



**TRANSAT JACQUES VABRE NORMANDIE LE HAVRE 2021**

**Le Havre en Normandie - Martinique**

**15th edition**

**Start : Sunday 7 november 2021**

# **NOTICE OF RACE**

*Version : 07 October 2021*

**incorporating the amendments :**

**Amendment #1 dated September 7, 2021**

**Amendment #3 dated October 4, 2021**

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## 1. ORGANISING AUTHORITY (OA)

The Transat Jacques Vabre Normandie le Havre Association, an association under the 1901 law, combines the founding partners of the Transat Jacques Vabre Normandie le Havre, the City of Le Havre and the JDE group.

The Transat Jacques Vabre Normandie Le Havre Association holds the rights to the event on behalf of its members and appoints a Managing Director for the operational organisation of the event.

As such, the Transat Jacques Vabre Normandie Le Havre Association assigns the various departments as follows: Race Management, Media Department, and Technical Department - and coordinates their activities.

### Organisation chart of the Association Transat Jacques Vabre Normandie Le Havre:

**Association office:** President: **Juan Amart**  
Treasurer: **Pierre-Yves François**  
Secretary General: **Régis Debons**  
Vice-Treasurer: **Marie-Agnès Poussier-Winsback**  
Special Advisor: **Gildas Gautier**  
Official coordinator: **Loïc Querrec**

**Managing Director: Caroline Caron**

**Administrative: Clarence Legallais**

#### 1.1. RACE MANAGEMENT

This competition takes place under the aegis and in accordance with the sporting regulations of the French Sailing Federation (FFVoile).

Race Management (RM), authorised by the FFVoile, is managed by Francis Le Goff, race director and his team:

- **Pierre Hays**, deputy race director, responsible for setting up safety procedures, managing on-water resources and relations with port organisations
- **Yann Chateau**, deputy race director, in charge of managing qualification for the event, race documents and race monitoring (weather, routing and ETA)
- **Sylvie Viant**, deputy race director, supporting race monitoring
- **Elise Martin**, race management assistant, responsible for team relations, including servicing, documentation and accreditation
- **Vanessa Boulaire**, race management assistant, in charge of managing and monitoring registration and managing the schedule for all boat checks.

Her remit covers the management of all sporting aspects of the event. She works directly with the Race Committee, the Technical Committee, the International Jury and the event doctor. Any incident/accident must be communicated to Race Management first.

#### 1.2. THE UMPIRE TEAM

The umpires are appointed by the FFVoile in accordance with the rules. An **international jury** will be selected by the FFVoile in accordance with Appendix N of the RRS and the RRS 70.5. The jury's decision will be final.

When the judges are not physically present, but can be contacted by telephone, Skype, email, VHF or any other radio means, RRS N 1.5 must be considered as respected and protests can be heard and judged in this way.

### 1.3. MEDICAL CONSULTANT

A medical consultant will be chosen by the OA and validated by the FFVoile, to study each skipper's medical file in accordance with appendix 3 of the medical regulations of the FFVoile. ([http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt\\_medical\\_annx3.pdf](http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf)).

The group of doctors chosen by the AO is the Association Médicale de Course au Large, whose manager, Dr. Thierry Charland, has been appointed by the FFVoile: [amcalteam@gmail.com](mailto:amcalteam@gmail.com) / +33 (0) 6 24 56 37 63.

## 2. RACE NAME

The official and only authorised name is 'TRANSAT JACQUES VABRE NORMANDIE LE HAVRE'. The Transat Jacques Vabre Normandie Le Havre is sponsored by the JDE group through its Jacques Vabre brand, the city of Le Havre, the Normandy region and Martinique.

Skippers entered in the race have the right to use the Transat Jacques Vabre Normandie Le Havre Composite Logo and Boat Logo as well as the branding elements provided.

See APPENDIX 'Marketing', attached to this Notice of Race.

## 3. PURPOSE & POSITIONING

Since 1993, the Transat Jacques Vabre Normandie Le Havre has followed the Route du Café between Le Havre, Europe's leading port for coffee, and a destination renowned for its locally grown coffee.

A double-handed transatlantic race, the Transat Jacques Vabre Normandie Le Havre includes the most iconic offshore race boat classes and endeavours to ensure equal treatment between the different classes and between each participant.

The vision of the Transat Jacques Vabre Normandie Le Havre is to progress from being a race organiser to being the custodian of an event that seeks to inspire, to bring together, to engage and to communicate around a well-established race that values performance while respecting the environment.

The Transat Jacques Vabre Normandie Le Havre is based on the following values: responsibility, high standards, performance.

In 2021, the areas of development focus more particularly on:

- *Consolidating our identity*
- *Federating the event ecosystem*
- *Accelerating our CSR development*
- *Digitalising the event*

## 4. RULES

The reference [NP] alongside a rule means that a boat may not protest another for a breach of that rule. This changes RRS 60.1(a).

The event will be governed by :

- 4.1** The rules as defined in the Racing Rules of Sailing (RRS), including RRS 47 'Trash Disposal' in its entirety,
- 4.2** The French national prescriptions translated for foreign competitors specified in *APPENDIX No.2 Prescriptions*,
- 4.3** Part B (steering and sailing) of the International Regulations for the Prevention of Collisions at Sea (COLREG) when it applies,
- 4.4** The Offshore Special Regulations 2020/2021, category 1, Multihull or Monohull, for all boats, with the prescriptions of the FFVoile and the additions specific to each class,
- 4.5** The 2021 class rules for accepted classes, the Equipment Rules of Sailing (ERS) 2021-2024,
- 4.6** The engine must be fixed (all retractable propellor shaft systems are prohibited),
- 4.7** The official time for the event is UTC. All times will be given in UTC,
- 4.8** In the case of translation of race documents, the French text will prevail. For the Offshore Special Regulations (OSR) and the Racing Rules of Sailing (RRS), the English text prevails.
- 4.9** The following RRS are modified:

- **The RRS of chapter 2:** the RRS of chapter 2 apply up to 30 miles after the start line and from 30 miles before the finish line for each part of the racecourse covered in daylight hours. They are replaced by Part B (helm and course rule) of the International Regulations for the Prevention of Collisions at Sea (RIPAM) for these parts of the racecourse covered at night and for the rest of the racecourse.

- **RRS 41 (Outside Assistance) and 45 (Hauling Out, Making Fast, Anchoring):** amended in paragraph 20 of the Notice of Race (NOR)

- **RRS 48.1 (Limitations on Equipment and Crew),** modified as follows: 'boats may take spare equipment on board during the race, subject to written authorisation from Race Management and in accordance with Class Rules'.

- **RRS 51 (Movable Ballast),** delete first 2 sentences and replace by: 'any movement of weight with the aim of modifying the trim or the stability is permitted within the following parameters: inside the boat, with the exception of the batteries, all other heavy items that could damage the boat or injure the crew must be securely fastened at all times, except when moved. Food, water and fuel tanks, safety equipment (except life rafts and/or equipment sealed in position), fittings and spare parts can be stored in boxes and moved if these boxes are securely attached to the boat. The sails can be moved freely. Sail bags must not be able to hold water'.

- **RRS 52 (Manual Power):** amended in paragraph 19 of the NOR

- **RRS 54 (Forestays and Headsail Tacks):** does not apply

- **RRS 55.2 (Spinnaker Poles; Whisker Poles):** does not apply, except for Class 40s

- The following RRS will be modified in the Sailing Instructions (SI): RRS 44.1 (Taking a Penalty), RRS 61 (Protest Requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions), RRS 66 (Reopening a Hearing).

**4.10** Registration in the Transat Jacques Vabre Normandie Le Havre implies full and unreserved acceptance of all the measures set out in the Notice of Race. The Organising Authority (OA) reserves the right to amend the Notice of Race in the interest of the safety and/or sportsmanship of the race.

**4.11** Unless explicitly provided for elsewhere: In the event of a conflict between Rules or in the event of uncertainty as to the prevalence or which Rules apply, the Jury will decide on the applicable rule.

## **5. ADVERTISING [NP]**

**5.1** Pursuant to World SAILING Regulation 20 (Advertising Code) and as amended by the FFVoile's advertising regulations, boats will be required to display the advertising chosen and provided by the Organising Authority.

### **5.2 IDENTIFICATION MARKS [NP]**

#### **5.2.1 Number**

All boats must have a distinctive race number visible at all times on the deck, hull or floats and sails, unless otherwise stated in the Class rules. Dimensions are provided in the Class rules.

The race number on the hull must appear on the forward outboard side of each float for the multihulls, and on the forward part of each side of the hull for the Class40s.

Race numbers (in accordance with Class rules) must be communicated to the Organising Authority when registering the boat.

#### **5.2.2 Boat name**

The name of the registered boat must appear at least on each side of each hull or float and once on the transom or aft cross beams.

The Organising Authority reserves the right to refuse any name that it considers to be in bad taste, shocking, abusive or that contradicts the purpose of the race.

#### **5.2.3 Race flags**

Each boat entered in the race will receive, at the latest on its arrival in Le Havre, **two race flags which it must display** on the shrouds at the latest when leaving the port of Le Havre and **up to 30 miles after the start line, then again 30 miles before the finish line until the prize-giving.**

#### **5.2.4 Pennants or flags**

While in the harbour, for the greater clarity and visibility of the boat partners and those of the Organising Authority:

- Pennants and flags of any size may **be hoisted on the backstay and behind the mast** with the name of the boat, the logo or the registered trademark. Slogans are not permitted.
- In addition, skippers must reserve the forestays of their boat for the Organising Authority (OA) to hoist OA flags (anticipated: 5 flags supplied by the OA in Le Havre). These flags must be displayed in **Le Havre** from the moment the boats are available to the OA in the marina and **up to 0.4 miles from the exit of the locks, as well as after crossing the finish line and up until the prize-giving ceremony. These flags must remain on board the boat for the duration of the race.**

#### **5.2.5 Race logo**

All boats entered in the race will carry the race branding (race insignia) on the mainsail. This branding will include the race logo to which the main race partner logo may be added. The branding will be positioned within a circle of 3 metres in diameter for the IMOCAs, 2 metres in diameter for the **OCEAN FIFTYS** and 1.5 metres in diameter for the Class 40s. The centre of this circle will be positioned at one third mast height from the deck and in the aft section of the mainsail unless otherwise stipulated in the Class rules.

To obtain the mainsail branding, the skipper must send a rendering of the mainsail by email to the Race Director. The Organising Authority will decide on the colour of the branding (light or dark depending on the dominant colour of the mainsail) and will send the stickers or the file (for painting) to the address communicated by the skippers. In the event of a request for a second set of stickers, a fee will apply.

In the case of painting, the team must scrupulously respect the file provided in terms of the position of the branding on the mainsail, the size, proportions, typography and Pantone colours.

**5.2.6** All boats entered in the race undertake to respect the name of the race in their communications and promotions.

The event logo and branding elements are copyright free for use for entered boats in relation to their promotion. The Organising Authority should be informed of this use. A style guide will be provided and must be adhered to (see *APPENDIX 4 'Marketing'*).

**5.2.7** In the case of any breach of NOR 5.2.3, NOR 5.2.4, NOR 5.2.5 and NOR 5.2.6 above, the offending boat must comply as quickly as possible. Otherwise, a financial penalty may be applied.

