

SAILING INSTRUCTIONS



Start on 30 November 2023

From Fort-de-France

Finish in Lorient

Organising Authority (OA)

LORIENTGRANDLARGE

6 bis rue François Toullec – 56100 Lorient – France

www.retouralabase.com

CONTENTS

1. RULES	3
2. RACE HQ	4
3. CHANGES TO THE SAILING INSTRUCTIONS	4
4. PROGRAMME	5
5. COMMUNICATIONS [DP]	5
6. MEDIA RELATIONS	5
7. RACE FLAG	5
8. RESTRICTED AREA FOR VESSELS ACCREDITED BY THE ORGANISATION	6
9. THE COURSE	6
10. THE START	7
11. THE FINISH	8
12. TIME LIMIT / RETIREMENT [DP]	8
13. PENALTY SYSTEM AND REDRESS	9
14. PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS	10
15. RANKING	11
16. MEASUREMENT AND EQUIPMENT INSPECTIONS [DP]	11
17. ADVERTISING [DP]	12
18. OFFICIAL BOATS	12
19. COMPETITORS' SUPPORT RIBS [DP] [NP]	12
20. PRIZES	12
21. FAIR TRADE PROJECT [DP][NP]	13
22. DISPOSAL OF WASTE	13
23. ORGANISATION	13
24. DECISION TO PARTICIPATE	14

Official time:

The times will be expressed as follows:

- On land, including for start and finish operations: in local time.
- At sea, in universal time (UTC).

This is a change to the NOR 4.5

The **notation [DP]** (Discretionary Penalty) in a rule in the SI means that a penalty for a breach of the rule may, at the discretion of the jury, be less than disqualification.

The **notation [NP]** (No Protest) in a rule in the Sailing Instructions (SI) means that a boat cannot protest another boat for a breach of the rule in question. This changes RRS 60.1(a).

The **notation [SP]** (Standard penalty) denotes a rule for which the jury can apply a standard penalty.

1. RULES

The race will be governed by:

- 1.1.** The rules as defined in the Racing Rules of Sailing (RRS) 2021-2024
- 1.2.** The national prescriptions of the FFVoile translated for the overseas competitors in the appendix to the NOR: Appendix – Prescriptions of the FFVoile.
- 1.3.** Part B, section II (Steering and Sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) when these replace Part 2 of the RRS,
- 1.4.** Offshore Special Regulations (OSR 2022-2023) World Sailing (WS), category 1, Monohulls (Mo), with the prescriptions of the FFVoile.
- 1.5.** The IMOCA Class Rules.
- 1.6.** The following modifications, detailed below, in addition and/or to further clarify those set out in the NOR:
 - **RRS 28.1 (Sailing the race):** modified in SI 10.7;
 - **RRS 41 (Outside help):** modified in NOR 18.1 and detailed in SI 1.9;
 - **RRS 44.1 (Taking a penalty):** modified in SI 13.1.1;
 - **RRS 45 (Hauling out; making fast; anchoring):** modified in NOR 18.2;
 - **RRS 60.1 (Right to protest; right to request redress):** modified in SI 14.2;
 - **RRS 61 (Protest requirements):** modified in SI 14.1.1 and SI 14.1.3;
 - **RRS 62 (Redress):** modified in SI 14.3.2;
 - **RRS 63 (Hearings):** modified in SI 14.4.1, SI 14.4.2 and SI 14.4.3;
 - **RRS 63.7 (Conflict between rules):** detailed in SI 1.8
 - **RRS 66 (Reopening a hearing):** modified in SI 14.3.3.
 - **RRS A5.1:** modified in SI 13.2.1
- 1.7.** According to World Sailing's development rule DR21-01, the definition Start is changed as follows:
 - 1.7.1.** Start: A boat *starts* when, having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
 - (a) at or after her starting signal, or
 - (b) during the last minute before her starting signal
 - 1.7.2.** When a boat starts in accordance with item (b) of the definition Start, she shall not return to the pre-start side of the line to comply with item (a) of the definition Start, and shall receive a penalty of 5 hours, without a hearing. (This changes the RRS A4, A5 and A11).

This penalty shall be taken as per the procedure described in SI 13.5. It shall be taken no later than 48 hours after the start (unless there is special dispensation from Race Management due to the weather conditions) (This changes RRS 28.1 and 63.1).

- 1.8. Unless explicitly provided for elsewhere: in the case of a conflict between the Rules, uncertainty as to which Rules take precedence or which Rules apply, the jury shall decide which Rule applies. The titles in the Notice of Race and the Sailing Instructions are not part of the Rules.
- 1.9. Routing: *“outside sources of weather information permitted by the race rules, and making it possible to understand the different weather situations and decide which routes to take or not take. (Art C2 Imoca CR)”*
- 1.10. WP appendix on the virtual waypoints.
- 1.11. An international jury will be formed and there shall be no appeal from its decisions in line with RRS 70.5.
- 1.12. In the event of the translation of these Sailing Instructions, the French text will prevail.

2. RACE HQ

- 2.1. The offices of the Event organisation, the Race Committee, the Technical Committee and the Jury are located:
Fort de France from **23 to 30 November 2023** Tour Lumina, Avenue Loulou Boilaville.
Lorient from **1 December to 23 December 2023** Bureau de la SELLOR Rue d'Estienne d'Orves.
- 2.2. The Race HQ office is open:
In France from **09:00 to 12:00 hours** and from **14:00 to 18:00 hours**.
In Martinique from **08:00 to 17:00 hours**.
- 2.3. The official notice board will be published online on the race website

<https://retouralabase.com/fr/espace-skippers>



- 2.4. There will be no signals made on shore.
- 2.5. Throughout the course of the race, Race Management can be contacted 24/7:
 - Via telephone on **+33 (0)663 685 422**
 - Via email to dc@retouralabase.orgIf necessary, messages may be passed on to the Race Committee, the Technical Committee or the Jury by Race Management itself.

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1. Prior to the start, any modification to the Sailing Instructions will be published no later than the day of the start, local start T -2 hrs.
- 3.2. When boats are at sea, in compliance with RRS 90.2(c), changes to the Sailing Instructions may be given verbally via VHF. If the boats are not within visual or VHF range, changes will be communicated to each boat via email, via satellite phone or via instant messaging. Each skipper must acknowledge receipt of the changes.

4. PROGRAMME

The programme is detailed in the Notice of Race '7 Programme'. Any modifications will be published via an amendment.

The times and venues for other meetings or events will be published on the official notice board.

