



Sailing Instructions

Start 3 November 2013



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1 RULES

The race is governed by:

- 1.1 -the rules as defined in the *Racing Rules of Sailing (RRS)*,
- 1.2 -The IMOCA Championship rules,
- 1.3 The prescriptions of the French Sailing Federation (FFVoile) see Appendix 6.
- 1.4 Part B, section II of the International Regulations for Preventing Collisions at Sea (IRPCAS) when these replace Part 2 of the RRS, between the times of sunset and sunrise.

1.5 Official time :

In France: UTC+2 until Saturday 27 October and UTC+1 from Sunday 28 October.

In Brazil : UTC-2.

All the timings given in the current Sailing Instructions and on the noticeboards, will be:

- Onshore, for the start and finish operations, in local time,
- At sea, for operations other than those listed above, in UTC.

- 1.6 The ISAF Offshore Special Regulations (OSR) 2010/2013 category 1 Monohull and Multihull

1.7 In addition to the Class Rules

1.7.1 No weather routing for the IMOCAs and the Class 40s

1.7.1.1 Additional weather data

IMOCA and Class 40 competitors are only permitted to obtain the following weather information:

- ✓ Images from satellite observation.
- ✓ Observation and forecast charts.
- ✓ Grib files.

Access to grib files or charts/ pictures is only permitted where:

- ✓ they can be accessed, either for free or for a fee, by all competitors, with no exclusive arrangement permitted between a data provider and a competitor or group of competitors.
- ✓ The content is 'raw', i.e. published by a meteorological organisation, and not modified, prepared or assessed for a competitor or group of competitors.

Access to grib files or charts/ pictures is only permitted if they come directly or indirectly from an official meteorological organisation: *Météo France, Met Office, ECMWF, NOAA, NCEP, Météo Consult, Wetterweld.de*.

However, the data may be reformatted to enable easier or faster access, provided that reformatting does not modify the weather information therein.

Competitors must be able to supply the access codes and software, which enables them to view or use this weather information, if asked to do so by Race Management.

The Race Management reserves the right to forbid a competitor from accessing data that it considers to be contrary to the spirit or the letter of this rule.

1.7.1.2 Interventions not permitted from a source outside the boat

- a) Under no circumstances may a competitor have a data server or access to a data server, comprising weather or strategic information, in any format whatsoever, and accessible by any means whatsoever, other than that permitted in 5.6.1.

- b) Under no circumstances may a competitor receive or obtain information described below, either intentionally or unintentionally, from land, an outside source, or another vessel.

The sending or making available of results from a study carried out by a source outside the boat aimed at obtaining a selective compilation of the most adapted weather information for its situation:

- a summary of the data,
- advice accompanied by weather information,
- the making available of selected pages on a website or internet address,
- encrypted files,
- files whose resolution has changed,
- grib files which have undergone human intervention on exiting the model via
- the provider,
- files, documentation on the weather or route choices.

Exception:

Personalised information may be sent to one or several competitors within the scope of search or emergency operations prompted by Race Management, or by the rescue services (CROSS, MRCC). This information will be sent either by Inmarsat C, satellite telephone or email from the boat(s) concerned.

(This changes RRS 41)

- 1.7.2** For the IMOCA boats, the quantity of emergency water shall be at least 9 litres (IMOCA F.3: EMERGENCY DRINKING WATER)

1.7.3 The minimum amount of diesel at the finish will be:

- 15 litres for the IMOCA boats
- 10 litres for the Class40s, the Multi50s and the MOD70s

1.7.4 For the Class40s, the Multi50s and the MOD70s:

- 1.7.4.1** The Grab Bag or Emergency Container according to the OSR 4.21.2 will be sealed in position and should contain the following elements:

- 1 watertight handheld iridium telephone
- 1 watertight handheld GPS with spare batteries
- 1 handheld VHF that is watertight or in a watertight cover + spare batteries
- 1 autonomous radar or AIS SART
- 1 watertight flashlight with batteries and a spare bulb
- 2 parachute flares compliant with SOLAS
- 2 red hand flares compliant with SOLAS
- cyalume-type chemical light sticks
- 1 signalling mirror
- high-energy food
- first-aid kit with 2 tubes of sunscreen and dressings effective in wet conditions
- 2 survival blankets

- 1.7.4.2** Each of the lifebuoys defined in the OSR 4.22.1, shall be equipped with a sachet of fluorescein dye (OSR 4.22.1.iii).

- 1.7.4.3** Modification NOR 7.1.9 : The autonomous SART (search and rescue transponder) in the grabbag may be either radar or AIS.

1.7.4.4 For the MOD70s

In addition to the stacking permitted and drawn on the plan: APPENDIX G3 of the 2012 MOD70 class rule, stacking is permitted along its length and in contact with the aft beam, across a 1m width and as far as the helmsman's protective rail.

The fluorescent zone on the deck of the central hull (OSR 4.02.1) shall show 2.25m² of fluorescent colour.

1.8 In the event that these sailing instructions are translated, the French version shall prevail.

2 RACE OFFICES

2.1 In Le Havre

2.1.1 The offices of the Event's Organising Authority, the Race Committee, the Jury and Media are located at **Docks Café, quai de la Réunion – 76600 Le Havre**. Telephone and fax numbers will be posted on the official noticeboard in Le Havre.

2.1.2 The Race Office will be open from Friday 26 October 2013 to Saturday 2 November 2013 from 0900 to 1230 hours and from 1400 to 1900 hours and from 0700 to 1000 hours on Sunday 3 November 2013.

2.1.3 The official noticeboard will be located at the Race Office and on the official race website, <http://www.transat-jacques-vabre.com/fr/documents-de-course>

2.1.4 The official flagpole, from which all shore signals will be displayed, will comprise a mast displaying a Transat Jacques Vabre flag and the FFVoile flag, in front of the Race Office.

2.2 In Paris

The Race Office and Press Office will be located at the following address:
Mondelez International (ex-Kraft Foods)
143, boulevard Romain Rolland
75685 Paris Cedex 14

They are open from Monday 4 November 2013.

2.3 In Brazil

The Race Office and Press Office will be located at Itajaí harbour at **Centrevento, Av. Ministro Victor KONDER, 303 CEP 88301 – 700 - Centro – ITAJAÍ / SC - BRAZIL**

These offices will be open from Saturday 16 November 2013 at 0900 hours until 7 December 2013.

2.4 Throughout the entire race

Race Management can be reached 24/7 in case of emergency:

(The mobile numbers will be provided on safety memos, which will be circulated at the start briefing at the latest, to be held on Friday 1 November).

Skippers may send a confidential message to Race Management at the following address course@tjv2013.com

If needed, they will be transmitted to the Race Committee or to the Jury

3 CHANGES TO THE SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted no later than 0800 hours on the day of the start.

In accordance with rule 90.2(c) of the RRS, modifications to the Sailing Instructions may be made when the competitors are at sea, either orally or via VHF communication. If competitors are not within VHF range, changes will be transmitted to every competitor via satellite telephone and email, and every competitor must acknowledge receipt of the changes.

4 PROGRAMME (modification to the Notice of Race and amendment No.2 and 3)

4.1 LE HAVRE

Friday 25 October **1200hrs:** Boats shall be on the berth assigned in the berthing plan in the Basin Paul Vatine, Le Havre, shall remain at the disposal of the Organising Authority, and shall not leave harbour without the written permission of Race Management. The penalty for late arrival at Le Havre is 1,000 Euros per 24 hours, without a hearing (changing RRS 63.1), unless the Organising Authority decides there is a good reason not to apply this.

The Organising Authority provides a berthing plan which skippers are bound to comply with. Boats are no longer permitted to leave port unless they have written permission from Race Management.

1800hrs: Welcome briefing for the skippers.

Saturday 26 October **0900hrs:** Start of inspections.

0930hrs: Exhibition Race in Bénéteau 7.5s on the “Bassin de l’Eure”:
Elimination phase

1800hrs: Announcement of the day’s results and official skippers’ presentation

Sunday 27 October **1100hrs:** Exhibition Race in Bénéteau 7.5s on the “Bassin de l’Eure”:
Final phase

1700hrs: Prize-giving for the Exhibition Race

Wednesday 30 October **1430hrs: Safety briefing for the skippers (presence of both skippers)**

Thursday 31 October **1000hrs:** Skippers’ Meeting with children

Friday 1 November **1000hrs: Start briefing reserved for Skippers**

1400hrs: Briefing for support ribs

1800hrs: End of inspections: Boats that have not completed inspections by this date will not be allowed to start.
Time limit for handing in the Start Declaration Form.

