

NOTICE OF RACE REV2 ON 24 OCTOBER 2023



Start on 26 November 2023
From Fort-de-France
Finish in Lorient

Organising Authority (OA)
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Preamble

Prevention of violence and incivility: The FFVoile highlights the fact that sporting events are first and foremost a space for exchange and sharing, open and accessible to one and all. As such,

competitors and those persons accompanying them are asked to behave in a courteous and respectful manner at all times, both on land and on the water, irrespective of the origin, gender or sexual orientation of the other participants.

Following the aggression displayed against Ukraine, the FFVoile took the decision on 2 March 2022 not to allow the participation of Russian or Belarussian competitors in any competitions right across France.

The notation [NP] in a rule means that a boat may not protest (No Protest) another for an alleged breach of this rule. This is a modification of RRS 60.1(a).

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

1. ORGANISATION

1.1 ORGANISING AUTHORITY

The **LORIENT GRAND LARGE Association**, together with the Centre Nautique de Lorient, a club affiliated with the Fédération Française de Voile (French Sailing Federation or FFVoile), is organising the 'Retour à la Base 2023' with the support of Lorient Agglomération, the City of Lorient, the municipalities in the Agglomération, the Department of the Morbihan, the Brittany Region and the Comité Martiniquais du Tourisme.

Lorient Grand Large is in charge of the general organisation of the event, the coordination with the local authorities and the various departments of Lorient Agglomération, the communication, the receptions, partner relations and the official prize-giving.

OA refers to the Organising Authority, in this instance, Lorient Grand Large (LGL).

1.2. RACE MANAGEMENT

This competition takes place under the aegis and in accordance with the sports regulations of the Fédération Française de Voile (FFVoile).

A Race Management (RM) team, authorised by the Fédération Française de Voile, will be appointed.

It is tasked with developing safety devices, making sure the race runs properly on an operational level, ensuring the authenticity and sporting regularity of the competition in close collaboration with the arbitration body, contributing to race's media coverage and coordinating relations between the competitors and the OA.

It works directly with the French Sailing Federation (FFVoile), the Race Committee, the Technical Committee, the International Jury and the Medical Board.

Race Management must be informed of any incident/accident as a matter of priority.

1.3. TEAM OF UMPIRES

The umpires are appointed by the FFVoile in accordance with the regulations. An international jury will be set up by the FFVoile, in line with Appendix N of the RRS and the RRS 70.5. Its decisions shall be final.

When the umpires are not physically in attendance, but can be contacted via [telephone](#), [Email](#), VHF or any other radio means, RRS N 1.5 shall be deemed to have been adhered to and protests may be heard and judged in this manner.

1.4. MEDICAL REFERENT

A medical referent will be chosen by the OA, with the validation provided by the FFVoile, to study the medical records of every member of the crew in accordance with Appendix 3 of the FFVoile's medical regulations:

2. NAME

The official name of the race is 'Retour à la Base'.

LORIENT GRAND LARGE is the sole holder of the name 'Retour à la Base', a registered trademark in France and overseas. LORIENT GRAND LARGE is also the sole rights holder for the related logo used on the cover of this Notice of Race.

3. PURPOSE

'Retour à la Base' is a top-level competitive sailing event.

It is the first edition of a transatlantic race, which will be raced singlehanded on IMOCA's.

The start will be hosted in Fort-de-France, the finish venue for the Transat Jacques Vabre 2023, and the finish will be decided off Lorient.

4. RULES

In the event that the race documents are translated, the French text shall prevail.

