



# **TRANSAT JACQUES VABRE**

## **Le Havre – Costa Rica**

### **2009**

## **9th Edition**

## **Notice of Race**

(March 15th 2009 Edition)



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## Table of Contents

1.	<i>ORGANISATION</i>	<i>page</i>	<i>1</i>
2.	<i>NAME</i>	<i>page</i>	<i>1</i>
3.	<i>OBJECTIVES</i>	<i>page</i>	<i>1</i>
4.	<i>RULES</i>	<i>page</i>	<i>1</i>
5.	<i>DATES</i>	<i>page</i>	<i>2</i>
6.	<i>REPRESENTATION OBLIGATIONS OF CREW</i>	<i>page</i>	<i>3</i>
7.	<i>YACHTS</i>	<i>page</i>	<i>3</i>
8.	<i>CREW</i>	<i>page</i>	<i>4</i>
9.	<i>ENTRY PROCEDURE</i>	<i>page</i>	<i>4</i>
10.	<i>IDENTIFICATION</i>	<i>page</i>	<i>5</i>
11.	<i>ENERGY SOURCE</i>	<i>page</i>	<i>6</i>
12.	<i>YACHT INSPECTION</i>	<i>page</i>	<i>6</i>
13.	<i>ADDITIONAL SAFETY EQUIPMENT</i>	<i>page</i>	<i>6</i>
14.	<i>POSITIONING</i>	<i>page</i>	<i>7</i>
15.	<i>RADIO</i>	<i>page</i>	<i>7</i>
16.	<i>OUTSIDE ASSISTANCE (modification to ISAF rule 41)</i>	<i>page</i>	<i>8</i>
17.	<i>ROUTE</i>	<i>page</i>	<i>8</i>
18.	<i>CLASSIFICATION</i>	<i>page</i>	<i>8</i>
19.	<i>TROPHIES AND PRIZES</i>	<i>page</i>	<i>8</i>
20.	<i>RESPONSIBILITIES OF ORGANISER, PARTNERS AND PARTICIPANTS</i>	<i>page</i>	<i>9</i>
21.	<i>TIME LIMIT</i>	<i>page</i>	<i>10</i>
22.	<i>ISAF INTERNATIONAL JURY</i>	<i>page</i>	<i>11</i>
23.	<i>TIME ZONES</i>	<i>page</i>	<i>11</i>
24.	<i>TEXT</i>	<i>page</i>	<i>11</i>
25.	<i>AGREEMENT</i>	<i>page</i>	<i>11</i>
26.	<i>USE OF AUDIO-VISUAL RIGHTS</i>	<i>page</i>	<i>11</i>



## **1- ORGANISATION**

The **Transat JACQUES VABRE** is an event organised by Pen Duick with the participation of the city of Le Havre for the start arrangements and the city of Puerto Limon for the arrival arrangements, as well as their sporting clubs and with the collaboration of the "Union Nationale pour la Course au Large" (UNCL).

In this document, the term "Sporting Direction" refers to the Race Committee and/or the Race Direction.

## **2- NAME**

The official and only authorised name is the "**Transat JACQUES VABRE**". The **Transat JACQUES VABRE** is sponsored by Kraft Foods France, the city of Le Havre and the state of Costa Rica.

## **3- OBJECTIVES**

The **Transat JACQUES VABRE** is a sporting event. Its objectives are to promote the sport of sailing and to contribute to the development of ocean going Multihulls and Monohulls, of the equipment on board together with construction materials and techniques, to develop economic relations between Europe and Costa Rica.

This event is enlisted in the IMOCA race calendar and as such, points are awarded counting towards the IMOCA Monohull championship.

In order to maintain the continuity of the race, its profile and the promotion of technology, the race is run every two years.

