

TRANSAT PAPREC



CONCARNEAU - SAINT BARTHELEMY

NOTICE OF RACE 2025

(17th edition)

START ON 20 APRIL 2025



Event counting towards the:



Organised by:



In collaboration with:



ABBREVIATIONS AND DEFINITIONS USED	3
PREAMBLE	4
1. ORGANISING AUTHORITY	5
2. RULES	6
3. SAILING INSTRUCTIONS	6
4. COMMUNICATION	6
5. [NP] [DP] ADVERTISING	7
6. [NP] ELIGIBILITY AND ENTRY	7
7. [NP] OFFICIAL PROGRAMME	10
8. [DP] [NP] SKIPPERS' OBLIGATIONS FOR REPRESENTATION	11
9. [DP] MEASUREMENT AND EQUIPMENT INSPECTION	11
10. [DP] EQUIPMENT AND MEANS OF COMMUNICATION	12
11. [DP] OUTSIDE HELP	12
12. [DP] COURSE	13
13. TIME LIMIT	13
14. PENALTY SYSTEM	13
15. POSITIONING	13
16. RANKING	13
17. TROPHIES AND PRIZES	13
18. ESTABLISHING RISK	14
19. APPLICABLE RIGHTS AND DISPUTES	14
20. CONTACTS	14
21. LIST OF APPENDICES	14
APPENDIX 1 'FEDERATION PRESCRIPTIONS 2021-2024'	15
APPENDIX 2 'FINANCIAL PENALTIES'	16
APPENDIX 3 'RESPONSIBILITY OF THE OA, ITS PARTNERS AND PARTICIPANTS'	17
APPENDIX 4 'GDPR - PROTECTION OF PERSONAL DATA'	19
APPENDIX 5 'MEDICAL FORM'	21

ABBREVIATIONS AND DEFINITIONS USED

The notation **[NP]** (No Protest) in a rule means that a boat may not protest the breaking of this rule. This is a change to RRS 60.1(a).

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

NOR: Notice of Race (including its appendices and possible amendments).

OA: Organising Authority, namely the company OC SPORT Pen Duick, a single member simplified limited company with capital of 884,000 euros, whose headquarters are located at 6 bis rue du sous-marin Vénus, 56100 Lorient, France, and registered under the Lorient Commercial and Companies Register number 521 573 394

OFFICIAL TEAM BLOCK: Combination, in the same title block, of the logo (or the sponsor's logo), the Team and the Logo for the Race. The 'Official Team' block will be supplied to all the Teams once registration of their Skippers is confirmed.

ENTRY CONFIRMATION: Entry validation is definitive once the boat and the crew have satisfied the criteria for the NOR, the SI and the final checks in the start port. The boat and its crew are then permitted to take the Race start.

RACE: The 2025 edition of the double-handed one-design transatlantic race from Concarneau - Saint Barthelemy, known as the Transat Paprec for its 2025 edition, and described in the preamble below.

CRISIS: The occurrence of one or several events that compromise the integrity of the Crew or its boat and/or are likely to result in very negative media impact for the Race.

RM: Race Management.

CREW: Two Skippers on the same boat.

PARTNER SPACE: Space in each Village reserved for those involved in the Race. This space, designed to be a venue for gathering together and meeting people, will host all those with appropriate accreditation: operators, Skippers, private partners, institutional partners and media.

FFVoile: Fédération Française de Voile (French Sailing Federation).

SI: Sailing Instructions (including its appendices and possible amendments).

REGISTRATION: Procedure carried out by a Skipper or a member of their Team during which they fill out the online registration questionnaire and pay the registration fees via bank transfer.

RACE LOGO: The official logo comprising graphic elements for the Race and the official name of the Race.

RRS: Racing Rules of Sailing.

GDPR: General Data Protection Regulation.

OSR: Offshore Special Regulations.

DISTINGUISHING FEATURES OF THE RACE: Photographic or audiovisual images of the Race, including the image of the boats and Skippers, the official name of the Race and the Race logo.

SKIPPER: A sailor and member of the Crew who takes the start of the Race.

REPLACEMENT SKIPPER: A sailor likely to replace a Skipper in the event of the latter's failure to act, who has to fulfil the requirements for eligibility described in NOR 6. Once this replacement is in force, the replacement Skipper will become the Skipper.

TEAM: The Skippers' organisation team to help them prepare and give structure to their participation in the Race.

VILLAGE: All the hospitality and public relations structures organised and set up by the Race's OA at the Race start and finish. The Village is open to all and designed to host the general public, with the exception of the Partner Space. Set up close to the fleet of Race boats, the architecture and plans for the Village will showcase the popular and sporting highlights.