5. COMMUNICATIONS [DP]

5.1. Race channel and listening watch

The race channel is **77**. Information for the competitors will be given via the VHF channel or via email from Race Management via the satellite link when they are not within VHF range.

For safety reasons, competitors must leave their satellite telephone, their means of tracking and their VHF on standby mode at all times throughout the race.

A listening watch on Channel 16 is mandatory throughout the race.

5.2. Intermediate rankings and positions during the race:

5.2.1. The organisation puts in place a procedure for polling the positions of boats using the autonomous yb3I (NOR 16.1) tracker system on each IMOCA. In the event that an IMOCA tracker fails, tracking will be done via the replacement tracker system provided by the OA (NOR 16.2).

The positions of boats are updated on the website every hour, (except at the start and finish, see SI 5.2.2).

An FTP site will be made available to competitors where they can access boats' positions every hour (Posreport). The address, login and password are as follows:

- Site: [ftp.geovoile.net](ftp:geovoile.net)
- Login: [FTPretour_TEAMS](#)
- Password: [wJ16wBEy1ZvH](#)

The Posreport files may be sent to a boat's email for those competitors who request this service. This request must be made via email to Race Management no later than **24 November 2023**.

5.2.2. Satellite tracking at the start and finish on the race website.

During the start and finish phases, the tracking will be stepped up at the following rhythm:

- One position every 5 minutes:
 - On start day in a **20 NM** circle
 - During the finishes in a **20 NM** circle

These positions will be visible on the official race website.

5.3. AIS [DP]

Competitors shall keep their AIS switched on (transmitting and receiving) from 11:00 hours local time in Martinique (15:00 UTC) on the day of the race start, until their arrival.

6. MEDIA RELATIONS

Refer to the audio-visual appendix:

<https://retouralabase.com/mediacenter/uploads/annexe-audiovisuelle-rlb2023-fr.pdf>

<https://retouralabase.com/mediacenter/uploads/annexe-audiovisuelle-rlb2023-eng.pdf>

7. RACE FLAG

'Retour à la Base' flag.

8. RESTRICTED AREA FOR VESSELS ACCREDITED BY THE ORGANISATION

This area is a polygon, delineated by straight lines linking the points described in Appendix 2.
This area is strictly reserved for:

- Competitors,
- A single support RIB per team (SRA) (until 8 minutes before the starting signal),
- A single additional RIB (SRC) (until 15 minutes before the starting signal),
- Boats tasks with marshalling and race zone security,
- Accredited boats (until 20 minutes before the starting signal),
- The organisation's media production craft (until 15 minutes before the starting signal),
- The speed in the area is limited to 10 knots for all the motor boats.

This area will be activated on the day of the start from local start T -1 hour.

9. THE COURSE

9.1. Course for the Retour à la Base 2023 Fort de France-Lorient [DP]

The course is defined in SI Appendix 4.

The coordinates of the points are given as WGS 84 and their positioning cannot give rise to a request for redress (this changes RRS 60.1(b)).

9.2. Competitors arriving late (NOR 7.6) must adhere to the planned start in SI 10.7 then sail the course.

9.3. Competitors returning to Fort de France (NOR 18.2) must adhere to the prescriptions set out in SI 10.8 then sail the course.

9.4. Prohibited areas

Boats competing in the race are not permitted to enter or sail in prohibited areas.

9.4.1. The coordinates of the prohibited areas are set out in Appendix 5.

9.4.2. Prior to the start or during the race, Race Management may outline other areas according to the risks identified for the safety of the boats.

9.5. Changes to the course

9.5.1. The course may be changed for safety reasons.

9.5.2. To report a change to the course, the Race Committee will send all the competitors a written message to the boat's email address via Race Management. This send may be accompanied by verbal instruction via telephone or instant messaging (this changes RRS 33 and Race signals).

9.5.3. At Race Management's request, the Race Committee may position a mark, provided that it notifies all the boats before the first boat gets to within 300NM of the mark at the beginning of the section of modified course.

9.5.4. Two gates will be positioned on the course.

Possible modification of gate 1 until the first boat reaches 50°00W

Possible modification of gate 2 until the first boat reaches 35°00W

9.5.5. Each competitor must acknowledge receipt of every modification via an email or a message to Race Management.

9.6. Official position report at a gate (Modification RRS 32):

There will be an official position report at each gate. Competitors must pass through this gate and continue their race.

The Race Committee:

9.6.1. May shorten a race following a request to do so from Race Management for safety reasons, and validate the race ranking by recording the last official position report at one of the gates to work out the order of arrival. Competitors will be informed via Race Management using the following message "The

race has been shortened and the last official position report will be used to work out the finish order.”

9.6.2. May shorten a race following a request to do so from Race Management for safety reasons, even after boats have finished, by ranking the boats still racing after the boats which have finished according to the order of passage of the last official position report at one of the gates (NOR 4.7 RRS 32.2). Competitors will be informed via Race Management using the following message *“The race has been shortened and the last official position report will be used to work out the finish order for the boats which have not finished.”*

Any event likely to give rise to a protest or request for redress after the last official position report may not be taken into account, and no boat may be penalised, except as the result of an action according to a fundamental rule or according to rule 69.

10. THE START

The start will take place on **30 November 2023 at 12:00 hours local time.**

10.1. The sail declaration form (SI Appendix 7) will be delivered to the Technical Committee no later than the last briefing before departing Fort de France. [DP]

The waiver of liability form (SI Appendix 8) must be emailed to Race Management dc@retouralabase.org no later than **29 November 2023** at 19:00 hours local time in Martinique. [DP]

10.2. Start zone

The start zone is defined in appendix 2.

10.3. Starting line

The starting line will be located in the start zone.

The starting line will be between the mast displaying an orange flag on the Race Committee boat at the starboard end and the mast displaying an orange flag on the Race Committee at the port end.

The coordinates of the end of the starting line and the windward mark will be announced as soon as possible via VHF and, if possible, sent via WhatsApp.

A lack of transmission or a failure to do so at what would appear to be the right time shall not be grounds for a request for redress. This changes RRS 62.1(a).

An ‘Inner’ mark may be set close to the axis of the line. This mark then ranks as a starting mark and shall be left to the same side as the Committee boat. It is forbidden to pass between this mark and the Committee boat.

A boat passing between this mark and the Committee boat may not rectify this to take the start, **SI 10.5** will apply.