## **4- RULES**

- 4.1** The race is governed by the texts in force in the following documents, completed and/or modified by the Sailing Instructions, which will be available in Le Havre no later than Friday October 30<sup>th</sup> 2009 in Le Havre.
- 4.1.1** The International Sailing Federation (ISAF) Racing Rules of Sailing 2008/2009, referred to hereinafter as the RRS, except as amended in § 4.2.  
The Transat Jacques Vabre is in accordance with article 20 of the ISAF Advertising Code.
- 4.1.2.1** IMOCA class rules and safety rules for IMOCA class Monohulls, ISAF rules for IMOCA Class as well as the rules of the IMOCA championship, unless explicitly modified in this Notice of Race.
- 4.1.2.2** The OSR rules (Offshore Sailing Regulations ISAF) 2008/2009 category 1 for the other Classes with the modifications in accordance to each measuring rule (Class 40, Class 50' Open).
- 4.1.2.3** Class 50' Open Multihulls rules for the 50' Multihulls, unless explicitly modified in this notice of race.
- 4.1.2.4** Class 40' rules for the Monohulls class unless explicitly modified in this Notice of Race.
- 4.1.3** Part B of the International Rules for the prevention of collision at sea (COLREGS) when it applies.
- 4.1.4** The present Notice of Race and any amendments.
- 4.1.5** The Sailing Instructions and any amendments.
- 4.2** The following ISAF rules are modified :
- **Rule of Chapter 2 (*When Yachts meet*)** : shall apply from the start line to 20 nautical miles of the start, or again from 20 nautical miles to the finish up to the finish line during daytime. For these parts of the route covered at night time and for the rest of the route, these rules are replaced



**Sunday November 8<sup>th</sup> 2009**      **9:30:** Final Briefing  
   **12:00:** Exiting of the boats  
   **14:00:** **Multihulls start**  
   **14:30:** **Monohulls Start**

## **6. REPRESENTATION OBLIGATIONS OF CREW**

**6.1** The presence of both Yachtsmen that make up the crew is **compulsory**:

**6.1.1 In Paris:** for the race presentation press conference (end September /early October 2009),

**6.1.2 In Le Havre:**

- For each briefing: see article 5 of present Notice of Race.
- From Friday October 30<sup>th</sup> 2009 at 18:00 to Sunday November 1st at 19:00 and onboard for the eliminatory and final phases of the Regatta for the city of Le Havre, Trophy Paul Vatine
- From Wednesday November 4<sup>th</sup> 2009 14:30 until the start of the race.
- Friday November 6<sup>th</sup> 2009 19:00 for the crew presentation and the official evening's ceremony.
- At the prize-giving ceremony, **failing which no prizes will be awarded.**

**6.1.3 In Puerto Limon :**

- At the arrival press conference
- At the prize-giving ceremony, **failing which no prizes will be awarded.**

**6.2 Technical Supervisor of the yacht:**

**6.2.1 In Le Havre: a technical supervisor must be present at all times** from the arrival of the yacht to the departure of said yacht. His details must be given to the Organizer and the Sporting Direction upon his arrival in the Havre.

**6.2.2 In Puerto Limon: A technical supervisor of the yacht must be present at all times** from the arrival of the said yacht until the prize-giving ceremony. His details must be given to the Organizer and the Sporting Direction upon his arrival.

**6.3** In the event of infractions to this rule, penalties may be imposed at the discretion of the International Jury

## **7- YACHTS**

**7.1** The number of Yachts taking part in the race is limited to 50.

Nevertheless, the organiser reserves the right:

- to invite additional Yachts to participate in this race,
- to reject an entry.

**7.2** This race is open to multihulls and monohulls split into several classes :

- |                     |  |
|---------------------|--|
| - IMOCA Class       | Monohulls as defined by IMOCA handicap rules.        |
| - Class 2 Monohulls | Monohulls from 45.1' to 50' as defined in FICO rules |
| - Class 50          | Multihulls as defined by Class 50 open Rules         |
| - Class 40          | Monohulls as defined by Class 40 rules               |

All Yachts must be fitted with an engine able to independently propulse the Yacht before the start of the race to join the starting area and after crossing the finishing line to reach the harbour. (IMOCA rule, Class 50' Open, OSR).

**7.3** All yachts must be in accordance to their respective classes' measurements (dues and certificate of measurement 2009).

**7.4** In order to form a class, a minimum of 5 yachts must be entered prior to June 1st 2009. After June 1st 2009, the Organizer will confirm the classes based on the entries.

## **8- CREW**

**8.1** The race is a double-handed race. Every Yacht must have the same two persons on board during the whole race, without prejudice of ISAF rules 1.1 and 41.