1900hrs: Official 20th anniversary night for the Transat Jacques Vabre

Saturday 2 November **1430hrs:** Briefing for accredited launches

1530hrs: Briefing for passenger launches

Sunday 3 November **0830hrs:** Boats exit

**1302hrs: Transat Jacques Vabre Official Start:
Start for the monohulls, compulsory prologue under racing conditions for the multihulls. The result of this prologue will determine the time and order for each multihull to start.**

Tuesday 5 November **1302hrs Forecast start of the Multi 50s** (see NOR 12.4 modified in amendment No.2)

Friday 8 November **1302hrs Forecast start of the MOD 70s** (see NOR 12.4 modified in amendment No.2)

4.2 ITAJAÏ (in local time ITAJAÏ)

Saturday 30 November 1300hrs Inshore racing in Itajai, in crewed configuration with guests from the organisation (3 on the MOD70s and IMOCA60 and 2 on the Multi50s and Class40). The organisation from Itajai will provide life jackets and required insurance for guests).

The course will be given by an amendment not later than Friday 29 November.

1830hrs 1st prize-giving at the Official Village

2000hrs official evening

Saturday 7 December 2000hrs 2nd prize-giving and official evening

4.3 Times and locations of other meetings or events will be posted on the official noticeboard.

5 COMMUNICATIONS

Competitors are required to make regular contact with the Press Office by satellite telephone or Inmarsat C to ensure follow-up on the Event.

For safety reasons, it is mandatory for competitors to have their satellite phone, their Inmarsat C and VHF (dual watch channel 16/race channel at the start and finish) working 24 hours a day throughout the race.

5.1 VHF Radio

- ✓ **The official race channel is 72, safety checks days included**
- ✓ From 12:00 Friday 25 October, notices to competitors will also be announced using VHF.
- ✓ VHF watch on channel 72 during Race Office opening hours is compulsory.
- ✓ An hour before their ETA in Itajai, competitors must contact the Race Committee on channel 72.

5.2 Satellite telephone: Mandatory Audio Sessions

From Monday 3 November 2013 for monohulls and the day after their start for the multihulls, there will be mandatory audio sessions.

The Press Office will call up the boats.

- ✓ 1st session at 0415 UTC for the first boats of each class according to the day's 0400 UTC ranking. The last audio session will take place on 20 November 2013.
- ✓ 2nd session from 1030 to 1215 UTC for half the boats, the order in which boats are called up is indicated in appendix 5 Audio Sessions. This audio session will be rebroadcast live (on the website). The final audio session will take place on 4 December 2013.

The phone number exclusively dedicated to audio sessions with Paris HQ will be provided via email prior to the start.

5.3 Night message

Each night, between 1900 and 0400 UTC, throughout the duration of the race, it is recommended that competitors send an email to provide information about their race. In this message, competitors can indicate their sailing conditions and any other information they deem to be useful to the Press.

Throughout the duration of the race, messages should be sent to the PRESS OFFICE at: redaction@tjv2013.org

5.4 Weather

At the 1030 UTC audio session, a weather forecast will be made available to competitors. This weather forecast will be placed on the competitors' FTP site (SI 5.6.1).

5.5 Positioning beacon

Each boat is equipped with a CLS ARGOS beacon, which ensures boat tracking.

Each crew shall provide a deposit cheque for 2,000 Euros made out to CLS. This cheque will not be cashed, and will be given back upon return of the beacon and the finish declaration at the Race Office in Brazil after finishing, or as soon as possible after retiring, in which case the skipper is required to send the beacon back at his/her own expense, to the following address:

CLS Argos /Virginie Durand
8-10 rue Hermes - Parc technologique du Canal - 31526 Ramonville, France

5.6 Intermediate rankings and positions during the race:

5.6.1 The organisation has put in place the procedure for polling the positions of boats using the CLS ARGOS beacons and polling via Inmarsat C if necessary.

The Inmarsat C terminal must be logged onto the East Atlantic satellite throughout the entire duration of the race for polling to function. The "Preferred Ocean" selected must be Atlantic East.

There are five position reports, every 4 hours: 0400, 0700, 1000, 1300, 1600 and 1900 hours (UTC), which are published on the website, sent to the media and emailed to boats. Each boat will receive the position report for its own class. From 17 November (opening of the official village in Itajaí) an additional ranking will be published at 2200 hours (UTC).

An FTP link will be made available to competitors where they can access the positions of the entire fleet (Posreport) and excel files of position reports. The address, the login and the password will be given out to competitors individually.

5.6.2 Positioning at the start and finish on the race website

From the Starting Line and across a 30-mile radius from the line, the boats will be polled every 5 minutes.

From 50 miles before the Finish Line onwards, the boats will be polled every 5 minutes. These positions will be visible on the official race website on a specific chart.

5.7 AIS

Competitors must keep AIS switched on (sending and receiving) from 1200 noon on the day of the race start until they cross the finish line.

6 CLASS FLAG

The class flag is the Transat Jacques Vabre flag.

7 RACING AREAS (*appendices 3.a. and 3.b*)

7.1 Zones A and B described below are strictly reserved for:

- competitors,
- competitors' support RIBs
- boats responsible for on-the-water marshalling and safety (specific ORGANISATION flags),
- race officials' boats,
- Centres d'excellence FFVoile coaches' boats
- accredited press boats

No passenger boat will be allowed to enter these areas.

7.1.1 Zone A: in the event of a coastal course off Le Havre (appendix 3 a).

This zone is delimited by lines linking the following points:

- Général Metzinger mark
- North to General Metzinger mark (49°33.15N 000°01.50W)
- Octeville Ouest mark
- Saint Adresse Est headland (49°30.22E 000°04.70E)
- LH16, LH14, LH12, LH10 marks,

- Grande Rade Sud mark
- Général Metzinger mark

7.1.2 Zone B in the event of a start without a course off Le Havre (appendix 3 b.)

This zone is delimited by lines linking the following points:

- Général Metzinger mark,
- Octeville Ouest mark,
- Saint Adresse Ouest headland (49°30.30N 000°04.12E)
- LH14, LH12, LH10 marks,
- Grande Rade Sud mark
- Général Metzinger mark

- 7.2** The zone linking together the channel marks between LH16 and LH4 and LH3 and LH15 represents a forbidden zone.

8 THE COURSE

8.1 Course of the Transat Jacques Vabre 2013

The course is defined in Appendix 2.

The positions of the marks are provided in WGS 84 for information purposes only and their positioning cannot lead to a request for redress (change to RRS 62).

8.2 Course for late competitors and competitors who return to Le Havre with or without outside assistance.

8.2.1 Late starters

Late starters are those who fail to cross the starting line within the time limit (60 minutes after the starting signal). These competitors are not permitted to take a normal start and must return to, or remain in the port of Le Havre. They may not leave Le Havre without the written approval of the Race Management and the Race Committee, at the time indicated by the Race Committee at the earliest.

They are then considered as starters.

No late start from Le Havre will be allowed beyond 72 hours after the start of the event.

Their course is as follows:

- Start between La Hève lighthouse and the LH12 mark (harbour access channel in Le Havre)
- Pass to the North of the marks indicating the side of the harbour access channel in Le Havre as far as the LH4 mark
- Leave the Grand Rade Sud mark to port
- Leave the Général Metzinger mark to port
- Forbidden area called Les Casquets Traffic Separation Zone as defined in section 8.3 and Appendix 2 of the Sailing Instructions
- Forbidden area called the Ouessant Traffic Separation Zone as defined in section 8.3 and Appendix 2 of the Sailing Instructions
- Forbidden area called Cape Finisterre Traffic Separation Zone as defined in section 8.3 and Appendix 2 of the Sailing Instructions
- Then course defined in Appendix

Each boat's race time will be calculated from the time of the race start signal for each class.

8.2.2 Competitors who return to Le Havre after starting

Article 8.2.1 also applies to competitors who, after starting, return to the port of Le Havre with or without outside assistance.

8.3 Traffic Separation Schemes (TSS)- Areas that are obstructions

Yachts shall not enter an area designated below as an obstruction

8.3.1 Obstruction of the Les Casquets Traffic Separation Scheme Zone

During the race, it is forbidden to sail in Les Casquets Traffic Separation Scheme Zone. The forbidden area is a rectangle delimited by four points A, B, C and D, all defined in Appendix 2 'Course'.

8.3.2 Obstruction of the Ouessant Traffic Separation Scheme Zone

During the race, it is forbidden to sail in the Ouessant Traffic Separation Scheme Zone. The forbidden area is a rectangle delimited by four points A, B, C and D, all defined in Appendix 2 'Course'.

8.3.3 Obstruction of the Cape Finisterre Traffic Separation Scheme Zone

During the race, it is forbidden to sail in the Cape Finisterre Traffic Separation Scheme Zone.

The forbidden area is a polygon delimited by points A, B, C, D, E and F, all defined in Appendix 2 'Course'.

9 THE START

9.1 The Start Declaration Form and the Declaration of No Weather Routing for IMOCA boats and Class 40s shall be lodged at the Race Office no later than 1800 hours on Friday 1 November 2013. (Appendices 1.a, 1.b).

9.2.1 The start for the monohulls and the multihull prologue will be at 1302 hours on Sunday 3 November 2013 with a warning signal 8 minutes prior to start.

