



SAILING INSTRUCTIONS



Including amendment #1-Changes are written in red. Sis changed:

- 5.1 VHF Radio
- 8.2.1 Late at the start
- 8.3 Prohibited areas
- 8.4 Changes to the course during the race
- 9.1.2 Debarkation of crews
- Appendix 2 Course Ultimes
- Appendix 6 - PENALTIES GUIDE - ligne SI 8.3

15th edition

Start Sunday 7th November 2021



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Official time. The official time is universal time (UTC)

The term "Skipper" in this document refers to the person in charge as defined by RRS 46.

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

The notation [DP] (Discretionary penalty) in a rule of the SIs means that the penalty for a breach of the rule may, at the discretion of the Jury, be less than disqualification

Geographical coordinates

The geographical coordinates are based on the WGS 84 system

1 RULES

The race will be governed by:

- 1.1 The rules as defined in the Racing Rules of Sailing (RRS) with the following changes in addition and/or to further clarify those set out in NOR 4.9 detailed below:
 - **RRS 41 (Outside help):** modified in SI 1.7.1.2
 - **RRS 44.1 (Taking a penalty):** modified in SI 12.1.1 and SI 12.1.3
 - **RRS 60.1 (Right to protest; right to request redress):** modified in SI 8.1, SI 9.2.3 and SI 13.1;2
 - **RRS 61 (Protest requirements):** modified in SI 13.1
 - **RRS 62 (Redress):** modified in SI 8.2 and SI 13.3.2, appendix 2
 - **RRS 63 (Hearings):** modified in SI 6.2, SI 12.4 and SI 13.4
 - **RRS 63.7:** Unless explicitly provided for elsewhere, in the case of a conflict between the Rules, uncertainty as to which Rules take precedence or which Rules apply, the Jury shall decide which Rule applies.
 - **RRS 66 (Reopening a hearing):** modified in SI 13.3.3
- 1.2 For IMOCA, the current Imoca Globe Series rules.
- 1.3 The prescriptions of the French Sailing Federation (FFVoile) (NOR appendix 2)
- 1.4 Part B, section II of the International Regulations for Preventing Collisions at Sea (IRPCAS) when these replace Part 2 of the RRS, see NOR 4.3.
- 1.5 Waypoints Appendix available via the following link:
<https://espaces.ffvoile.fr/media/140238/annexe-w.pdf>
- 1.6 World Sailing's Offshore Special Regulations (OSR) category 1 Monohulls and Multihulls with the changes specific to each class
- 1.7 **Additions to Class Rules:**

1.7.1 No weather routing for IMOCAs and Class 40s

1.7.1.1 Additional weather data

IMOCA and Class 40 competitors are permitted to obtain only the following weather information:

- satellite images
- observation and forecast maps
- grib files

Access to grib files and maps is only permitted where:

- they can be accessed, either for free or for a fee, by all competitors, with no exclusive arrangement permitted between a data provider and a competitor or group of competitors.
- the content is "raw", i.e. published by a meteorological organisation and not modified, prepared or evaluated for a competitor or group of competitors.

Access to grib files and maps is only permitted when they come directly or indirectly from the World Meteorological Organisation: *Météo France, Met Office, ECMWF, NOAA, NCEP, Météo Consult, Wetterweld.de, Squid, Predictwind, GEM*. This is not an exhaustive list; to add any other official meteorological organisation, the competitor shall submit a written request to Race Management by 1000 UTC (1200 local time) on the 25th October 2021 at the latest.

However, the data may be compressed to enable easier or faster access, provided that said compression does not modify the weather information therein.

Competitors must be able to supply the access codes and software, which enables them to view and use this weather information, if asked to do so by Race Management.

Race Management reserves the right to forbid a competitor from accessing data that it considers to be contrary to the spirit or the letter of this rule.

1.7.1.2 **Forbidden sources of information**

- a) Under no circumstances may a competitor have a data server or access to a data server, comprising weather or strategic information, in any format whatsoever, and accessible by any means whatsoever, other than that permitted in SI 5.3.1.
- b) Under no circumstances may a competitor receive or obtain information described below, either intentionally or unintentionally, from an outside source, from land or another vessel.

The transmission or provision of analysis carried out by a source outside the boat with the aim of providing a selective analysis of weather information specifically relating to the boat's situation:

- a summary of the data,
- advice accompanied by weather information,
- the provision of selected pages on a website or internet address,
- encrypted files,
- files whose resolution has been changed,
- weather files which have undergone human intervention after the model has been made available by the provider,
- files, documentation relating to the weather or route choices.

Exception:

Personalised information may be sent to one or several competitors within the scope of search or rescue operations, either by Race Management, or by the rescue services (CROSS, MRCC). This information will be provided either by satellite phone or by email to the boat(s) concerned.

1.7.2 For the IMOCA class, the quantity of emergency drinking water shall be at least 9 litres in a 10 litre jerrycan, sealed closed and in position (IMOCA C.3.3 EMERGENCY DRINKING WATER).

1.7.3 Modification to NOR 7.10

- **Ocean Fifty and Class40 boats** shall carry an emergency fuel supply: 10 litres stored in a single jerrycan which will be sealed closed and in position.
- **For IMOCA boats**, IMOCA Class Rule C.6.1 (f) applies, the mandatory 20 litre fuel jerrycan replaces the 10 litre fuel jerrycan required in NOR 7.10.
- **Boats in the Ultimes category** must carry an emergency fuel supply: 40 litres stored in jerrycans which will be sealed closed and in position.

1.7.4 Class 40 grab bag

A grab bag shall be on board with inherent flotation, with an area of at least 0.1m² of fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip. In agreement with Class40, it will not be sealed in position.

1.8 In the event that these Sailing Instructions are translated, the French version shall prevail.

2 RACE OFFICES

2.1 In Le Havre

2.1.1 The offices of the Event Organisation, the Race Committee, the Technical Committee, the Jury and the Press are located in the **Docks Café, quai de la Réunion – 76600 Le Havre**

2.1.2 The Race Office will be open:

- Thursday 28th October to Saturday 30th October from 0700-1030 and 1200-1700 UTC
(0900-1230 and 1400-1900 local time)
- Sunday 31st October to Saturday 6th November from 0800-1130 and 1300-1800 UTC
(0900-1230 and 1400-1900 local time)
- Sunday 7th November from 0630 to 0900 UTC
(0730 to 1000 local time).

2.1.3 The official notice board will be on the official race website:

<https://www.transatjacquesvabre.org/fr/espace-skipper>

2.2 In Martinique

The Race Office and Press Office will be located at **Tour Lumina, 3 avenue Loulou Boilaville - 97200 Fort-de-France**. They will be open from Friday 19th November 2021 until 5th December 2021. Opening times will depend on when boats finish.

2.3 Throughout the entire race

Race Management can be reached 24/7 in case of emergency (The mobile numbers will be provided on safety memos which will be provided at the latest at the start briefing on Saturday 6th November 2021). Competitors may send confidential messages to Race Management at the following address: **dc@transatjacquesvabre.org**

If necessary, they will be transmitted to the Race Committee, the Technical Committee or the International Jury.

3 CHANGES TO THE SAILING INSTRUCTIONS (SI)

3.1 When boats are berthed in Le Havre, any changes to race documents will be posted online no later than 0630 UTC (0730 local time) on the day of the start. Competitors and team managers shall be informed of any new post via a notification from Race Management.

3.2 When boats are at sea, in compliance with RRS 90.2(c), changes to the SIs may be given verbally via VHF. If the boats are not within visual or VHF range, changes will be communicated to each boat via satellite phone and/or email, and each boat must acknowledge receipt of the changes.

4 PROGRAMME

The programme is specified in NOR 8. Any changes will be published via an amendment.

5 COMMUNICATIONS (in addition to NOR Multimedia Appendix)

Competitors are required to make regular contact with the Press Office by satellite telephone or by email to enable coverage of the Event.

For safety reasons, competitors must have their satellite telephone, their means of tracking and their VHF on channel 16 on at all times throughout the entire race.

5.1 VHF Radio

The official race channel is 72.