PREAMBLE

Race Name

The official name of the 2025 edition of the Race is 'LA TRANSAT PAPREC'.

Purpose of the Race

The double-handed transatlantic race from Concarneau – Saint Barthelemy is historically a one-design event, sailed double-handed every two years, and it has been in existence since 1992. Since the 2023 edition, it has been called 'LA TRANSAT PAPREC' and it has become the world's leading transatlantic race for mixed doubles.

Organised by OC SPORT Pen Duick, this Race is a top-level offshore yachting event open to professionals and experienced amateurs, both French and non-French-speaking men and women, with prize money. This Race is central to the Figaro BENETEAU circuit and is registered as such in the French Elite Offshore Racing Championship. It benefits from a professional organisation and significant means have been put in place by the OA and its partners for the Crews (satellite communication, media partnerships, press office and return transport subsidies...). Its aim is to showcase the Skippers and their operators, as well as the host venues and the OA's partners.

Personal data

The OA undertakes to adhere to the legislation in force in terms of GDPR. The processing of any data gathered is detailed in appendix 4 "GDPR – Protection of personal data".

'Prizes' appendix

A 'Prizes' appendix will be produced. It aims to present and detail the prizes, in particular the financial prize amounts and the calculation methods for these amounts, which participants in the Race will be entitled to. These prizes may be financial or in kind.

'Sustainable Development' appendix

A 'Sustainable Development' appendix will be produced. Its aim is to tackle the environmental, social and societal impacts of the 2025 edition of the Transat Paprec and must therefore be dealt with in harmony with the vision the OA has chosen to embody: 'Rethink Sport'.

'Audiovisual and Marketing' appendix

An 'Audiovisual and Marketing' appendix will be produced. Its aim is to deal with the different orientations adopted for the media coverage of the Race and adhering to articles L.333-1 et seq. of the sports code.

Schedule for publication of the Appendices

A schedule for the publication dates of the various Appendices for the NOR is listed below. The latter is intended to detail the publication deadlines for the Appendices to the NOR. Once published, the measures contained in the Appendix must be treated as rules applicable to this Race.

'Prizes' appendix	Publication no later than 30/11/2024
'Sustainable Development' appendix	Publication no later than 31/12/2024
'Audiovisual and Marketing' appendix	Publication no later than 31/03/2025

Prevention of violence and incivility

The FFVoile highlights the fact that sporting events are first and foremost a space for exchange and sharing, open and accessible to one and all. As such, Skippers and those persons accompanying them are required to behave in a courteous and respectful manner at all times, both on land and on the water, irrespective of the origin, gender or sexual orientation of the other participants.

War in Ukraine

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

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

1. ORGANISING AUTHORITY

1.1. OC SPORT Pen Duick

Within the context of the management agreement signed with the company Pen Duick on 1 January 2016, OC SPORT Pen Duick holds the rights to organise the double-handed one-design transatlantic race from Concarneau - Saint Barthelemy, called 'LA TRANSAT PAPREC' for its 2025 edition.

1.2. Organisation Committee

The Organisation Committee comprises:

- | | |
|---|----------------------------|
| • President OC SPORT Pen Duick: | Hervé FAVRE |
| • CEO of OC SPORT Pen Duick: | Joseph BIZARD |
| • Deputy CEO OC SPORT Pen Duick: | Julie COUTTS |
| • Project manager: | Clément FAISNEL |
| • Administrative and financial manager: | Benjamine COTTEN |
| • Commercial manager: | Stéphane CONTE |
| • Marketing and Communication manager: | Stanislas DELAVENNE |
| • CSR manager: | Stéphane BOURRUT LACOUTURE |
| • Partnership manager: | Claudia KERGOSIEN |

Its mission is the general organisation of the Race, coordination with the authorities and organisations at the start and finish venues, communication, receptions, partner relations and official prize-giving ceremonies.

1.3. Race Management

This competition takes place under the aegis and in accordance with the sports regulations of the FFVoile. The RM team is managed by Francis LE GOFF, Race Director as appointed by the FFVoile.

The RM team comprises:

- | | |
|------------------------|-----------------|
| • Race Manager: | Francis LE GOFF |
| • Deputy Race Manager: | Yann CHATEAU |

The RM team may be fleshed out according to the number of participants.

It is tasked with developing safety devices, making sure the Race runs smoothly on an operational level, ensuring the authenticity and sporting regularity of the competition in close collaboration with the arbitration body, contributing to the Race's media coverage and coordinating relations between the Skippers and the OA. It works directly with the FFVoile, the Race Committee, the Technical Committee, the International Jury and the Medical Board.