The event will be governed by:

- 4.1 The rules such as those outlined in the Racing Rules of Sailing (RRS 2021-2024),
- 4.2. France's national prescriptions translated for overseas competitors, in the appendix: Prescriptions,
- 4.3. Part B, section II (Steering and Sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) when they replace RRS Part 2 rules,
- 4.4. Offshore Special Regulations (OSR 2022-2023) World Sailing (WS), category 1, Mono (Mo), with the FFVoile's prescriptions,
- 4.5. The official time for the event is: all the times will be stated in UTC,
- 4.6. The Class Rules for Class IMOCA,
- 4.7. The following changes have been made to the rules:
 - **RRS Part 2:** RRS Part 2 applies up to 30 miles after the start line and 30 miles before the finish line for every section of the course sailed in daylight. It is replaced by Part B (Steering and Sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these sections of the course sailed at night and for the rest of the course,
 - **RRS 42.3 (i):** A boat may use its engine or be towed into Fort-de-France, or into another port agreed with Race Management, to effect repairs and head back into the race following authorisation from Race Management.
 - **RRS 48.1 (Limitations on equipment and crew):** modified as follows: "vessels may carry spare equipment during the race subject to the written authorisation of Race Management and in accordance with the Class Rules",
 - **RRS 54 (Forestay and Headsail Tacks):** does not apply,
 - **RRS 55.2 (Spinnaker Poles; Whisker Poles):** does not apply,
 - The following RRS will be modified in the SI: RRS 44.1 (Taking a penalty); RRS 61 (Protest requirements); RRS 62 (Redress); RRS 63 (Hearings); RRS 64 (Decisions) and RRS 66 (Reopening a hearing),
- 4.8. The OA reserves the right to amend this Notice of Race if modifications prove desirable for the safety and/or sportsmanship of the race,
- 4.9. Unless explicitly set out elsewhere: in the event of a clash between the Rules or uncertainty surrounding the prevalence or about which Rules apply, the Jury will decide on the applicable rule.

4.10. All other documents governing the event, particularly those related to local regulations.

5. [NP] ADVERTISING

5.1 To apply World Sailing Regulation 20 (Advertising Code), as modified by the FFVoile advertising regulations, boats will be required to display advertising chosen and supplied by the OA.

For any infringement of NOR 5.2.2, NOR 5.2.3, NOR 5.2.4, NOR 5.2.5 and NOR 5.2.6 below, the boat must be made compliant as soon as possible. Failing this, financial penalties may be applied by the OA and will be detailed at a later date in the SI.

5.2 IDENTIFICATION MARKS

5.2.1 Boat name

The OA reserves the right to refuse a name, which it considers to be in bad taste, offensive, abusive or in conflict with the purposes of the race.

5.2.2 Race flags

Every boat registered for the race will receive two race flags upon their arrival in Fort-de-France at the latest, which must be displayed in the rigging (shrouds or running backstays) on each side of the boat (minimum height of 1m above the deck) 48 hrs prior to the start of the race, until 20 miles after the start line, then again 20 miles from the finish line and throughout the boats' presence in the port of Lorient up until the prize-giving.

5.2.3 Pennants or flags

While dockside, the hoisting of pennants as well as flags of any size with the name of the boat, the logo or the registered trademark is permitted, with the exception of any slogan.

5.2.4 Communication banners

Boats may display communication banners branded with the names and logos of their sponsors, provided they solely hoist them aft of the mast, with the exception of any headsail. These advertising banners must not exceed a mast height where the luff is higher than the second reef of its mainsail (unless the measurement is outlined in the Class Rules).

For information purposes, race sails may be hoisted in the port of Fort-de-France for the purposes of adjusting them, but they shall not remain hoisted for more than 2 hours a day.

5.2.5 Race logo

All boats entered in the race shall sport the branding provided by the OA.

Flags will be provided by the OA and it is the skipper's responsibility to adhere these and maintain them in good condition until the race finish.

5.2.6 Intellectual property

a) Communication elements

Every boat entered in the race undertakes to respect the name of the race in its communication and promotion, as well as the audio-visual appendix and the graphic charter, which will be provided prior to 31 August 2023.