## 6. ELIGIBILITY - ENTRIES

### 6.1 ELIGIBILITY

#### 6.1.1 Class Partners

The Transat Jacques Vabre Normandie Le Havre 2021 is open to partner classes. Each of them will benefit from an agreement signed with the Organising Authority:

- Class 40: monohulls in accordance with the Class 40 rules
- **OCEAN FIFTY** Class: multihulls in accordance with the **OCEAN FIFTY** Class rules
- IMOCA class: monohulls in accordance with IMOCA rules

All boats must be equipped with an engine that allows for entry and exit to the harbour and to manoeuvre within the harbour under their own power in accordance with their class rule.

This event is included in the calendars of the following championships:

- The Class 40 Championship, in which it counts as coefficient 4 in the points system
- The IMOCA World Championship, called IMOCA Globe Series. The allocated coefficient will be specified in the regulations for the class championship.

The number of boats entered in the event is limited according to the following class allocation:

Class 40	IMOCA	<b>OCEAN FIFTY</b>
40	25	8

However, the Organising Authority reserves the right:

- To accept additional boats to participate in the event
- To refuse an entry for technical or ethical reasons.

The skipper must present the boat's 2021 measurement certificate or certificate of conformity to Race Management.

For a class to be eligible, there must be a minimum of 4 boats registered before 12 July 2021, unless this requirement is waived by the Organising Authority (OA). On this date, the OA will confirm the classes or categories that are permitted to race. The OA reserves the right to discuss and decrease the minimum entry requirement with each class.

### 6.1.2 Invitational classes or categories

Classes or categories that would like to participate in the Transat Jacques Vabre Normandie Le Havre 2021 and that do not appear in the list of partner classes must contact the Organising Authority. A study will be carried out to define eligibility and security criteria as well as hosting possibilities. Each invitational class or category will be the subject of a specific amendment to the Notice of Race.

## 6.2 REGISTRATION

**6.2.1** Registration requires the entry fee to be paid in full by bank transfer. The skipper must also complete the entry form on the website [www.transatjacquesvabre.org](http://www.transatjacquesvabre.org). Entries are announced on the race website and social media networks. The entered team will receive all the information about the race.

### 6.2.2 Quotas and late entries

When the quota set out in NOR 6.1.1 per Class is reached, subsequent entries will be placed on a waiting list. On 12 July 2021, the Organising Authority will accept boats from the waiting list according to the space that remains in the marina. Boats that are not selected will be accepted as competitors in the race but will not benefit from a berth in the event harbour.

Registration after 12 July 2021 is subject to authorisation from the Organising Authority.

**6.2.3** The entry fees are as follows:

	Received before 31/03	Received before 12/07	After 12/07 (late entry)	After 15/09
<b>Class 40</b>	4 500 € excl.tax	5 400 € excl.tax	6 500 € excl.tax	
<i>Refund in case of withdrawal</i>	<i>Full</i>	<i>Full</i>	<i>Full - 900 € excl.tax</i>	<i>0 €</i>
<b>IMOCA</b>	10 800 € excl.tax	13 000 € excl.tax	15 600 € excl.tax	
<i>Refund in case of withdrawal</i>	<i>Intégral</i>	<i>Intégral</i>	<i>Intégral - 2 200 € HT</i>	<i>0 €</i>
<b>OCEAN FIFTY</b>	5 400 € excl.tax	6 500 € excl.tax	7 800 € excl.tax	
<i>Refund in case of withdrawal</i>	<i>Full</i>	<i>Full</i>	<i>Full - 1 100 € excl.tax</i>	<i>0 €</i>
<b>Cancellation by Organising Authority</b>	<b>Full refund</b>			

The applicable VAT must be applied to these entry fees. VAT does not apply to countries outside of Europe and free zones (Jersey, St Barth, etc.) or to those countries exempt from intra-community VAT.

Bank transfers are to be made to the Association Transat Jacques Vabre Normandie le Havre/registration account; details as follows:

<b>IBAN (International Bank Account Number) :</b>	FR76 3002 7160 9500 0201 1300 193
<b>BIC (Bank Identifier Code) :</b>	CMCIFRPP
<b>Domiciliation :</b>	CIC LE HAVRE ENTREPRISES LE VENDOME 22 RUE DUPEIX 76600 LE HAVRE
<b>Titulaire du compte :</b>	ASSOCIATION TRANSAT JACQUES VABRE NORMANDIE LE HAVRE - INSCRIPTIONS

If a skipper is unable to do a bank transfer, the entry fee may be paid by cheque. The cheque should be made out to ASSOCIATION TRANSAT JACQUES VABRE NORMANDIE LE HAVRE and sent by registered mail with acknowledgment of receipt to the following address:

**Mairie du Havre – For the attention of Clarence LEGALLAIS**

Service Nautisme  
1517 place de l'hôtel de ville  
CS 40051  
76084 Le Havre cedex  
France

**6.2.4** If, after the scrutineering is completed by the Technical Committee, a boat is deemed non-compliant, the Organising Authority reserves the right to refuse entry (RRS 76). The boat will be refunded half of the entry fee.

In the event of withdrawal, the boat will be reimbursed according to the terms defined in the table in 6.2.3. In the event of withdrawal after 15 September 2021, the entry fee will be retained by the Organising Authority.

**6.2.5 Force Majeure**

The Organising Authority (OA) may, due to force majeure or if the safety of the participants so requires, decide to cancel the running of the event. Cancellation for reasons of force majeure or for any reason beyond the control of the OA will not give rise to any compensation. This may be the case, in particular, but not restricted to, in the event of exceptional weather conditions, armed conflict, requisitioning, fire, flood, strike, pandemic, or the blockading of facilities by a third party, outside of the Organising Authority's control.

In the event of a cancellation, the reimbursement of entry fees is defined in the following table:

<b>Before 24/8</b>	<b>Between 24/8 and 24/9</b>	<b>After 24/9</b>
100%	80%	70%

**6.2.6 Qualification**

6.2.6.1 Qualifying races

<b>Class 40</b>	<b>Imoca</b>
Normandy Channel Race Bermuda 1-2 Les Sables - Horta (double-handed) Fastnet (double-handed)	Fastnet (double-handed)

To ensure Race Management is able to validate these races as a qualifying passage for a boat and its 2 skippers, the boat with these skippers must be registered for the Transat Jacques Vabre Normandie le Havre 2021 before participating in one and/or another of these events.

6.2.6.2 « Jacques Vabre » qualifier

In the absence of participation in a qualifying race, or in addition, the crew must complete a qualifying passage onboard the registered boat as described in Appendix 'Qualifying Passage'.

At the discretion of Race Management, a crew onboard its registered boat, may request to carry out a qualifying course which is not the one defined in the Appendix 'Qualifying Passage', the details of which must be outlined in advance. The course, distance, date and departure time must be decided at least one week before the scheduled starting date in agreement with Race Management.

**6.2.7** The final list of entries admitted to race the Transat Jacques Vabre Normandie le Havre will be published at the press conference approximately one month before the start.

Only boats whose skippers have sent a copy of their boat's third-party liability insurance to Race Management will be permitted to access the Bassin Paul Vatine and the Bassin de l'Eure in Le Havre.

**6.2.8** Admission only becomes final when the boat and its crew have completed the final scrutineering and equipment checks in Le Havre during the week prior to the start.

### **6.3 CREW**

**6.3.1** The race is sailed double-handed. Each boat must have the same two crew members onboard at all times, subject to RRS 1.1 and 41. These 2 crew members are called 'skippers' in the race documents.

**6.3.2** Any skipper who has embarked one or more persons to assist, within the context of RRS 1.1 or 41, shall endeavour to disembark them as soon as possible and must comply with the instructions of Race Management.

**6.3.3** All competitors must have the administrative documents necessary for their entry into the country of destination.

#### **6.3.4 Eligibility of skippers**

- a) Minimum age required for skippers: 18-years-old on the day of departure
- b) Skippers with an FFVoile licence must present the following to Race Management:
  - a valid FFVoile Club 'competition' licence attesting to the earlier presentation of a valid medical certificate with no contraindications to the practice of competitive sailing, or a FFVoile Club 'member' or 'practice' licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year
  - authorisation for the boat to display advertising, if applicable
  - a valid World Sailing training certificate (Sea Survival and First Aid at Sea training) carried out at an approved World Sailing centre.
- c) Foreign skippers who do not have an FFVoile licence must present the following at the time of their registration:
  - proof of membership of a National Authority member of World Sailing
  - proof of valid civil liability insurance with coverage for a minimum of 3 million Euros
  - a medical certificate with no contraindications to the practice of competitive sailing dating less than one year (written in French or English)
- d) Skippers who are not French nationals must also provide:
  - either valid World Sailing certificates (Sea Survival and First Aid at Sea training), carried out at a World Sailing approved centre
  - or survival and first aid training certificates as required in Articles OSR 6.01 and 6.05.2. this training must be World Sailing Approved.
- e) The Organising Authority reserves the right to consider the request of a skipper who does not meet all the eligibility conditions.

### 6.3.5 Skippers' Medical documents

The French Sailing Federation's Medical Committee reminds competitors that it is the responsibility of each skipper to ensure that his/her medical and physical condition is compatible with the constraints of the race, to faithfully inform the event medical consultant of any pathology of which he/she is aware that may affect his/her safety or that of a third party during the event. Each skipper entered must provide the following documents **no later than 15th October 2021**:

- The medical form, completed, dated, stamped and signed by the doctor confirming the information provided, and dated and signed by the skipper. **This medical form is in the Appendix of the NOR. See "Medical Form" Appendix.**
- results of a cardiogram
- results of a maximum tolerance test, less than 4 years old

All these medical documents must be sent to the event medical consultant by email or in a sealed envelope to preserve confidentiality to the medical consultant's address. The name and contact details of the medical consultant will be communicated as soon as possible. The event medical consultant may request additional information on each skipper if deemed necessary.

Missing or insufficient information will revoke the participation of a competitor in the race on medical grounds.

The standard list of drugs in the onboard First Aid Kit, compliant with OSR category 1, can be found on the FFVoile website Appendix 6 of the regulations of the medical commission: <https://www.ffvoile.fr/ffv/web/services/medical/Reglement.asp>

### 6.3.6 CSR charter and environmental appendix

A CSR (Corporate Social Responsibility) charter has been developed to frame the environmental and social impact of the event. Skippers must sign their acceptance of this CSR charter no later than **15th October 2021**.

An environmental Appendix developed with each Partner Class will be attached to this Notice of Race no later than 31 March 2021.

### 6.3.7 Departure declarations

Skippers must submit their completed and signed declaration of departure, declaration of sails onboard and declaration of non-routing for IMOCAs and Class 40s, **by Friday 5<sup>th</sup> November 2021 at 18:00 UT**. These declarations will be located in the Sailing Instruction Appendices.

### 6.3.8 COVID-19 : Access to the race venue and participation

Unless there is a change in government regulations relating to the epidemic, access to the race venue of the 2021 Transat Jacques Vabre will be subject to the inspection of health certificates (pass sanitaire). For a health certificate to be valid, it must comply with one of the following:

- Proof of vaccination
- A negative test of less than 72 h (PCR or antigen)
- A positive result of an RT-PCR or antigen test proving recovery from Covid-19, dated at least 11 days earlier and less than 6 months old

Only children under the age of 12 are exempt from presenting a health certificate.

Any accredited person who voluntarily presents proof of full vaccination will be given a specific bracelet (to be worn for the entire duration of the event). From then on, showing the bracelet will avoid having to present a health certificate each time (specific access point). The bracelet (upon proof) can be collected at each entry point into the Race Village, as well as directly from the accreditation office.