Starting signals will be made from the Committee boat
Visual signals will be backed up by countdown over VHF channel 72

9.2.2 The multihull start (see Appendix 2.4)

9.3 Starting lines

9.3.1 For the monohull start and the multihull prologue start

- ✓ The starting line is located to the North of LH 12
- ✓ The Committee boat (French Navy "Marine Nationale" vessel for Sunday 3 November) flying FFVoile and Ligue de Voile de Haute-Normandie flags will be moored in the northern third of the starting line.
- ✓ The starting line will be oriented approximately North/South.
- ✓ The starting line (around 1 mile) will consist of two parts:
 - **Northern part for multihulls**, between the mast on the Committee boat displaying an orange flag and an orange inflatable tetrahedral buoy moored at around 49°30.77 N and 000°03.13 E
 - **Southern part for monohulls**, between the mast on the Committee boat displaying an orange flag and an orange inflatable tetrahedral buoy moored at around 49°29.90 N and 000°02.47 E

9.3.2 For the multihull start (See appendix 2.4 Multihull start)

- ✓ The starting line is situated to the North-East of LH14
- ✓ Between the Committee boat displaying an orange flag and an orange tetrahedral mark.

9.4 Individual recall:

- ✓ Competitors who are OCS will be notified by VHF on the race channel (72) if possible, and/or by a Race Committee boat

- ✓ The lack of VHF emission or reception and/or Race Committee boat means that no request for redress is possible
- ✓ An OCS competitor which does not return to start shall receive a 1-hour penalty without a hearing.

To be performed as follows :

- Get in contact with the Race Committee, then:
- On Sunday 3 November: pass the isolated danger 'DA' mark (Antifer), wait for one hour before passing it again
- On the other start days: pass the 'Général Metzinger' mark, wait for one hour prior to passing it again

This changes RRS 28.1 and 63.1

10 THE FINISH

10.1 The finish line is described in Appendix 3.d (position in WGS 84)
The finish line is located to the South of the ITAJAÍ port channel. It is a line from the isolated danger mark Pedra de S Teresa (26°55.28S 048°37.38W, 2 white flashes 5 sec) to the mast flying an Orange flag from the Committee boat moored to the North-West of the mark.

10.2 Finish Declaration Form (Appendix 4)

10.2.1 Finish Declaration Form

As soon as the boat has finished, and no later than 6 hours after the boat's arrival in the port of Itajaí (this deadline will be extended to 12 hours for a boat having finished the race between 1700 and 0600 hours Brazilian time) each competitor must provide Race Management with his/her Finish Declaration Form duly filled in and signed.

10.2.2 Competitors are required to be able to provide their Log Book or digital file, which the Race Committee and Race Management may keep for 24 hours.

10.3 Each race finisher must remain in the finish port in the berth designated to them until the day after their specific prize-giving ceremony at the latest.

10.4 Boats will be entitled to a pontoon mooring until 15 December. After this date, boats wishing to stay at Itajaí, shall ask an authorisation to the Harbour Direction of Itajaí.

11 TIME LIMIT / RETIREMENT

11.1 There will be no time limit.

11.2 After 8 December 2013, and if the race organisation is no longer in situ for logistical reasons, the crossing of the finish line for competitors still at sea will be verified by satellite polling and confirmed by the time recorded by the competitor.

11.3 If a competitor intends to retire from the race, he/she shall do so by making an official statement in writing, which must be signed by the competitor or his/her team manager. The retirement shall only become official upon receipt of this document by Race Management. A retirement thus made shall be definitive

Competitors who activate their Sarsat-Cospas beacon shall deactivate it as soon as their situation no longer makes a distress signal necessary, unless a contrary request is made by the CROSS/MRCC or the Race Management.

Competitors failing to respect this procedure will be reported to the Jury which may call a hearing in accordance with RRS 69.

12 PENALTY SYSTEM AND REDRESS

12.1 Penalty at the time of the incident

- 12.1.1** For the application of RRS 44.1, a breach of Part B of Section II of the IRPCAS in an incident between competitors shall be considered as a breach of Part 2 of the RRS (this is an amendment to RRS 44.1).
- 12.1.2** Penalty turns: after having taken a penalty according to RRS 44.2, the boat shall inform Race Management within the same time limit for making protests (see SI 13.3).
- 12.1.3** A boat which fails to take a penalty according to RRS 44.2, but which recognises her fault when the Jury contacts her for a hearing may be penalised at the discretion of the Jury.
- 12.1.4** A boat which has caused injury or serious damage or which has obtained a significant advantage in the race due to her breach may ask the Jury to apply a time penalty instead of being obliged to retire from the race (this is an amendment to RRS 44.1).

12.2 Penalty or redress decided by the Jury after a hearing

- 12.2.1** For a breach of a sporting rule established after a hearing, the penalty shall, without exception, be a time penalty. When the boats are racing, the penalty shall, without exception, be taken in accordance with SI 12.2.3 below.
- 12.2.2** Taking a time penalty when racing
As soon as possible after the decision has been made, the Jury will inform the competitor concerned by the penalty through Race Management. The latter will inform the competitor of the area or the time limit within which he/she has to take the penalty.
When the competitor is about to take his/her penalty, he/she must contact Race Management who will then time the penalty from the waypoint it will have indicated to the competitor.
Once the penalty has been completed, if taken and confirmed by the Race Committee, the competitor shall sail by the initial waypoint again before continuing the race.
- 12.2.3** A redress decision granted by the Jury after a hearing shall, without exception, be in the form of a time bonus.
- 12.2.4** Penalties for breaches set out in SI 13.2.2, including damaged seals, shall be at the discretion of the Jury.
- 12.2.5** Jury's power of discretion
 - (a) For breaches considered to be minor, the Jury may reduce the penalty down to no penalty at all.
 - (b) For breaches considered to be serious, repeated or deliberate, the Jury may increase the penalty as far as disqualification.

12.3 Penalties decided by the Organising Authority.

For a breach of a non-sporting rule, the penalties shall be in the form of fines to be paid to the organisation or to be deducted from a prize. Such penalties will be imposed without a hearing. (This is an amendment to RRS 63.1).

13 PROTESTS, REQUESTS FOR REDRESS AND REOPENING

Preamble: For any incident occurring on the water, Part 5 of the RRS shall be changed as follows. For protests lodged ashore, procedures relating to the hearings as provided in RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.

13.1 Informing the protestee:

- 13.1.1** A racing boat intending to protest shall inform the other boat at the first reasonable opportunity over the VHF race channel or by email or by Inmarsat C message. No red flag is required (this changes RRS 61.1(a)). The protestor shall inform the Jury at the same time, via Race Management.

13.1.2 Notices of Race Committee and Jury Protests will be posted on the official noticeboard and sent to the competitors involved in order to inform them under RRS 61.1(b). Transmission shall be made over the VHF race channel or by email, or by Inmarsat C message. (This is an amendment to RRS 61.1(b).)

13.1.3 A boat ashore which is intending to protest another boat which is still racing shall inform that other boat in accordance with 13.1.1 above.

13.1.4 A boat that is requesting redress shall submit her request to the Jury via Race Management in accordance with the procedure set out in 13.1.1 above.

13.2 Content of a protest

13.2.1 Protests must contain the information set out in RRS 61.2 (a), (b) and (c). An intention to protest, announced by VHF at the time of the incident, must be confirmed in writing (by email or Inmarsat C message) as soon as reasonably possible.

13.2.2 Breaches of the Sailing Instructions set out below may not be the subject of a protest by a boat. This is an amendment to RRS 60.1(a):

- Programme (SI 4)
- Communications (SI 5)
- Seals and measurement and equipment checks (SI 15)
- Advertising (NOR and SI 16)
- Competitors' Support Ribs (SI 18)
- Skippers' obligation (SI 21)
- Rubbish disposal (SI 21 and RRS 55)

13.3 Time limits

13.3.1 For protesting

The time limit for protesting will be **eighteen hours** after having become aware of the incident that has given rise to the protest.

No protest by a competitor will be accepted beyond a period of eighteen hours after his/her finish.

13.3.2 For requesting redress

The time limit for requesting redress will be six hours after having become aware of the incident that has given rise to the request. The same time limit will apply to a request for redress relating to the Jury's decision, from the time of the receipt of the decision. However, once the competitors are ashore, the time limit will be two hours after the posting of the Jury's decision on the official noticeboard. This changes RRS 62.2.

13.3.3 For requesting a reopening

For protests and requests decided while racing, without the presence of the parties, a request for a reopening shall be lodged eighteen hours after the decision has been communicated to the parties. This changes RRS 66.

For protests and requests decided ashore in the presence of the parties, a request for a reopening shall be lodged two hours after the decision has been communicated to the parties. This changes RRS 66.

13.3.4 The Jury may extend the time limit if there is good reason to do so.

13.4 Hearings and decisions

13.4.1 A hearing may begin as soon as the Jury has been informed of the protest and this may be done by any appropriate means of communication in view of the circumstances. This changes RRS 63.2.