Intellectual property, including (but not limited to) logos, registered trademarks, internet links and brands belonging to LORIENT GRAND LARGE. LORIENT GRAND LARGE will give all the teams the right to use the race logo free of charge on all the sports team's communication material through until 31 March 2024.

Any advertising operation carried out by a team or its sponsors, which uses an element of this intellectual property or refers to: the race organisation, race name, logo, a person, idea, service or product associated with the race, that differs in form to that set out in the World Sailing Advertising Code must receive written consent from the OA. Failure to adhere to this rule may result in exclusion from the race.

b) Derivatives

Solely companies selected by LORIENT GRAND LARGE to hold a licence to use 'Retour à la Base' brand and logo are authorised to sell 'Retour à la Base' products.

c) Special cases

Co-branded products sold: LORIENT GRAND LARGE authorises the participants of a selected boat to sell products sporting 'Retour à la Base' brand and logo co-branded with their own logo, strictly on the understanding that these marketed products are products purchased from the brand's official licensee.

In order to get in touch with the official licensee, a written request should be sent to LORIENT GRAND **LARGE**.

6. ELIGIBILITY – ENTRY

6.1 ELIGIBILITY

In accordance with RRS 76.1, the organisers will refuse or cancel the registration of any competitors of or displaying the Russian or Belarussian nationality and the participation of boats whose owner or manager is an individual or an entity of Russian or Belarussian descent.

Competitors must comply with all the health protocols or government guidelines imposed and outlined by the competent authorities.

'Retour à la Base 2023' is open to monohulls from the IMOCA Class.

The race is sailed in singlehanded configuration.

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

- a) Minimum age requirement: 18 years old on the day of the start,
- b) Skippers with an FFVoile licence shall present to RM:
 - Their valid FFVoile Club 'competition' licence attesting to the earlier presentation of a medical certificate with no contraindications to the practice of competitive sailing, or their FFVoile Club 'member' or 'practice' licence accompanied by a medical certificate with no contraindications to the practice of competitive sailing dating less than a year,
 - A valid World Sailing training certificate (Sea survival training and Premier Secours Mer (Offshore First Aid) carried out at an approved World Sailing Centre,
 - If necessary, authorisation to display advertising,
- c) Overseas skippers who do not hold an FFVoile licence must present the following when they register:
 - Proof of membership of a National Authority that is a member of World Sailing,
 - Proof of valid third-party liability insurance for a minimum of 3-million Euros,
 - A medical certificate with no contraindications to the practice of yacht racing dating less than a year (written in French or in English),
- d) Non-French skippers must hold:

- Either valid World Sailing certificates - Survival training and Premier Secours Mer training (Offshore First Aid) carried out at an approved World Sailing centre,
- Or survival training and Offshore First Aid certificates as required in OSR articles 6.01 and 6.05.2. This training must be 'World Sailing Approved'.

6.2 ENTRY

6.2.1 Registration will be open from 15 June through until 31 August 2023.

The following elements shall be communicated via the form available on the race website www.retouralabase.com

- Boat's race name
- Comprehensive information about the skipper including their nautical CV,
- Extensive communication elements required to supply the website and social networks.

Finalisation of the registration pack with all the required documents shall be completed prior to 29 October 2023.

6.2.2 The entry fee amount is set at €5,000 Euros before tax + VAT in force and will be increased by 20% from 15 July 2023

The entry fees will be:

- Refunded at a rate of 50% for all the boats in the event of a withdrawal prior to 1 October 2023 and in the event that a withdrawal is requested after retiring from the Transat Jacques Vabre 2023.
- Retained in full if the boat is deemed non-compliant once Race Management, the Race Committee and the Technical Committee have carried out their inspections, and/or if it has not validated its qualification and/or has not gathered together all the required documents for its entry by the required dates. The OA reserves the right to refuse its entry (RRS 76),
- Refunded in full if the boat is not retained on 1 October 2023 or if the event is cancelled unless it is a case of force majeure.