10.4. Start procedure

The race start will be given using the following signals:

Signal	Flag and sound signal	Minutes before the start
Warning	Hoisting of the ‘Retour à la Base’ flag; 1 sound signal	8
Preparatory	Hoisting of the ‘P’ flag, 1 sound signal	4
Minute	Flag ‘P’ removed, 1 long sound signal	1
Start	‘Retour à la Base’ flag removed; 1 sound signal	0

10.5. Taking the start

Competitors who have violated SI 1.7 will, where possible, be notified by the Race Committee, who will indicate the boats’ sail numbers via VHF on the race channel, at the earliest 1 minute after the race start signal.

A lack of transmission or a failure to do so at what would appear to be the right time shall not be grounds for a request for redress. This changes RRS 62.1(a).

10.6. Late competitor

A competitor who has not crossed the starting line 1 hour after the starting signal will be deemed to be a 'late starter' (NOR 7.5).

"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 starting line will be opened 24 hrs after the closure of the starting line and maintained for 144 hrs (6 days)."

10.7. Course for a late boat

The starting line will be a straight line positioned NNE / SSW, and

- Limited to the north by the port lateral beacon N°0 14° 35' 29.28" N, 61° 04' 27.53" W
- Limited to the south by the North Mitan mark 14° 35' 14.03" N, 61° 04' 34.57" W.

Competitors must cross this line from east to west, then sail the course defined in appendix 4.

10.8. Course of a boat having made a stopover in Fort de France

This completes NOR 18.2:

10.8.1. A competitor on a technical pit stop may leave the stopover of Fort de France upon authorisation from the Race Director and/or the president of the Race Committee.

10.8.2. Any means are permitted for getting out to the port channel mark located to the south of the Banc Mitan at coordinates 14° 34.9499' N, 61° 04.5457' W. The competitor will send their passage time to this mark to Race Management via email or SMS.

10.8.3. The competitor will use the procedure for SELF-SEALING PROPULSION MEANS for appendix 1.

Replace the following sentence in appendix 1

- This photo shall be emailed (or texted) to Race Management, on the day of the start, by no later than start T UTC +4h, with the boat name:

by

- *"This photo shall be emailed (or texted) to Race Management on the day the pit stop ends, by no later than T (passage of the Port channel mark) UTC +4h, with the boat name:"*

11. THE FINISH

11.1. Finishing line

The finishing line is set out in appendix 3

11.2. Competitors are required to keep their digital log or paper log book available for the Race Committee and Race Management [DP].

12. TIME LIMIT / RETIREMENT [DP]

12.1. The finishing line will close on **Saturday 23 December 2023** at 14:00 hours (French time).

Thereafter, monitoring of the safety of the boats will continue for the boats 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.

Boats failing to finish the race will be ranked 'DNF'.

12.2. When a skipper intends to retire from the race, the competitor or their Team Manager shall submit an official written declaration. The retirement shall only become official upon receipt of this document by Race Management. A retirement declared in this way shall be definitive. Retiring boats will be ranked 'RET'.

Any competitor who activates their Cospas-Sarsat beacon shall only deactivate it at the request of CROSS/MRCC or Race Management.

13. PENALTY SYSTEM AND REDRESS

13.1. Penalty at the time of the incident

- 13.1.1. With regard to RRS 44.1, a breach of Part B of Section II of the IRPCAS in an incident between competitors will be considered as a breach of Part 2 of the RRS (this changes RRS 44.1).
- 13.1.2. Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management of this fact within the time limit for protests (see SI 14.3).
- 13.1.3. A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of a breach of the rules may ask the Jury to apply a time penalty instead of being compelled to retire from the race (this changes RRS 44.1(b)). This request shall be made as soon as possible before the end of the time limit for protests specified in SI 14.3.

13.2. Penalty or redress decided by the Jury after a hearing

- 13.2.1. The penalty for breaking a rule will be a discretionary time penalty unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 13.5 below. In RRS A.5.1, delete "that did not *sail the course*". Discretionary penalties will be decided upon by the Jury in accordance with the 'Penalty Guide' (SI Appendix 6).
- 13.2.2. Jury's discretionary power
- For breaches deemed minor, the Jury may reduce the penalty down to no penalty at all.
 - For breaches deemed serious, repeated or deliberate, the Jury may increase the penalty or disqualify the competitor.
- 13.2.3. A decision of redress granted by the Jury after a hearing will be a time bonus unless there are exceptional circumstances.

13.3. Penalties imposed by the Organising Authority

For the breach of a rule other than a competition rule, penalties will take the form of fines. (cf 'Appendix 9 Financial penalties). These shall be payable to the Organising Authority. Such penalties will be imposed by the Organising Authority.

Should there be a further breach after a financial penalty has been given, the jury may open a hearing and penalise the boat as per SI 13.2.1.

13.4. Accidentally broken seal noted by the President of the Technical Committee [NP],[SP]

In the event that the President of the Technical Committee notes during an inspection, or is informed by a competitor still racing, that a seal has been damaged or is broken, and that in their opinion the breakage is accidental, the Jury, via the Technical Committee, may ask the competitor if they wish to accept a standard penalty without a hearing (this changes RRS 63.1).

- For a broken engine seal, the penalty will be 90 minutes
- For any other broken seal, the penalty will be 30 minutes

If a competitor refuses the standard penalty, the Technical Committee shall protest the boat and the Jury shall open a hearing.

13.5. Taking a time penalty when racing

As soon as possible after making its decision, the Jury, via Race Management, shall inform the boat concerned of the penalty. Race Management will then indicate to the competitor a zone or a time limit within which the penalty shall be taken.

When a boat is getting ready to take a penalty, the boat shall contact Race Management who will then time the penalty from a segment which it will have indicated to the competitor.

At the end of the penalty, if it has been taken and confirmed as such by the Race Committee, the boat shall go back across the same segment before resuming racing.

14. PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS

Preamble:

For any incident occurring on the water, Part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.

14.1. Informing the Protestee

14.1.1. A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity via VHF on race channel 77 or by email. She need not display a red flag (this changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Management.

14.1.2. Notice of protests from the Race Committee, the Technical Committee and Jury will be posted on the official notice board and sent to the relevant boats and Team Managers to inform them, in accordance with RRS 61.1(b). They will be communicated via VHF on race channel 77 or by email (this changes RRS 61.1(b)).

14.1.3. A boat ashore that intends to make a protest against another boat that is still racing must inform that other boat in accordance with SI 14.1.1 above.

14.1.4. A boat that requests redress must submit its request to the Jury via Race Management in accordance with the procedure set out in SI 14.1.1 above.