13.4.2 The obligation to have in working order the on-board communication instruments such as a satellite telephone and the Inmarsat C automatically implies the ability to be present at the hearing. This changes RRS 63.3.

13.4.3 Details communicated during the protest such as descriptions of the incident, questions and answers, witness statements, etc. communicated by telephone, VHF, email, Inmarsat

messages or any other radio means shall be considered as the hearing. This changes RRS 63.6.

13.4.4 In accordance with the preamble, the procedure provided in Sailing Instruction 13.4 shall apply solely to protests or to requests for redress where competitors are racing.

However, depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges physically present does not comply with RRS N1.

13.4.5 The Jury's decision will be posted on the official noticeboard and communicated by email to the parties and to all competitors as soon as reasonably possible after the hearing has been closed.

13.4.6 The Jury's decisions are final under RRS 70.5.

14 RANKING

Ranking in the Transat Jacques Vabre 2013

Boats will be ranked by Class in elapsed time in the order that boats cross the finish line in Itajaí.

15 MEASUREMENT AND EQUIPMENT CHECKS

15.1 A boat or its equipment may be inspected at any time for compliance with the Notice of Race and its amendments, the Class Rules and Sailing Instructions and any amendments.

15.2 **In Le Havre**, inspections will take place before the start. Both the skipper and co-skipper must attend their boat's first inspection. From that point at least one of them must attend every inspection arranged by an Inspector of offshore racing equipment until the boat is deemed to be fully in order. A boat that does not comply by 1800 hours on Friday 1 November 2013 will not be allowed to start the Event. Under exceptional circumstances, if the boat becomes compliant before her time to leave the dock, the Race Director may allow her to start.

15.3 **Exiting the basins in Le Havre**: The order in which competitors exit will be communicated to them by Friday 1 November at the latest. All the boats must be in race configuration when they leave the Basin Paul Vatine. Multihulls will be able to load provisions for the duration of the race after their prologue on 3 November.

15.4 **Multihulls back in the Basin of Le Havre** : When they return to the dock in the Bassin Paul Vatine after the prologue, they must remain compliant with all the rules in force. If they have to repair, disembark or change equipment after the prologue, they must first request authorisation from the Event Measurer. For the MOD70s, the sealing of foils may be redone prior to their start.

15.5 **For safety reasons, the harbourmaster at Le Havre harbour wishes boats to exit the port under their own power.** Engines will not be sealed by the organisation prior to boats exiting the basins.

15.6 Sealing

15.6.1 For boats in the IMOCA, Class 40 and Multi50 classes, engine sealing will take place once the boats are out of the harbour, as per the self-sealing procedure provided during inspections by the inspector. (See Appendix 1.d.). For the prologue, no engine sealing for Multi50.

15.6.2 Seals

The following seals will be put in place by the inspectors in Le Havre prior to leaving the dock and shall not be removed or broken until after the boat is inspected after finishing:

- Liferaft
- Emergency drinking water (closed off)
- Ground tackle
- Grab bag or survival container in position and not closed off

- the 10l fuel jerrycan for the finish, closed off (Class40, Multi50s, MOD70s)

For the MOD70s, in addition to the above equipment, the following equipment will be sealed:

2 desalinators

Spare float rudder

Spare battens

Upper wedges for the port and starboard foil

Lower port and starboard shrouds

Central hull counterweights

The counterweight at the mast's C.G

2 extinguishers

15.7 At the finish, the event measurer may make an inspection on his/her own initiative, or at the request of the Race Direction, the Race Committee or the Jury.

16 ADVERTISING

16.1 Competitors shall display the pennants or flags and the advertising required by the organisation (NOR 5.2).

16.2 No object shall be sold or distributed in the harbours and on the water at the start and finish locations without the authorisation of the organisation.
Places may be allocated for promotional and sales operations.

17 OFFICIAL BOATS

17.1 Race Officials' Boats

The Committee Boat will display FFVoile and Ligue de Voile de Haute-Normandie flags.

Other Race Committee boats will display the FFVoile flag and the Organisation fluorescent pink flag.

Jury boats will display a yellow flag, with JURY lettering and the Organisation fluorescent pink flag.

Measurer boats will display the blue flag, with MEASURER lettering and the Organisation fluorescent pink pennant

17.2 Organisation boats

RIBs for marshalling on the water: 'Organisation'fluo pink pennant

Accredited Press Boats: 'Organisation'fluo pink flags,

18 COMPETITORS' SUPPORT RIBS

18.1 In compliance with the rules relating to the intervention of coach boats, Sports Management is drawing up a list of boats authorised to enter the starting area, while adhering to the other requirements in the current rules. Coaches from the FFVoile's Centres d'Excellence will be given priority for accreditation.

18.2 A briefing for support RIBs will be organised in Le Havre at 1400hrs Friday 1st of November.

18.3 Drivers of RIBs must fill out Appendix 1.c, and deliver it to the Race Office accompanied by a deposit cheque for €50 made out to the Association Transat Jacques Vabre, or at the latest before the briefing for the RIBs, where the accreditation flag will be provided.

18.4 Dual watch on VHF 16/72 is compulsory for all RIBs throughout all the start days.

18.5 It should be noted that in compliance with the law, support RIBs are required to provide assistance, if necessary, to any boat, competitor, spectator or passenger.

19 PRIZES

Only boats that have crossed the finish line of the Transat Jacques Vabre will be eligible for prizes.

19.1 Prizes for the event course by Class according to NOR 16.4

The distribution of prizes will be as follows according to the entries boats at the 1st October 2013 : if the number of entries changed before the start an update of the prizes will be published by amendment to later than 1st of November.

- Class 40 monohulls

1 st	€8,000
2 nd	€5,000
3 rd	€3,000
4 th	€2,000
5 th	€1,200
6 th	€800
From 7 th to the last placed	€500

For vintage boats, in addition to the above prizes:

For the 1 st vintage	€1,000
For the 2 nd	€500

(in the event where there are 4 entries in the vintage category)

- Multi 50 multihulls

1 st	€7,000
2 nd	€5,000
3 rd	€3,500
4 th	€2,000
5 th	€1,300
6 th	€1,000

- IMOCA 60 monohulls

1 st	€15,600
2 nd	€12,000
3 rd	€9,000
4 th	€6,600
5 th	€4,800
6 th	€3,600
7 th	€3,000
8 th	€2,400
9 th	€1,800
10 th	€1,200

- MOD70 multihulls

The Winner	€21,600€
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19.2 Prize-giving ceremonies

Prizes will be awarded during prize-giving ceremonies in Brazil.

19.2.1 In Brazil

The first prize-giving ceremony will take place on 30 November 2013 at 1830 hours local time in the official village.

The second prize-giving ceremony for boats that finish after 1700 hours on 30 November will take place on Saturday 7 December 2013 at around 2000 hours local time.

All skippers who have finished must attend the award ceremony. Prizes will only be awarded to skippers who are present.

20 OBLIGATIONS OF THE SKIPPER AND CO-SKIPPER

The skipper and co-skipper must be present:

20.1. In Le Havre:

- At each Skipper's briefing described in appendix No.2 to NOR 8
- From Friday 25 October 2013 at 1200 noon to Sunday 28 October 2013 at 1800hrs for the Exhibition Race.
- On Saturday 26 October at 1800hrs at the official presentation of skippers.
- From Wednesday 30 October 2013 at 1430hrs till the start of the race.
- From Friday 1 November 2013 at 1900hrs at the Official 20th anniversary night for the Transat Jacques Vabre.

20.2. In Itajaí:

- At the finish press conference
- At the relevant prize-giving,
- At the promotional race organised in the finish port on 30 November 2013
- The boat should remain in the berth designated to it in Itajaí, until the day after the relevant prize-giving at the latest.

Failure to attend may result in a €500 financial penalty imposed at the discretion of the Organising Authority, which may be deducted from the prize money which the skipper has won.

21 DISPOSAL OF RUBBISH

A competitor must not intentionally throw rubbish into the water. Rubbish must be retained aboard the boat until the crew disembarks. However, a boat can discard elastic or wool bands when setting a sail. This changes RRS 55.

22 ORGANISATION

22.1 General Organisation

The Association Transat Jacques VABRE, a non-profit-making association, groups together the founding partners of the Transat Jacques VABRE, the City of Le Havre and Kraft Food. The Association manages and coordinates the event and ensures the promotion.

Association Transat Jacques VABRE

President: Jacques Rosio

Treasurer: Clotilde Bednarek

Secretary: Agnès Firmin Le Bodo

Operational Unit: Gildas Gautier (Chief Representative) and Benoit Fritsch (Deputy Chief Representative)

22.2 Sports organisation

Appointed by the Association Transat Jacques VABRE, the company SIRIUS Evénements, represented by Manfred Rampsacher, Sport Director, is organising the race, with the city of Le Havre taking charge of the start operations and the city of Itajaí taking charge of the finish operations, along with their Sports clubs and the Normandy sailing league, in collaboration with the Fédération Française de Voile (French Sailing Federation).