Cheques shall be made out to LORIENT GRAND LARGE, whilst bank transfers shall be made using the following bank details (indicate the name of the skipper/boat):

LORIENT GRAND LARGE
IBAN: FR76 1380 7000 2730 0197 9929 565
SWIFT (BIC): CCBPFRPPNAN

6.2.3 Cancellation

In the event of force majeure or if the participants' safety requires it, the OA may decide to cancel the event. This may notably be the case, but it is not limited to abnormally inclement weather conditions, armed conflict, a health crisis, attack, requisitioning, fire, flood, strikes, or the blocking of facilities, whose origin would be unknown and totally beyond the OA's control.

Cancellation for reasons of force majeure or any reason beyond the organiser's control, will not give rise to any refund of the entry fees or compensation.

6.2.4 The definitive list of boats allowed to participate in 'Retour à la Base' will be published no later than one month prior to the start.

If at the end of the scrutineering carried out by the Technical Committee in the week prior to the start a boat is deemed not to comply, the OA reserves the right to refuse its entry (RRS 76). Registration will be definitive once the boat and its skipper have satisfied the final scrutineering checks in Fort-de-France in the days prior to the start.

6.2.5 Reception: berths in port

Solely those boats whose skippers have sent the OA a copy of their third-party insurance certificate will have access to the port of Lorient La Base.

Berthing will be free in Fort-de-France from the moment the first boat finishes the Transat Jacques Vabre until the official race start.

Berthing will be free in Lorient La Base from the date the boat arrives in port for a minimum duration of five days. According to the logistical aspects of making berths available at La Base, boats may have to switch mooring and/or port at the OA's request.

6.2.6 Qualification

Race Management, in agreement with the OA, will validate qualification for 'Retour à la Base 2023' on the basis of the application. At its discretion, Race Management may ask a skipper to do an observed qualifying passage with the boat entered in the race, the methods for which will be outlined in due course. The course, its length, the start date and time must be finalised at least one week before the scheduled start of the qualification course in agreement with Race Management.

The boat shall be equipped with a regulated positioning beacon providing a position at least every 15 minutes, which Race Management will be given access to monitor.

6.3 MEDICAL DOCUMENTS

The FFVoile's Medical Board highlights the fact that it is every skipper's responsibility to ensure that their medical and physical condition is compatible with the constraints of the race, that they accurately inform the medical referent about any pathology they are aware of which may affect their safety or that of a third-party during the event. Each member of the crew shall provide the following documents prior to 1 September 2023:

- The completed medical file which must be dated, stamped and signed by the doctor supporting the information requested, and also dated and signed by the competitor,
- The results of a cardiogram,
- The results of an exercise tolerance test dating less than 4 years.

All these medical documents must be emailed or sent to the medical referent in a sealed envelope to preserve medical confidentiality. The name and contact details of the medical referent will be made known as soon as possible. If they deem it necessary, the medical referent may request additional information about each skipper.

Where the requested information is lacking or insufficient, the competitor's participation in the race will not be medically validated.

The standard list of medication for the on-board First Aid Kit is compliant with OSR 1, which can be found on the FFVoile's website Appendix 6 of the Medical Board's regulations:

<https://www.ffvoile.fr/ffv/web/services/medical/Reglement.asp>

7. [NP] [DP] PROGRAMME

7.1 PRESENCE OF THE BOATS

Compulsory presence 24 hrs prior to the start in Fort-de-France, through until the start and then in the port of Lorient La Base, in line with the following:

- The 3 podium boats and those boats based in Lorient must remain in the port of Lorient La Base until the morning of 14 December.
- Those boats not based in Lorient must remain in the port of Lorient La Base until at least 09:00 hours on 11 December.

In the event that boats are not present, financial penalties may be applied by the OA and will be outlined in an amendment to the SI.