Public health measures must be respected in all parts of the Transat Jacques Vabre Race Village: disinfection of hands with the hydroalcoholic gel provided, masks to be worn and social distancing practiced.

If your health certificate is not valid, you will not be able to access the race venue.

### 6.3.9 COVID-19: Participating in the race

To ensure the safety of competitors, and in conjunction with the federal medical committee, there will be an enhanced health protocol. In any case, **each competitor must present a negative PCR test taken less than 72 h before the start**. This test simplifies operations for the MRCC (a contact case in a rescue team results in that team having to self-isolate for 5 days, thereby diluting maritime safety resources).

The OA will do everything possible to facilitate taking this test. The cost of this test will be borne by competitors.

If a competitor tests positive, the entire team must self-isolate. The competitor concerned must take a second PCR test 24 hours later. If this second test is negative, the requirement to isolate will be lifted and taking part in the race will be permitted. If the test result is positive, the whole race team will be required to retire from the race.

## 7. ADDITIONAL SAFETY EQUIPMENT

The following safety equipment is compulsory onboard for the duration of the event:

- 7.1 A radar with alarm
- 7.2 A waterproof handheld satellite telephone is compulsory in OSR 3.29.03.(b) and must be charged and stowed in the grab bag, with a 2nd charged battery in a waterproof pouch
- 7.3 A handheld (preferably GMDSS) VHF with long life battery, in the grab bag
- 7.4 A handheld GPS, either waterproof or in a waterproof pouch, in the grab bag
- 7.5 One survival suit per person on board, with a minimum standard of NF EN ISO 15027-1, of which the thermal insulation, without fleece underwear, is at least 0.75 clo submerged
- 7.6 The OSR 4.19 Sarsat-Cospas distress beacon must be dual-frequency 121.5 Mhz and 406 Mhz, with GPS, classified as long life and with a minimum of 48 hours of battery life (2 beacons required onboard IMOCA's). **All Sarsat-Cospas beacons (the boat beacon and the PLBs) onboard for the race must be officially registered with the annotation 'Transat Jacques Vabre Normandie Le Havre 2021' and the emergency contact number +33618180621. Proof of registration and the hexadecimal code of the beacons must be communicated to Race Management for the French MRCC (CROSS GRIS NEZ) no later than 15th October 2021**
- 7.7 Three self-inflating life jackets (preferably using a Hammar or equivalent pressure system), compliant with ISO 12402.3, with at least one spare rearming kit per life jacket (spare gas cartridge + firing head) and equipped with a flashlight with a minimum of 8 hours battery life
- 7.8 A radar-SART or AIS-SART (search and rescue transponder), in the grab bag
- 7.9 The personal AIS beacons required in OSR 4.22.1.b) must be worn at all times by each skipper, along with a PLB registered in accordance with NOR 7.6
- 7.10 Boats must have an emergency fuel reserve onboard, of a minimum of 10 litres, stored in a single jerrycan, which will be sealed closed and in position.
- 7.11 A "Spare air" mini dive bottle of a minimum of 80 litres capacity for multihulls.
- 7.12 The survival equipment must be complemented by:
  - Food rations of a minimum equivalent of 10,000 KJ (excluding liferaft rations)
  - Fluorescein dye sachets
  - Cyalume-type light sticks
  - Two survival blankets
- 7.13 In accordance with the OSR, the following paper charts or their equivalent must be carried on board:
  - English Channel SHOM 7040
  - Route du Rhum SHOM 6561
  - Martinique SHOM 6738
  - Lights & Fog Signals (digital version accepted)
  - In addition for Ocean Fifty and Imoca classes: East Coast of South America SHOM 6807.

## 8. PROGRAMME

### 8.1 IN LE HAVRE

Saturday 23th October	
<b>During the day</b>	Boats can arrive from this date. The Organising Authority (OA) provides a mooring plan which competitors undertake to comply with. From this time, boats are no longer allowed to leave the port without written permission from Race Management.
Thursday 28th October	
<b>13 :00 (UTC)</b> <i>15 :00 local</i>	<b>Boats must be available to the OA in the port of Le Havre, Bassin Paul Vatine and Bassin de Eure and Bassin Vauban.</b>
<b>16:15 (UTC)</b> <i>18:15 local</i>	<b>Mandatory presence of one skipper on the pontoons for the visit of municipal staff</b>
<b>17 :30 (UTC)</b> <i>19 :30 local</i>	<b>Welcome Briefing for the skippers. Mandatory attendance of both skippers.</b> (Place: SciencesPo)
Friday 29th October	
<b>07 :00 (UT)</b> <i>09 :h00 local</i>	Start of scrutineering. Mandatory attendance of both skippers for the first scrutineering.
<b>07:30 &gt; 15:30 (UTC)</b> <b>09:30 &gt; 17:30 local</b>	Conference / Le rendez-vous Solutions Océan et Environnement (Solutions for the Ocean and Environment)
Saturday 30th October	
<b>Morning</b>	Sailing authorised for PR/promotional purposes.
<b>13 :00 (UTC)</b> <i>15 :00 local</i>	<b>E-PROLOGUE</b> <b>Mandatory attendance for at least 1 of the 2 skippers.</b>
<b>18 :00 (UTC)</b> <i>20 :00 local</i>	Official event inauguration evening (skippers and partners) <b>Mandatory attendance of both skippers.</b>
Sunday 31th October	
<b>09 :30 (UTC)</b> <i>11 :30 local</i>	<b>Presentation of the skippers followed by an official photograph. Mandatory attendance of both skippers.</b>
Thursday 4th November	
<b>08 :30 (UTC)</b> <i>09 :30 local</i>	<b>Safety / SI / Medical Briefing. Mandatory attendance of both skippers.</b> (Place: SciencesPo)
Friday 5th November	
<b>During the day</b>	<b>Autograph session. Mandatory attendance for at least 1 of the 2 skippers.</b> <b>Time slots to be provided.</b>
Saturday 6th November	
<b>09 :00 (UTC)</b> <i>10 :00 local</i>	Start Briefing. Mandatory attendance of both skippers. (Place: Carré des Docks / C400) Mandatory attendance of at least 1 skipper in the race village until 15:00 UT.
Sunday 7th November	
<b>07 :30 (UTC)</b> <i>08 :30 local</i>	<b>Boats leave the dock.</b> Mandatory attendance onboard of both skippers.
<b>12 :27 (UTC)</b> <i>13 :27 local</i>	Start of the Transat Jacques Vabre Normandie le Havre. Depending on the weather forecast, Race Management reserves the right to advance the start to Saturday 6 November or to delay it. Competitors will be informed of the modification of the programme by amendment published no later than Thursday 4 November.

Details of a prologue to be raced during the 'Try Sailing' sessions organised from Thursday 28 October to Saturday 6 November, will be defined in the Sailing Instructions.

### 8.2 AT THE FINISH IN MARTINIQUE

See Schedule for Arrivals

## 9. MANDATORY CREW ATTENDANCE [NP]

### 9.1 TIMES AND LOCATIONS FOR MANDATORY ATTENDANCE BY BOTH SKIPPERS

#### 9.1.1 In Paris

At the presentation press conference that will take place approx. 1 month before the start of the race

#### 9.1.2 In Le Havre

- At each briefing, presentation or meeting described in the Notice of Race and concerning the skippers (scrutineering, welcome, safety and start briefings, official photo and media obligations, opening night, presentation of the crew...)
- From the safety briefing until the start of the race
- The morning of the start, on their boat, to leave the dock
- At the official awards ceremony which will take place in Le Havre in January 2022 (compulsory attendance for the podium finishers in each class or category).

#### 9.1.3 Fort de France

- At the finish press conference
- At the finish ceremony for each boat: 2 ceremonies are scheduled at the finish : the 26<sup>th</sup> November and the 2<sup>nd</sup> December.
- The boat must remain at the finish venue in the place designated to it, at least until after the finish ceremonies. During this period, a half-day of sailing may be organised by the OA.
- At least one public relations commitment organised by Fort-de-France.

### 9.2 TECHNICAL MANAGER OF THE BOAT (DP)

**9.2.1 In Le Havre: a technical manager for the boat must be present at all times** from the arrival of the boat until its departure. This person's contact details must be submitted to Race Management upon arrival in Le Havre.

**9.2.2 At the finish: a technical manager for the boat must be present at all times** from the arrival of the boat until its departure by delivery or cargo ship. This person's contact details must be submitted to Race Management on arrival.

**9.3** In the event of a violation, financial penalties may be applied by the Organising Authority.

## 10. EQUIPMENT CHECKS

### 10.1 IN LE HAVRE

Each boat in Le Havre will be inspected. Both skippers must be onboard for the first inspection. Some items onboard will be sealed, a list of which will be published in the Sailing Instructions. A schedule will be set up with the skippers to facilitate the inspections.

All boats must have been inspected Friday 5th November at 1700 (UTC)

### 10.2 AT THE FINISH

Boats will be inspected at the finish. A boat that does not comply with the rules may be penalised or disqualified at the discretion of the International Jury.

## 11. SAILING INSTRUCTIONS (SI)

The Sailing Instructions (SI) will be sent to the skippers by email on the 15th October at the latest and published on the online official noticeboard.

## 12. RACE COURSE

### 12.1 START LINE

The start line will be located in front of Cap de la Hève

### 12.2 COASTAL COURSE

Passage to Étretat, defined in the Sailing Instructions..

### 12.3 FINISH LINE

The finish line will be located in front of Fort-de-France in Martinique.

### 12.4 COURSE

For IMOCA's and OCEAN FIFTY's:

Order	Course marks	Approximate position	Rounding
1	Start	49°30',000 N & 000°03',000 E	
2	Coastal course		
3	Spectator mark Normandie	49°42',900 N & 000°11',400 E	Starboard
4	Fernando de Noronha	03°52',000 S & 032°25',000 W	Starboard
5	Rocher du Diamant	14°26',600 N & 061°02',300 W	Port
6	Island of Martinique		Starboard
7	Finish	14°35',000 N & 061°05',000 W	

For Class 40:

Order	Course marks	Approximate position	Rounding
1	Start	49°30',000 N & 000°03',000 E	
2	Coastal course		
3	Spectator mark Normandie	49°42',900 N & 000°11',400 E	Starboard
4	Ile de Sal (Cape Verde)	16°40',000 N & 022°55',000 W	Starboard
5	Rocher du Diamant	14°26',600 N & 061°02',300 W	Port
6	Island of Martinique		Starboard
7	Finish	14°35',000 N & 061°05',000 W	

The routes are subject to change in the Sailing Instructions.

## 13. TIME LIMIT

The finish line will be closed on 5 December 2021.

## 14. PENALTY SYSTEM

Except in the event of financial penalties, violation of rules may, after a hearing, be subject to a time penalty leading to possible disqualification.

Financial penalty is defined in the appendix 'Financial Penalty'.

## 15. RANKING

A real-time ranking in each of the classes or categories defined in paragraph 6.1 is established in order of arrival.

## 16. TROPHIES AND PRIZES

**16.1** Only boats having completed the Transat Jacques Vabre Normandie Le Havre are eligible for a prize.

**16.2** The main trophies are:

- 1<sup>st</sup> Class 40: Jacques Vabre Trophy
- 1<sup>st</sup> Ocean Fifty: Jacques Vabre Trophy
- 1<sup>st</sup> IMOCA: Jacques Vabre Trophy
- 1<sup>st</sup> in each invitational Class or Category: Jacques Vabre Trophy

Additional prizes may also be awarded. They will be defined in the Sailing Instructions.