22.3 Race Management

Appointed by Sirius Evénements, Race Management comprises:

- ✓ Sylvie Viant : Race Director appointed by the FFVoile. Email: course@tjv2013.org

- Vanessa Boulaire : Race Management Assistant
- Assisted by :
- ✓ Francis Le Goff, Guillaume Got and Joseph Norroy: on-the-water marshalling at the start and finish
- ✓ René Boulaire: tracking and position reports

Race Management's mission is as approved in the text by the FFVoile board of directors on 18 November 2006, in direct collaboration with the Race Committee, the Medical Commission and the Jury.

22.4 Race officials

- ✓ Christophe Gaumont, Race officer
- ✓ Anne Mallédant-Vadré, Deputy race Officer
- ✓ Jean Luc Gauthier, Event Measurer
- ✓ Jean Luc Laurent, Offshore Equipment Inspector
- ✓ Philippe Cousin, OffshoreEquipment Inspector
- ✓ Olivier Maréchal, OffshoreEquipment Inspector
- ✓ Daniel Merle OffshoreEquipment Inspector

- ✓ Georges Priol (IJ-FRA), Chairman of the Jury
- ✓ Patrick Bréhier (NJ-FRA) Jury Member
- ✓ Gordon Davies (NJ-IRL), Jury Member
- ✓ Trevor Lewis (IJ-GBR), Jury Member
- ✓ Ricardo Lobato (IJ-BRA), Jury Member

22.5 Medical Commission

A medical assistance commission has been formed under the responsibility of the official doctor of the race, Jean Yves Chauve

The doctor may be contacted 24/7 : Tel. No.: +33 6 07 42 56 48 ()

In case of a change in the number, the new number will be sent to all the fleet by Email, at least 24 hours before the change.

23 DECISION TO PARTICIPATE

It is the responsibility of each competitor to decide, for himself or herself, whether he or she should participate in a race or remain racing. As a result, by agreeing to participate in the race or remain racing, the competitor alone is personally responsible for any accident (material and/or physical).

With regard the application and interpretation of texts in the documents referred to above and the settling of any related disputes therein, the boat's registration in the event implies giving up any right to appeal other than those indicated in the RRS.

TRANSAT JACQUES VABRE 2013

ANNEXE 1.a. – APPENDIX 1.a.

DECLARATION DE DEPART / START DECLARATION

Nom du Bateau (*Name of the Yacht*):

No.

Je soussigné(e) *I the undersigned*;

chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « Transat Jacques Vabre » de mon plein gré, en acceptant sans restriction ni réserve les règles de l'ISAF, l'Avis de Course de l'épreuve, les règlements de jauge et de sécurité et les Instructions de course, ainsi que tout avenant rendu nécessaire.

Skipper of the above boat declare on my honour that I have entered the "Transat Jacques Vabre 2013" race by my own free will, and I agree totally and without restriction to be bound by the International Sailing Rules, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.

Je sais que la course à la voile peut être dangereuse.

I understand that yacht racing can be dangerous.

Je déclare savoir que la sécurité de mon yacht relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que je connais la manière de m'en servir.

I declare that I know that the safety of my yacht is my sole and inalienable responsibility, that I have prepared the yacht to encounter adverse weather conditions, that there is on board the yacht all the proper safety gear and that I know how to use it.

Je désigne à la Direction de Course les personnes suivantes joignable 24h/24:

I designate the following person(s) to Race Management who may be contacted 24/7:

1st Person Nom (Name), Prénom (surname):.....

Tel portable H24:

Tél domicile:

Tél bureau:

Mobile Phone H24:

Home phone:

Office phone:

2nd Person Nom (Name), Prénom (Surname):.....

Tel portable H24:

Tél bureau:

Tél domicile:

Mobile phone H24:

Office phone:

Home phone:

Communication reference Nom (Name), Prénom (surname)

Tel portable H24:

Tél bureau:

Tél domicile:

Mobile phone H24:

Office phone:

Home phone:

Je déclare enfin que je prendrai, avant le départ, connaissance des prévisions météorologiques et qu'il m'appartient de prendre ou non le départ de l'épreuve, ou de la continuer.

I declare that I will, prior to the start, familiarise myself with the weather forecast and that it is my sole decision, whether or not to start the race, or to continue the race.

Je décharge de toute responsabilité les organisateurs, Sirius Evénements, et toute autre personne physique ou morale participant à l'organisation de cette épreuve à quelque titre que ce soit.

I agree that organisers Sirius Evénements, and persons and companies working for or on behalf of the above-mentioned parties in the organisation of this event, have no responsibility for loss of life or injury to skipper or others, or for the loss of, or damage to any vessel or property.

Fait à (at): Le Havre le (on):..... 2013 (date)

Signature du skipper (*Skipper's signature*): Signature du co skipper (*Co-Skipper's signature*):

TRANSAT JACQUES VABRE 2013

ANNEXE 1.b./APPENDIX 1.b.

**DECLARATION DE NON-ROUTAGE IMOCA et CLASS40
NON-ROUTING DECLARATION FORM FOR IMOCA AND CLASS40**

NOM DU BATEAU (Name of boat):.....No.

Nous, soussignés(es)/*We, the undersigned*

....., **Skipper du bateau ci-dessus désigné,
*Skipper of the boat named above***

....., **co-skipper du bateau ci-dessus désigné
*Co-skipper of the boat named above***

déclarons sur l'honneur que nous respecterons les règles de non-routage sur la Transat Jacques Vabre 2013, IC 1.5.1

declare upon our honour that we will abide by the rules of non-routing on the Transat Jacques Vabre 2013, SI 1.5.1.

Fait au Havre, le2013
Signed in Le Havre, on 2013

Signature du Skipper
Skipper's Signature

Signature du Co Skipper
Co-Skipper's Signature

TRANSAT JACQUES VABRE 2013

ANNEXE 1.c./APPENDIX 1.c.

SUPPORT BOAT

NOM DU BATEAU DE COURSE ASSISTE:.....
(NAME OF THE ASSISTED RACE BOAT)

NOM DU PILOTE:
(PILOT NAME)

NUMERO DE TELEPHONE:
(PHONE NUMBER)

TYPE BATEAU (TYPE OF BOAT):.....
LONGUEUR (LENGTH):.....

NUMERO IMMATRICULATION(REGISTRATION NUMBER):.....
PUISSANCE MOTEUR (ENGINE POWER).....

ASSURANCE RC: Nom de la compagnie:
N° Contrat:
(Third party insurance): Name of the company:
Contract number:

Chèque de caution de 50€ par flamme d'accréditation à l'ordre de Association Transat Jacques Vabre
50€ deposit cheque for an accreditation flag made out to the Association Transat Jacques Vabre

Rappel IC 18.4 / 18.5

18.4 La VHF est obligatoire (double veille 16/72)

18.5 Conformément à la législation, les semi rigides d'assistance devront porter assistance, si nécessaire, à tous bateaux concurrents, spectateurs, passagers...

REMINDER SI 18.4/18.5

18.4 The VHF is mandatory (double watch 16/72)

18.5 In accordance with the law, the support ribs shall provide assistance, if necessary, to all the competitor boats, spectators and passengers...

SIGNATURE DU PILOTE
PILOT'S SIGNATURE

SIGNATURE DU TEAM MANAGER
TEAM MANAGER'S SIGNATURE

TRANSAT JACQUES VABRE 2013

APPENDIX 1.d.: AUTO-SEALING PROCEDURE FOR THE ENGINE on the IMOCA, Class 40 and Multi50 boats

The sealing of the engine will be done once the boat is outside the port using an auto-sealing procedure:

- Together with the measurer, the relevant preparateur and/or the skipper will choose the best place to install the seal on the boat (easy to access and check, robust in use and reliable sealing),
- The numbered auto-sealing system and the instructions will be given to the relevant shorecrew and/or the skipper on Friday 1 November 2013 at the briefing,

Once the boat has exited the port and is out at sea on the day of the start, the relevant shorecrew and/or the skipper shall seal her propeller before **1200 noon at the latest**. Her propeller has to be accessible for a possible check by a measurer or any other diligent person (opened hatch, for instance), until the preparatory signal,

- The shorecrew and/or the skipper shall make a digital photo of the numbered auto-sealing system, where **the number shall be legible**.
- **It will be sent to Race Management via email by the skipper himself/herself or by the shorecrew** before 2300hrs the day of the start at the following address with the boat's name:
 - course@tjv2013.org

TRANSAT JACQUES VABRE 2013

APPENDIX 2.1: MONOHULL COURSE

The positions of the marks are provided in WGS 84 for information purposes only and their positioning cannot lead to a request for redress (change to RRS 62).

The zone linking the channel marks between LH16 and LH4 and LH3 and LH 15 represents a forbidden zone.