~~Only the watch on channel 16 is mandatory, safety inspection days included. Keeping a listening watch on VHF 72 during Race Office opening hours is recommended.~~

An hour before a boat's ETA at the finish line in Martinique, the boat shall contact the Race Committee via text message or telephone.

5.2 Tracker beacons

Each boat is equipped with a Yellow Brick (YB) tracker, which enables the boat to be tracked. Each team shall provide a deposit for 800 Euros (cheque to be made out to ASSOCIATION TRANSAT JACQUES VABRE NORMANDIE - LE HAVRE or bank transfer order signed by the skipper).

This cheque (not cashed) or bank transfer order will be given back or destroyed upon return of the tracker to the Race Office in Martinique after finishing.

If a boat retires, the skipper is required to send the tracker back as soon as possible, at his/her own expense, to the following address: YB Tracking Ltd - Unit 8, Fulcrum 2, Solent Way, Whiteley, PO15 7FN, England.

5.3 Intermediate rankings and positions during the race:

5.3.1 The organisation has put in place a procedure for polling the positions of boats via the YB tracker system.

If necessary, in the event that the tracker provided by the OA fails, tracking will be done:

- Either by polling via Inmarsat C for those boats equipped with a terminal
- Or via the replacement tracker system required by NOR 17.2, validated and tested by the OA.

For boats equipped with Inmarsat C, the terminal must be logged onto Atlantic East throughout the entire race to enable polling. The "Preferred Ocean" selected must be Atlantic East.

The positions of boats are updated on the website every hour, except at the start and finish (see SI 5.3.2).

Two FTP sites will be made available to competitors where they can access boats' positions (Posreport) by class and rankings in Excel format, updated every hour. The address, login and password are as follows:

FTP 1: HOST : 178.170.113.156 Login : tjv_2021 Password : Hqt59jSG4

FTP 2: HOST : 213.246.57.32 Login : tjv_2021 Password : Hqt59jSG4

The Posreport files may be sent to a boat's email for those competitors who request this service. This request must be made at the race secretariat by 1300 UTC (1400 local time) on Thursday 4th November 2021.

Each boat must check with their provider that the email address rbposreport@orange.fr is authorised for incoming mail, (in order to receive a message from this email address via Sat C, the address must be registered.)

5.3.2 Satellite tracking at the start and finish on the race website

From the starting signal and up to 1700 UTC (1800 local time), boats will be continuously tracked at intervals of 2 minutes or more.

From a radius of 50 miles from the finish line through to crossing the finish line, boats will be continuously tracked at intervals of 2 minutes or more.

Trackers may also be set to transmit more frequently in the vicinity of a mark of the course.

These positions will be viewable on the official race website.

5.4 AIS

Competitors shall keep their AIS switched on (transmitting and receiving) from the moment they leave the dock on the day of the race start, until their arrival at their berth in Martinique.

6 RACE FLAGS AND OA FLAGS [NP]

6.1 Transat Jacques Vabre Normandie - Le Havre race flags.

All boats entered in the race must display the flags as required by NOR 5. These flags shall stay on board during the race.

6.2 For any breach of this rule, the OA may apply financial penalties without a hearing (This changes RRS 63.1)

7 RESTRICTED AREAS

7.1 In Le Havre

7.1.1 Area reserved for boats accredited by the organisation

This area is a polygon, delineated by straight lines linking the points described in Appendix 4.

This area is strictly reserved for:

- competitors,
- competitors' accredited support RIBs, (until 10 minutes before the starting signal),
- boats responsible for on-the-water marshalling and safety,
- race officials' boats (until 10 minutes before the starting signal),
- accredited press boats (until 15 minutes before the starting signal)

Accredited spectator vessels and team spectator RIBs will be restricted to a sub-area of the area for "accredited vessels". The polygon for this zone will be defined and communicated before the start briefing on the 6th November 2021.

This area will be activated from 1000 UTC (1100 local time) apart from the Le Havre channel section, which will only be reserved for the Transat Jacques Vabre Normandie - Le Havre from 1130 to 1300 UTC (1230 to 1400 local time).

7.1.2 Area reserved for pleasure craft

Non-accredited vessels shall stay in an area called "Plaisanciers" (Pleasure craft) located to the southeast of Cap de la Hève. This area is defined in Appendix 4.

These boats shall not have more than 12 persons on board, sailing is not permitted, and their speed shall not exceed 8 kts. This area will be activated from 1000 UTC (1100 local time).

7.2 At Etretat

This area is a polygon, delineated by straight lines linking the points described in Appendix 4.

This area is strictly reserved for:

- competitors
- boats responsible for on-the-water marshalling and safety,
- race officials' boats.

No other boat/ vessel will be permitted to enter this area.

This area will be activated from 1230 UTC (1330 local time).

7.3 Areas prohibited to competitors

Competitors are not permitted to enter the marina in Le Havre on Sunday 7th November 2021 between 0700 and 1200 UTC (0800 and 1300 local time), unless specifically authorised to by Race Management. The "Pleasure craft" area in Le Havre (described below in SI 7.1.2 is prohibited to competitors from 1200 UTC onwards (1300 local time).

7.4 In Martinique

There are three restricted areas:

- The area around the passage of the Rocher du Diamant
- Access corridor to the finish line
- Area where the race organisation takes charge after the finish

These areas are polygons, delineated by straight lines linking points as described in Appendix 4.

These areas are strictly reserved for:

- competitors,
- competitors' accredited support RIBs,
- boats responsible for on-the-water marshalling and safety,
- race officials' boats,
- accredited press boats

These areas will be activated / deactivated depending on when boats finish.

8 THE COURSE

8.1 Course for the Transat Jacques Vabre Normandie - Le Havre

The course is defined in SI Appendix 2.

The coordinates of the marks are provided in WGS 84, for information purposes only, and their positioning cannot give rise to a request for redress (this changes RRS 60.1(b)).

8.2 Course for late starters and competitors who return to Le Havre with or without outside assistance

8.2.1 Late at the start

Boats which are late and have not crossed the starting line within the time limit (60 minutes after the starting signal) will not be permitted to start, and must return to or remain in the port of Le Havre. They will not be permitted to leave Le Havre until 4 hours have elapsed and they have obtained the joint written approval of Race Management and the Race Committee.

No late start from Le Havre will be permitted over 72 hours after the start of the event.

The course in this case is as follows:

- start between La Hève lighthouse and LH12 mark of the Le Havre channel
- pass to the North of the lateral Le Havre channel marks as far as LH4 mark
- Leave the Général Metzinger mark to port
- Then the course as defined in appendix 2 **from Mark#5 onwards**

For all boats, the race time will be calculated from the race starting signal.

8.2.2 Competitors who return to Le Havre after crossing the starting line

SI 8.2.1 also applies to competitors, who, having started, return to the port of Le Havre with or without outside assistance.

8.3 Prohibited areas

Boats are not permitted to sail in the areas listed in Appendix 3 "Prohibited areas" which are considered to be obstructions.

A boat wishing to sail through Forbidden areas ZI Mauritanie or the ZI Nord Amérique du Sud of Mauritanie may do so only after the agreement of the Race Management, provided that it can be proved that the result of such a crossing did not help the boat's progress towards the finish line.

8.4 Changes to the course during the race:

Race Management, with the agreement of the Race Committee, may change, ~~shorten or lengthen~~ the course by ~~adding~~-using marks (real or virtual) before the first boat has crossed:

- The latitude of the island of Sal (Cape Verde) for the Class 40s
- The latitude of Fernando de Noronha for the IMOCA and Ocean Fifty classes
- **The latitude of the equator to change the waypoint "Trindade for Ultimes category**
- the latitude of Trindade for the Ultimes category

Boats will be informed of these changes by text message, telephone or email. They must acknowledge receipt of the message to Race Management (this changes RRS 33).

9 THE START

9.1.1 The start of the race will be at 1227 UTC (1327 local time) on Sunday 7th November 2021 with a warning signal 10 minutes prior to the start. (Warning signal: Transat Jacques Vabre Normandie - Le Havre flag)

Visual signals will be backed up by a countdown on VHF channel 72

9.1.2 ~~10 minutes before the start: only the 2 skippers shall be on board their boat.~~

From 10 minutes before the starting signal all debarkation of crews shall take place south of the South limit of Le Havre channel access (Alignment of the starboard green marks)

9.1.3 Starting line

The starting line is located to the north of the Le Havre channel.

