



# THE CHARENTE-MARITIME / BAHIA TRANSAT 6.50 2011



Fort Boyard / Funchal / Salvador de Bahia  
Starting on September 25<sup>th</sup> 2011

18<sup>th</sup> EDITION

## NOTICE OF RACE

## **1/ ORGANISATION**

The CHARENTE-MARITIME/BRAZIL TRANSAT 6.50 2011 is organized by Grand Pavois Organisation (G.P.O.), in partnership with the Charente-Maritime department (France), Turismo do Portugal, the city of Funchal, the government of Bahia, the city of Salvador de Bahia, the Mini Class and the French Sailing Federation (F.F.Voile), with the participation of the Société des Régates de La Rochelle (S.R.R.), the Clube Naval do Funchal.

## **2/ RULES**

**2.1** – The event will be governed by the text in force of documents mentioned below and eventually modified by the Sailing Instructions. Each text prevails the previous one in case of contest

- This Notice of Race and its additional clauses and appendices,
- The ISAF Offshore Special Regulations 2010/2011, Category 1
- The rules as defined in the ISAF Racing Rules of Sailing 2009/2012
- The prescriptions of the FFVoile,
- The Class Rules of the Mini Class (see Guide Mini 2011),
- The Sailing Instructions and its amendments,
- Sailing at night: Part 2 of the RRS shall be replaced by Part B of the COLREGS between sunset and sunrise.

**2.2** – The only documents having an official value are the documents mentioned in the § 2.1, the notes and prescriptions written and signed by the president of the Race Committee + the Race Director and/or the President of the Jury.

**2.3** – Official language is FRENCH, French text shall prevail.

## **3/ RACE COURSE AND EVENT SCHEDULE**

### **3.1 – 1st leg: Fort Boyard (Charente Maritime – France) / Funchal (Madeira – Portugal) 1100 milles**

**3.1/a** – the start of the race will be in La Rochelle on Sunday, September 25<sup>th</sup> 2011 at 5:17 PM

**3.1/b** – boats must be in La Rochelle from Thursday, September 15<sup>th</sup> 2011 at 5:00 PM, local time, in the "Bassin des Chalutiers".

Any competitor who would not be present at this date and cannot prove he was in the totally impossibility to be, could be considered as being registered at the end of the waiting list.

**3.1/c** – In accordance to the Guide Mini, the following penalties of delay may apply:

- \* 80 euros for the first day of delay,
- \* 160 euros for the second day of delay,
- \* 320 euros for each day after

The total amount of these penalties will be given to an association of Sea Rescue.

**3.1/d** – The boats inspections and the confirmations of entries will take place from Friday, September 16<sup>th</sup> to Friday September 23<sup>rd</sup> 2011.

**3.1/e** – Each competitor must give his declaration of departure properly filled and signed before Friday, September 23<sup>rd</sup> 2011 at 12:00 noon, local time. This declaration will be added to the Sailing Instructions.

**3.1/f** – During the stopover in Funchal, 30 (thirty) competitors minimum indicated by the Organiser will have to take part in a friendly crew handed regatta with their boat and will welcome onboard partners, important persons or children from Madeira.

### **3.2 – 2<sup>nd</sup> leg : Funchal – Madeira / Salvador de Bahia – Brazil → 3.100 nm**

**3.2/a** – Competitors who haven't finished the first leg will not be allowed to take part in the second one.

**3.2/b** – The start of the second leg will be on Saturday, October 15<sup>th</sup> 2011 at 12:02 noon, local time.

**3.2/c** – The arrival in Salvador de Bahia is estimated from Tuesday, November 1<sup>st</sup> 2011.

**3.2/d** –At the arrival of the first leg in Madeira and of the event in Salvador de Bahia, the Race Committee may check the boats, without previous warning, by its own decision, by request from the authority organising the race, or by the authority of the Jury. A boat which would not be in accordance with the rules may be penalised or disqualified by the Jury.

**3.2/e** – At the arrival in Salvador de Bahia, 30 (thirty) competitors minimum indicated by the organiser must take part in a friendly crew handed regatta with their boat and will welcome onboard partner or important persons from Salvador.

#### **4/ ELIGIBILITY AND ENTRY**

**4.1** – Entries will be restricted to 72 (seventy two) boats, according to the agreement from the maritime authorities.