7.2 MEASUREMENT AND SCRUTINEERING

Access from 20 November 2022 through until the day before the start from 09:00 to 12:00 hrs then 14:00 to 18:00 hrs local time in Martinique.

7.3 BRIEFING

A Race Safety – Start briefing will take place the day before the start (time and venue to be specified at a later date).

7.4 AN OFFICIAL SOIREE on 24 November will be organised by LORIENT GRAND LARGE in the presence of the skippers **on the Esplanade des Hollandais** in Fort-de-France (Time to be confirmed).

7.5 RACE

The start day is scheduled for **Sunday 26 November 2023**.

According to the finishes in the Transat Jacques Vabre and the weather forecast or any other major event, Race Management may bring the start forward by a maximum of 24 hrs or move the date back from the target date of Sunday 26 November.

The start line will be closed one hour after the start.

After 1 hour a competitor who does not take the start will be deemed to be a late competitor.

A late competitor will be able to take the start following authorisation from the Race Director and/or the President of the Race Committee. A virtual start line will be opened 24 hrs after the closure of the start line and maintained for 120 hrs (5 days).

7.6 In Lorient:

LORIENT GRAND LARGE is planning a series of 'general public' and professional operations from Saturday 9 December through until Sunday 17 December 2023.

Within the context of its educational programme in collaboration with the Cité de la Voile Eric Tabarly, the organisation will require the skippers to reach out to the children in a 'La Vie à Bord' (Life On Board) workshop running from 11 to 15 December.

'General public' operations are scheduled from Wednesday 13 December to Sunday 17 December 2023 and the organisation will invite skippers for a series of autograph signing sessions. The skippers will be required to participate in at least one general public or schools operation.

An official soirée with an institution prize-giving is scheduled for Wednesday 13 in the K2 event space from 18:00 hours.

The skippers' presence is compulsory.

A daily broadcast recorded in the partner space will be broadcast across the social networks and the skippers will be called upon to participate in it.

8. [NP] [DP] SKIPPER'S OBLIGATIONS FOR REPRESENTATION

8.1 THE SKIPPER'S PRESENCE IS COMPULSORY

- At the Press Conference planned in Lorient on Tuesday 19 September 2023.
- For every **competitor briefing**
- For the boat's **safety inspection** in Fort-de-France (aside from any counter-visit if the need arises, where the Technical Director may represent the skipper),
- At the **official soiree hosted in Fort de France on Friday 24 November** on the Esplanade des Hollandais (time to be confirmed)
- At the **official soiree on Wednesday 13 December 2023 in Lorient – K2 Event Space** (time to be confirmed).
- At the 'general public' operations listed in point 7.7 for the skippers involved.

8.2 THE PRESENCE OF THE BOAT'S TECHNICAL MANAGER IS COMPULSORY

The boat's technical manager shall constantly be in attendance at Fort-de-France, 48 hrs prior to the start through until the boat **leaves**. They must be contactable 24/7.

8.3 IN THE EVENT OF AN INFRINGEMENT AND A NO-SHOW FROM THE SKIPPER, financial penalties may be applied by the OA and will be detailed in an amendment to the SI.

9. [DP] INSPECTION OF THE BOATS

9.1 AT FORT-DE-FRANCE PRIOR TO THE START

Every boat may be inspected. The skippers must be present for their boat's first inspection. If need be,

the seals will be made. The list of seals will be published in the Sailing Instructions. A schedule for scrutineering will be put in place from 12 November 2023 with the skippers to facilitate the implementation of the inspections.

9.2 AT LORIENT LA BASE AFTER THE FINISH

Boats will be inspected at the finish. A boat that does not comply with the regulations may be penalised or disqualified at the Jury's discretion.

10. SAILING INSTRUCTIONS (SI)

The SI will be emailed to the skippers no later than 1 November 2023 and posted [online](#) on the Official notice board on the race website.