The committee boat – displaying an FFVoile flag – will be anchored in the Eastern third of the starting line. Her geographical position will be broadcast on VHF channel 72 one hour before the start.

The starting line will be oriented approximately East/West.

The starting line (approximately 1.5 miles long) will consist of two parts:

- **Western part for the IMOCA class, Ocean Fifty class and Ultimes Category**, between the mast on the committee boat displaying an orange flag and the course side of an inflatable cylindrical orange mark.
- **Eastern part for Class40**, between the mast on the committee boat displaying an orange flag and the course side of an inflatable cylindrical orange mark.

In addition, the Western part will be split into 2 parts:

- **For the Ocean Fifty class and Ultimes Category**, boats shall leave an inflatable red mark to starboard.
- **For the IMOCA class**, boats shall leave an inflatable red mark to port.

9.2 Boats that are OCS

According to World Sailing's test rule DR21-01, when a boat does not start in accordance with the definition of "Start", **she shall not return to the pre-start side of the starting line.**

She shall receive a penalty of 5 hours, without a hearing. This penalty shall be taken as per the procedure described in SI 12.5, before crossing the latitude of 42°00 N.

Competitors who are OCS will be notified as soon as possible via VHF on the race channel (72) if possible, and/or by a Race Committee boat. The lack of VHF transmission or reception and/or the Race Committee boat shall not be grounds for a request for redress (this changes RRS 60.1b).

9.3 The start declaration for all boats shall be delivered to the Race Office by Friday 5th November 2021 at 1800 UTC (1900 local time) at the latest (SI Appendix 7)

10 THE FINISH

10.1 Finish area and finish line (SI Appendix 5) (geographical coordinates in WGS 84)

The finish area is in the Bay of Fort de France, to the Southeast of Pointe des Nègres.

The finish line is as follows:

- At the Eastern end, the mast displaying a Blue flag on a committee boat (AIS Manureva) flying the Transat Jacques Vabre Normandie - Le Havre flag, anchored at 14°35. 270N // 061°04.800W.
- At the Western end on the course side, an inflatable mark laid at 14°35, 325 N // 061°05.070W.

10.2 If the Race Committee is absent when a boat finishes, the boat shall declare its finish time to the Race Committee at the earliest reasonable opportunity.

10.3 If possible, at night or in reduced visibility, the committee boat will be equipped with a flashing light and the buoy will have a strobe

10.4 Competitors are required to keep their digital file or Log Book available for the Race Committee and Race Management.

10.5 Each boat which finishes must remain in Martinique in its allocated berth until just after its arrival ceremony at the latest.

10.6 Boats will be entitled to free berthing for 7 days, but not beyond 7th December 2021. After this date, boats wishing to stay in Martinique shall ask the Marina for a berth and pay the relevant mooring fees.

11 TIME LIMIT / RETIREMENT

- 11.1** For all classes, the finish line will close on Sunday 5th December at 1227 UTC.
- 11.2** If a boat intends to retire from the race, this shall be done by making an official statement in writing, which must be signed by the competitor or his/her team manager. The retirement shall only become official upon receipt of this document by Race Management. A retirement made in this way shall be definitive.

Any competitor who activates their Sarsat-Cospas beacon shall only deactivate it at the request of CROSS/MRCC or Race Management (once the situation no longer requires the transmission of a distress signal).

12 PENALTY SYSTEM AND REDRESS

12.1 Penalty at the time of the incident

- 12.1.1** With regard to RRS 44.1, a breach of Part B of Section II of the IRPCAS in an incident between competitors will be considered as a breach of Part 2 of the RRS (this changes RRS 44.1).
- 12.1.2** Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management of this fact within the time limit for protests (see SI 13.3).
- 12.1.3** A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of a breach of the rules may ask the Jury to apply a time penalty instead of being compelled to retire from the race (this changes RRS 44.1(b)). This request shall be made as soon as possible before the protest time limit specified in SI 13.3.

12.2 Penalty or redress decided by the Jury after a hearing

- 12.2.1** The penalty for breaking a rule will be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 12.5 below. Discretionary penalties will be decided upon by the Jury in accordance with the "Transat Jacques Vabre Normandie - Le Havre Penalties Guide" (SI Appendix 6).
- 12.2.2** Jury's discretionary power:
- For minor breaches, the Jury may reduce the penalty down to no penalty at all.
 - For serious, repeated or deliberate breaches, the Jury may increase the penalty or disqualify the competitor.
- 12.2.3** A decision of redress granted by the Jury after a hearing will be a time bonus, unless there are exceptional circumstances.
- 12.3** For the breach of a rule other than a competition rule, penalties will take the form of fines to be paid to the Organising Authority. Such penalties will be awarded by the Organising Authority.

12.4 Accidentally broken seal noted by the Technical Committee

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

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

If a competitor refuses the standard penalty, the Technical Committee shall protest the boat which will be called to a hearing.

12.5 Taking a time penalty when racing

As soon as possible after having made its decision, the Jury, via race management, shall inform the boat concerned by the penalty. Race management will then indicate to the competitor a zone or a time limit within which the penalty is to be taken.

When a competitor is getting ready to take his penalty, he shall contact race management who will then time the penalty from a segment it will have indicated to the competitor.

Once the penalty has been taken, if it has been taken and confirmed by the Race Committee, the competitor must go back across the segment before continuing the race.

12.6 Penalties decided on by the Organising Authority

For the breach of a rule other than a competition rule, penalties will take the form of fines to be paid to the Organising Authority or deducted from prizes.

13 PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS

Preamble:

Preamble: For incidents occurring at sea, Part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first phase), 61.2, 61.3 and 63 shall apply.

13.1 Informing the protestee:

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

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

13.1.3 A boat ashore that intends to make a protest against another boat that is still racing must inform that other boat in accordance with SI 13.1.1 above.

13.1.4 A boat that requests redress must submit its request to the Jury via Race Management in accordance with the procedure set out in SI 13.1.1 above.

13.2 Protest contents

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

13.3 Time limits

13.3.1 For making a protest

The time limit to lodge a protest for a boat racing, for the Race Committee, for the Technical Committee or the Jury is twelve hours after having learnt about the incident concerned by the protest.

No protest of a competitor will be accepted any later than six hours after his/her having finished the race.

13.3.2 For requesting redress

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

13.3.3 For requesting a reopening

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

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

13.3.4 The Jury shall extend the time limit if it considers that it has good reason to do so.

13.4 Hearings and decisions

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

13.4.2 The obligation to have communication instruments on board that are in working order, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.3).

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

13.4.4 In accordance with the preamble of SI 13, the procedure provided for in SI 13.4 shall apply only with regard to protests or to requests for redress when competitors are racing. However, depending on circumstances, the Jury may decide to apply this procedure when one of the parties is still at sea or when the number of judges physically present does not comply with RRS N1.

13.4.5 The Jury's decision will be posted on the official noticeboard and communicated by email to the parties and to all competitors as soon as reasonably possible after the hearing has ended.

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

14 RANKING

Boats will be ranked by Class or category in the order that they cross the finish line in Martinique. This ranking in elapsed time will be established for the race after the Jury's decisions are applied.

Boats are divided into 4 classes or categories as described in the NOR.

There will also be an additional ranking timed by Yellow-Brick between the longitude of the Rocher du Diamant (061°02',300 W) and crossing the finish line.

15 MEASUREMENT AND EQUIPMENT INSPECTION

15.1 **Sail declaration forms (available at the Race Office)** must be given to the President of the Technical Committee **by 1800 UTC (1900 local time) on Friday 5th November 2021 at the latest**. Sails must be on board by Saturday 6th November 2021 at 0900 UTC (1000 local time) at the latest and no sails can be added or removed after submitting the sail declaration form without the written approval of the Technical Committee. There may be inspections.

15.2 A boat or its equipment may be inspected at any time for compliance with the Notice of Race and its amendments, the Class Rules and Sailing Instructions and any amendments.