14.2. Protest contents

14.2.1. An intention to make a protest, announced via VHF at the time of the incident, shall be confirmed in writing (email) as soon as reasonably possible.

14.3. Time limits

14.3.1. For protesting

The time limit for lodging a protest for a boat racing, for the Race Committee, for the Technical Committee, or for the Jury shall be twelve hours after having learnt about the incident concerned by the protest. No protest from a competitor will be accepted beyond six hours after their finish.

14.3.2. For requesting redress

The time limit for requesting redress for a boat racing, for the Race Committee, for the Technical Committee, or for the Jury shall be twelve hours after having learnt about the incident concerned by the protest. The same time limit applies to a request for redress relating to a decision from the Jury, from the time that the decision is received. When competitors are ashore, the time limit will be two hours after the Jury's decision has been posted on the official notice board. (This changes RRS 62.2).

14.3.3. For requesting the reopening of a hearing

For protests and requests for redress judged at sea in the parties' absence, a request for a re-opening shall be made within twelve hours of the parties having been informed of the decision (This changes RRS 66).

For protests and requests for redress judged ashore in the parties' presence, a request for a re-opening shall be made within the two hours of the parties having been informed of the decision. (This changes RRS 66).

14.3.4. The Jury shall extend the time limit if there is good reason to do so.

14.4. Hearings and decisions

14.4.1. A hearing may begin as soon as the Jury has been informed of the protest, and it can be heard by any appropriate means of communication taking the circumstances into account (This changes RRS 63.2).

14.4.2. The obligation to have communication systems in good working order, such as a satellite telephone

and a VHF radio, automatically implies the ability to be present at the hearing (This changes RRS 63.3).

14.4.3. The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email or any other radio means, shall be considered as forming the hearing (This changes RRS 63.6).

14.4.4. In accordance with the preamble of SI 14, the procedure provided for in SI 14.4 shall apply only with regard to protests or to requests for redress when competitors are racing. However, depending on circumstances, the Jury may decide to apply this procedure when one of the parties is still at sea or when the number of judges physically present does not comply with RRS N1.

14.4.5. 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 ended.

14.4.6. The Jury's decisions are final, in accordance with RRS 70.5.

15. RANKING

The 'Retour à la Base' ranking is in elapsed time in the order that boats cross the finishing line once the Jury's decisions have been applied.

16. MEASUREMENT AND EQUIPMENT INSPECTIONS [DP]

16.1. Safety checks of the boats from **20 to 29 November 2023**.

16.2. A boat or its equipment may be inspected at any time to check it complies with the Notice of Race and its amendments, the Class Rules and the Sailing Instructions and possible amendments.

The safety check forms are available on the website www.retouralabase.com (skippers' area)

16.3. **Seals**

All the seals necessary for the conformity of the seals will be provided by the Technical Committee.

16.3.1. Engine seal: The engine seal, for both forward and reverse, is mandatory and shall be put in place in accordance with the procedure defined in Appendix 1 'Engine self-sealing procedure'. The engine seal must not be broken or removed before the boat has been inspected at the finish.

If a boat needs to use her engine for propulsion or if an engine seal is broken, the skipper shall first and foremost inform Race Management and shall then:

- Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.
- As soon as possible, send a report to the Technical Committee stating the time and position of the incident, the time and position when the seal was replaced and, if possible, the time during which the engine was used for propulsion and the reason for doing so.
- As soon as possible, send Race Management a photo of the seal prior to breakage (where the skipper decides to break the seal) and send a photo of the new seal in position. Both photos shall feature a piece of paper with the code provided by Race Management.

16.3.2. Other seals.

- The anchoring equipment, the life rafts, the emergency drinking water supply, the emergency fuel supply and the sack of coffee beans will be sealed before the start and the seals must not be broken or removed before the boat is inspected at the finish.

16.3.3. Seals and contesting of the quality of the seals.

It is up to each competitor to prepare their boat to facilitate the installation of seals. Each competitor is solely responsible for the integrity of their seals

16.4. At the finish, the Technical Committee may carry out inspections, either on its own initiative, or at the request of Race Management, the Race Committee or the International Jury.

The engine seals may only be cut:

- By the Technical Committee after the finish or,

- By the competitor when approaching the finishing line, with the authorisation of Race Management. Race Management will provide a code, and the competitor shall send a photo of the seal prior to breaking it, featuring a piece of paper with the code written on it.

17. ADVERTISING [DP]

Boats shall display the pennants or flags and the branding required by the Organisation (cf Notice of Race and its appendices).

18. OFFICIAL BOATS

18.1. Race Official Boats

The starboard Committee Boat displays the FFVoile flag.

The port Committee Boat displays the Ligue de voile de Martinique flag.

Jury boats display a yellow flag marked 'JURY'.

Technical Committee RIBs display a blue flag marked 'JAUGE'.

18.2. Organisation boats

The Team RIBs:

red 'Retour à la base' flag

On-the-water marshalling RIBs:

red 'Retour à la base' flag

Press and Production craft:

red 'Retour à la base' flag

Craft accredited by the organisation:

red 'Retour à la base' flag



19. COMPETITORS' SUPPORT RIBS [DP] [NP]

19.1. In accordance with the regulations governing the intervention of coaches' boats, the on-the-water organisation draws up a list of craft permitted to enter the start zone in line with the other provisions set out in these regulations.

19.2. A briefing for teams' RIBs will be organised:

- **On Tuesday 28 November 2023** at 14:00 hours local time to organise the start.

These briefings are compulsory in order to obtain the accreditation flag.

19.3. Dual watch on VHF 16/77 is mandatory for all support RIBs when on the water and especially on the day of the start.

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

19.5. Registration of teams' support RIBs via the following links:

Prior to **24 November 2023** for Martinique => <http://bit.ly/3Mj6xnA>

Prior to **06 December 2023** for Lorient => <http://bit.ly/3FzyLqg>

19.6. Support RIBs

Team RIBs:

black 'IMOCA GLOBE SERIES' flag



19.7. Access to the start zone for a support RIB is permitted until **8** minutes before the start and up to **15** minutes before the start for the additional RIB.

20. PRIZES

A prize-giving for the institutions is scheduled for **Monday 18 December 2023 from 18:30 hours local time.**

The skippers' presence is compulsory (NOR 7.6, NOR 8.1)

21. FAIR TRADE PROJECT [DP][NP]

NOR 17 “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.”

The sack of cocoa beans will be sealed in position.