**16.3** The Transat Jacques Vabre Normandie Le Havre Association will award prize money corresponding to 50% of the entry fees for each partner class. The class will define the distribution.

## 17. POSITIONING

### 17.1 ORGANISATION TRACKING SYSTEM

In Le Havre, the Organising Authority will install a tracker on each boat. A deposit, the amount of which will be defined in the Sailing Instructions, will be requested from the skipper (cheque or transfer order signed by the skipper). This deposit will be reversed or destroyed when the tracker is returned to Race HQ. In case of abandonment, the skipper must return it at his own expense directly to the service provider.

### 17.2 REPLACEMENT TRACKING SYSTEM

**17.2.1** Each boat must be equipped with a replacement tracking system in the event of a failure of the tracker supplied by the Organising Authority.

17.2.1.1 Either an operational INMARSAT C locating terminal. This device must be permanently installed, in perfect working order and positioned in such a way as to avoid deterioration. It must be tested before the start.

17.2.1.2. Or a tracking beacon that must be approved by Race Management.

**17.2.2** Each competitor must give Race Management permission to monitor the boat via this system during the observation period and the race. Tests must be carried out as soon as the boat is equipped.

### **17.3 OTHER TRACKING SYSTEM**

Race Management must be informed of any other form of satellite positioning or reporting and must be granted 24-hour access to it. Race Management must also be informed of the name and address of the person collecting the information.

## **18. MEANS OF COMMUNICATION**

All boats must be equipped with:

- A satellite phone with a fixed antenna. The antenna must be installed as per the manufacturer's manual. Any non-compliance will be rejected.
- This telephone must have a ringtone that is sufficiently audible inside the boat and must remain switched on for the duration of the race.
- A 56-channel 25-watt (minimum) VHF radio, with a masthead antenna.

These devices must be in perfect working order and installed in such a way as to prevent any deterioration. These devices, along with the handheld iridium and the AIS, will be tested before the start by the Organising Authority.

## **19. POWER SOURCE**

### **19.1 REMINDER OF RRS 42.1**

Except when permitted in RRS 42.3 or 45, a boat shall compete using only the wind and water to increase, maintain or decrease its speed.

### **19.2 MODIFICATION OF RRS 52**

Boats may use a power source other than manual to run an autopilot operating only on the boat's heading. This power source may be used to operate the ballast system and/or cant the keel. In the case of multihulls only, this power source may be used to operate an anti-capsizing system, allowing the sheets to be eased totally or partially. Sheeting in using this system is strictly forbidden. An addendum may supplement these modifications of RRS 52 to be in line with the rules of partner or guest classes.

## **20. OUTSIDE ASSISTANCE (modification of RRS 41 and 45)**

### **20.1 MODIFICATION OF RRS 41**

Weather routing is permitted for multihulls only. Weather routing is prohibited for IMOCAs and Class40s. Routing is understood to mean meteorological assistance provided by a source external to the skippers of the boat in order to help them develop an optimal course on a given route taking into account weather forecasts, winds, currents, wave heights and any other parameter relating to the performance of the boat.

**20.2** Boats must complete the entire race independently and must not deliberately sail in convoy or make any arrangements for mutual support. During the event, boats must not have any material contact with

another vessel or aircraft. Boats cannot be reprovisioned in any way, except in the case of a technical stopover as per NOR 20.3.

**20.3** During the race, a boat may stop or anchor and receive assistance under the following conditions:

- A technical stopover in a port or tied to a buoy or alongside a ship at anchor or docked in a port or in a shelter, may not be less than 4 hours.
- The Skipper must request permission to stop from Race Management (via VHF, telephone, email).
- Following consent from Race Management about the location of the stopover, 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 anchorage agreed with Race Management, over a distance agreed with Race Management, provided that it can be proved that the tow or use of the engine did not help the boat progress towards the finish line.
- Only once the boat is under tow or under engine may other people come on board
- When the boat is at anchor or tied to a buoy or alongside a ship at anchor or docked in the port or shelter agreed with Race Management, it must inform Race Management who will record the stop time. Repairs can be carried out and the boat can be reprovisioned, and spare equipment embarked as agreed with Race Management. The crew may disembark.
- Once the boat has been repaired and is ready to resume the race, the skipper must request authorisation from Race Management, which will check that the boat has been stationary for at least 4 hours.
- Upon authorisation from Race Management, the boat can be towed or can motor over a distance pre-agreed with Race Management, provided that the skipper can prove 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 Le Havre** where any means are authorised to reach the port or leave it up to the Le Havre channel marker specified in the Sailing Instructions.

**20.4** Performance support is prohibited, that is to say, the sending of data between the boat and its support team, in either direction, which can be used to:

- Analyse and improve performance
- Choose a course (except for multihulls)
- To act remotely on one or more element, piece of equipment or adjustment of the boat.

For the IMOCAs and the Class 40s, sending data from the boat to the shore, that can be used to analyse and improve performance, is only permitted if it is made public instantly upon receipt. The method of accessing the data will first be validated by Race Management. However, the information transmitted by a tracker can remain private if their transmission frequency is at least 5 minutes and Race Management has access to this data.

## 21. RESPONSIBILITY OF THE ORGANISING AUTHORITY (OA), ITS PARTNERS AND PARTICIPANTS

**21.1** Sailing is a hazardous sport and a potentially dangerous activity. Anyone considering participating 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 loss as a consequence of participation.

The responsibility of the Organising Authority (OA) and its partners is limited to ensuring the smooth running of the event. Any other liability assumed by the OA can only be contractual and explicit, in particular:

- The watch, and especially the radio and telephone watch and the monitoring of the boats using the tracker and/or by Inmarsat C, that Race Management could provide, must be considered by competitors as optional and random, and in no way as an additional safety measure to be relied on
- Any request made to a member of the OA can only bind the OA civilly if it has explicitly accepted the responsibility, either itself or by one of its representatives, officially accredited for this purpose. This applies in particular to requests for various aids, or even assistance at sea.

**21.2** The event is a sporting event. Any sports dispute will be judged in accordance with the applicable rules. By entering the race, competitors and any other interested parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No claim for damages will be considered (RRS Fundamental Rule 4). Consequently, the OA will not accept any liability for breach of contract implied by common law, written or otherwise, or for negligence and will not be liable for any loss or injury (whatever the cause or situation), violation of duty, misrepresentation or other.

**21.3** Whatever the legal ties between the owner of the boat, the sponsor and the skipper, only the skipper officially registered on the entry form will be considered the valid point of contact in communications with the OA.

**21.4** Each skipper competes in the race at his/her own risk and recognises that the decision to participate is made under his/her sole responsibility. It is the sole responsibility of each competitor to decide to take part in the race in terms of the individual's skill, the condition of the boat and its rig, the weather conditions expected or encountered during the race, the level of physical and medical condition 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 is the sole responsibility of each competitor to ascertain the weather conditions and to check all equipment. Neither the OA nor its associates accept any responsibility in relation to such advice or information that they may be called upon to provide. **(RRS Fundamental Rule No.3)**

**21.5** The owners, sponsors or skippers of boats are personally responsible for all material damage and human accidents that may occur either to themselves, or the boats, or to a third party, or to the property of a third party. It is their responsibility to obtain adequate and proper insurance cover whether it be in relation to injury, loss, damages or otherwise. In addition, each participant agrees to provide a certificate of insurance, including any exclusion clauses and indemnities, to any third party with whom they come in contact in connection with the race or associated events. In particular, the skipper is responsible vis-à-vis the Organising Authority (OA) for taking out all necessary insurance to cover civil liability for a minimum of 3 million Euros. A written certificate must be submitted to the OA before the boat arrives in the harbour. Failure to present this document will result in the boat being refused entry to the harbour, the skipper will not be permitted to start the race and the entry fee will be forfeited. The absence of third-party insurance will in no way engage the liability of the OA or its partners.

**21.6** The Organising Authority will not be liable for any loss, actual or alleged, howsoever arising, suffered by anyone whether it be a competitor, owner, sponsor or otherwise, and such exclusion of liability will not be limited solely to loss of profit, opportunities, business, publicity, reputation (or the opportunity to improve it), or any financial loss whatsoever.

**21.7** The Organising Authority shall have no liability whether it be to any participant in the race, or otherwise for any loss, damages, or actual or alleged expenditure resulting from a force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, equipment failure, riot, unusually inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, employer strike or labour dispute, as well as any oversight or refusal of licences or permits by the government, national or international sailing authorities, the Bridges and Roads authorities, telecommunications, or delay in the supply, manufacture, production and delivery by third parties of information, goods or services. **. \*\*add 'pandemic' as in 6.2.5\*\*?**

**21.8** The Organising Authority will have no obligation to organise rescue operations, whether on land or sea. Competitors are reminded of their obligation to offer all possible assistance to another boat or participant in distress (RRS Fundamental 1.1), rescue and assistance at sea being governed by international conventions.

**21.9** Entry in the race implies full and unconditional acceptance of all the provisions defined above.

## **22. AUDIO-VISUAL RIGHTS AND USES**

The Multimedia Appendix will be attached to this NOR no later than 31 March 2021.

## **23. CONTACTS**

### **23.1 GENERAL MANAGEMENT**

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### **23.2 RACE MANAGEMENT**

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**Website : [www.transatjacquesvabre.org](http://www.transatjacquesvabre.org)**

# APPENDIX NO.1

## REMINDER OF DOCUMENTS TO BE PROVIDED

**Documents to be sent to Race Management as soon as possible after registration of the boat:**

### 1.1 List of each skipper's administrative documents:

- World Sailing Offshore Survival Course certificate dated less than 5-years-old
- FFVoile licence or equivalent document for overseas competitors
- Valid First Aid at Sea certificate

### 1.2 List of administrative documents for the boat:

- the boat identity papers
- the liferaft certificate(s)
- the certificate for each SARTSAT beacon onboard with its encoding document (the hex code of each beacon) and written proof that the beacons of the boat and PLB for the race are properly registered with the notation "Course Transat Jacques Vabre Normandie Le Havre 2021".
- the boat's 2021 radio licence
- the boat's measurement certificate 2021
- advertising licence, if necessary
- the list of medication in the onboard first aid kit, compliant with OSR category 1 with the list of associated commercial names and the expiry dates. **This list must be dated and signed by the skipper.**

**Reminder:** the boat's insurance must be sent to Race Management before the boat arrives in Le Havre.

### 1.3 List of additional documents

- signed CSR charter

### Skippers' medical documents :

The medical consultant for the Transat Jacques Vabre Normandie Le Havre must receive all documents requested in NOR 6.3.5 no later than **15th October 2021**.

- The medical form, completed, dated, stamped and signed by the doctor confirming the information provided, and dated and signed by the skipper
- results of a cardiogram
- results of a maximum tolerance test, less than 4 years old

# APPENDIX NO.2 – PRESCRIPTIONS OF THE FEDERATION FRANCAISE DE VOILE (FFVOILE)

## Prescriptions of the Fédération Française de Voile - Racing Rules of Sailing 2021-2024

(\* FFVoile **Prescription to RRS 64.4** (Decisions on protests concerning class rules):

The jury may ask the parties to the protest, prior to hearing procedures, for a deposit covering the cost of a hearing 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 with by a jury.

A boat that retires from a race or accepts a penalty does not, by so doing, 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 authorisation of the Fédération Française de Voile, received before publishing the notice of race. This authorisation shall be posted on the official notice board during the event.