15.3 **In Le Havre**, inspections will take place before the start. Both skippers must attend their boat's first inspection. From then on, one or other of them, or their representative, must be present for every inspection arranged by an offshore racing equipment Inspector until the boat is deemed to fully comply. A boat that does not comply by Friday 5th November 2021 at 1700 UTC (1800 local time) will not be permitted to start the Event.

However, under exceptional circumstances, if the boat then complies before her time to leave the dock, Race Management may allow her to start.

15.4 **Exiting the basins in Le Havre:** The order in which boats will leave the dock will be communicated at the briefing on Saturday 6th November 2021 at the latest. All boats must be in race configuration when they leave the dock.

15.5 For safety reasons, the Harbourmaster of the Port of Le Havre wishes boats to leave the harbour under their own power. Engines will not be sealed prior to exiting the basins.

15.6 Seals

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

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

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

15.6.2 Other seals

Seals will be put in place by the inspectors in Le Havre prior to leaving the dock and must not be broken or removed until after the boat has been inspected at the finish. Refer to the list in Appendix 1.

15.6.3 Seals and contesting the quality of seals

It is up to each competitor to prepare his/her boat to facilitate the installation of seals.

Each competitor is solely responsible for the integrity of his/her seals

Any doubt concerning the integrity and/or the quality of seals must be raised with the inspectors during the inspections, or within the 2 hours following sealing (or re-sealing).

There will be no recourse once the start declaration has been signed.

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

Engine seals may only be cut:

- by the Technical Committee **after the finish** or,
- by the competitor **when approaching the finish line**, with the authorisation of Race Management and in accordance with the procedure described in Appendix 1: Race Management will provide a code, and the competitor shall send a photo of the seal prior to breaking it, featuring a piece of paper with the code written on it.

16 ADVERTISING [NP]

16.1 Boats shall display the pennants or flags and the branding required by the OA (NOR 5).

16.2 No object shall be sold or distributed in the harbour and on the water at the start and finish locations without the authorisation of the OA. Sites may be allocated for promotional and sales operations.

17 OFFICIAL VESSELS

17.1 Race Official vessels

The Committee Boat will display the FFVoile flag.

Other Race Committee vessels will display the FFVoile flag and a pink "ORGANISATION" flag.

Jury vessels will display a yellow flag marked JURY and a pink "ORGANISATION" flag.

Technical Committee RIBs will display a blue flag marked JAUGE and a pink "ORGANISATION" flag.

17.2 Organisation vessels

RIBs for on-the-water marshalling: a pink "ORGANISATION" pennant.
Race Direction RIBs: a brown "DIRECTION DE COURSE" flag
Accredited TV vessels: blue "PRODUCTION" flag
Accredited Press" vessels: orange "PRESSE" flag

18 COMPETITORS' SUPPORT RIBS

Support RIBs are not allowed into the basins. They can be stored afloat in the Le Havre Marina (Port de Plaisance). These RIBs will be allowed into the basins on Saturday 6th November at 0945 UTC (1045 local time). To enter the basins, these RIBs must be at the entrance of the Quinette lock at 0930 UTC (1030 local time).

For the Class 40, Ocean Fifty and IMOCA boats, only one support RIB per boat will be accredited. For the Ultimes: two RIBs can be accredited.

- 18.1 There will be a briefing for support RIBs in Le Havre on Saturday 6th November at 1300 UTC (1400 local time). This briefing is mandatory in order to obtain the accreditation flag.
- 18.2 RIBs must have been registered before Wednesday 3rd November at 1700 UTC (1800 local time) via the online questionnaire: <https://forms.gle/xze94U2rftAG2Zby8>
- 18.3 Accredited support RIBs will be allowed in the area reserved for competitors up until 10 minutes before the start.
- 18.4 Dual watch on VHF 16/72 is mandatory for all support RIBs when on the water.
- 18.5 It should be noted that in accordance with the law, support RIBs are required to provide assistance, if necessary, to any boat, competitor, spectator or passenger.
- 18.6 **Accredited spectator vessels – spectator RIBs**
Spectator vessels and spectator RIBs wishing to access the area reserved for accredited vessels to the west of the starting area must submit a request before Wednesday 3rd November at 1700 UTC (1800 local time) via the online questionnaire: <https://forms.gle/bP6yYkLyaWtk8yNY8>
There will be a briefing in Le Havre on Saturday 6th November at 1530 UTC (1630 local time). The presence of the captain of each vessel or the person in charge of each RIB is mandatory in order to obtain the accreditation flag.

19 PRIZES

Only boats that have crossed the finish line of the Transat Jacques Vabre Normandie - Le Havre will be eligible for prizes.

19.1 Race prizes per Class as per NOR 16.3

The Transat Jacques Vabre Normandie - Le Havre Association will award each class with a prize fund which equates to 50% of the entry fees for that class. The amount for each class will be in line with the number of boats entered on the 15th September 2021. This prize fund will be split between the skippers' prizes and the class subsidies and will be the subject of an agreement between the organisation and each class.

19.2 Prize-giving in Le Havre

Prizes will be awarded during the prize-giving ceremony in Le Havre in January (the date will be confirmed by amendment).

19.3 Arrival ceremonies in Martinique

Two arrival ceremonies will take place on Friday 26th November and Thursday 2nd December. Skippers who have finished must attend.

20 COMPETITORS' OBLIGATIONS [NP]

The presence of both skippers is mandatory:

20.1 In Le Havre

At the first safety inspection.

At each Skipper briefing described in NOR 8 and SI 4 and at the various events listed in NOR 8.

Sunday 7th November, on board their boat when they leave the dock.

20.2 In Martinique

At the arrival press conference

At the relevant arrival ceremony

20.3 In Le Havre

At the official prize-giving in January 2022.

21 DATA PROTECTION

21.1 Right to use name and image:

By taking part in this race, the competitor and his/her legal representatives give the OA, the FFVoile and their sponsors the right to use his/her image free of charge, and show at any time (during and after the race) static or moving pictures, films or TV recordings and any other reproductions of himself/herself during the race, on all supports and for any use relating to the promotion of their activities.

21.2 Use of participants' personal data

By participating in this race, the competitor and his legal representatives consent and authorise the FFVoile, the OA and its sponsors to use and store their personal data free of charge. These data may be published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors may use this data for software development or for marketing purposes. In accordance with the General Data Protection Regulations (RGPD), any competitor who has communicated personal data to the FFVoile can exercise his/her right of access the data concerning him/her, have them rectified and depending on the situation, delete or limit them, and reject them, by contacting dpo@ffvoile.fr or by mail to the head office of the French Sailing Federation, specifying that the request relates to personal data.

22 ORGANISATION

22.1 Organising Authority

The Transat Jacques Vabre Normandie - Le Havre Association, a non-profit association (loi 1901), groups together the founding partners of the Transat Jacques Vabre Normandie - Le Havre, the City of Le Havre and JDE. The Association manages and coordinates the event and ensures its promotion.

The Transat Jacques Vabre Normandie - Le Havre Association is also the Organising Authority of the race, in accordance with World Sailing and FFVoile regulations.

22.2 Race Management

Appointed by the Transat Jacques Vabre Normandie - Le Havre Association, Race Management (dc@transatjacquesvabre.org) is composed of:

- Francis Le Goff : francis.legoff@transatjacquesvabre.org
Race Director appointed by FFVoile

Assisted by the following people:

- Sylvie Viant, Deputy Race Director sylvie.viant@transatjacquesvabre.org
- Yann Chateau, Deputy Race Director yann.chateau@transatjacquesvabre.org
- Pierre Hays, Deputy Race Director pierre.hays@transatjacquesvabre.org
- Vanessa Boulaire, Race Management Assistant vanessa.boulaire@transatjacquesvabre.org
- Élise Martin, Race Management Assistant elise.martin@transatjacquesvabre.org
- The team of the Normandy Sailing League, on-the-water marshalling at the start and finish
- René Boulaire: tracking and position reports rboulaire@orange.fr

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

For the start operations, Race Management is assisted by the Sports Clubs of Le Havre and the Normandie Sailing league, in collaboration with the French Sailing Federation.