The protocol for picking up the parcel and delivering it to Lorient will be set out in an amendment no later than 28 November 2023.

22. DISPOSAL OF WASTE

A competitor must not throw any waste into the water intentionally. Any waste must be kept on board until the crew disembarks.

23. ORGANISATION

23.1. Organising Authority

LORIENT GRAND LARGE

- Pauline LEGOULVEN +33(0)662 131 855 pauline@lorientgrandlarge.org
- Jean-Philippe CAU +33(0)680 114 384 president@lorientgrandlarge.org

23.2. FFVOILE support club

Centre nautique de Lorient (CNL)

- Alain LE BELLOUR President +33(0)618 408 770 alebellour@orange.fr

23.3. Race Management

Race Management has its own email: dc@retouralabase.org

- Hubert Lemonnier Race Director +33(0)663 685 422
- Jacques Caraes Deputy Race Director +33(0)685 200 283
- Claire Renou Deputy Race Director +33(0)687 116 966

Race Management’s mission is as defined in the text approved by the FFVoile’s board of directors on 18 November 2006, in direct collaboration with the Race Committee, the Technical Committee, the race doctor and the International Jury.

23.4. Race Committee

Yvon Poutriquet President of the Race Committee +33(0)652 183 546 poutriquetyvon@yahoo.com

23.5. Technical Committee

Jean-Louis Jaouen President of the Technical Committee +33(0)689 929 225 jl.jaouen@free.fr
Jean-Luc Laurent Member of the Technical Committee jllaurent2@wanadoo.fr

23.6. International Jury without appeal

Romain Gautier President of the International Jury (IJ-FRA) romain.gautier@ffvoile.fr
Jean-Michel Criquet Umpire (NJ-FRA)
Trevor Lewis Umpire (IJ-GBR)
Cristofol Morales Umpire (IJ ESP)
Liz Procter Umpire (IJ GBR)

When the umpires are not physically in attendance, but can be reached by telephone, fax, email, VHF or any other radio means, appendix N1.2 of the RRS shall be deemed to be adhered to and any protests can be heard and judged in this way.

23.7. Race Doctor

The official Race Doctor, approved by the FFVoile is:

AMCAL

The number of the doctor on call 24/7 is:

+33(0)624 563 763

The email address for a response 24/7 is:

amcalteam@gmail.com

23.8. Website

www.retouralabase.com

24.DECISION TO PARTICIPATE

The competitor is solely responsible for the decision to participate in a race or remain racing. As a result, by agreeing to participate in the race or remain racing, the competitor agrees to relieve the Organising Authority of any responsibility in the event of damage (material and/or physical).

With regards to 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.

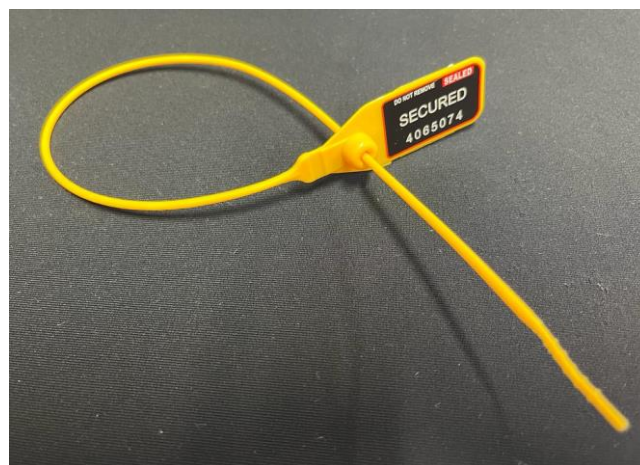
APPENDIX 1: SEAL CHECKS

SUMMARY OF THE SEALS	
Exterior life raft	Sealed in position
Interior life raft	Sealed in position
2 sets of anchoring equipment	Sealed in position
Emergency drinking water supply	Sealed closed and in position
Emergency fuel supply	Sealed closed and in position
Sack of cocoa beans	Sealed in position

SELF-SEALING PROCEDURE FOR THE ENGINE

The self-sealing of the boat's means of propulsion shall be done once the boat has left the port:

- Together with the President of the Technical Committee, the designated shore crew and/or the skipper define the best place to install the seal on the boat (easy to access and check, for robust and reliable sealing),
- The numbered self-sealing system and the instructions will be given to the shore crew in charge of the safety inspection,
- Once the boat has left port and is out at sea, the crew shall seal the means of propulsion,
- The crew shall take a digital photo of the numbered self-sealing system, properly installed (inserted the right way round and closed), where **the number on it is legible**.
- This photo shall be emailed (or texted) to Race Management on the day the pit stop ends, by no later than start T (*passage of the Port channel mark*) UTC +4h, with the boat name:
 - To the following address: jl.jaouen@free.fr
 - Or via mobile phone: +33(0)6 89 92 92 25
- The Technical Committee shall acknowledge receipt of the send and validate the photo.
- The skipper is responsible for ensuring that the photo has been safely received and that the President of the Technical Committee is satisfied with it.
- If the photo is not received within the allotted time, the President of the Technical Committee will lodge a complaint.
- Any photo that is not clear or not identified will be deemed to be invalid and count as a failure to submit a photo.

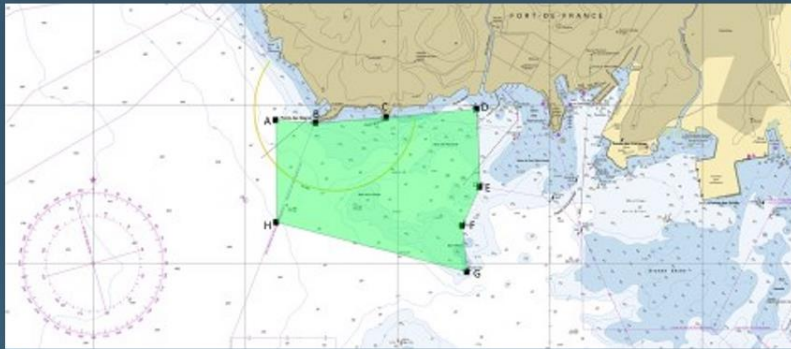


Push the tail of the seal through the hole on the side without the number

APPENDIX 2: START ZONE

The planned start zone is as follows.

