retained by the Race Organiser.

The absence of third party insurance will under no circumstances become the responsibility of the Race Organiser and/or its partners.

- 21.6.** The Race Organisers will not be liable for any actual or alleged loss, howsoever arising, suffered by anyone whether it be a competitor, owner, sponsor or otherwise and such exclusion of liability will not be limited to loss of profits, opportunity, business, publicity, reputation (or an opportunity to enhance reputation) or in relation to any sort of financial loss.
- 21.7.** The Race Organisers shall have no liability whether it be to any participant in the race or otherwise for any actual or construed loss or damage, costs, expenses or other claims for compensation arising as a direct or indirect result of any cause beyond their reasonable control including (without limitation) any natural disaster, war, military operation, accident, breakdown of plant or machinery, riot, abnormally inclement weather, earthquake, tidal waves, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any license or permit by any government, national or international sailing authority, highway authority, telecommunications operator or delay in the provision, manufacture, production or supply by third parties of any information, goods or services.
- 21.8.** The Race Organisers will not be required to mount any rescue operation whether it be from land or sea and competitors are reminded of the obligation to offer all possible assistance to any other boat or person in danger insofar as they are able (RRS Fundamental Rule 1.1), as per the international conventions in force.
- 21.9.** Competitors and others involved with the race shall have familiarised themselves with any exclusions.

22. ACCEPTANCE

Entry implies total and unconditional acceptance of all the articles outlined above.

Competitors acknowledge that they have familiarised themselves with the commitments to do with Sustainable Development championed by the Transat Jacques VABRE.

Where possible, they agree to facilitate any operations to raise awareness and any operations, which support Sustainable Development, and in particular reduce the event's carbon footprint.

Where possible, they agree to facilitate studies undertaken after the race by the Transat Jacques VABRE Association or any company appointed by the latter to define the event's carbon footprint.

23. USE OF AUDIO-VISUAL RIGHTS

The appendix relating to audio-visual rights will be published on 12th July 2013 at the latest in consultation with the Classes.

24. CONTACTS

SIRIUS EVENEMENTS 5 rue de l'Amiral Hamelin 75016 PARIS

Tel: (33) 1 47 04 61 14

Email: course@tjv2013.org

Website: www.transat-jacques-vabre.com