MONOHULL COURSE (numeral pennant on the committee-boat and VHF announcement)

Course No.1: (Pennant 1)

- **Starting line defined according to SI 9.3.1**
- Leave Mark A (49°31.8N 000°00.2 E) to port
- Leave Mark B moored about 200m to the SW to mark A to port
- Leave Mark C (49°29.8N 000°03.8 E) to port
- Leave Mark D moored about 200m to the NNE to mark D to port
- Leave Mark E (49°32.4N 000°01.3 W) to starboard
- Leave Général Metzinger Mark (49°31.12N 000°00.29W) to port
- Leave DA Mark (Antifer 49°40.96N 000°01.71 E) to starboard
- Leave Etretat 1 Mark (49°42.7N 000°11.63 E) to port
- Leave Etretat 2 Mark (49°42.86N 000°11.83 E) to port
- Leave A16 Mark (Antifer 49°42.96N 000°00.48W) to port

3 forbidden zones (Appendix 2.3): TSS Les Casquets, TSS Ouessant, TSS Cape Finisterre

- Leave green cardinal mark No.2 in the Itajaï access channel (26°54.62S 048°35.85W° to starboard
- Leave green cardinal mark No.4 in the Itajaï access channel (26°54.72S 048°36.67W) to starboard
- Finish line according to SI 10.1 and appendix 3.d

Course No.2: (Pennant 2)

- **Start line defined according to SI 9.3.1**
- Leave Mark E (49°32.4N 000°01.3 W) to starboard
- Leave Général Metzinger Mark (49°31.61N 000°01.95W) to port
- Leave DA Mark (Antifer 49°40.96N 000°01.71 E) to starboard
- Leave Etretat 1 Mark (49°42.7N 000°11.63 E) to port
- Leave Etretat 2 Mark (49°42.86N 000°11.83 E) to port
- Leave A16 Mark (Antifer 49°42.96N 000°00.48W) to port

3 forbidden zones (Appendix 2.3): TSS Les Casquets, TSS Ouessant, TSS Cape Finisterre

- Leave green cardinal mark No.2 in the Itajaï access channel (26°54.62S 048°35.85W° to starboard
- Leave green cardinal mark No.4 in the Itajaï access channel (26°54.72S 048°36.67W) to starboard
- Finish line according to SI 10.1 and appendix 3.d

TRANSAT JACQUES VABRE 2013

APPENDIX 2.2.: MULTIHULL COURSE

The positions of the marks are provided in WGS 84 for information purposes only and their positioning cannot lead to a request for redress (change to RRS 62).

The zone linking the channel marks between LH16 and LH4 and LH3 and LH 15 represents a forbidden zone.

A. PROLOGUE COURSE FOR THE MULTIHULLS

Course No.1:

- **Starting line defined according to SI 9.3.1**
- Leave Mark A (49°31.8N 000°00.2 E) to port
- Leave Mark B moored 200m SW to mark A to port
- Leave Mark C (49°29.8N 000°03.8 E) to port
- Leave Mark D moored about 200m to the NNE to mark D to port
- Leave Mark E (49°32.4N 000°01.3 W) to starboard
- Leave Général Metzinger Mark (49°32.61N 000°01.95W) to port
- Leave DA Mark (Antifer 49°40.96N 000°01.71 E) to starboard
- Leave Etretat 1 Mark (49°42.7N 000°11.63 E) to port
- Leave Etretat 2 Mark (49°42.86N 000°11.83 E) to port
- Leave A22 Mark (Antifer 49°40.64N 000°04.90 E) to starboard
- Leave A21 Mark (Antifer 49°40.31N 000°04.53 E) to port
- Leave Octeville Ouest Mark (49°31.54N 000°01.72W) to port
- Finish line : between the masts displaying orange flags of 2 mark boats moored to about 49°30.5N 000°01.00E, the line is oriented East to West.

Course No.2:

- **Start line defined according to SI 9.3.1**
- Leave Mark E (49°32.40N 000°01.3W) to starboard
- Leave Général Metzinger Mark (49°32.61N 000°01.95W) to port
- Leave DA Mark (Antifer 49°40.96N 000°01.71 E) to starboard
- Leave Etretat 1 Mark (49°42.7N 000°11.63 E) to port
- Leave Etretat 2 Mark (49°42.86N 000°11.83 E) to port
- Leave A22 Mark (Antifer 49°40.64N 000°04.90 E) to starboard
- Leave A21 Mark (Antifer 49°40.31N 000°04.53 E) to port
- Leave Octeville Ouest Mark (49°31.54N 000°01.72W) to port
- Finish line : between the masts displaying orange flags of 2 mark boats moored to about 49°30.5N 000°01.00E, the line is oriented East to West.

B. MULTIHULL COURSE FOR THE TRANSAT JACQUES VABRE

- **Start line defined according to SI 9.3.2 and appendix 2.4**
- Leave Général Metzinger Mark (49°32.61N 000°01.95W) to port
- Leave LH4 Mark (49°31.10N 000°03.87W) to port

3 forbidden zones (Appendix 2.3): TSS Les Casquets, TSS Ouessant, TSS Cape Finisterre

- Leave green cardinal mark No.2 in the Itajaï access channel (26°54.62S 048°35.85W° to starboard
- Leave green cardinal mark No.4 in the Itajaï access channel (26°54.72S 048°36.67W) to starboard
- Finish line according to SI 10.1 and appendix 3.d

TRANSAT JACQUES VABRE 2013

APPENDIX 2.3.: ZONES FORBIDDEN TO ALL CLASSES

- 1. Reminder of SI 7.3**
The zone linking the channel marks between LH16 and LH4 and LH3 and LH15 represents a forbidden zone.
Le Havre's access channel may not be crossed by competitors under any circumstances
- 2 Reminder of the SI 8.3.1, 8.3.2 and 8.3.3**

For every type of course, the Traffic Separation Zones of Les Casquets, Ouessant and Cape Finisterre are forbidden to competitors

The coordinates for the points are provided in WGS 84, for information purposes only, and their positioning may not be subject to any request for redress. (This is an amendment to RRS 62).

- 1. TSS Les Casquets:**
This forbidden zone is a rectangle delimited by points A,B,C,D whose coordinates are as follows:
 - Point A: 50° 02.65N 002° 57.01W
 - Point B: 50° 07.70N 002° 27.80W
 - Point C: 49° 51.80N 002° 21.24W
 - Point D: 49° 46.80N 002°50.41W
- 2 TSS Ouessant:**
This forbidden zone is a rectangle delimited by points A,B,C,D whose coordinates are as follows:
 - Point A: 48°42.81N 006°03W
 - Point B: 49°01.88N 005°37.17W
 - Point C: 48°38.86N 005°11.90W
 - Point D: 48°29.37N 005°22.22W
- 3 TSS Cape Finisterre**
This forbidden zone is a polygon delimited by points A,B,C,D,E,F whose coordinates are as follows:
 - Point A: 43°31.1N 010°05.2W
 - Point B: 43°20.9N 009°36.5W
 - Point C: 43°10.4N 009°44.1W
 - Point D: 42°52.8N 009°44.07W
 - Point E: 42°52.8N 010°13.8W
 - Point F: 43°18.8N 010°13.7W

TRANSAT JACQUES VABRE 2013

APPENDIX 2.4: MULTIHULL STARTS

STARTING LINE FOR THE MULTIHULLS

- ✓ The starting line is situated to the North-East of LH14
- ✓ Between the Committee boat displaying an orange flag and an orange tetrahedral mark.

Multi 50

The start will be at 1302 hours, on Tuesday 5 November (unless there is a modification planned as an amendment to No.2 of the NOR) for the Multi50 prologue winner, with a warning signal 8 minutes before the start. This is an amendment to RRS 26.

The warning signal is the **TRANSAT JACQUES VABRE** flag

Starting signals will be made from the Committee boat
Visual signals will be backed up by a countdown on VHF channel 72

For the other Multi50s, each starting time is calculated from how far a boat is behind the winner of the prologue. They will be displayed on the official noticeboards and handed out to each Multi50.

On the start day, after the start procedure for the first multi50, the Race Committee will announce the start for each Multi 50 via VHF (channel 72).

The race time will be calculated for everyone from 1302 hours on the day of their start.

MOD70

The start will be at 1302 hours, on Friday 8 November (unless there is a modification planned as an amendment to No.2 of the NOR) for the MOD70 prologue winner, with a warning signal 8 minutes before the start. This is an amendment to RRS 26.