11. COURSE

Fort-de-France – Start line: Bay of Fort-de-France

[Leave Martinique and the Diamond Rock to port](#)

[Leave Groix to starboard](#)

Lorient – Finish line:

Zone to the west of the exit from the Lorient channel

Approximate length 3,600 nautical miles

The detailed course will be outlined in the course appendix to the SI.

12. TIME LIMIT

The finish line will be closed on Sunday 17 December 2023 at 13:00 hrs (UTC).

Thereafter monitoring of the safety of the boats will continue for those finishing after the time limit.

If it seems unlikely that any boat will finish within the time limit, Race Management may extend this time limit. Competitors will be informed of this via email or any other means of communication at their disposal.

13. PENALTY SYSTEM

13.1 REPLACEMENT PENALTIES FOR INFRINGEMENT OF THE RULES OTHER THAN THOSE IN PART 2

With the exception of financial penalties, an infringement of the rules may, following a hearing, be punished with a time penalty or disqualification.

13.2 RRS 44 'Taking a penalty' will be modified in the SI.

14. RANKING

14.1 The 'Retour à la Base' **RANKING** is calculated in **elapsed time** according to the order of arrival, [once the Jury's decisions have been applied](#).

14.2 RANKINGS

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

15. TROPHIES AND PRIZES

Only boats which cross the finish line of 'Retour à la Base' before the line closes are taken into account for prizes and trophies.

16. POSITIONING

16.1 POSITIONING SYSTEM

The race will use the autonomous on-board tracking beacon on each IMOCA yb31. A request will be made to use the data.

16.2 REPLACEMENT POSITIONING SYSTEM

Each boat shall be equipped with a replacement positioning tracker to serve as a backup positioning beacon in case of the main unit failure. **The OA will supply this beacon. This beacon must be returned to Race HQ in Lorient after the finish. Where the unit is not returned, the participant is liable to pay the Organisation €600.** In the case of a retirement from the race, the skipper will send the tracking beacon(s) back to LGL at their own expense.

17. FAIR TRADE PROJECT

Each competitor shall carry aboard a 20 kg parcel of local products, which they must deliver to Lorient. The methods will be specified in the Sailing Instructions.

18. [DP] OUTSIDE HELP (This is a modification to RRS 41 and 45)

18.1 ROUTING

Boats must complete the whole race independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the event, boats may have no physical contact with other boats or aircraft. Boats may not be re-supplied in any way whatsoever, except in the event of a technical pit stop compliant with NOR 20.

Reminder of the IMOCA rule: Routing is prohibited for IMOCA GLOBE SERIES Championship races: routing means any information and/or personalised indication, prepared specially or individually for a single competitor or group of competitors, by an outside party, other than the sources of weather information permitted in the Race Rules, which enable an understanding of the various weather situations and the choice of route to follow or not to follow.

18.2 TECHNICAL PIT STOP, ASSISTANCE

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

- A technical pit stop in a port, or made fast to a buoy or rafted up next to a moored boat or dockside in a port or in a shelter, cannot be less than 4 hours,
- The skipper must make the request to do so to Race Management (RM) (VHF, telephone, email),
- Following consent from Race Management (RM) about the location of the pit stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed or use its engine to enter and/or leave a port or mooring agreed with Race Management, over a distance agreed with Race Management, provided that it can be proven that such a tow or use of the engine has not helped them progress towards the finish line,
- Only once the boat is under tow or under auxiliary power can other people come on board,
- Once the boat is on the mooring or made fast to a buoy or rafted up next to a moored boat or dockside in the port or shelter agreed with Race Management, **the skipper must inform Race Management, which will note the time the boat stopped.** Repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with Race Management. The skipper may disembark,
- Once the boat has been repaired and is ready to start racing again, the skipper must request permission from Race Management, which will make sure that the boat has remained immovable for at least 4 hours,
- Upon authorisation from Race Management, the boat can be towed or leave under auxiliary power over a distance agreed beforehand with Race Management, provided that it can be proven that the tow or use of the engine has not helped the boat progress towards the finish line,
- The skipper must write a detailed report for the President of the Race Committee.
- **This does not apply to the port of Fort-de-France** where any means for reaching or leaving

port are permitted up to the channel mark, which will be detailed in the SI.