22.3 Race officials

Christophe Gaumont, Hervé Gautier	President of the Race Committee christophe.gaumont@ffvoile.fr Deputy Race Officer
Jean Luc Laurent Jean Luc Gauthier	President of the Technical Committee jllaurent2@wanadoo.fr Deputy Technical Committee
Philippe Cousin Tetyana Giga Jean Lou Jaouen Isabelle Journiac Michel Moyou René Pierre Parpette	Offshore Racing Equipment Inspector Offshore Racing Equipment Inspector Offshore Racing Equipment Inspector Offshore Racing Equipment Inspector Offshore Racing Equipment Inspector Offshore Racing Equipment Inspector
Romain Gautier (IJ-FRA), Georges Priol (IJ-FRA), Gordon Davies (IJ-IRL), Liz Procter (IJ-GBR) Trevor Lewis (IJ-GBR),	President of the Jury romain.gautier@ffvoile.fr Judge Judge Judge Judge

22.4 Race doctor

Medical matters will be under the remit of the Association Médicale de Course au Large, and the FFVoile has chosen Dr. Thierry Charland to preside. amcalteam@gmail.com

The doctor's phone n° is + 33 6 88 80 19 44, on call 24/7.

23 RISK ANALYSIS

RRS 3 stipulates: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

By taking part in this event, each competitor accepts and recognises that sailing can be potentially dangerous and there are inherent risks. These risks include strong winds and rough seas, sudden changes in weather conditions, equipment failure, boat-handling mistakes, poor sailing on the part of other boats, the loss of balance on an unstable platform, and tiredness, leading to an increased risk of injury.

The risk of material or physical damage is therefore inherent to the sport of sailing.

APPENDIX 1: SEALS

SELF-SEALING PROCEDURE FOR THE ENGINE

The sealing of the boat's means of propulsion shall be done once the boat is outside the port using a self-sealing procedure:

- The designated shore crew and/or the skipper, together with the President of the Technical Committee, choose the best place to install the seal on the boat (easy to access and check, for robust, reliable sealing),
- The numbered self-sealing system and the instructions will be given to the designated shore crew and/or the skipper at the SI/ safety briefing at the latest,
- Once the boat has exited the port and is out at sea on the day of the start, the crew will seal the boat's means of propulsion,
- The crew shall take a digital photo of the numbered self-sealing system, properly installed (inserted the right way round) in which **the number on the seal is legible.**
- **This photo shall be sent to Race Management via email or SMS by 1900 UTC (2000 local time) on the day of the start, with the boat's name:**
 - To the following address: dc@transatjacquesvabre.org
 - Or to Race Management's mobile phone
- *Race Management shall acknowledge receipt.*
- It is the responsibility of the skipper to ensure the photo has been received and that the President of the Technical Committee is satisfied with it.
- If the photo is not received within the allotted time, the President of the Technical Committee will report this matter to the Jury for a hearing.
- An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.

• ENGINE SEAL INSTRUCTIONS



- **Push the tail through the hole with the arrow pointing to it on the side with the numbers on it,**

OTHER SEALS

<i>Class40</i>	
Liferaft	Sealed in position
Emergency drinking water supply (1 x 9 litres)	Sealed closed and in position
40 litre fixed, non-structural drinking water tanks	Sealed in position
Extra fuel jerrycans (if required)	Sealed in position
Emergency fuel supply (10l)	Sealed closed and in position
Heavy anchoring equipment	Sealed in position
Emergency "Libertykite" sail, if on board	The 3 corners sealed together

<i>Ocean Fifty</i>	
Liferaft	Sealed in position
Grab bag	Sealed in position
Emergency drinking water supply (1 x 9 litres)	Sealed closed and in position
Emergency fuel supply (10l)	Sealed closed and in position
The 2 sets of anchoring equipment	Sealed in position
The 2 fire extinguishers	Sealed in position
2 x 5 litre water jerrycans fixed in place	Sealed in position
Emergency "Libertykite" sail, if on board	The 3 corners sealed together

<i>IMOCA</i>	
Outside liferaft	Sealed in position
Interior liferaft	Sealed in position
Emergency drinking water supply (1 x 9 litres)	Sealed closed and in position
Emergency fuel supply (20 litres)	Sealed closed and in position
The 2 sets of anchoring equipment	Sealed in position
Emergency "Libertykite" sail, if on board	The 3 corners sealed together

<i>Ultimes Category</i>	
Outside liferaft	Sealed in position
Interior liferaft	Sealed in position
Emergency drinking water supply (1 x 9 litres)	Sealed closed and in position
Emergency fuel supply (40 litres)	Sealed closed and in position
The 2 sets of anchoring equipment	Sealed in position
Emergency "Libertykite" sail, if on board	The 3 corners sealed together

APPENDIX 2 : THE COURSE

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

Class 40 - Distance : 4 600 NM			
	Starting line		SI 9.1.3
1	Lat Starboard Antifer A23	Starboard	49°39.850 N//000°05.650 E
2	Lat Port Antifer A24	Starboard	49°40.200 N//000°05.700 E
3	Région Normandie Inflatable Orange	Port	49°42.900 N//000°11.400 E
4	Lat Port Antifer A16	Port	49°42,970 N//000°00,480 W
5	Island of Sal (Cape Verde)	Starboard	16°40',000 N// 022°55',000 W
6	Rocher du Diamant	Port	14°26',600 N//061°02',300 W
	Finish line		SI 10.1

Imoca and Ocean Fifty - Distance: 5 800 NM			
	Starting line		SI 9.1.3
1	Lat Starboard Antifer A23	Starboard	49°39.850 N//000°05.650 E
2	Lat Port Antifer A24	Starboard	49°40.200 N//000°05.700 E
3	Région Normandie Inflatable Orange	Port	49°42.900 N//000°11.400 E
4	Lat Port Antifer A16	Port	49°42,970 N//000°00,480 W
5	Fernando de Noronha	Starboard	03°52',000 S//032°25',000 W
6	Rocher du Diamant	Port	14°26',600 N//061°02',300 W
	Finish line		SI 10.1

Ultimes Category - Distance: 7 500 NM			
	Starting line		SI 9.1.3
1	Lat Starboard Antifer A23	Starboard	49°39.850 N//000°05.650 E
2	Lat Port Antifer A24	Starboard	49°40.200 N//000°05.700 E
3	Région Normandie Inflatable Orange	Port	49°42.900 N//000°11.400 E
4	Lat Port Antifer A16	Port	49°42,970 N//000°00,480 W
5	Waypoint « Trindade »	Starboard	20°10,000 S//029°25,000 W
6	Sao Pedro & Sao Paulo Archipelago	Port	00°55,000 N//029°20,700 W
7	Island of Martinique	Starboard	
	Finish line		SI 10.1

APPENDIX 3: PROHIBITED AREAS

For all courses, the areas below are prohibited to competitors. These areas are polygons, and the coordinates of the points are given in WGS 84

TSS Casquets			
Id.	Nom du point	Latitude	Longitude
NE	TSS Casquets NE	50°08.650 N	002°28.200 W
SE	TSS Casquets SE	49°51.200 N	002°20.950 W
SW	TSS Casquets SW	49°46.200 N	002°50.350 W
NW	TSS Casquets NW	50°03.500 N	002°57.500 W

TSS South Scilly			
Id.	Nom du point	Latitude	Longitude
NE	TSS South Scilly NE	49°46.050 N	006°16.450 W
SE	TSS South Scilly SE	49°35.500 N	006°16.450 W
SW	TSS South Scilly SW	49°35.500 N	006°34.200 W
NW	TSS South Scilly NW	49°46.050 N	006°29.550 W

TSS Ouessant			
Id.	Nom du point	Latitude	Longitude
NE	TSS Ouessant NE	48°02.050 N	005°36.700 W
E	TSS Ouessant E	48°48.600 N	005°25.000 W
SE	TSS Ouessant SE	48°37.200 N	005°11.850 W
S	TSS Ouessant S	48°29.350 N	005°22.050 W
SW	TSS Ouessant SW	48°35.000 N	005°42.500 W
W	TSS Ouessant W	48°42.500 N	006°03.100 W
NW	TSS Ouessant NW	48°56.400 N	005°51.600 W