The warning signal is the **TRANSAT JACQUES VABRE** flag

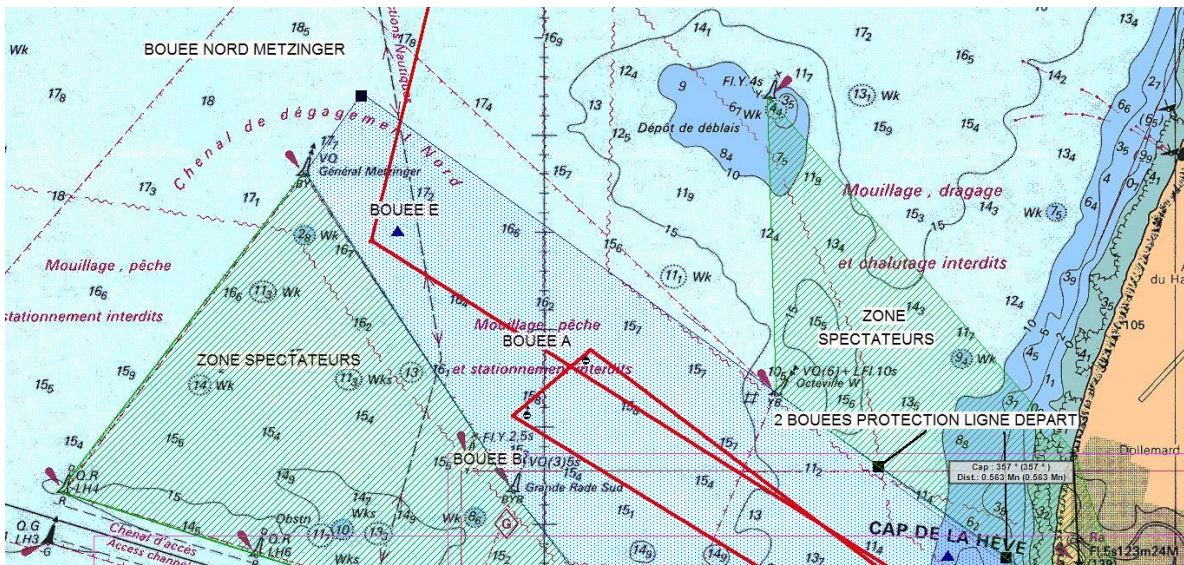
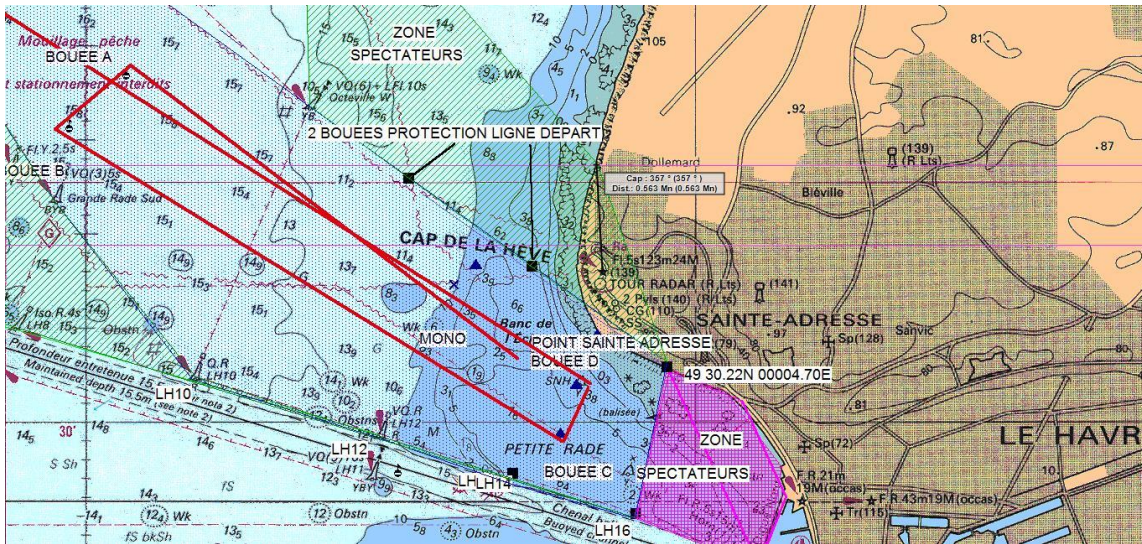
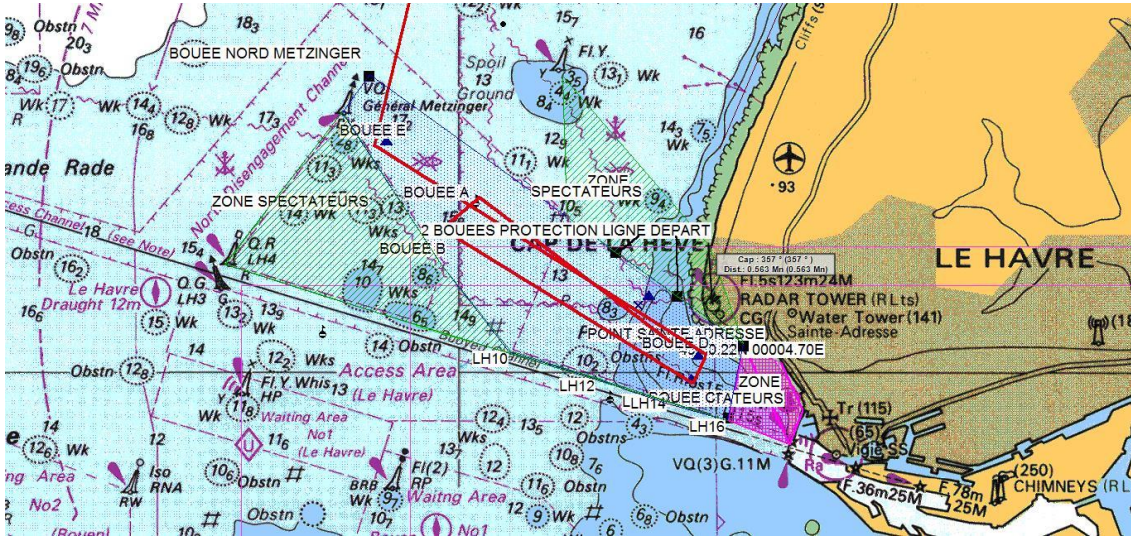
Starting signals will be made from the Committee boat
Visual signals will be backed up by a countdown on VHF channel 72

For the other MOD70S, each starting time is calculated from how far a boat is behind the winner of the prologue. They will be displayed on the official noticeboards and handed out to each MOD70.

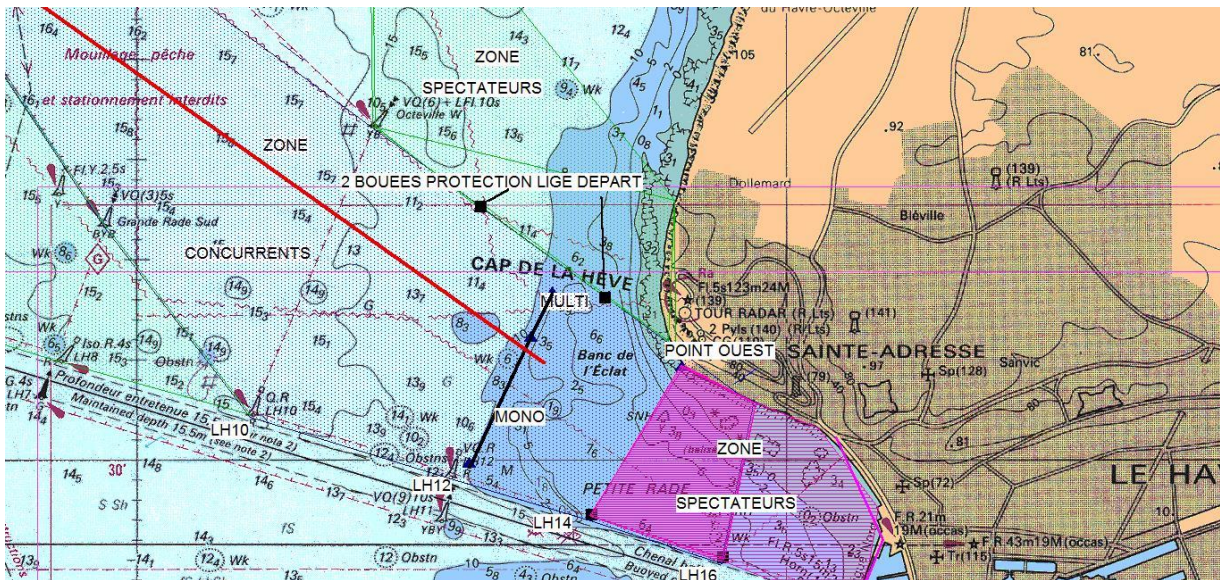
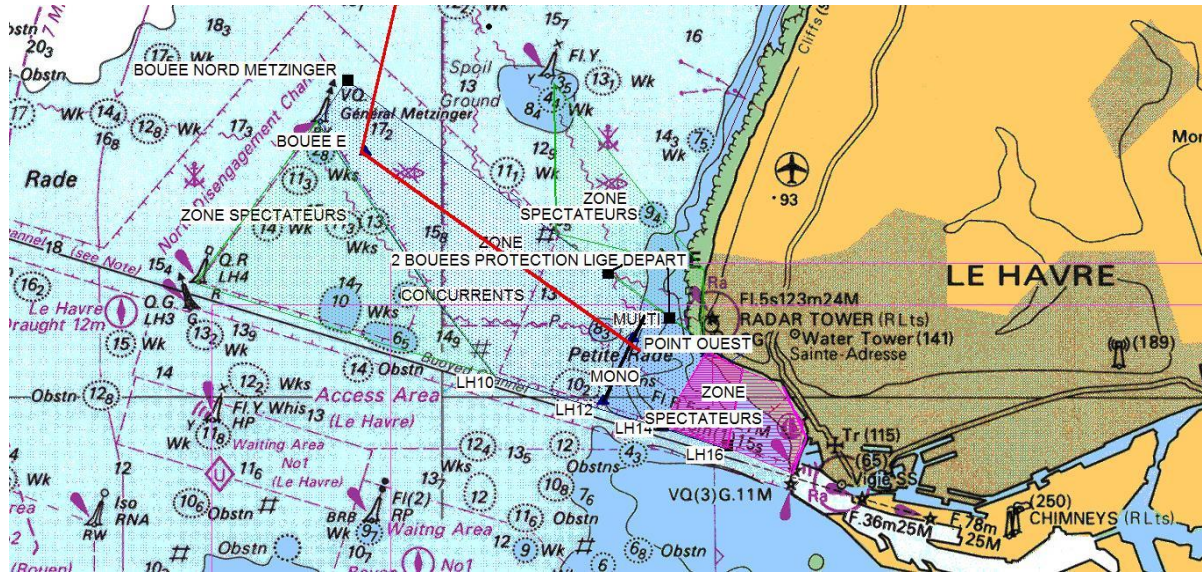
On the start day, after the start procedure for the first MOD70, the Race Committee will announce the start for each MOD70 via VHF (channel 72).