(\* FFVoile **Prescription to RRS 76** (Exclusion of boats or competitors)

An organising 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):

It is the sole responsibility of the boat owner or person in charge of the boat to ensure that the boat complies with the equipment and safety rules required by the laws, by-laws and regulations of the Administration.

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

An organising 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 authorisation 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** (National prescriptions):

Prescriptions of the FFVoile shall neither be changed nor deleted 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 neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website [www.ffvoile.fr](http://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 authorisation shall be posted on the official notice

### FFVOILE Prescriptions - Applying when no international jury is designated on the event

FFVoile **Prescription to RRS 25** (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.

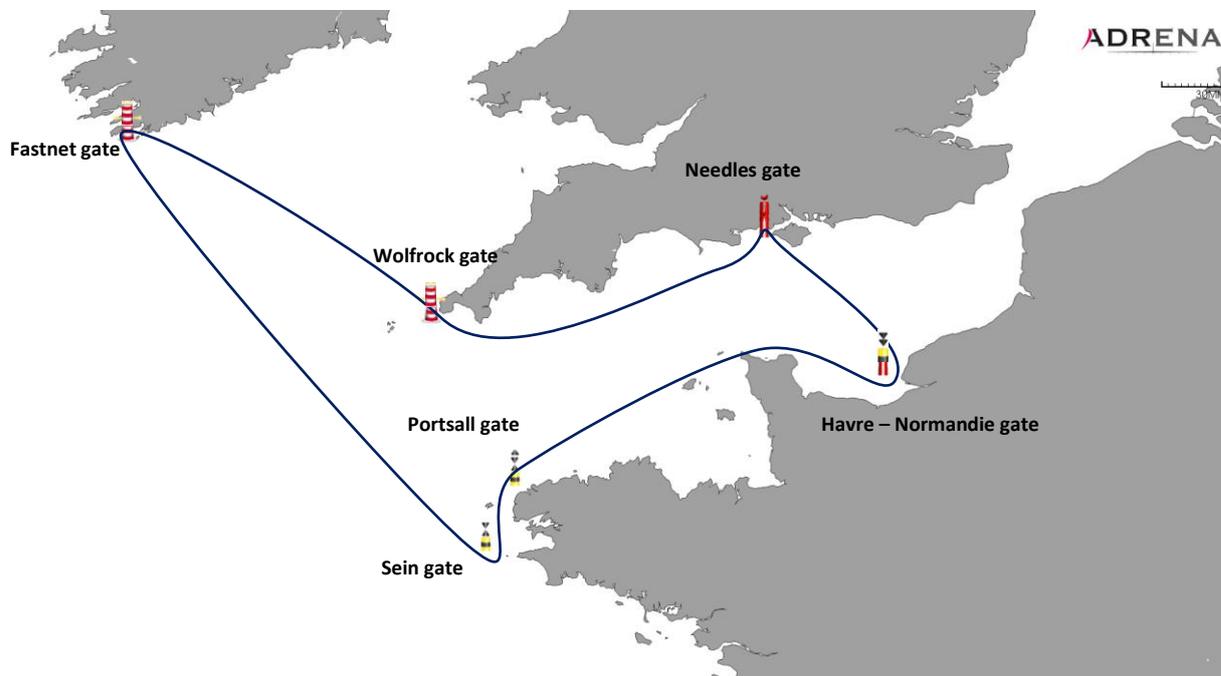
FFVoile **Prescription to APPENDIX R** (Procedures for appeals and requests):

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

## APPENDIX 'QUALIFYING PASSAGE'

In the absence of participation in a qualifying race, or in addition, the crew must complete a qualifying passage onboard the registered boat, passing through defined gates clockwise or anti-clockwise.

### Qualifying course:



Fastnet gate	Wolfrock gate	Needles gate	Havre – Normandie gate	Portsall gate	Sein gate
Waypoint 51°25',350 N 009°36',180 W	West Cardinal 50°01',480 N 005°46',170 W	Waypoint 50°40',230 N 001°38',990 W	"Octeville Ouest" 49°31',550 N 000°01',720 E	Waypoint 48°38',730 N 004°46',130 W	"Chaussée de Sein" 48°03',850 N 005°08',200 W
Fastnet lighthouse 51°23',350 N 009°36',180 W	Wolfrock lighthouse 49°56',720 N 005°48',550 W	Needles Fairway 50°38',230 N 001°38',990 W	la Hève lighthouse 49°30',680 N 000°04',130 E	"Gde Basse Portsall" 48°36',730 N 004°46',130 W	Waypoint 48°01',850 N 005°08',200 W

Each team is free to choose which gate will serve as a start and finish line. To be valid, the course must be completed in such a way that each gate is transited in the direction of the course chosen (clockwise or anti-clockwise).

### Opening period:

The course must be completed between 31 March and 15 September 2021 under the same conditions as those planned for the Transat Jacques Vabre Normandie Le Havre.

### Monitoring the qualifying route:

Monitoring must be set up at the boat's expense (via Inmarsat or a tracker) in agreement with Race Management with at least one position sent every 10 minutes.

### Ranking and prizes:

Each partner class admitted to the Transat Jacques Vabre Normandie Le Havre will have a ranking. The boat that sets the best qualifying time in its class will be offered a prize corresponding to the race entry fee, at least half of which must be donated to a general interest association.

### Branding during the qualification course

Skippers will make every effort to brand the boat with the logos provided by the Organising Authority (logos on the mainsail and race flags) when completing the qualifier.

# APPENDIX 'MARKETING'

## 1. NAME

The name of the race is: Transat Jacques Vabre Normandie Le Havre

## 2. MARKETING AND VISIBILITY RIGHTS

The visibility of brands and partners on the Transat Jacques Vabre Normandie Le Havre is subject to strict rules imposed by the Organisation. The term "partner" of the Transat Jacques Vabre Normandie Le Havre is strictly reserved for the partners of the event and may not be used by a registered brand or boat. The Transat Jacques Vabre Normandie Le Havre is putting in place specific partnership, hospitality and marketing activities aimed at Team partners who wish to obtain additional visibility in the village and more generally at the event.

Partners' point of contact: [stephanie.nadin@transatjacquesvabre.org](mailto:stephanie.nadin@transatjacquesvabre.org)

## 3. COMPOSITE LOGO

The Organisation provides each participant with a composite TEAM logo. Only the use of this logo is authorised in Team communications.

Contact: [team@transatjacquesvabre.org](mailto:team@transatjacquesvabre.org)

## 4. TEAM COMMUNICATION

The name of the race and the composite Transat Jacques Vabre Normandie Le Havre logo are authorised solely for promotional purposes of Teams and on promotional tools related to Teams and boats for the 2021 edition. This use is not authorised for Team sponsors as part of a branded advertising campaign, on commercial media, or on "on pack" products. The Teams undertake to have the main "graphic universe" communication elements approved, including the composite logo and the name Transat Jacques Vabre Normandie le Havre. The Organisation undertakes to give an agreement within 72 working hours. Failure to respond will be considered an agreement. This request for approval should be sent to: [team@transatjacquesvabre.org](mailto:team@transatjacquesvabre.org)

## 5. VISIBILITY IN THE VILLAGE

Visibility of Team partners in the start village in Le Havre is governed by the following rules:

### 5.1 Visibility on the dock and in the village

The installation of branding or other visibility elements at the dockside is not authorised.

The installation of branding or other visibility elements will be authorised by the Organisation in the context of a specific operation organised by a Team (boat christening, PR operation, etc.). This authorisation can be requested at: [team@transatjacquesvabre.org](mailto:team@transatjacquesvabre.org)

Animation teams and hostesses as well as the distribution of flyers around the village is not permitted at the start village in Le Havre, subject to validation by the Organisation prior to the village opening.

## **5.2 Sponsor sails**

Boats may hoist 'sponsor sails', sails branded with the names and logos of the boat sponsors, provided they are displayed exclusively behind the mast, so with the exception of any headsail.

## **5.3 The official village**

The Transat Jacques Vabre Normandie Le Havre will provide special 'TEAM' offers in the official village. Teams will benefit from a privileged rate.

Village point of contact: [stephanie.nadin@transatjacquesvabre.org](mailto:stephanie.nadin@transatjacquesvabre.org)

## **5.4 Public Relations**

The Transat Jacques Vabre Normandie Le Havre will provide official hospitality offers on shore, and on water for the day of the start. Teams will benefit from a privileged rate.

It is not permitted to organise public relations operations on commercial stands (in particular, catering, drinks, welcoming guests), subject to:

- Confirmation by the organisation prior to the event
- Use of the official hospitality agency Transat Jacques Vabre Normandie Le Havre.

Public relations operations contact: [stephanie.nadin@transatjacquesvabre.org](mailto:stephanie.nadin@transatjacquesvabre.org)

## **6. OFFICIAL CLOTHING**

The official Transat Jacques Vabre Normandie Le Havre clothing partner will be announced at a later date.

Teams may use the Transat Jacques Vabre Normandie Le Havre logo (silkscreen, embroidery) on team clothing only, such as:

- Clothing worn by the skipper and co-skipper
- Clothing worn by the technical and communication teams

The use of the Transat Jacques Vabre Normandie Le Havre logo is not permitted on clothing intended for sale, for team promotion, or on the Team 'incentive' textiles. The Official Clothing manufacturer will set up a special offer for the supply of personalised products from the Transat Jacques Vabre Normandie Le Havre range.

## **7. COMMUNICATION – VALUATION**

The Transat Jacques Vabre Normandie Le Havre wants to improve the overall marketing visibility of the race and the event in the media and on social networks. The objective is to share media and marketing reports generated by the Organisation, the partners of the event and the Teams. For this reason, the Organisation would like to be informed of specific Transat Jacques Vabre Normandie Le Havre marketing and communication activations that Teams and their partners plan to implement. These activations (for ex. promoting teams in the media, media invitations and activations, comms plans, social media plans, games or competitions, etc.) will be integrated into the overall event promotion. To facilitate this process, the Teams

commit to providing the Organisation with a point of contact (internal or agency) in charge of communications and marketing. This person will facilitate the exchange of marketing information.

Contact: [sarah.pitkowski@transatjacquesvabre.org](mailto:sarah.pitkowski@transatjacquesvabre.org)

The Organisation will share its Visual Identity Guidelines with Teams in order to harmonise across communication platforms.

## **8. VIRTUAL REGATTA**

*Competitors and their sponsors are notified that the company Virtual Regatta has been given the exclusive right to organise a virtual race(s), and that they cannot organise their own one.*



## APPENDIX 'FINANCIAL PENALTIES'

For the purposes of the event, a certain number of requirements must be respected, in particular in terms of presence and respect of the various Appendices. In order to ensure cooperation with these requirements, financial penalties will be applied in the case of nonfulfillment.

If financial penalties are applied, the amount will be donated to the associations mentioned in the following table:

<b>Obligation</b>	<b>Financial penalty</b>	<b>Paid to</b>
NOR 3.8 Presence of the boat	1000 € per 24h delay	SNSM
AC 5.2.3 Race flags	500 € after 1 <sup>st</sup> warning	SNSM
AC 5.2.4 Pennants or Flags	500 € after 1 <sup>st</sup> warning	SNSM
AC 5.2.5 Race logo	500 € every 24h	SNSM
AC 9.1.1 Press conference	500 € per missing skipper	SNSM
AC 9.1.2 Presence at briefings	500 € per missing skipper	SNSM
AC 9.1.2 Inauguration evening	500 € if no skippers	SNSM
AC 9.1.2 Official photo	500 € per missing skipper	SNSM
AC 9.1.2 Official presentation	500 € per missing skipper	Asso sociale LH
AC 9.1.2 Prize giving	1 000 € if no skippers	Asso sociale LH
AC 9.1.3 Finish press conference	500 € per missing skipper	Asso sociale finish
AC 9.1.3 Arrival ceremony	500 € per missing skipper	Asso sociale finish
AC 9.2 Presence of the technical manager	200 € per day	SNSM

This appendix may be updated when Appendices and Amendments are published.