TSS Finistère			
Id.	Nom du point	Latitude	Longitude
NE	TSS Finistère NE	43°21.000 N	009°36.400 W
E	TSS Finistère E	43°10.500 N	009°44.000 W
SE	TSS Finistère SE	42°52.800 N	009°44.000 W
SW	TSS Finistère SW	42°52.800 N	010°13.850 W
W	TSS Finistère W	43°18.950 N	010°13.850 W
NW	TSS Finistère NW	43°31.400 N	010°05.200 W

TSS Lisbonne			
Id.	Nom du point	Latitude	Longitude
NE	TSS Lisbonne NE	38°51.950 N	009°41.200 W
SE	TSS Lisbonne SE	38°39.700 N	009°39.950 W
SW	TSS Lisbonne SW	38°33.900 N	010°11.700 W
W	TSS Lisbonne W	38°40.900 N	010°13.800 W
NW	TSS Lisbonne NW	38°51.950 N	010°13.800 W

TSS Canaries Est			
Id.	Nom du point	Latitude	Longitude
NE	TSS Canaries Est NE	28°19.850 N	014°47.700 W
SE	TSS Canaries Est SE	27°48.800 N	015°00.350 W
SW	TSS Canaries Est SW	27°51.500 N	015°08.850 W
NW	TSS Canaries Est NW	28°20.500 N	014°56.900 W

TSS Canaries Ouest			
Id.	Nom du point	Latitude	Longitude
NE	TSS Canaries Ouest NE	28°33.800 N	015°39.400 W
SE	TSS Canaries Ouest SE	27°58.450 N	016°13.000 W
SW	TSS Canaries Ouest SW	28°03.450 N	016°19.700 W
NW	TSS Canaries Ouest NW	28°38.000 N	015°46.600 W

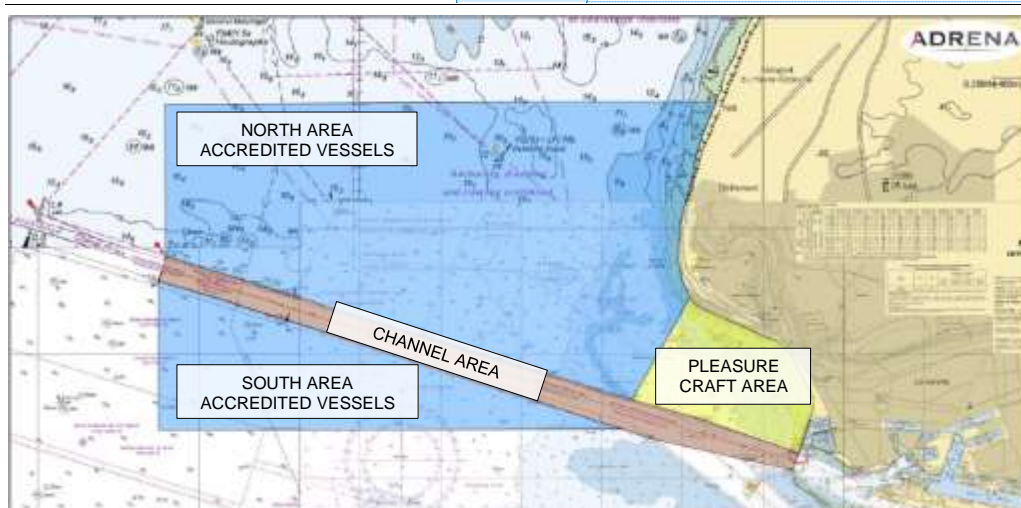
ZI Mauritanie			
Id.	Nom du point	Latitude	Longitude
NE	ZI Mauritanie NE	21°31.000 N	016°25.000 W
SE	ZI Mauritanie SE	16°00.000 N	016°25.000 W
SW	ZI Mauritanie SW	16°00.000 N	017°35.000 W
NW	ZI Mauritanie NW	21°31.000 N	017°35.000 W

ZI Nord Amérique du Sud			
Id.	Nom du point	Latitude	Longitude
NE	Atol das Rocas	03°51.360 S	033°49.050 W
SE	Cabo Calcanhar	05°09.700 S	035°29.000 W
SW	Punta Baja	09°31.150 N	060°57.800 W
NW	NE Tobago	11°21.500 N	060°31.000 W

APPENDIX 4 : RESTRICTED AREAS

IN LE HAVRE

Commenté [CG1]: On peut écrire dans les cases



Pleasure craft (Plaisanciers) area:

	COORDONNEES WGS 84	TYPE
Cap de La Hève	48°30.450 N - 000°04.100 E	Terre
Flage Nord	48°29.645 N - 000°06.020 E	Terre
Digue Nord	48°29.200 N - 000°05.430 E	Digue
LH16	48°28.470 N - 000°04.270 E	Latéroie bâbord
LH14	48°29.630 N - 000°03.380 E	Latéroie bâbord

North area:

	COORDONNEES WGS 84	TYPE
WP1	49°32.000 N - 000°02.415 W	-
La Hève	49°32.000 N - 000°04.420 E	Terre
Cap de La Hève	49°30.450 N - 000°04.100 E	Terre
LH14	49°29.630 N - 000°03.380 E	Latéroie bâbord
LH6	49°30.770 N - 000°02.415 W	Latéroie bâbord

South area:

	COORDONNEES WGS 84	TYPE
LH5	49°30.575 N - 000°02.505 W	Latéroie tribord
WP2	49°29.400 N - 000°03.255 E	Bouée portuaire cylindrique
WP3	49°29.400 N - 000°02.505 W	-

Channel area:

	COORDONNEES WGS 84	TYPE
LH6	49°30.770 N - 000°02.415 W	Latéroie bâbord
LH14	49°29.630 N - 000°03.380 E	Latéroie bâbord
LH10	49°29.470 N - 000°04.200 E	Latéroie bâbord
Digue Nord	49°29.200 N - 000°05.430 E	Terre
Digue Sud	49°29.005 N - 000°06.305 E	Terre
LH13	49°29.320 N - 000°03.620 E	Latéroie tribord
LH5	49°30.575 N - 000°02.505 W	Latéroie tribord

> Vessels allowed in the "North/South accredited vessels" area (pink): Competitors, Vessels accredited by the organisation (including spectator vessels, press vessels, team support RIBs, spectator RIBs, safety RIBs, Race Committee vessels, State and Emergency vessels).

> Vessels allowed in the "pleasure craft" area (yellow): Vessels with a maximum of 12 passengers on board, under engine only, limited to 8 knots. Race boats or accredited spectator vessels may only transit this area to reach their own areas.

AREA FOR ACCREDITED VESSELS IN LE HAVRE

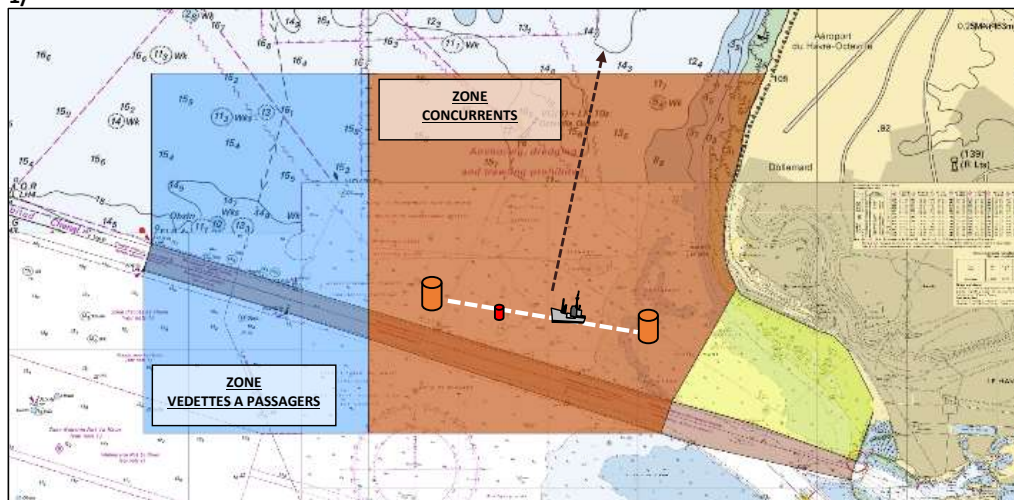
Depending on weather conditions and at the discretion of Race Management, the North and South areas for accredited vessels may be split to separate the area for spectator boats from other accredited vessels. The final decision will be taken on Saturday 6th November at 0900 (UTC).