The race time will be calculated for everyone from 1302 hours on the day of their start.

APPENDIX 3.a COURSE No.1 CHARTS Monohull and multihull prologue



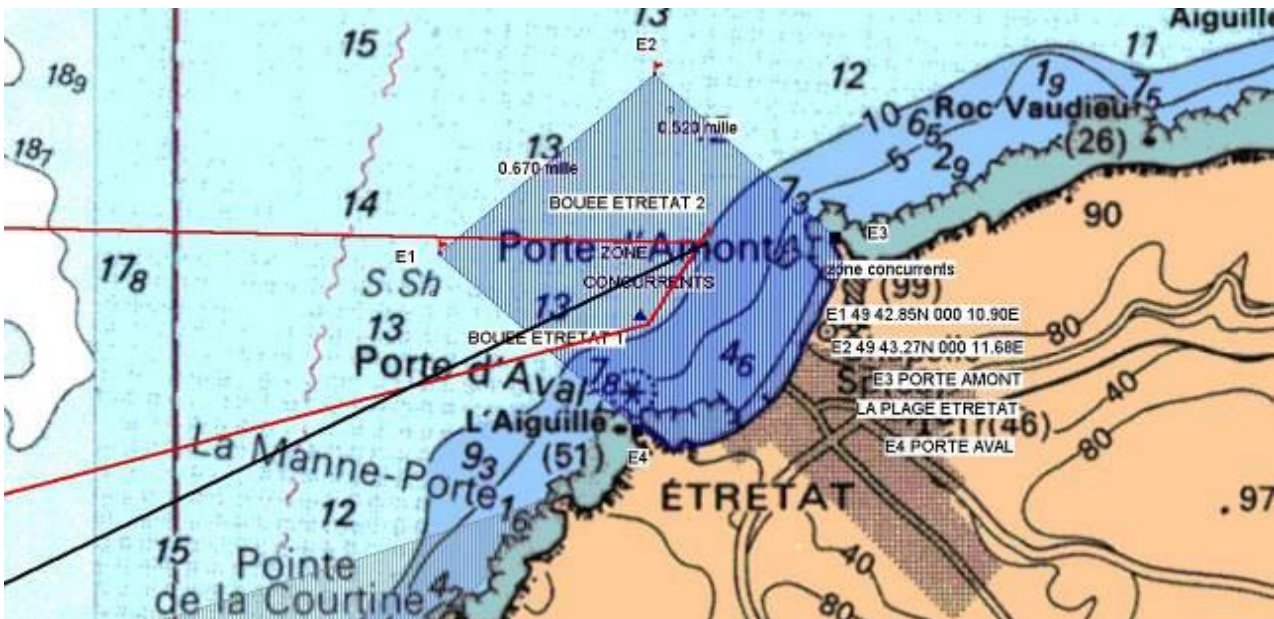
Appendix 3.b; COURSE CHARTS No.2 MONOHULL AND MULTIHULL PROLOGUE



CONTINUATION OF COURSES 1 AND 2



ETRETAT



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ANNEXE 3.d. – APPENDIX 3.d. Zone et ligne d'arrivée / *Finishing area and line*



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ANNEXE 4/APPENDIX 4

DECLARATION D'ARRIVEE/ FINISH DECLARATION

Nom du Bateau (*Name of the Yacht*):.....

N° de course/*race number*:.....

Nous, soussignés(es)....., skipper et Co-skipper du bateau ci-dessus désigné, déclare sur l'honneur,

We, the undersigned....., *Skipper and co-skipper of the above yacht, certify,*

- Avoir effectué régulièrement le parcours de l'épreuve.
- *Having completed the event course normally.*

- Avoir respecté l'Avis de course et des Instructions de Course de l'épreuve.
- *Having adhered to the event's Notice of Race and the Sailing Instructions.*

- Avoir franchi la ligne d'arrivée à Itajaí:
- *Having finished at Itajaí*

le àTU.(heure/min/sec)
on atUT (hour/min/sec)

Je signale au Comité de Course les incidents suivants:
The following incidents occurred:

Fait à Itajaí, le 2013/ *Signed in Itajaí on*..... 2013

Signature du skipper/*Skipper's signature*

Signature du Co-Skipper/*Co-skipper's signature*

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ANNEXE 5/APPENDIX 5

ORDER BOATS ARE CALLED UP FOR THE AUDIO SESSIONS

	EVEN DAYS		ODD DAYS
1	1 ^{er} Class40	1	1 ^{er} Class40
2	1 ^{er} Multi50	2	1 ^{er} Multi50
3	1 ^{er} IMOCA	3	1 ^{er} IMOCA
4	1 ^{er} MOD70	4	1 ^{Er} MOD70
5	11TH HOUR RACING	5	APRIL / DELTACOLOR
6	CAMPAGNE DE FRANCE	6	BET 1128
7	CONCISE 8	7	CATERHAM CHALLENGE
8	CROIX DU SUD	8	EARWEN
9	Dunkerque Planète Enfants	9	ECOIEC
10	ERDF-DES PIEDS ET DES MAINS	10	FANTASTICA
11	GDF SUEZ	11	GROUPE PICOTY
12	MARE	12	MARIE-GALANTE
13	MATOUBA	13	MR BRICOLAGE
14	OBPORTUS 3	14	PARTOUCHE
15	PHOENIX EUROPE	15	PROXIMEDIA
16	SOLIDAIRES EN PELOTON	16	TALES SANTANDER 2014
17	VAQUITA	17	ZED 4
18	BESTAVEN YANNICK	18	ACTUAL
18	ARKEMA – REGION AQUITAINE	18	FENETREA CARDINAL
20	MAITRE JACQUES	20	RENNES METROPOLE / SAINT-MALO AGGLOMERATION
21	VERS UN MONDE SANS SIDA	21	CHEMINEES POUJOULAT
22	BUREAU VALLEE	22	INITIATIVES CŒUR
23	ENERGA	23	MACIF
24	MAITRE COQ	24	PRB
25	SAFRAN	25	TEAM PLASTIQUE
26	VOTRE NOM AUTOUR DU MONDE	26	EDMOND DE ROTHSCHILD
27	OMAN AIR MUSANDAM	27	VIRBAC-PAPREC 70

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ANNEXE 6/APPENDIX 6

« PRESCRIPTIONS OF FFVoile »

FFVoile Prescriptions to RRS 2009 – 2012
Applying to foreign competitors

RRS 64.3 (*) :

Jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a measurement protest.

RRS 68 (*) :

Any claim for damages arising from an incident involving a boat bound by the RRS shall be subject to the appropriate courts and will not be considered by the jury.

RRS 70. 5 (*) :

In such circumstances, the written approval of the FFVoile shall be received before publishing the notice of race and shall be posted on the official notice board during the competition.

RCV 86.3 (*) :

An organizing authority wishing to change a rule listed in RRS 86.1 in order to develop or test new rules shall beforehand submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the regatta. The authorization of the FFVoile shall be mentioned in the notice of race, in the sailing instructions, and shall be posted on the official notice board during the regatta.

RRS 88 (*) :

Prescriptions of the FFVoile shall be neither changed nor deleted in the sailing instructions, except for competitions for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall be neither changed nor deleted in the sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.org, shall be the only translation used to comply with RRS 90.2(b)).

RRS 91 (*) :

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such notice of approval shall be posted on the official notice board during the event.

Appendix F (*) :

Appeals shall be sent to the head-office of Fédération Française de Voile, Jury d'Appel, 17 rue Henri Bocquillon, 75015 Paris