A competitor may leave the Fort de France pit stop following authorisation from the Race Director and/or the President of the Race Committee.

The competitor will then send their passage time at the channel mark to RM via email or SMS.

The competitor will use the procedure for SELF-SEALING PROPULSION MEANS, which will be appended to the SI.

19. RESPONSIBILITIES OF THE OA, ITS PARTNERS AND PARTICIPANTS

19.1 Sailing is a hazardous sport and a potentially dangerous activity. Anyone intending to participate in the race, whether as a participant or otherwise, does so on the basis that they accept that it is at their own risk and that they could suffer damages or losses as a consequence of such participation.

The OA and its partners are solely responsible for ensuring the event runs smoothly on a sporting level. Any other responsibility assumed by the OA can only be contractual and explicit.

In particular:

- Any checks that the race organisation is prompted to make, either on its own initiative, or at the request of the International Jury or any other authority, have the sole purpose of ensuring that the rules, the SI and their amendments have been adhered to,
- Any watch kept on the part of the OA, especially a radio and/or Inmarsat C watch, shall be considered by the skippers as optional and random, and should in no way be considered as an additional safety measure to be relied on,
- All requests made to a member of the OA shall only legally take on the responsibility of the OA if the latter, or an officially accredited member of staff, has officially accepted responsibility. This particularly applies to various requests for help and even assistance at sea.

19.2 The event is a sporting event. Any sporting dispute shall be judged in accordance with the RRS. Registration requests imply that the competitors and any other eligible parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No damages claim shall be taken into consideration. Consequently, the OA will not be liable for the breach of any contract implied by common law, written or otherwise, or for negligence, and will not be responsible for any loss or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.

19.3 Regardless of the legal ties between the owner(s) of the boat, the supplier and the competitors, solely the skipper officially registered on the entry form will be considered as the valid representative in dealings with the OA (RRS 46 and 75).

19.4 Each competitor enters the race at their own risk and fully accepts responsibility in deciding to participate. It is the sole responsibility of each competitor to decide whether to participate in the race in accordance with the individual's competence, the condition of the boat and its rig, the weather conditions expected or encountered during the race, their level of fitness and health, and so on.

Any advice or information provided by the OA, such as: a weather report or advice following inspection of the boat, is for information purposes only and it remains the sole responsibility of each skipper to ascertain what the weather conditions are likely to be and check their equipment. Neither the OA for the race nor their associates accept any liability in relation to such advice or information that they may provide. (RRS Fundamental Rule 4).

19.5 The owners, suppliers or skippers are each personally responsible for all material damage and human accidents that may occur either to themselves, to the boats or to a third party or to the property of a third party. It is their responsibility to take out all the necessary insurance cover whether it be in relation to any injury, loss, damages or otherwise. It is also a requirement of each skipper to bring these insurance certificates and any exclusions and indemnities to the attention of any third party whom they come into contact with in any way within the context of the race or associated events.

In particular, the skipper is responsible with regards to the OA for taking out all the necessary

insurance to cover a minimum of 3-million Euros third party liability. They shall provide a written statement to the race organisation prior to the boat's arrival in Lorient. Failure to do so, will result in the skipper not being permitted to take the start of the race and the boat's entry fee will be retained by the OA.

The absence of third-party insurance will under no circumstances become the responsibility of the OA or its partners.