**4.2** – The Transat 650 is a single-handed race WITHOUT OUTSIDE ASSISTANCE. Any outside assistance other than medical is forbidden. Failure to comply with this article shall result in the competitor being deemed out of the race and following a ruling of the jury, the competitor in question shall no longer be classified.

**4.3** – The Transat 650 is open to all boats complying with Class Mini Rules – 2011 edition.

**4.4** – Each Competitor has to complete the qualification complying with Class Mini Rules – 2011 edition, on the boat he will be helming in the Transat 650.

**4.5** – Each competitor must comply with his national or place of residence authority, holding a racing licence valid for the whole event with medical certificate and must comply with the Mini Class rules.

**4.6** – In accordance with French Federal Medical Rules, appendix 3, each competitor shall provide a medical file before July, 1<sup>st</sup> 2011 including:

- Inevitably, results of a test of effort less than 4 years old.
- Inevitably, the result of an echocardiogram.

This file must be sent to the Organiser and marked "private and confidential".

Medical file – to the attention of the Race Doctor

Grand Pavois Organisation

Avenue du Lazaret

17000 La Rochelle

Each eligible competitor shall have his general practitioner fill in and sign a race medical file furnished by the race doctor. This file must be counter-signed by the competitor himself. It shall be address to the Race Doctor before July, 1<sup>st</sup> 2011.

**4.7** – In accordance with OSR, chapter 6.05.2 each competitor must have a Senior First Aid Certificate.

#### **5/ ENTRY**

**5.1** – Entries will be registered in chronological order according to the document "Modalities of entries" enclosed in appendix.

**5.2** – Once the 72 first **complete** files received, competitors wishing to apply will be on the waiting list as defined in the article **5.1**.

**5.3** – Entry fees: The total entry fees are 1.800,00 € (1.505,02€ ex-VAT). The breakdown is as follow:

- 500,00 € (418,06 € ex-VAT), unrefundable closed costs, to credit on January, 15th 2011
- 1.300,00 € (1 086.34 € ex-VAT), to credit on July, 1st 2011.

**5.4** – Entry fees (1800.00 €) will be lost if a Competitor does not declare his withdraw in writing to the organiser before August, 25th 2011.

**5.5** – Application for entry fees shall include:

2 Cheques (Franch ONLY) of 500 € and of 1300 € à l'ordre de G.P.O

Or cash or bank transfer of 500 € (send us the proof of the transfer) to do before January, 15th 2011 and of 1300€ to do before July, 1st 2011

Bank information :

Titulaire du compte	ASSO LE GRAND PAVOIS
Domiciliation	Crédit Maritime LSO La Rochelle
Banque	17169
Guichet	40710
Numéro de compte	22309002016
Clé RIB	12
IBAN	FR76 1716 9407 1022 3090 0201 612
BIC	CCBPFRRP169

**5.6** – The Organiser reserves the right to refuse an entry to any boat.

**5.7** – The deadline of entry is fixed on August, 5<sup>th</sup> 2011.

## **6/ ADVERTISING**

**6.1** – The event will be Category C, rule 80 and section II appendix 1 under 2009-2012 ISAF advertising Code.

**6.2** – The advertising spaces are divided between the competitor and the Organiser such as explained in Mini Class 2011 Art R-18-B figure 4

**6.3** – Competitors must hoist flags and banners as defined by Class Mini and the Organiser. Any infringement to this rule will be penalized by the Jury.

**6.4** – The boat's name can be written on both sides of the hull. The Organisation has all rights to refuse a name, if it considers that: it is bad, it can chock, it's unconscionable and it's opposite to the objectives of the race.

**6.5** - Each boat registered in the event must hoist the official race-flag in his rigging, from the moment it will be given to him in La Rochelle up to the finish in Salvador de Bahia. In case of infringement to this rule, the Race Committee can consider this action as withdrawal.

**6.6** - Alongside the quay, skippers are authorized to hoist in their backstays: pennons or flags of different sizes with the boat's name, logotypes, brands, except slogans.

Besides, the skippers have the obligation to hoist in their forestays the several Organisations' flags. They have to keep them from Thursday, September, 15th 2011 in La Rochelle, until the start of the race. They must hoist them again after passing the finishing line of the first leg in Madeira until the departure of the second leg, and also after passing the finishing line in Salvador de Bahia until the prize giving ceremony of the second leg. If a competitor doesn't respect that rule, the Jury can require financial penalties from him.