- 8.2** Any Skipper who has embarked one or more persons for assistance within the frame of ISAF rules 1.1 and 41 will have to disembark them within the shortest time and must follow the Sporting Direction's instructions.
- 8.3** Every competitor must have the necessary documents in order to enter Costa Rica.
- 8.4** Every competitor must be in order with the regulations of his nationality or residence country. In particular, French competitors must have a competition licence, valid for the time of the race, stamped with a medical visa.
- 8.5** Every member of the crew must give the following documents:
- certificate of a personal survival training dating less than 5 years
  - medical file which must contain the results of an effort test dating less than 4 years and the results of a cardiac echocardiography.
  - The medical questionnaire given by the organisation, filled out and signed by the person in question and his/her physician.
  - **First Aid certificate**
- Reminder of RSO 4.08.4 and the FFVoile prescription** « The 2 skippers must possess a First Aid certificate recent or equivalent, and must know the gestures needed for a medical emergency which could happen at sea, including hypothermia, and the communications procedures to obtain medical advice via radio (are accepted the AFPS dating less than 5 years at this date and the PSC1, or equivalent according to one's country of residence).
- 8.6** Minimum Age: 18 years on October 30<sup>th</sup> 2009 at 18h00.
- 8.7** By 18:00 on November 6<sup>th</sup> 2009 at the latest: the skipper must hand in his departure form duly completed in full and signed. The departure form will be attached to the Sailing Instructions.

## **9- ENTRY PROCEDURE**

- 9.1** **Entry is by invitation.**
- 9.2** Entry requests for Yachts will be registered according to their receipt date provided a duly completed information form and cheque or certificate of bank transfer for 1,000 euros are included to go towards entry costs. Once the limit of 50 Yachts has been met, as defined in article 7.1, any further entries will be put onto a waiting list.
- 9.3** The final Entry Form must be sent no later than **June 1<sup>st</sup>, 2009**, with a cheque or certificate of bank transfer covering the outstanding balance for entry fees, to:

Pen Duick SAS  
 Transat JACQUES VABRE  
 43bis, rue de Cronstadt – 75015 Paris – France  
 Tel: +33/(0)1.48.42.54.90  
 Fax: +33/(0)1.48.42.52.96  
 E-mail: penduick@penduick.com

- 9.4** Entry fees are as follows:
- 10 000 euros exc. tax for Yachts in IMOCA class + VAT applicable.
  - 5,500 euros exc. tax for multihulls class 50 + VAT applicable.
  - 4 000 euros exc. Tax for Class 2 and Class 40 monohulls + VAT applicable
- Cheques should be made out to **Pen Duick SAS**; bank transfers can be made to the following account:

Account Holder:	Pen Duick SAS
Bank Code:	18707
Agency Code:	00022
Account No:	02221103837
RIB Key:	33
IBAN:	FR76 1870 7000 2202 2211 0383 733
Address SWIFT	CCBPFRRPPVER
Domiciliation	BPVF LE CHESNAY

If the race is cancelled, these fees will be reimbursed.

If after the inspection of the Sporting Direction the Yacht is not accepted, half of the entry fee will be reimbursed.

In the event of withdrawal, the organiser will retain the entry fee.

- 9.5** Late entries (after June 1<sup>st</sup> 2009) will be considered by the organisers. In the event of such an entry being accepted, the entry fees will be increased by 25%.
- 9.6** Entry fee includes a beacon supplied by the organisers to each competitor. (A deposit in the form of a cheque for 2,000 euros will be requested.)
- 9.7** Every Yacht and registered Skipper and Co-skipper will have to do a qualifying route, the details of which will have to be discussed in due time with the Sporting Direction. The route, length, date and time of departure will have to be agreed upon at least one week before the planned departure agreed with the Sporting Direction.

This qualifying route will have to be done on board the Yacht entered in the race, in the same minimum conditions as those planned for the Transat JACQUES VABRE, **with Inmarsat C** tracking. The qualifying route will have to be done before 1<sup>st</sup> October 2009 unless a special dispensation has been received. The Race Team (Skipper & Co-Skipper) will do everything possible to hoist all the race markers supplied by the organiser (logos on mainsail and race flag) during his or her qualifying route and all voyages made while pictures are being taken for the image bank.