> Vessels allowed into the “competitors” area (orange): Competitors, press & production vessels, team support RIBs, safety RIBs, Race Committee vessels, State and Emergency vessels.

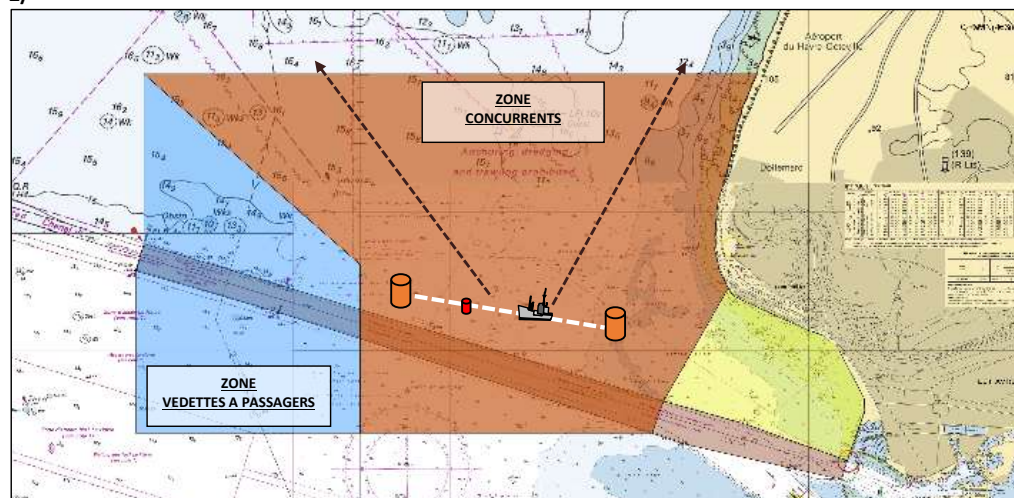
> Vessels allowed into the “spectator vessel” area (blue): Spectator vessels, spectator RIBs, press & production vessels, team support RIBs, safety RIBs, State and Emergency vessels.

Exemples de scénarios :

1/



2/



AT ETRETAT

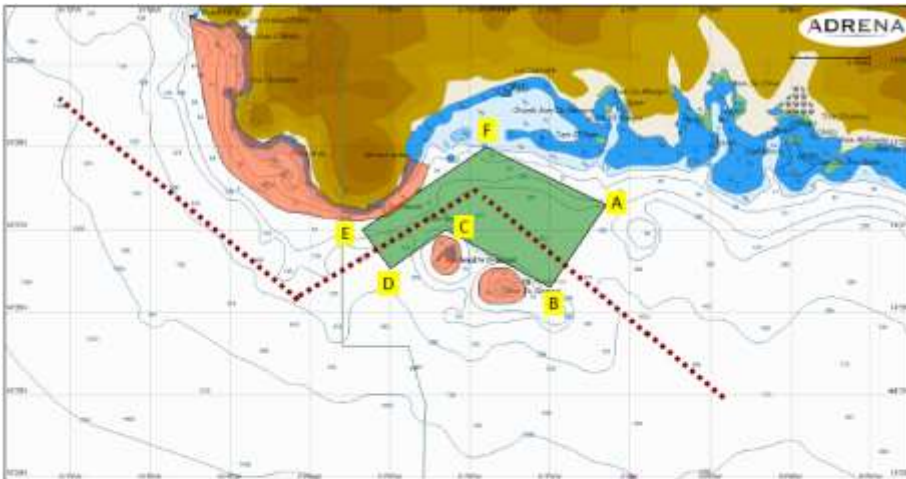


	COORDONNEES WGS 84	TYPE
WP4	49°43.300 N - 000°11.500 E	-
Porte d'Amont	49°42.870 N - 000°12.340 E	Terre
Porte d'Aval	49°42.430 N - 000°11.620 E	Terre
WP5	49°42.650 N - 000°10.400 E	-

➤ **Vessels allowed into the "Etretat accredited vessels" area (blue):** Competitors, accredited production vessels, safety boats, Race Committee vessels, State and Emergency vessels.

IN MARTINIQUE

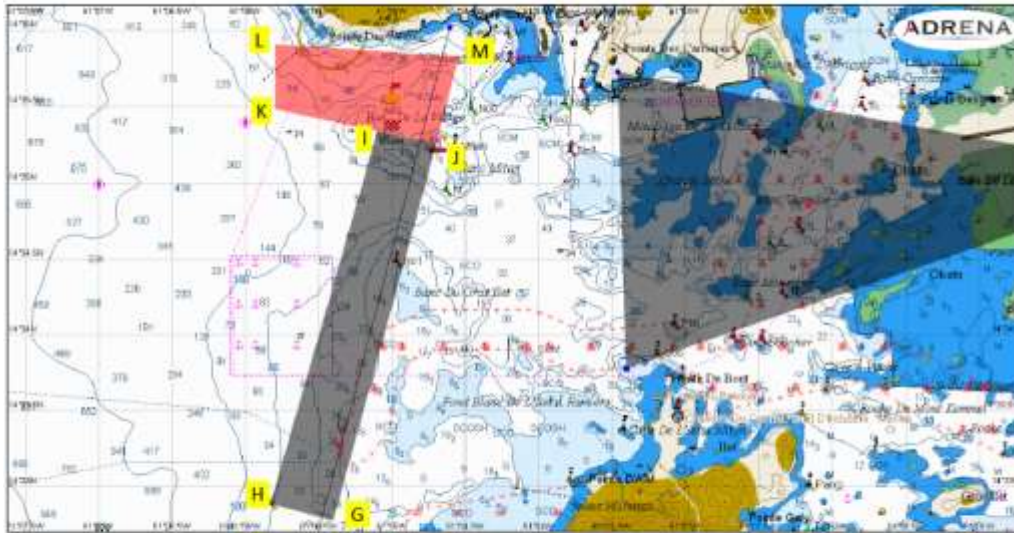
Rocher du Diamant area:



Instructions de Course – Transat Jacques Vabre Normandie Le Havre 2021

	COORDONNEES WGS 84	TYPE
A	14° 27.300 N – 061° 00.300 W	WP
B	14° 26.300 N – 061° 01.000 W	WP
C	14° 27.000 N – 061° 02.300 W	WP
D	14° 26.530 N – 061° 03.000 W	WP
E	14° 27.000 N – 061° 03.350 W	WP
F	14° 28.000 N – 061° 01.800 W	WP

Access corridor and area where race management takes charge:

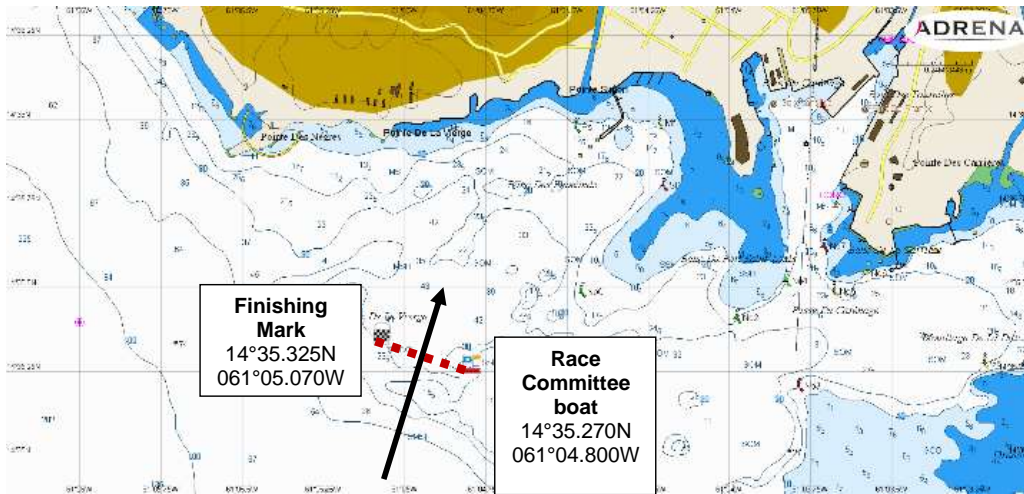
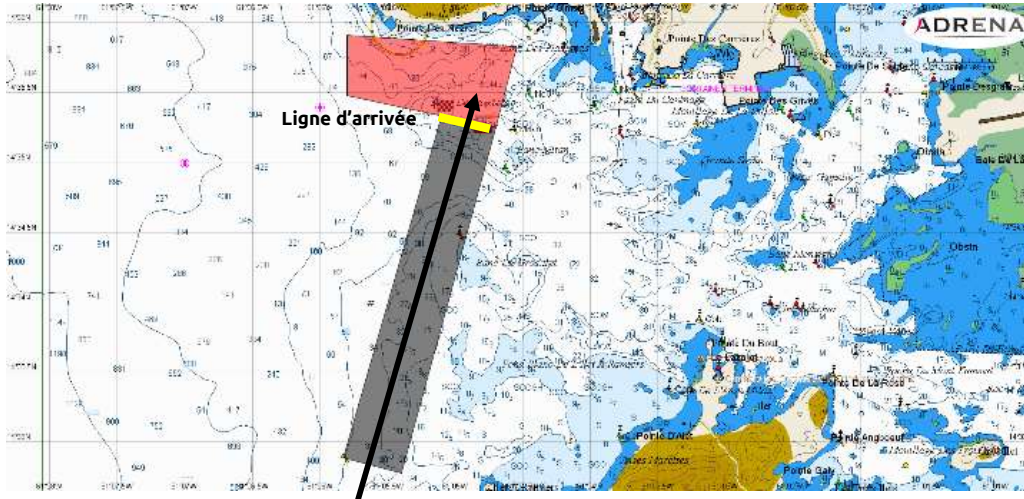


	COORDONNEES WGS 84	TYPE
G	14° 32.780 N – 061° 05.400 W	WP
H	14° 32.890 N – 061° 05.830 W	
I	14° 35.330 N – 061° 05.100 W	
J	14° 35.250 N – 061° 04.700 W	

	COORDONNEES WGS 84	TYPE
K	14° 35.480 N – 061° 05.800 W	WP
L	14° 35.910 N – 061° 05.800 W	WP
M	14° 35.825 N – 061° 04.545 W	WP

> Vessels allowed into the "Martinique" areas: Competitors, accredited production vessels, safety boats, Race Committee vessels, State and Emergency vessels.

APPENDIX 5 FINISHING AREA AND FINISH LINE IN MARTINIQUE



APPENDIX 6 : PENALTIES GUIDE - TRANSAT JACQUES VABRE NORMANDIE - LE HAVRE 2021

PREAMBLE

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

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

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

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

This system offers penalty ranges for the most common breaches.

If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are split into 5 ranges:

Range 0: Financial penalty

Range 1: from 0 to 6 hours

Range 2: from 2 to 24 hours

Range 3: from 24 hours to DSQ

Range 4: DSQ

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

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

1. Was the breach accidental (or was it the result of exceptional circumstances)?
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper his/herself?
4. Did someone who is not part of the crew or support team contribute to the breach?
5. Was(were) there any attempt(s) to avoid carrying out the breach?

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

1. Was the breach repeated?
2. Was the breach deliberate?
3. Was the breach due to negligence or a lack of attention?
4. Did anyone suffer as a result of the breach?
5. Was the breach advantageous to the boat?

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

	RANGE 0	RANGE 1	RANGE 2	RANGE 3	RANGE 4
	Financial	0h to 6H	2H to 24H	24H to DSQ	DSQ
Notice of Race					
NOR Appendix Marketing	X				
NOR 5.1 Advertising	X				
NOR 20.2 Outside assistance					X
NOR 20.3 Stop				X	
NOR 20.4 Performance Support				X	

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Sailing Instructions					
SI 1.7.1 Non-routing IMOCA and Class 40					X
SI 5 Communications		X			
SI 5.4 AIS and other watch-keeping requirements		X			
SI 6 Race Flags and OA flags	X				
SI 7.3 Forbidden areas at Le Havre		X			
SI 8.3 Forbidden areas			X		
SI 9.2 Individual Recall		5 hours			
SI 9.3 Start declaration		X			
SI 10.4 Logbook			X		
SI 10.5 Mooring at the finish	X				
SI 12.1.1 Breach of Chapter 2 or Col Regs		X			
SI 12.1.3 Injury or serious damage				X	
SI 15.1 Sails declaration		X			
SI 15.3 Le Havre Equipment inspection	X				
SI 15.6.1 Propeller shaft/ engine seal			X		
SI 15.6.2 other seal		X			
SI 20 2 skippers' obligation	X				
Class Rules or OSR					
Class Rules or OSR infringements		X	X	X	

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

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4
Could the boat gain a competitive advantage?	
Absolutely not possible	1 or 2
Possible but unlikely to affect positions	2 or 3
Almost certainly would affect finishing position	4
Could the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4

ANNEXE 7 : DECLARATION DE DEPART ET DE NON-ROUTAGE / START DECLARATION AND NON-ROUTING

Nom du Bateau *Boat Name*:

Je soussigné(e) *I the undersigned*,:

chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « Transat Jacques Vabre » avec mon co-skipper de notre plein gré, en acceptant sans restriction ni réserve les règles internationales des course à la voile, l'Avis de Course de l'épreuve, les règlements de jauge et de sécurité et les Instructions de course, ainsi que tout avenant rendu nécessaire.

Skipper of the above boat declare on my honour that I have entered the "Transat Jacques Vabre" race with my co-skipper of our own free will, and we agree totally and without restriction to be bound by the Racing Rules of Sailing, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.

Nous nous engageons à ne pas être router si nous participons à l'épreuve en Class40 ou en IMOCA.

We commit to not being routed if we compete in the event in Class40 or IMOCA

Nous reconnaissons que la course à la voile est dangereuse. *We understand that yacht racing is dangerous.*

Je déclare savoir que la sécurité de mon yacht relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que nous connaissons la manière de l'utiliser.

I declare that I know that the safety of my boat is my sole and inalienable responsibility, that I have prepared the boat to encounter adverse weather conditions, that there is on board the boat all the proper safety equipment and that we know how to use it.

Je désigne à la Direction de Course les personnes suivantes joignable 24h/24 :

I refer to the Race Management the following person(s) reachable 24/7 during the entire race:

	1st Person	2nd Person	Référent communication/ <i>Communications contact</i>
NOM Prénom <i>Surname Forename</i>			
Tel portable <i>Mobile phone</i>			
Tel bureau <i>Office phone</i>			
Tel domicile <i>Home phone</i>			
Email			

Je déclare que nous prendrons, avant le départ, connaissance des prévisions météorologiques et qu'il nous appartient de prendre ou non le départ de la course, puis de continuer ou non la course. *I declare that we will, prior to the start, familiarise ourselves with the weather forecast and that it is our sole decision whether or not to start the race, or to continue to race.*

Je reconnais et accepte que l'organisateur, Association Transat Jacques VABRE, et toute autre entité ou personne participant à l'organisation de cette épreuve, déclinent toute responsabilité à quelque titre que ce soit en cas de décès, perte, dommage ou blessure aux personnes et aux biens du fait de ma participation à l'épreuve. *I hereby agree and acknowledge that the Organising Authority, Association Transat Jacques VABRE, and any other party involved with the organisation of the race have no responsibility whatsoever for any death, loss, damage, injury that might occur to persons and goods as a consequence of my participation in the race.*

Fait à (*signed in*) : Le Havre le (*on*) (date)

Signature du skipper (*Skipper signature*): Signature du co skipper (*Co-Skipper signature*)