- 19.6** A fundamental term of their participation shall be that the supplier and/or owner of the boat and the skipper shall lodge with the OA the duly signed waiver form giving up all claims against the OA, its representatives and agents, as well as insurers. The organisers will not be liable for any actual or alleged loss, howsoever arising, suffered by any party, whether it be a skipper, supplier, sponsor or other, and such total exclusion of liability will not be limited to loss of profits, opportunity, business, advertising, reputation (or an opportunity to enhance one's reputation) or any sort of financial loss.
- 19.7** The OA shall have no liability whether it be to any of the competitors in the race or otherwise for any actual or construed loss, damage or expenses resulting from any cause beyond their reasonable control including (without limitation) any natural disaster, war, military operation, accident, breakdown of equipment, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, health crisis, lockout, industrial dispute, as well as the omission of or refusal of any licence or permit by any government, national or international sailing authority, highway authority, telecommunications or a delay in the provision, manufacture, production or supply by third parties of any information, goods or services.
- 19.8** The OA for the race will not be obliged in any way to mount any kind of rescue operation whether it be from land or sea. Skippers are also reminded of the obligation to offer all possible assistance at sea to any other boat or person in danger insofar as they are able (RRS Fundamental Rule 1.1), as per the international conventions in force.
- 19.9** The OA retains control and has priority over managing the communication of facts arising from any incidents or accidents occurring on board the boats and in the race. A compulsory meeting will be organised on the day of the press conference with the manager of each participating boat to confirm the procedures for monitoring and communication imposed by the OA in the event of an incident or accident.
- 19.10** It is understood that all the competitors and any person involved in the race will take heed of the exclusions and indemnities. No start shall be permitted until the skipper, the supplier (if different than the latter) and all the skipper's partners involved have signed and returned to the OA a written certificate furnished by the latter, no later than 24 hrs prior to the race start.
- The skipper acknowledges that they have read and understood the provisions of the Notice of Race and any other official document, including the risks and dangers associated with the event. The skipper agrees to have properly taken into account whole-life insurance and other insurance related needs (whether to their dependents or others) and the skipper shall have adequate coverage in terms of insurance in the case of accidents/death throughout the duration of the race,
 - The skipper acknowledges that they have purchased and will maintain up to one month after completing the race (or retiring from the race), a policy of adequate insurance, including insurance to cover the risks and responsibilities to third parties for a minimum amount at least equal to the international conventions in force,
 - The skipper, the supplier (if different from the latter), and the partners of the participants involved agree that it is reasonable that the OA for the race, and all those involved in the organisation, deny any liability up to the maximum amount allowed by law and that they are protected against any claim whatsoever.

20. USE OF AUDIOVISUAL RIGHTS

According to the audio-visual appendix dated [14 September](#).

21. ADHERENCE

Entry entails complete and unreserved acceptance of all the provisions set out above. The OA reserves the right to amend this Notice of Race.

22. CONTACTS

LORIENT GRAND LARGE

GENERAL ORGANISATION

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WEBSITE

<https://www.lorientgrandlarge.org/fr>
<http://www.retouralabase.com>

PRESCRIPTIONS FFVOILE

FFVoile Prescriptions to RRS 2021-2024 (translated for non-francophone competitors)

FFVoile Prescription to RRS 25.1 (Notice of race, sailing instructions and signals) :

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published.

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application. (*) FFVoile Prescription to RRS 64.4 (Decisions on protests concerning class rules) :

The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules. (*) FFVoile Prescription to RRS 67 (Damages) :Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(*) FFVoile Prescription to RRS 70. 5 (Appeals and requests to a national authority) :

The denial of the right of appeal is subject to the written approval of the Fédération Française de Voile, received before publishing the notice of race. This approval shall be posted on the official notice board during the event.

(*) FFVoile Prescription to RRS 76.1 (Exclusion of boats or competitors)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(*) FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates) :

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules) :

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

(*) FFVoile Prescription to RRS 88.2 (Changes to prescriptions) :

Prescriptions of the FFVoile shall not be changed in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(*) FFVoile Prescription to RRS 91(b) (Protest committee) :

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

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

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