- 9.8** The final list of Yachts admitted to present themselves for final checks before the Transat JACQUES VABRE from October 30<sup>th</sup> 2009 at 18h00 in Le Havre will be published for the press conference at the latest.

**Only the sailing ships having sent to the organization a copy of insurance RC will have access to the Bassin Paul Vatine in Le Havre.**

- 9.9** Entry in the race becomes final when the measurement / inspection routine have been completed and cleared in the port of Le Havre during the week prior to the start.

## **10- RACE BRANDING**

- 10.1 Race number:** All Yachts must have a distinctive number visible at all times on the deck, on the hulls and on the sails. The dimensions are detailed in the IMOCA measurement rule and according to each class' measurement rules.

**The race number on the hull must be written for multihulls on the outside of each outrigger and for monohulls on the front half of each side of the hull.** Numbers (in accordance with IMOCA rules and according to each class' measurement rules) must be given to the organizer by 1<sup>st</sup> July 2009 at the latest.

- 10.2 Yacht Name:** The registered Yacht name may be marked on each side of the hull or floats and once on the stern or on the aft beam(s) of multihulls.

Pen Duick reserves the right to refuse any name which it considers to be in poor taste, shocking, abusive or in contradiction to the objectives of the race.

- 10.3 Race Flag:** All Yachts registered in the race will receive **two race flags** upon their arrival in Le Havre, which will have to be hoisted from Friday October 30<sup>th</sup> 2009 at 18:00 until the prize-giving ceremony. Any infraction to this rule could be penalised financially by the Sporting Direction.

- 10.4 Flags or Pennants:** At the quayside, the hoist of pennants in the forestay and flags of any size with the name of the Yacht, the logo or the registered trademark is allowed, with the exception of slogans which are forbidden.

Furthermore, Skipper must hoist a total of five flags supplied by the organisers in Le Havre in their rigging. These **must be hoisted** in the port of Le Havre from Friday October 30<sup>th</sup> 2009 18h00 until the departure and after crossing the finish line and until the prize-giving ceremony.

- 10.5 Name of Race:** All entered Yachts must have the race logo in the middle of their mainsail. This race logo will be contained in a circle of 3-metre diameter for all Yacht except for class 40. For Class 40, the diameter will be of 1m50. The centre of the logo will be placed at a height corresponding to one third of the mast height from the deck. Stickers will be supplied by the Race Organisation and it will

be the skipper's responsibility to ensure they are correctly in place until the end of the race. Any infraction to this rule will be penalised financially by the Sporting Direction.

## **11- ENERGY SOURCE**

- 11.1 No other means of propulsion other than that of the wind may be used whilst racing (ISAF, rule 42.1).
- 11.2 Modification to ISAF rule 42: An energy source other than manual force may be used for the automatic pilot. For monohulls this energy may be used to manoeuvre the ballast system and/or keel system.

## **12- YACHT INSPECTION**

- 12.1 Candidates who are registered may submit a request to the Sporting Direction for an inspector to attend before setting out for Le Havre, so that he may undertake the modification or take care of additional items required by the inspector in time. In such cases, he must bear the inspector's travelling and accommodation expenses.
- 12.2 **In Le Havre**  
An inspection of each Yacht will take place in Le Havre. The Skipper or his Co-Skipper must be present during his/her Yacht inspection. Any Yacht that does not meet the requirements will not be able to take part in the race.
- 12.3 **At the Arrival**  
After the finish the Sporting Organisation will be able to check Yachts without giving prior notice, either upon their own initiative, or following a request from the organizing authority or International Jury.  
Any Yacht that does not conform to the rules may be, at the discretion of the International Jury, penalized or disqualified.