PHASE DE DÉPART : ZONE EXCLUSION



RETOUR
BASE

Type	Nom	Latitude	Longitude
■	A - RLB	14°35,910 N	061°05,800 W
■	B - RLB	14°35,891 N	061°05,537 W
■	C - RLB	14°35,927 N	061°05,072 W
■	D - RLB	14°35,982 N	061°04,478 W
■	E - RLB	14°35,486 N	061°04,461 W
■	F - RLB	14°35,238 N	061°04,576 W
■	G - RLB	14°34,948 N	061°04,544 W
■	H - RLB	14°35,261 N	061°05,796 W

Des marques de balisage existantes sont utilisées pour matérialiser la zone.

Des marques gonflables seront mises en place pour matérialiser la zone.

- La zone d'exclusion est représentée par un polygone comprenant 8 points.
- La ligne de départ entre 2 navires se trouvera à l'intérieur de la zone d'exclusion.

Navires autorisés dans le polygone de sécurité:

- Moyens référencés et identifiés par l'organisateur
- Concurrents
- Semi-rigides d'assistance des concurrents référencés
- Moyens de sécurité
- Moyens du comité de course
- Moyens Etat et de secours.

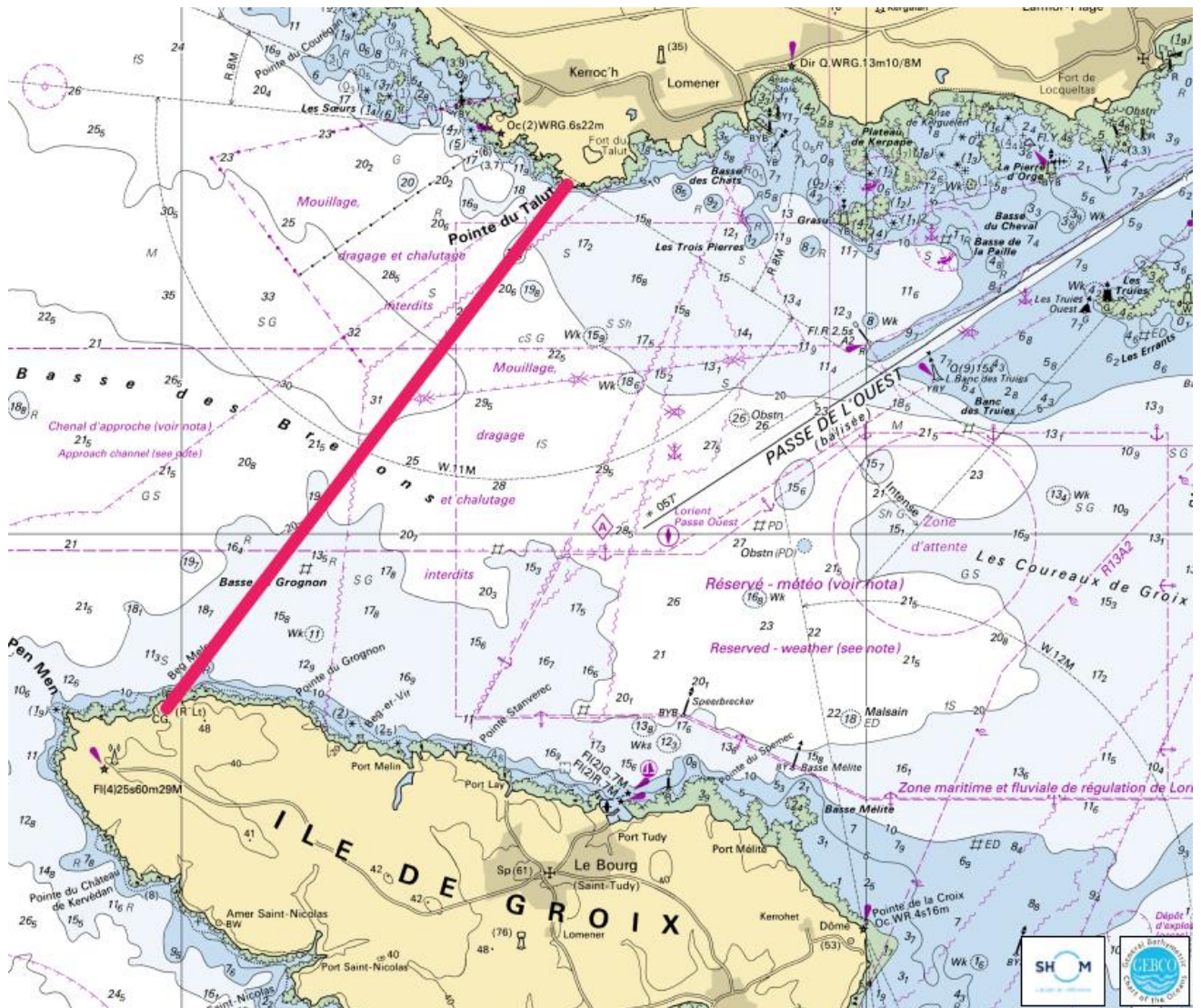
APPENDIX 3: Finish zone

The coordinates of the points are given as WGS 84 (degrees decimal minutes), for information purposes only and their positioning cannot give rise to a request for redress, (this changes RRS 62).

The finishing line will be a straight line positioned NNE / SSW, and

- Limited to the north by the Pointe du TALUT $47^{\circ} 41.7170' N$, $3^{\circ} 27.1862' W$
- Limited to the south by the BEG MELEN semaphore W. $47^{\circ} 39.1459' N$, $3^{\circ} 30.1044' W$

The official position report for the finish will be done via the positioning system.



APPENDIX 4: COURSE

The coordinates of the points are given as WGS 84, for information purposes only and their positioning cannot give rise to a request for redress, (this changes RRS 62).