# APPENDIX RELATING TO COVID-19

## **Preamble:**

Depending on how the health crisis evolves, the Organising Authority may have to modify the Notice of Race without warning.

The online platform <https://www.transatjacquesvabre.org/fr/espace-skipper> will serve as the "Official Noticeboard". There will be no physical posts. Competitors are required to have a means of receiving these notifications. There will be no grounds for redress. This modifies RRS 62.1(a).

Depending on how the health crisis evolves, the Organising Authority may modify the conditions for entry and/or eligibility.

In the unprecedented situation that is "COVID 19", the Organising Authority could cancel the race.

## **1- Protective measures (DP):**

- Before finalising their entry, each team member must have filled in the individual health questionnaire available via the following link:  
[https://www.ffvoile.fr/ffv/web/services/confinement/Questionnaire\\_Auto-Evaluation.pdf](https://www.ffvoile.fr/ffv/web/services/confinement/Questionnaire_Auto-Evaluation.pdf)
- All parties involved in the **Transat Jacques Vabre Normandie – Le Havre**, be they organisers, umpires, competitors, or team support members, must have masks and an individual bottle of hydroalcoholic gel on their person, from their arrival at and until their departure from the race venue, on land and at sea.
- Gatherings must respect the numbers permitted by the authorities. Whenever possible, any gathering of people should be avoided if social distancing (2 m) cannot be adhered to.
- Mask-wearing is recommended at all times. Those individuals involved in the organisation of the race, umpires, competitors and team support members (coaches,...) may remove their masks when on the water.
- Protective public health measures must be strictly adhered to when an individual involved in the **Transat Jacques Vabre Normandie – Le Havre** is not on the water. Failure to adhere to the instructions decreed by or conveyed by the organiser, including verbally, may result in a protest being brought by the Jury.
- The reasonable measures taken by the Organising Authority of the race to put in place the directives, protocols and legislation relating to COVID-19, even if these ultimately prove to be ineffective, are not an improper action or omission and cannot be considered grounds for redress (this modifies RRS 62.1(a)).

## **2. COVID delegate and crisis unit in the case of suspected infection:**

### **a- COVID delegate:**

The COVID delegate will be Alexis Vidal Soler, **appointed by the head of the OA** ([avs@transatjacquesvabre.org](mailto:avs@transatjacquesvabre.org) / +33 6 68 10 34 15)

#### **b- COVID unit in the case of suspected infection:**

- The COVID unit will be composed of:
  - Representative of the OA, Caroline Caron,
  - President of the Race Committee,
  - President of the Jury or Chief Umpire,
  - COVID delegate, Alexis Vidal Soler,
  - Any person qualified to assist the unit and implement the necessary measures.

#### **• Operating mode:**

This unit will follow the recommendations provided by the Ministry for Sport in the document entitled "Protocole sanitaire gestion cas de suspicion et de cas Covid-19 positif / mouvement sportif" : <http://sports.gouv.fr/IMG/pdf/ficherentreeprotocolesanitaire.pdf>

The unit must be informed of any suspicion of COVID infection before, during and after the race. The unit will deal with any suspicion of COVID infection and will decide on the measures to be implemented. All decisions taken by the COVID unit are final and must be respected, in compliance with this appendix and the articles in the Notice of Race and the Sailing Instructions relating to the COVID 19 public health crisis.

### **3. Participant awareness of the risk of Covid19:**

By entering the **Transat Jacques Vabre Normandie – Le Havre** all competitors, as well as their team support members, certify that they are aware of the risk of Covid-19, and have taken it into account.

Each competitor and team support member is therefore perfectly aware of the following:

- Public health measures and social distancing, known as "protective public health measures", are to be followed everywhere and at all times, as well as the additional provisions specified by the Ministry of Sports, and all parties commit to adhere to them.
- The enhanced risk of contamination through physical proximity to another person, particularly when sailing crewed or double-handed on a boat, or any other situation where people are less than a metre apart, without suitable enhanced protection,
- That despite putting in place enhanced protective measures, there could be a health risk, notably catching Covid-19,
- That despite the measures and means in place, the Organising Authority cannot guarantee total protection against exposure to and infection by Covid-19. The Organising Authority cannot be held responsible under any circumstances in the case of infection,
- That all these measures aim to protect the health and physical well-being of competitors, team support members, and members of the Organising Authority involved in the race.

### **4. Suspected COVID 19 case:**

A boat which has a suspected Covid 19 case in its crew must immediately retire from the race and comply with public health authority instructions. If it doesn't retire, it may be disqualified. If deemed necessary, the Jury could also open a hearing as per Rule 69.

# APPENDIX 'MULTIMEDIA'

## 1 FOREWORD

Before beginning the Multimedia Appendix for the 2021 edition, we wish to share the philosophy and spirit which are at its origin and to describe the constructive and collective relationship that we wish to nurture and develop between the Transat Jacques Vabre Normandie Le Havre and you, the actors, the protagonists of the sport of ocean racing.

This Multimedia Appendix is designed to be a support, a tool that serves a common objective: better visibility and greater commitment to our sport and our ecosystem.

Our goal is to fulfil a fundamental objective: we want to optimise the equation of time and resources allocated Vs. the effectiveness of your messages, content and amplifications, plus those of your partners and the Transat Jacques Vabre.

Our wish is to provide you with more precise information on the content to be produced before and during the race, for the benefit of everyone, by simplifying your task. This will result in a more efficient outcome for you, for us and for the public.

With this in mind, we are going to offer media training sessions (remotely in the preparation phase and then on site in Le Havre) with tutorials and concrete examples of how to spend less time and achieve better results. We will support you with best practice filming and photography techniques, so that you can tell the story of your race and the human endeavour which is the Transat Jacques Vabre Normandie Le Havre 2021.

We wish to meet everyone's expectations and requirements with an approach that is as customised as possible while ensuring equal treatment for all participants and classes represented in the event.

We also wish, together, to reinvent and innovate by better responding to current consumer media habits with refined audio-visual production, more readable content, offered and distributed to the widest possible audience in France and internationally. The goal is to reach the sailing family as well as the general public, through an established distribution network using best practice drawn from the digital ecosystem and Social Media.

We welcome your suggestions, your ideas and your projects to jointly develop our combined storytelling and media coverage, for the promotion of our sport, our event and all of our partners.

The competitor agrees to comply with all the points outlined below and must send this document, signed, via email to Race Management ([course@transatjacquesvabre.org](mailto:course@transatjacquesvabre.org)) by Monday 12 July 2021 at the latest.

## 2 NIGHT MESSAGE

Every night, between 1900 and 0400 UTC, for the duration of the race, competitors must send an email providing information about their race. In this message, the competitors shall indicate the sailing conditions and any other information they consider useful for media. Throughout the race, messages must be sent to the Press Office at: [contentfactory@transatjacquesvabre.org](mailto:contentfactory@transatjacquesvabre.org)

## 3 COMPULSORY INTERVIEWS ('VACATIONS' IN FRENCH)

### 3.1 OBLIGATIONS CONNECTED TO THE INTERVIEWS

#### 3.1.1 OBLIGATIONS OF THE ORGANISATION

From the start of the race onwards, there will be mandatory daily interviews.

As far as possible (depending on the boats and depending on conditions), the organisation favours video link-ups. In this instance, it is the boat which calls the Media Centre, via Ektakom (or Skype as a back-up solution).

If the video link-up isn't possible, the organisation immediately switches to an audio link-up. In this instance, the Media Centre calls boats via the favoured communication channel, which is WhatsApp (as a last resort, Fleet or Iridium).

- 1<sup>st</sup> interview at 0430 UTC (0530 CET): a call with some of the front-runners of each class based on the 0300 UTC ranking (request sent jointly by the content factory and race management the previous day before 2100 UTC (2200 CET)).

- 2<sup>nd</sup> interview at 1000UTC (1100 CET): a call to a selection of competitors (1 to 3 per day) chosen by the organisation based on editorial requirements. Note that this interview session is open to outside journalists (requests sent jointly by the content factory and race management the day before if possible, otherwise by 0530 UTC (0630 CET)).

- 3<sup>rd</sup> interview at 1130 UTC (1230 CET): a call to two boats based on editorial requirements. Note that this interview session is broadcast live via the organisation's media channels (requests sent jointly by the content factory and race management the day before if possible, otherwise by 0530 UTC (0630 CET)).

- 4<sup>th</sup> non-linear interview in the afternoon: written questions sent by the organisation to 4 boats (one per class) before 1130 UTC (1230 CET), answers to be provided by 1500 UTC (1600 CET) by the boats concerned via WhatsApp audio recordings.

All competitors will be called at least once during the event. The organisation could decide to put an end to one or several interview sessions by informing competitors still racing by email.

### 3.1.2 COMPETITOR OBLIGATIONS

Competitors undertake to answer all calls from the organisation.

## 4 PHOTOGRAPHY

### 4.1 MANDATE

The organisers of the Transat Jacques Vabre Normandie - Le Havre have appointed specialist agency, Aléa, to manage the photo production of the Transat Jacques Vabre Normandie - Le Havre 2021.

Their mandate covers the following requirements:

- Production and processing of photos intended for the use of the organisation in close cooperation with the competitors and/or their representatives before, during and after the race.
- These photos will be free of rights for the media.

### 4.2 COMPETITOR OBLIGATIONS

4.2.1 Send photos of the boat branded with the race logos to the organisation (as described in paragraphs 5.2.3, 5.2.4 and 5.2.5 of the NOR), in high definition (minimum of 3543 pixels on the long side of the image), no later than 13 September 2021.

4.2.2 The photo database must contain 30 illustrative photos with emphasis on the diversity of shooting angles and on the content:

5 photos of the boat sailing: these should be full boat shots, with the skippers in sailing clothing, clearly visible on board.

16 onboard and aerial photos of the skippers sailing and in action in varied weather conditions: sun, calm weather, strong wind.

Portraits in US format, up to the waist, of each skipper individually:

- In sailing clothes (2 photos)
- In team clothing (2 photos)
- In lifestyle clothing (2 photos)

Portraits in US format, up to the waist, of the two skippers together:

- In sailing clothes (1 photo)
- In team clothing (1 photo)
- In lifestyle clothing (1 photo)

The photo database must also include 10 photos that reflect the values specific to the two skippers and that the team wishes to highlight. Examples:

- Close-up of the eyes and the gaze
- Shots of the skippers' day to day
- Shots from the yard of the skippers with the engineers and shore crew
- Shots of fluid dynamics studies, boat design, etc

4.2.3 These photos provided by the competitors (portraits, on-board photos, drone, helicopter and/or chase boat) will be used for the website [www.transatjacquesvabre.org](http://www.transatjacquesvabre.org), the press kit or other communication tools and will be free of rights for press distribution.

4.2.4 In Le Havre and at the finish, competitors undertake to make themselves available to the organisation's official photographers in order to produce the photography necessary to communicate about the race.