## **13- ADDITIONAL SAFETY EQUIPMENT**

- 13.1 **The following safety equipment are mandatory on board throughout the duration of the race:**
  - 13.1.1 Radar fitted with alarm.
  - 13.1.2 A portable Iridium telephone (waterproof) in the survival canister
  - 13.1.3 A portable GPS in the survival canister
  - 13.1.4 An active AIS transceiver as well as a visualization software for the AIS targets and an external antenna at an appropriate height
  - 13.1.5 A survival suit per person onboard, norms in accordance to NF EN ISO 15027-1 for which the thermal isolation without fleece warmwear must be at least 0.75 clo immersed.
  - 13.1.6 **One** Cospas Sarsat portable distress beacon with bi-frequency 121.5 Mhz and 406 Mhz, classed long life, with a battery life of at least 48 hours (2 beacons for IMOCA)
  - 13.1.7. **Hull branding, fluorescent paint:** the rules RSO 4.02.1 b), 4.02.2 and 4.02.3 are mandatory for the Class 40, the monohulls Class 2 and the Class 50 Open
- 13.2 **The following safety equipment is recommended on board throughout the duration of the race:**
  - 13.2.1 A "speedline" or equivalent style rope launch.
  - 13.2.2 A mini "Spare Air" type (or similar) diving bottle or equivalent with an integrated regulator.
  - 13.2.3 Mandatory life jackets must be self-inflating via a Hammer or equivalent system and have CE certification with at least one spare kit by life jacket should be available. must be attached to each jacket a flashlight with a minimum battery life of 8 hours
  - 13.2.4 An active self powered radar transponder

## **14- POSITIONING**

- 14.1 **INMARSAT System**
  - 14.1.1 The Transat JACQUES VABRE will make use of the **INMARSAT C** system to send messages and for positioning in case the tracking beacon would fail to function.
  - 14.1.2 Each Yacht must be equipped with an Inmarsat C terminal. This terminal must have a GPS interface or possess a GPS card and a software package which allows polling and data

reporting (programmable and automatic transmission of longitude and latitude positions towards a land-based terminal). **This device must be in perfect working order and installed in such a way as to avoid any possible deterioration. The Inmarsat C antenna must be attached at least 55 cm above the deck and in such a way as to be totally unobstructed within a radius of 60 cm around the antenna regardless of the Yacht's position (hilt or other).**

- 14.1.3** Each Team must give his permission to the Race Organiser to follow the progress of their Yacht via this system. Tests will have to be carried out once the Yacht has been equipped.

#### **14.2 Positioning Beacon**

In Le Havre the organisers will install a positioning beacon on each Yacht which will allow the Yacht to be tracked.

A refundable deposit of 2,000 euros will be requested from the Skipper. The cheque will be returned once the Skipper has sent the positioning beacon to the address given before the start, in its original packaging so as to avoid damage.

#### **14.3 Other systems of positioning:**

The Sporting Direction must be informed of all forms of satellite positioning used, must have 24 hour access to this information and must know the name and address of the organisation to whom this information is transmitted.

### **15- RADIO**

All Yachts shall be equipped with:

- A satellite telephone with a fixed external antenna. The external antenna must be installed in accordance with the instructions for use of the product. All non-conforming installations will be refused.
- A 56 channel VHF radio with a minimum power rating of 25 watts.

These devices must be in perfect working order and installed in such a way as to avoid any possible deterioration

### **16- OUTSIDE ASSISTANCE (amendment to ISAF rule 41 and 45)**

- 16.1** All forms of navigational assistance are permitted, notably routing (modification to ISAF rule 41). The Sporting Direction reserves the right to study a particular Class' right concerning routing.
- 16.2** Yachts 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 Yachts may have no physical contact with other vessels or aircraft. They may not be restocked in any way whatsoever.
- 16.3** During the race, a Yacht may stop, drop anchor or receive assistance **one only** in the following conditions:
- The Skipper must make a request to the Sporting Direction (VHF, Inmarsat C, telephone).
  - Following the agreement of the Sporting Direction concerning the place where a stop is to be made and the equipment to be changed, the Yacht may be towed to enter or exit harbours or moorings agreed with the Sporting Direction, over a distance to be agreed upon, on the condition that it can be proved that the result of such towing did not cause the Yacht to progress towards the finishing line.
  - When a Yacht is being towed or using its engine, and only then, people may step on board.
  - When moored, tied up to a buoy, attached to another moored Yacht, at a berth in the harbour or a place agreed upon with the Sporting Direction, repair work may be carried out and the Yacht may be restocked. Spare parts agreed with the Sporting Direction may be taken on board. The Skipper and Co Skipper may disembark.
  - When repair work to the Yacht has been completed, to restart the race it may be towed or leave using its engine over a distance to be agreed in advance with the Sporting Direction provided it can be proved that the result of such towing or use of engine does not cause the Yacht to progress any closer to the finish line.
  - **This does not apply in the port of Le Havre** where all means are allowed to enter the port or leave as far as the buoy in the channel of Le Havre which will be indicated in the Sailing Instructions.