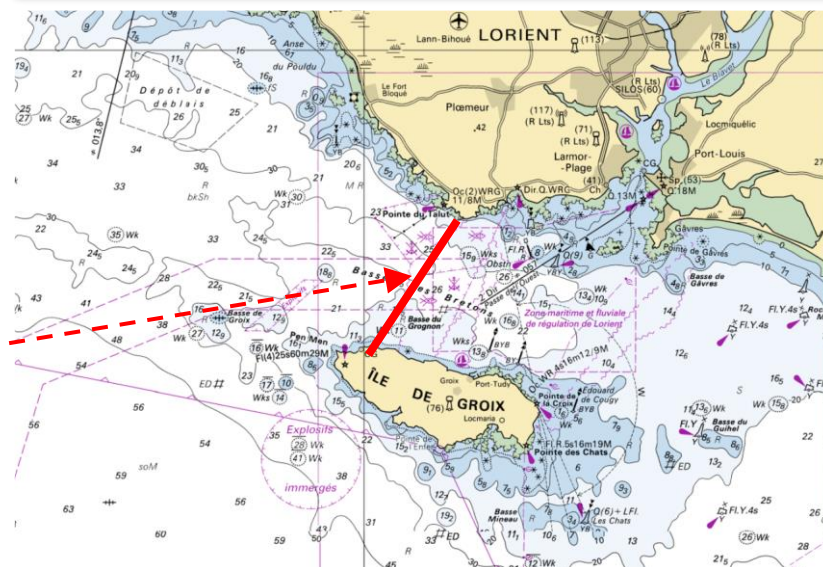
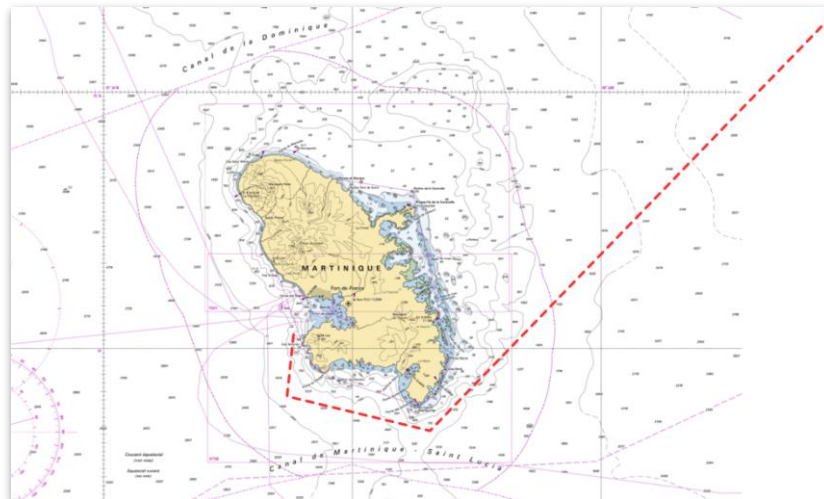
Start		
Diamond Rock	14° 26.5993' N, 61° 02.3426' W	Leave to Port
Martinique		Leave to Port
Gate 1*	42°00N / 30°00W	35°00N / 25°00N
Gate 2*	48°00N / 15°00W	41°00N / 10°00W
Ile De Groix		Leave to Starboard
Finish		

*** Gate with the official position report (SI 9.6)**

Possible modification of gate 1 until the first boat reaches 50°00W

Possible modification of gate 2 until the first boat reaches 35°00W

Approximate length 3,600 nautical miles.



APPENDIX 5: PROHIBITED AREAS

For all the courses, the areas defined by the points below are prohibited to those competing in the race.
The coordinates of the points are provided in WGS 84

1 Prohibited area of Ushant:

Waypoint	Position
TSS Ushant A	49°02,050 N & 005°36,700 W
TSS Ushant B	48°48,600 N & 005°25,000 W
TSS Ushant C	48°37,200 N & 005°11,850 W
TSS Ushant D	48°29,350 N & 005°22,050 W
TSS Ushant E	48°35,000 N & 005°42,500 W
TSS Ushant F	48°42,500 N & 006°03,100 W
TSS Ushant G	48°56,400 N & 005°51,600 W

2 Prohibited area South Scilly:

FFVoile-TSS South Scilly		
1	TSS South Scilly A	49°46,050 N 006°16,550 W
2	TSS South Scilly B	49°35,540 N 006°16,400 W
3	TSS South Scilly C	49°35,550 N 006°34,100 W
4	TSS South Scilly D	49°46,030 N 006°29,550 W

3 Prohibited area West Scilly:

FFVoile-TSS West Scilly		
1	TSS West Scilly A	50°01,070 N 006°32,750 W
2	TSS West Scilly B	49°52,300 N 006°36,600 W
3	TSS West Scilly C	49°52,400 N 006°53,700 W
4	TSS West Scilly D	50°03,950 N 006°48,450 W

4 Prohibited area Fastnet:

FFVoile-TSS Fastnet		
1	TSS Fastnet A	51°22,900 N 009°27,400 W
2	TSS Fastnet B	51°17,150 N 009°24,600 W
3	TSS Fastnet C	51°15,400 N 009°33,900 W
4	TSS Fastnet D	51°21,300 N 009°36,700 W

5 Prohibited area Cape Finisterre

FFVoile-TSS Cape Finisterre		
1	TSS Cape Finisterre A	43°31,400 N 010°05,200 W
2	TSS Cape Finisterre B	43°21,000 N 009°36,400 W
3	TSS Cape Finisterre C	43°10,500 N 009°44,000 W
4	TSS Cape Finisterre D	42°52,800 N 009°44,000 W
5	TSS Cape Finisterre E	42°52,800 N 010°13,850 W
6	TSS Cape Finisterre F	43°18,950 N 010°13,850 W

APPENDIX 6: PENALTY GUIDE

For breaches of the rules for which another penalty is provided for, the International Jury may award a penalty ranging from 0 to DSQ.

In deciding the penalty, the Jury will rely on this document.

Discretionary penalties are not simply a list of penalties. The penalties must be adjusted and justified in order to maintain uniformity with regards to any decisions.

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the circumstances.

This system offers penalty ranges for the most common breaches. If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are split into 5 bands:

- Band 0: Financial penalty
- Band 1: from 0 to 6 hours
- Band 2: from 2 to 24 hours
- Band 3: from 24 hours to DSQ
- Band 4: DSQ

The average penalty must be taken into consideration, then determine through questions whether it is appropriate to increase or decrease the penalty in the same band or to adopt another band.

A positive answer to the questions below should lead to a reduction in the penalty time:

- Was the breach accidental (or was it the result of exceptional circumstances?)
- Was there a good reason or justification for the breach?
- Was the breach reported by the skipper themselves
- Did someone who is not part of the crew or support team contribute to the breach?

Was (were) there any attempt(s) to avoid the breach?

A positive answer to the questions below should lead to an increase in the penalty time:

- Was the breach repeated?
- Was the breach deliberate?
- Was the breach due to negligence or a lack of attention?
- Did anyone suffer as a result of the breach?
- Was the breach advantageous to the boat?

The jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0h - 6H	2H - 24H	24H - DSQ	DSQ
Notice of Race					
NOR 5 Advertising	X				
NOR 8.1 Skippers' obligations	X				
NOR 7.1 Presence of the boats	X				
NOR 18.1 Without assistance					X
NOR 18.2 Technical pit stop				X	
Sailing Instructions					
SI 5 Communications		X			
SI 5.3 AIS		X			
SI 7 Race flags and stickers	X				
SI 9.1 Course				X	
SI 9.4 Prohibited areas			X		
SI 10.1 Sail declaration and certification		X			
SI 10.5 Individual recall		5 hours			
SI 11.2 Log book			X		
SI 13.1.1 Breach of Part 2 or IRPCAS		X			
SI 13.1.3 Injury or serious damage				X	
SI 16.2.1. Broken engine seal			X		
SI 16.2.2 Breakage of other seals		X			
SI 19 Support RIBs	X				
Class Rules or OSR					
Breaches of the Class Rules or OSR		X	X	X	

If the penalty is not listed in the table above, or if several bands apply for the same breach, the line of questioning below will accompany the initial questioning.

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4
Could the breach give the boat a competitive advantage?	
No	1 or 2
Possibly but unlikely to affect the ranking	2 or 3
It certainly would affect the ranking at the finish	4
Could (or did) the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4

APPENDIX 7 – SAIL DECLARATION

IMOCA Class Rule G.1(a): Number of sails carried aboard

Surname:..... Forename:.....

Skipper of the boat (race name):.....

Sail No.:

Declare the following sails aboard the boat:

IMOCA	Number	Main colour	Observations
Mainsail			
Solent			
ORC			
Gennaker			
Reacher			
Code 0			
Light spinnaker			
Spinnaker			
Storm jib Between 14 and 25 m2		Bright colour (G.3 (a))	Mandatory

Total (max 8):

I undertake, for any unannounced inspection, to make my boat available for measurement, upon request, prior to the event and at the finish.

I certify this declaration to be correct. In the event that my boat fails to comply with these rules, I accept the jury's decision.

The sail declaration will be delivered to the Technical Committee no later than during the final briefing before the start in Fort de France. [DP]

APPENDIX 8 WAIVER OF LIABILITY FORM

I, the undersigned.....

Skipper of the boat.....

I, the undersigned.....

Operator of the boat

I, the undersigned.....

Sponsor of the boat.....

We confirm that we are aware of the following texts:

The responsibility of the Organising Authority for the RETOUR A LA BASE and its partners is limited to ensuring the race runs smoothly on a sporting level. Any other responsibility assumed by the Organising Authority can only be contractual and explicit. In particular:

- Any checks that the Organising Authority is prompted to make, either on its own initiative, or at the request of the national jury or any other authority, have the sole purpose of ensuring that the SI and their amendments have been adhered to. Any watch kept on the part of the Organising Authority, especially a radio and/or satellite communication 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 Organising Authority shall only legally take on the responsibility of the latter, or an officially accredited member of staff, if it has explicitly accepted responsibility. This particularly applies to various requests for help and even assistance at sea.

The Organising Authority shall have no liability whether it be to any of the Skippers 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, 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.

The Organising Authority 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 skipper in danger insofar as they are able (RRS Fundamental Rule 1.1), as per the international conventions in force.

contact@lorientgrandlarge.org

6 Bis Rue François Toullec
Lorient La Base - 56100 LORIENT
+33 (0)2 97 32 80 05

www.lorientgrandlarge.org

SIRET 523 091 668 000 39

The Organising Authority 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.

Skippers enter the race at their own risk and fully accept responsibility in deciding to participate. (RRS 3 'decision to race'). It is the sole responsibility of each Skipper to decide whether or not to participate in the race and remain racing in accordance with their competence and qualifications, the equipment at their disposal, the weather conditions, their level of fitness and health, and so on.

Regardless of the legal ties between the operators, owners of the boat and skipper, solely the Skipper officially registered on the entry form will be considered as the valid representative in dealings with the Organising Authority.

The owners, operators 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.

The Organising Authority will not be liable for any actual or alleged loss, howsoever arising, suffered by any party, whether it be a Skipper, operator, 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.

The event being a race, 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. (RRS Fundamental Rule No.3).

Consequently, the Organising Authority 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.

A fundamental term of their participation shall be that the operator and/or owner of the boat and the Skipper shall lodge with the Organising Authority the duly signed waiver form giving up all claims against the Organising Authority, its representatives and agents, as well as insurers.

We undertake to waive all recourse against RETOUR A LA BASE's Organising Authority, its representatives including the Centre Nautique de Lorient, its agents as well as its insurers.

Signed in

On.....

THE SKIPPER

contact@lorientgrandlarge.org

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Lorient La Base - 56100 LORIENT
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SIRET 523 091 668 000 39

THE BOAT'S OPERATOR

THE SPONSOR OF THE BOAT

APPENDIX 9 – FINANCIAL PENALTIES

For the purposes of the event, a certain number of constraints must be adhered to, particularly in terms of presence and compliance with the Notice of Race. To encourage compliance with these constraints, financial penalties are set out in the event of non-compliance.

Were they to be awarded a penalty, these would be donated to associations such as those referred to in the table.

Obligation	Financial compensation	Payee
NOR 5.2.2 Race flags	€500	SNSM
NOR 5.2.3 Pennants or flags	€500	SNSM
NOR 5.2.4 Communication banners	€500	SNSM
NOR 5.2.5 Race logo	€500	SNSM
NOR 7.1 Presence of the boats	€1,000	SNSM
NOR 8.1 Competitor briefing	€500	SNSM
NOR 8.1 Safety inspection	€500	SNSM
NOR 8.1 Official soirée Fort de France	€500	SNSM
NOR 7.6, 8.1 Official soirée Lorient	€1,000	SNSM
NOR 8.1 General public operation	€500	SNSM

WP APPENDIX

Modification to the Racing Rules of Sailing

WP APPENDIX – RULES FOR WAYPOINTS

When stated in the Notice of Race, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

WP1 Modification to the Definitions:

WP1.1 The definition Mark is changed to:

Mark: An object or waypoint the Sailing Instructions require a boat to leave on a specified side, a Race Committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

WP1.2 Add new definition Waypoint:

Waypoint: A geographic position on the surface of the water, defined by WGS84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

WP1.3 The definition Zone is changed to:

Zone: The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the Notice of Race or Sailing Instructions. A boat is in the zone when any part of her hull is in the zone.

QR CODE

OFFICIAL NOTICE BOARD

<https://retouralabase.com/fr/espace-skippers>



Registration of the teams' RIBs via the following links:

For Martinique => <http://bit.ly/3Mj6xnA>



For Lorient => <http://bit.ly/3FzyLqg>