4.2.5 Competitors are requested to have a digital device onboard (a latest generation smartphone can perform this function) throughout the race in order to take photos at a rate of at least 5 per week and send them to the organisation.

4.2.6 These photos must be sent to the race's FTP server or other centralised reception system. The address and/or links of the FTP server or the other centralised reception system will be sent to all competitors and their representatives before 13 September 2021. A back-up email address is available: [photo@transatjacquesvabre.org](mailto:photo@transatjacquesvabre.org).

4.2.7 These photos are free of rights for the press and for the organisation's communications about the Transat Jacques Vabre. Competitors and their communication services retain the rights to distribute and use these images.

The Transat Jacques Vabre's official photo agency is available to provide any advice that competitors might require. A photo workshop will be included in the media training sessions set up by the organisation to support competitors.

4.2.8 In the event of a team having a media partner, the photos must be sent to the organisation in advance and the organisation commits to waiting until after publication to use/distribute the images.

### **4.3 ORGANISATION OBLIGATIONS**

- 4.3.1 The competitor's multimedia manager may expressly request, with a justification, the deletion of an image from the photo database.
- 4.3.2 The photos produced by the organisation will be made available to teams (maximum average definition 1200 pixels) to illustrate their official website, social networks and newsletters. Mention of the copyright is mandatory and distribution is prohibited.
- 4.3.3 Access to these photos will be via the organisation's online press area accessible to team multimedia managers. Access is subject to accreditation for traceability purposes.

### **4.4 THE ORGANISATION'S COMMERCIAL RIGHTS IN RELATION TO PHOTOGRAPHY**

The organisation owns the commercial rights to all photos taken by its team, before and during the race.

## **5 VIDEO**

### **5.1 MANDATE**

The organisers of the Transat Jacques Vabre Normandie Le Havre have appointed multimedia production companies Sea Events and Paps & Co (hereinafter 'Production') to ensure the executive production of the Transat Jacques Vabre Normandie Le Havre 2021.

This mandate covers the following remit:

- The production and processing of video images of the event, in close cooperation with the competitors and/or their representatives before, during and after the event
- The installation of the technical means for distributing images with secure access.

### **5.2 PRINCIPLES AND MEANS OF PRODUCTION IMPLEMENTED BY THE ORGANISATION**

The filming format selected for the entire race, including all images provided by the teams is 4K UHD.

- 5.2.1 Establishing a broadcast agreement with the media in collaboration with a distribution agency (to be communicated at a later date) in order to optimise the multimedia broadcast distribution of the race in France and internationally.
- 5.2.2 Verifying and indexing the onboard video systems of all competitors from 15 September 2021.
- 5.2.3 The installation of a server or a centralised system for receiving images sent by competitors, in place from 15 September 2021. The addresses and/or links of which will be sent to all competitors and their representatives before 15 September 2021.
- 5.2.4 From the start of the race until crossing the finish line, Production guarantees receipt of images sent to the multimedia server or centralised system from onboard by competitors.  
  
For the Class 40, a unique email address will be set up by Production to which competitors that do not have an onboard system allowing them to upload images to the Production FTP server, will be able to send their videos. The total size of the files must not exceed 15MB. The email address is: [video@transatjacquesvabre.org](mailto:video@transatjacquesvabre.org).  
  
Production will set up the option to send video files via an instant messaging platform (ex. WhatsApp or Telegram). This option will be available to all competitors. A group will be created for each boat wishing to use this method. Please communicate the number that you wish to be used for this by 1 October 2021.
- 5.2.5 In Le Havre, Production will focus on preparations and the departure of the competitors.

- 5.2.6 From when the village opens in Le Havre until the arrival of the class leaders at the finish, and thereafter with a frequency at the discretion of the organisation, Production will generate a daily Ready to Air programme on the news of the race. This programme will be broadcast on the race's own channels and distributed to broadcasters with an existing distribution agreement with the Transat Jacques Vabre. Images sent by the skippers will be given priority within this programme.
- 5.2.7 From when the village opens in Le Havre until the arrival of the class leaders at the finish, and thereafter with a frequency at the discretion of the organisation, Production will generate b-roll on the news of the race for rights free distribution to all media.
- 5.2.8 The organisation will produce four 26-minute weekly highlight programmes during the race. These programmes will be broadcast across the race's own channels and distributed to broadcasters with an existing distribution agreement with the Transat Jacques Vabre. Images sent by skippers will be given priority in the production of these weekly highlight shows.
- 5.2.9 The organisation will produce an International Signal for broadcasters that have a distribution agreement with the Transat Jacques Vabre Normandie Le Havre for the national and international broadcast of the start of the race. Boats equipped with a live transmission system (i.e. Ektacom) may be selected by the organisation to feature in the International Signal at the start of the race.
- The Organisation will produce a daily Facebook Live from when the village opens until the arrival of the class leaders at the finish that will stream across the Transat Jacques Vabre Normandie Le Havre Social Media platforms. The duration and schedule are to be determined (estimated to be streamed between 1600 and 1800).
- The organisation reserves the right to produce and distribute a Live feed at the finish line in Fort de France.
- 5.2.10 During the race, Production will upload all images sent by competitors to the video server.
- 5.2.11 At the finish, Production will film each class leader as they cross the finish line and/or as they reach the pontoon, as a minimum.
- 5.2.12 A free video distribution server will be set up for access by accredited media, race partners and all competitors. This server will remain active for one month after the last competitor finishes the race.

### **5.3 COMPETITOR PRODUCTION**

- 5.3.1 All video images must be produced in 4K UHD format and it is mandatory that the boats are branded with the official race markings. Prior to the start, competitors must provide onboard b-roll (duration 10 minutes) and aerial b-roll (duration 10 minutes), if possible, in different configurations and different conditions, calm weather and strong wind.

Each competitor commits to sending the organisation a selection of images including at least:

- The boat at different points of sail and at different speeds (upwind and downwind)
- Each skipper in sailing gear, alone and in action, at the helm or executing a manoeuvre solo
- The 2 skippers sailing double-handed, in sailing gear, in action, executing a manoeuvre duo
- The daily life of the skippers onboard (day and night)

In order to optimise filming, we recommend emphasising a variety of the following shots:

- Tight
- Wide

- Depth of field
- Close-ups
- Looks / exchanges that demonstrate the connection between the two skippers.

### 5.3.2 IMOCA CLASS, OCEAN FIFTY CLASS, ULTIMES CATEGORY

Must have at least one HD waterproof mobile camera onboard (a latest generation waterproof smartphone can perform this function).

Have a minimum of image editing and compression software onboard and know the principles of pre-editing and sending images in compressed format via the transmission system onboard.

Requested format: 1920x1080 or at least 1280x720 – 25 images / second – Codec mp4, h264 or h265 – Minimum bitrate 3MB/s – Audio 128kb/s.

Have onboard an Inmarsat transmission system or any other system with global coverage that allows video and audio to be sent (ex. fleet antennas, Bgan, Openport, Iridium Certus, etc.).

Kindly make freely available to Production the means of receiving media sent by an onboard system other than an FTP (Ektacom, LiveView, etc.).

Production's various incoming account types, in order of priority:

1. FTP or other centralised receiving system
2. Instant messaging selected by Production (ex. WhatsApp or Telegram)

For those boats that have a videoconferencing system onboard with the possibility of exterior and interior shots, it must be compatible with the standards used by the media.

Have a back-up solution for these videoconferences via Skype with the onboard computer and a mobile camera.

### 5.3.3 CLASS40

Have at least one HD waterproof mobile camera onboard (a latest generation waterproof smartphone can perform this function).

For Class 40s, the 16:9 HD format is mandatory.

Have a minimum of image editing and compression software onboard and know the principles of pre-editing and sending images in compressed format via the transmission system onboard.

Have onboard an Inmarsat transmission system or any other system with global coverage that allows video and audio to be sent (ex. fleet antennas, Bgan, Openport, Iridium Certus, etc.).

Productions various incoming account types, in order of priority:

1. FTP or other centralised receiving system
2. Instant messaging selected by Production (ex. WhatsApp or Telegram)
3. Email to [video@transatjacquesvabre.org](mailto:video@transatjacquesvabre.org)

For those boats that have a videoconferencing system onboard with the possibility of exterior and interior shots, it must be compatible with the standards used by the media.

Have a back-up solution for these videoconferences via Skype with the onboard computer and a mobile camera.

- 5.3.4 The complete filming, editing, compression, transmission process on board each boat must be tested and validated with Production before 3 November 2021. The onboard process must be compatible with the systems put in place by Production. Throughout the event, a hotline will be in place, manned by Production, to respond to any problems and questions the skippers might have regarding filming and transmission.

#### 5.4 COMPETITOR OBLIGATIONS

- 5.4.1 Nominate a video manager and a substitute (only 2 people) as a point of contact for Production. These people must accredit on the video server in order to generate their own access password. These representatives must be reachable during production hours (0500-2300) throughout the duration of the race, including weekends and public holidays.

No exclusivity agreement, commercial or otherwise, may be made with any publisher, producer, broadcaster or any other medium from 20 October 2021 until the finish or abandon of the race by a competitor. Exclusivity agreement is defined as a competitor withholding images exclusively for a broadcaster, for example.

- 5.4.2 Report any specific, non-exclusive multimedia agreement to the organisation ([contentfactory@transatjacquesvabre.org](mailto:contentfactory@transatjacquesvabre.org)) before the start of the race, so that fans following the competition can be informed.

- 5.4.3 Send the stock footage to Production in two stages:

- The first 10-minute instalment of b-roll (5min onboard and 5min aerial), must be sent before 1 September 2021
- The second 10-minute instalment of b-roll (5min on board and 5min aerial) on 29 October, the day after your arrival in Le Havre for the start.

These images must be transmitted to Production in the form of a file by FTP or other sharing system or on a hard disk or any other means of transmission suitable for the 16:9 4K UHD format.

UHD mp4 or .mov files in 25 frames/second

Codec: H264 (330mbs), H265 (330mbs), ProRes (880mbs)

Image size: 3840x2160 (UHD)

Audio AAC/mp3-48kHz

- 5.4.4 Take part in the Media Training sessions (once registration is completed, the date of the face to face and remote training sessions will be determined) set up by the organisation in order to help the skippers to optimise filming at sea and to enable them to send effective and relevant video sequences for onward distribution to the media.

- 5.4.5 Take part in filming sessions organised by Production.

In Le Havre and at the finish, competitors undertake to make themselves available in order to produce the footage necessary to communicate about the race.

In Le Havre throughout the period that the start village is open, the organisation will set up photo and video shoots in a Media Box within the village. This will take one hour per crew member.

These sessions, planned in advance on a schedule shared with all competitors by the organisation, can be pre-booked by teams based on their preference. During each session, Production will record short format interviews and take photographs to boost the Transat Jacques Vabre Normandie Le Havre content database. This material will be made available to teams as well as the press and will be published across the event's channels.

5.4.6 Skippers in the IMOCA and **OCEAN FIFTY** classes and in the Ultime category, fitted with the necessary equipment, must send at least 2 minutes every 3 days of video images. This footage must be sent via Inmarsat or any other transmission system exclusively by FTP to the server or the centralised system for receiving images. It can also be sent by instant messaging (such as WhatsApp or Telegram).

This footage, edited or not, must be video sequences that tell a story, preferably accompanied by an audio narrative which describes sailing moments, moments of daily life, thoughts about the race (strategy, tactics, any issues or incidents, doubts, questions, etc.), or something that happened that represents an anecdote, a snapshot or a story to share.