## **7/ PUBLICITY RIGHTS - IMAGE**

Under the provisions of the French law n° 84-610 of July, 16<sup>th</sup> 1984 relating to the organisation and promotion of sporting activities, as amended by French law n° 2003-708 of August, 1<sup>st</sup> 2003, competitors are reminded that entering TRANSAT 650 means that their image and name, the image of their boat and those of their sponsor(s) may be used by the Organiser for the race communication, to communicate and/or enhance the value of the TRANSAT 650 2011, on any territory or any media support whatsoever.

## **8/ RESPONSABILITY/LIABILITY.**

**8.1** – The responsibility of the Organiser and its partners shall be restricted to ensure the sporting fairness of the competition. The Organiser shall bear liability for nothing than which is contractual.

Specifically:

. Any inspection which the Race Committee might undertake, upon its own initiative, or upon the request of the Race Director, the Jury or any other authority, shall be undertaken with the sole aim of ensuring compliance with the rules, this Notice of Race, the Sailing Instructions, any additional clauses and appendices..

. The watch which may be undertaken by the Organisation, shall be considered by competitors as optional and random and shall in no event be considered as an extra safety facility upon which they may rely.

. The organisers shall only bear liability for applications submitted to it, if it has formally accepted to deal with the request, either itself or by one of its officially approved representatives, authorised to deal with such matters. This shall apply particularly to various requests for help, and even extend to requests for assistance at sea.

**8.2** – Entering the event, the competitors of the TRANSAT 650 undertake to comply with the applicable rules set out below:

Particularly article 3 of the RRS 2009-2011, Fundamental Rules:

« When a competitor enters a race, with regard to the application or interpretation of the texts referred to above and the resolution of any disputes relating thereto, he waives his right to any appeal or review other than those provided for under the RRS »

**8.3** - Whatever the juridical relations between owner(s), and skipper, only the skipper specified on the entry form is a valid representative in front of the Organisation.

**8.4 – Competitors shall take part in the competition at their own risk and peril and they alone shall be responsible for their participation (Part 1, Rule 4 of the RRS: decision to race). Each competitor shall have sole liability for deciding whether or not to start or to continue racing, with regard to his knowledge, the equipment he has at his disposal, wind strength and weather forecasts etc**

Any information that a member of the Race Organisation can give to the skippers before or during the competition (for example a strong gale advice) is an element on which a skipper can take a decision, but in no case it can engage the responsibility of the Organisation or its partners.

**8.5** – Owners, skippers are personally responsible for any material or human incident that may occur to them or their boat or that they can provoke to any third person or any good belonging to any third person. It belongs to them to contract the necessary insurances covering those risks.

Specifically, each competitor is responsible to the Organiser for subscribing all the necessary insurances to cover up the third part liability for a minimum amount at least equivalent to the ongoing international conventions. He must testify for this with an attestation in writing that he will give to the Race Committee on September, 23<sup>rd</sup> 2011 at the latest.

The lack of third part liability insurance cannot engage the responsibility of the Organiser or its partners.

**8.6** – It is a fundamental term of a competitor's participation that they provide the organisers with the form (signed and dated) stating that they waive their right to take legal action against the organiser, its partners, service providers and insurers. This form is attached to the application for entry.

**8.7** - A competitor can not require from the Organisation to set up a sea rescue operation from land. The sea rescue and assistance will be driven by international conventions in force.

**8.8** - Competitors' attention is drawn to « Part 1 – Fundamental Rules » of the RRS wherein a boat or competitor shall provide all possible assistance to any person or vessel in danger when he is able to do so.

**8.9** – Each competitor entering the Transat 6.50 accepts all its rules and accepts to totally respect the 2011 Guide Mini. Any infringement to this rule would mean a breach of the contract between the Organiser and the skipper and may lead to the expulsion of the event.

**8.10** – Every competitor will have to embark onboard a beacon of location. This beacon will be supplied by the Organiser, and will be fixed at the back of the ship, in La Rochelle, before the start. A guarantee by 1500-euros (one thousand five hundred) check will be asked to every skipper, this check will not be collected and will be returned to the skipper at the time of the return of the beacon in Salvador, after the arrival of the race.



Information :

**GPO**

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**CLASSE MINI**

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