## **17- ROUTE**

- 17.1 Start Line:** in front of Le Havre.
- 17.2 Inshore route:** defined in the Sailing Instructions.
- 17.3 Finish line:** in front of Puerto Limon (Costa Rica).

The route for the multihulls will differ from the route for the monohulls. The routes will be detailed in the sailing instruction.

## **18- CLASSIFICATION**

- 18.1 Classification by Class:**  
A classification table in elapsed time will be established for each class defined in paragraph 7.2 in order of arrival for the Yachts finishing the race within the time limit.
- 18.2 IMOCA Championship Points:**  
Monohulls enlisted in the IMOCA championship will be awarded points according to their classification in accordance with IMOCA class rules.

## **19- TROPHIES AND PRIZES**

- 19.1** Only the Yachts which finish the Transat JACQUES VABRE within the time limit are taken into consideration for prizes.
- 19.2 The main trophies are as follows:**
- |                               |                        |
|-------------------------------|------------------------|
| 1st IMOCA Monohull            | : Jacques Vabre Trophy |
| 1 <sup>st</sup> 50' Multihull | : Jacques Vabre Trophy |
| 1st Class 2 Monohull          | : Jacques Vabre Trophy |
| 1st Class 40 Monohull         | : Jacques Vabre Trophy |
- 19.3** The total prize-fund offered by the race sponsors and its breakdown will be printed no later than May 15th, 2009.

## **20- RESPONSIBILITY OF ORGANISERS, PARTNERS AND PARTICIPANTS**

- 20.1** 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 loss, damage or injury as a consequence of such participation. The race organisers and their partners' responsibility is limited to assuring the sporting order of the event.  
Any other responsibility assumed by the organiser can only be explicit and contractual.

In Particular:

- The checks made by the Sporting Direction or the Control Commission, either of its own initiative or following the request of the international jury, or by any other body, will be for the sole purpose to ensure the rules and sailing instructions for the event have been followed.
- The watch, and especially which the radio and/or Inmarsat C watch, which the organiser may keep, must be considered by Skippers as optional and random and should in no way be considered to be an additional safety measure on which they can count on.
- All requests made to a member of the organisation will not legally engage the responsibility of the organisation in general unless the latter accepts the responsibility explicitly either itself or by one of the staff officially accredited to do so. This point particularly applies to various requests for assistance and assistance / rescue at sea.

- 20.2** The race is a sporting event. Any sporting dispute shall be judged according to ISAF rules. The fact of entering this race dictates that the competitor and other interested parties

renounce to all non-sporting jurisdictions for sporting disputes. No damage claim shall be taken under consideration (ISAF fundamental rule n° 3). Consequently, the organizers will have no liability for breach of any contractual term implied by common law, statute or otherwise or for negligence and will not be responsible for any loss, damage or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.

**20.3** Regardless of the links between the owner of the Yacht(s), the sponsor and the Skipper, only the Skippers officially registered on the entry form will be considered as the valid representative in all connections with the organisers.

**20.4** Each competitor enters the race at his own risk and fully accepts the responsibility in deciding to participate. It is the sole responsibility of each competitor to decide whether to participate in the race having regard to the individual's competence, the Yacht and its associated equipment, the weather conditions anticipated or encountered during the race, his or her level of fitness and medical condition and so forth.

Any advice or information that may be provided by the organizers (Pen Duick), such as in relation to weather forecasting, or arising from the checks made to the Yacht, is for information purposes only and it is the sole responsibility of each competitor to ascertain this information eg. what the weather conditions are likely to be... . Neither the organizers nor those associated with them accept any responsibility in relation to such advice or information that they may provide (**ISAF Fundamental Rule 4**).