5.4.7 Skippers in the Class 40 fleet, fitted with the necessary equipment, must send at least 2 minutes every 5 days of video images. This footage must be sent via Inmarsat or any other transmission system exclusively by FTP to the server or the centralised system for receiving images. It can also be sent by instant messaging (such as WhatsApp or Telegram) or by email.

This footage, edited or not, must be video sequences that tell a story, preferably accompanied by an audio narrative which describes sailing moments, moments of daily life, thoughts about the race (strategy, tactics, any issues or incidents, doubts, questions, etc.), or something that happened that represents an anecdote, a snapshot or a story to share.

5.4.8 Competitors equipped with live transmission capabilities, must respond to requests from the organisation to participate in the Facebook Live events set up during the race.

5.4.9 Inform the organisation ([contentfactory@transatjacquesvabre.org](mailto:contentfactory@transatjacquesvabre.org)) and Race Management of any information that is in the general interest of the race and its media coverage via an interview or a videoconference within two hours of acquiring said information.

5.4.10 Give priority to the organisation's TV crew onboard at the finish line. This team's mission will be to collect the first images and reactions in order to disseminate them to all media.

## 5.5 ORGANISATION OBLIGATIONS

5.5.1 The organisation authorises competitors to communicate directly via videoconference with any broadcasters or media of their choice during the event after first having informed the organisation and Production.

5.5.2 The organisation commits to informing the skippers the day before via an email from Race Management of their requested participation in a Transat Jacques Vabre Normandie Le Havre Facebook Live session during the race.

5.5.3 Production is obliged to consult the competitors' video manager (or substitute) about the images sent when receiving material from the boat via Inmarsat or another onboard system. Secure access will be set up for the teams' communication managers.

### Protocol reminder:

- the competitors' video manager (or substitute) is informed (via a phone call or an SMS) that images have been sent from the boat to the official Transat Jacques Vabre Normandie Le Havre 2021 server
- Between 0500-2300 (French time), the video manager (or substitute) has 90 minutes to view and validate the images. This approval must be sent via email and/or phone (call or SMS). If there is no response within 90 minutes, the images are considered approved. The images will be both in low definition to allow the video manager to view them quickly, and in high definition for the media to download.

## 5.6 THE ORGANISATION'S COMMERCIAL RIGHTS IN RELATION TO VIDEO IMAGES

The organisation owns all footage produced during the race by its own production teams.

#### 5.6.1 Uses related to multimedia coverage and the promotion of the race, excluding all commercial or advertising usages.

Competitors, their sponsors and owners grant the Transat Jacques Vabre Normandie Le Havre Association free access to their image banks for media use for copyright free news, magazines and reports, plus any programme produced and distributed by the organisation.

Competitors, their sponsors and owners grant the Transat Jacques Vabre Normandie Le Havre Association and its main partners the commercial rights free of charge, for an unlimited period:

- Images shot by the competitor and sent to Production before and during the race
- Images shot by the competitor and not sent during the race but submitted to Production at the finish as rushes or otherwise.

These rights are granted in the context of:

- Broadcast news, magazine, reports and any programme produced and distributed by the organisation
- Internal uses of the organisation and its main partners
- The promotion of the race by the organisation
- All uses in external communication relating to the promotion of the race by the organisation.

### **5.7 COMPETITOR COMMERCIAL RIGHTS IN RELATION TO VIDEO IMAGES**

The footage shot onboard the boats by the competitors remains their property. The use by a competitor and its main partners of footage shot by the organisation internally or externally is subject to the laws in force concerning the right to the image of others. The usage by a competitor and/or their sponsor of images representing other competitors will therefore require their authorisation. The organisation will not be able to act as a substitute for this application for authorisation.

#### 5.7.1 Internal use

The Transat Jacques Vabre Normandie Le Havre Association grants all competitors and their main partners free use of all footage shot by the organisation for internal purposes. This permission is granted for use on any platform, in any territory and for an unlimited period from the date that the Multimedia Appendix is published. This permission excludes any commercial and advertising use. Footage will be made available to competitors on the race video server for one month after the arrival of the last competitor. After this period, any request will incur a technical cost and an invoice.

#### 5.7.2 External usage without potential revenue

The Transat Jacques Vabre Normandie Le Havre Association grants all competitors and their main partners free use of all race news b-roll distributed by the organisation, for external usage without potential revenue. This permission is granted for use on any platform, in any territory and for an unlimited period from the date that the Multimedia Appendix is published. This permission excludes any commercial and advertising use. Footage will be made available to competitors on the race video server for one month after the arrival of the last competitor. After this period, any request will incur a technical cost and an invoice.

## **6 SOCIAL NETWORKS**

### **6.1 COMPETITOR AND REPRESENTATIVE OBLIGATIONS**

In the spirit of reciprocity and in order to maximise the amplification of the event, the skippers, crews, teams and their sponsors (the entire ecosystem), all competitors undertake to mention the Transat Jacques Vabre Normandie Le Havre accounts in each post relating to the event through cross promotion by using the official @ and # depending on the platform.

Below are the official handles and the Transat Jacques Vabre Normandie Le Havre Social Media Cross Promotion charter.

Systematically, the # and accounts to identify are:

- #TransatJacquesVabre and
- @TransatJacquesVabre
- @TransatJV (Twitter)

Please do not use #TJV or # TJV21 or # TJV2021

The organisation will always accompany the posts with cross-promotions from its main partners:

- @lh\_lehavre
- #RouteDuCafe
- @RegionNormandie
- @martiniquetourisme

Below are the details by platform:

**For Instagram :**

@LH\_LeHavre  
@RegionNormandie  
#RouteDuCafe  
@martiniquetourisme

et the following # :

#TransatJacquesVabre  
#lehavre  
#normandie  
#GoMartinique

**Sur the context of sport:**

#sailing  
#classe/s (affected)  
#instasail  
#offshoresailing

The Transat Jacques Vabre Normandie Le Havre partners, the classes and the skippers featured in the post in question will be identified in the photo(s).

**For Twitter :**

@LH\_LeHavre  
@RegionNormandie  
#RouteDuCafe  
@cmtMartinique

If there are too many characters in the tweet (max 140) the identification will be made in the photo (max 10 identifications):

@LH\_LeHavre  
@RegionNormandie  
@cmtMartinique  
@Skipper/s  
@Team  
@contextuel

4 free at the discretion of the Community Manager (including partners and accounts linked to the athlete).

**For Facebook :**

#TransatJacquesVabre  
@LH\_LeHavre  
@RegionNormandie  
#RouteDuCafe  
@martinique.fleur.des.caraibes  
@ and # contextual: skippers, classes

**For LinkedIn :**

#TransatJacquesVabre  
@RegionNormandie  
#RouteDuCafe  
@ComiteMartiniquaisdeTourisme  
#lehavre  
#normandie  
#GoMartinique  
@ and # contextual: skippers, classes

For partners, teams and/or skippers who post about the Transat Jacques Vabre, please mention:

#TransatJacquesVabre  
@TransatJacquesVabre  
@RegionNormandie  
#RouteDuCafe  
#GoMartinique  
@LH\_LeHavre

Below are the official Transat Jacques Vabre Normandie Le Havre accounts:



<https://www.facebook.com/TransatJacquesVabre>



<https://twitter.com/TransatJV>



<https://www.instagram.com/transatjacquesvabre/>



<https://www.youtube.com/channel/UCqFazsGBPuVwWOOJe2XRF2g>

Please inform the organisation ([contentfactory@transatjacquesvabre.org](mailto:contentfactory@transatjacquesvabre.org)) if a LIVE is planned on the competitor or a partner's social networks as soon as the LIVE is scheduled and at least 1 hour before the start of the broadcast.

Publish the replay of the LIVE on the competitor or partner social networks, mentioning the organisation with the appropriate @ and # depending on the platform.

In the spirit of reciprocity, open the rights to cross-posting videos on Facebook in order to increase the visibility of the competitor, partners and the race – include mention of the accounts (competitor and race).

Any photo published on the competitor or partner social networks must be sent by email to [photo@transatjacquesvabre.org](mailto:photo@transatjacquesvabre.org).

Any photo published by the organisation on its networks and subsequently posted on competitor networks, must include the copyright.

Share posts to increase the visibility of the competitor and the race.

Be available for inquiries from the race editorial and digital team.

## **6.2 ORGANISATION OBLIGATIONS**

In the spirit of reciprocity and in order to maximise the amplification of the event, the skippers, crews, teams and their sponsors (the entire ecosystem), the organisation undertakes to mention the competitors' accounts in each post relating to the event and the competitor in question through cross promotion with the official @ and # depending on the platform.

Interact with competitors' accounts using the competitors' official @ and # whenever a competitor is mentioned.

In the spirit of reciprocity, open the rights to cross-posting videos on Facebook in order to increase the visibility of the competitor, partners and the race – include mention of the accounts (competitor and race).

The organisation will cross-post organisation-specific content (LIVES).

The organisation will only cross-post the videos to which it has the rights, and with the authorisation of the competitor concerned.

All photos in the competitors' image banks, posted on the race's social networks will mention the copyright unless it is incorporated in the photo metadata.

Share posts to increase the visibility of the competitor and the race.

## **6.3 FACEBOOK LIVE**

Daily Facebook LIVE production in Le Havre at the race village. Time and duration are to be defined, but will be between 1200-1400 CET.

Daily Facebook LIVE production from the start of the race until the class leaders finish the race (at least). Time and duration are to be defined, but will be between 1800-2000 CET.

From the day after the start, skippers selected by the organisation for the Facebook LIVE will be notified the day before via an email from Race Management. The selection will be based on the organisation's editorial line and will take into account the technical capacity of the crews to manage a Facebook LIVE from onboard.

This Facebook LIVE will be the first to broadcast the Transat Jacques Vabre Normandie Le Havre News.

## **7 AMENDMENTS**

Any modification by the organisation of this Appendix will be the subject of an amendment published

and communicated to all competitors.

## **8 CONCLUSION**

The Transat Jacques Vabre Normandie Le Havre Association is establishing teams and the means to communicate on the event, the race and its competitors. Each competitor is requested to support the media coverage of the event by contributing through the transmission of videos, photos and text in order to bring the race to life, not only for the media, but also for the general public, supporters and families.

## **9 CONTACTS**

The new Transat Jacques Vabre Normandie Le Havre media team is structured around production and distribution of content and communications as follows:

Management of Content and Content Factory Department (TV, Photo, Digital, Social Media Production and Distribution): Stefano Bernabino [stefano.bernabino@transatjacquesvabre.org](mailto:stefano.bernabino@transatjacquesvabre.org)

Communication and Press Relations Department:

Sarah Pitkowski [sarah.Pitkowski@transatjacquesvabre.org](mailto:sarah.Pitkowski@transatjacquesvabre.org)

Olivia Teboul [olivia.Teboul@transatjacquesvabre.org](mailto:olivia.Teboul@transatjacquesvabre.org)

In order to optimise your contact with us regarding all multimedia topics included in this Appendix, we have simplified the points of contact as follows:

- for all general subjects, such as content, production, distribution, as well as those clearly identified in this appendix, contact: [contentfactory@transatjacquesvabre.org](mailto:contentfactory@transatjacquesvabre.org)
- for anything related to video, contact: [video@transatjacquesvabre.org](mailto:video@transatjacquesvabre.org)
- for anything related to photography, contact: [photo@transatjacquesvabre.org](mailto:photo@transatjacquesvabre.org)