**20.5** The owners, sponsors or skipper of the Yachts are personally responsible for all accidents or material damage and/or human that may occur either to themselves, the Yachts or to a third party or to the property of a third party. It is their responsibility to obtain the necessary insurance to cover all possible injuries, damage, loss of life, property or other. Further, competitors undertake to furnish a document certifying that they have indeed taken out such insurance cover, and setting out any exclusion clauses and third party indemnity with whom he may come into contact within the context of the race or any associated event.

**In particular, the skipper is responsible to the organisation and must take out all the necessary insurance policies for a minimum amount of 3 million euros. Written confirmation must be lodged to this effect to the Race Committee before the arrival of the Yacht in the Bassin Paul Vatine in Le Havre at the latest, failing which the skipper will not be allowed to take part in the race and any entry fees already paid for the Yacht will be retained by the organisers.**

The absence of third party insurance will in no way engage the responsibility of the organiser and/or its partners.

**20.6** **As an essential condition to his/her participation, the sponsor and/or the owner and their insurers must lodge the necessary signed renunciation forms to any claim against the organisers, their representatives and agents and their insurers, as per that which is noted in the appendix.** The organizers will not be liable for any actual or alleged indirect or consequential loss, howsoever arising, suffered by anyone whether it be a competitor, owner or 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 economic loss.

**20.7** The organizers 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 Act of God, war, military operations, 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 difficulty delay or failure in the provision, manufacture, production or supply by third parties of any information, goods or services.

**20.8** The organizers of the race 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 Yacht or person in danger insofar as they are able so to do. (ISAF Fundamental Rule 1.1).

**20.9** Competitors and others involved with the race will be deemed to have notice of the exclusions and indemnities. No entrant will be permitted to start the race unless that competitor, as well as the

Yacht's owner (if different) and any sponsors of that competitor have signed and delivered the Declaration Form provided by the organizers declaring:

- That the competitors have read and understood the provisions of this Notice of Race and all other official documents, including the risk and dangers associated with the event and that proper consideration has been given to that competitor's life and other insurance requirements in the light of that individual's obligations (whether it be to dependants or otherwise) and that the competitor will maintain appropriate additional life and accident insurance cover for the duration of the race.
- That the competitors have, and will maintain, until one month following his completion of the race (or retirement from the race), adequate and suitable insurance, including third party liability, for not less than the international conventions in force.
- That the competitors, the Yacht's owner (if different), and the sponsors of that entrant acknowledge that it is reasonable for the race organizers (Pen Duick) and anyone else involved in the organization of the race to exclude to the maximum permitted by law their liability in relation to the race and for them to be indemnified by the individual competitor, owner and sponsors in relation to claims brought by any of them against anyone involved in the organization of the race.

## **21- ARRIVALS**

**21.1** In order for all participants to be ranked, there is no time limit.

**21.2** Beyond ten days after the arrival of the first monohull, and in case the Organisation is no longer there for logistical reasons, the arrival time of the participants still at sea will be determined in part by the satellite tracking and by the auto-pointing of the participant. The welcoming of the yachts will be insured by the local organisation.

## **22- ISAF INTERNATIONAL JURY**

With the authorisation of the French Sailing Federation (FFV), an ISAF International Jury will be constituted whose decisions will be final.

The composition of the Jury will be published in the Sailing Instructions.

## **23- TIME ZONES**

All times given in the Notice of Race and in the Sailing Instructions are given in Le HAVRE local time: GMT +2 in France; GMT -5 in Puerto Limon (Costa Rica).

## **24- TEXTE**

For the Notice of Race, Sailing Instructions, Class 40 monohulls' rules and Open 50' rules, the French text prevails; the English text prevails for ORC special regulations and for ISAF rules.

## **25- AGREEMENT**

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

## **26- USE OF AUDIO-VISUAL RIGHTS**

An audio-visual appendix will be published by July 1st 2009 at the latest.

UNCL, March 15<sup>th</sup> 2009

The organisers reserve the right to amend this Notice of Race should amendments be deemed desirable.

**The legal text for this Notice of Race is the text in French  
from which this translation is issued.**