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

1.4. Team of umpires

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

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

1.5. Medical consultant

A medical consultant will be appointed to study the medical records of each Skipper in line with Appendix 3 of the FFVoile's medical regulations.

http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf

2. RULES

2.1. Rules in force

The Race is governed by the texts in force in the documents listed below, supplemented and possibly modified by the NOR and the SI:

- The rules such as those outlined in the RRS;
- France's national prescriptions translated for the non-French-speaking Skippers (detailed in Appendix 1 'Federation prescriptions 2021-2024', which will be brought up to date by their 2025-2028 version of the publication);
- The Offshore Special Regulations (OSR) in force, category 1;
- The Figaro BENETEAU Class Rules in force;
- Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) will replace RRS Part 2 at night between the standard times for sunset and sunrise;
- The official time for the Race is in UTC.

2.2. In the event that the Race documents are translated, the French text shall prevail. For the OSR and RRS, the English text prevails.

2.3. Modification of the RRS

The following RRS are modified:

- RRS 41 (Outside help): modified in NOR 11.3
- RRS 44.1: modified in NOR 14.2 and in the SI

The following RRS will be modified in the SI:

- RRS 44.1 (Taking a penalty);
- RRS 60.4 (Right to protest / Addition of a standard penalty);
- RRS 61 (Protest requirements);
- RRS 62 (Redress);
- RRS 63 (Hearings);
- RRS 64 (Decisions);
- RRS 66 (Reopening a hearing).

3. SAILING INSTRUCTIONS

The SI and their Appendices will be distributed no later than 31 March 2025.

4. COMMUNICATION

4.1. Official notice board

The official online notice board can be viewed at the <https://bit.ly/EspaceSkippersTransatPaprec2025>.

4.2. Communication and 'Audiovisual and Marketing' Appendix

Each Crew must provide the OA with a point of contact (internal / agency) in charge of communication and marketing. The OA undertakes to pass on the information to the Teams relating to promotion and communication programmes for the event and its partners.

During the Race, each Crew must regularly send pre-edited videos and photos, as well as respond to telephone calls for interviews.

Before, during and after the Race, the Crew must make itself available to the OA teams or their service providers, who manage the Race communication.

An 'Audiovisual and Marketing' appendix will detail and regulate video production, photography and audio, as well as the live coverage on both traditional media and social networks.

5. [NP] [DP] ADVERTISING

5.1. Boat name

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

5.2. Branding

Boats must display the advertising chosen and supplied by the OA in line with the World Sailing regulations and the FFVoile's advertising regulation.

(https://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglement_publicite_2021.pdf)

The FFVoile's current advertising card will be required for Skippers who are members of the FFVoile during confirmation of registration.

5.3. Intellectual property

Crews entered in the Race undertake to respect the Race Name in their communication and promotion. The OA will provide Crews with a graphic charter, which must be adhered to.

The intellectual property includes but is not limited to the Race Logo, the official Race name and all the websites belonging to OC SPORT Pen Duick.

Entry in the Race entitles a Crew to use the Race Logo on all the communication media for the Crews and their partners in line with the Marketing Appendix. Any advertising operation carried out by a Skipper and their partners, which uses an element of this intellectual property or refers to the Race organisation, the official Race name, the Race logo, a person, idea, service or product associated with the Race, which differs in form to that set out in the Marketing Appendix and the World Sailing Advertising Code, must receive written consent from the OA. Failure to adhere to this rule may result in exclusion from the Race in line with RRS 76.

6. [NP] ELIGIBILITY AND ENTRY

6.1. Eligibility

The Race is open to Crews comprising mixed pairs, namely one woman and one man, where every Skipper must be at least 18 years of age on the start date and comply with their national authority and the Figaro Bénéteau Class.

The OA reserves the right:

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

6.2. Qualification

The Race is open to Crews where at least one of the two Skippers can show proof of experience. This experience is assessed according to at least one of the criteria set out below and must be completed prior to 31 March 2025:

- Have completed a single-handed or double-handed OSR 0, 1 or 2 race (Route du Rhum, The Transat, Mini-Transat, double-handed transatlantic race on a Figaro, Solitaire du Figaro, Rolex Fastnet Race, Middle Sea Race, Round Ireland Race...);
- Have participated in and completed a qualifying race organised by the Figaro BENETEAU class (implemented in the first half of 2025);
- Show proof of an adequate track record and / or any other experience not mentioned above.

In the event that one of these conditions is not satisfied, a qualifying passage on a Figaro Bénéteau 3 of 800 NM shall be sailed by the Crew, part of which must be completed in wind and sea conditions of at least Force 5. This course shall be validated by RM and completed using a tracking device.

In any case, RM reserves the right to call for an additional course in a Crew's qualification procedure.

6.3. Conditions for physical and medical aptitude

The medical committee for the FFVoile points out that it is down to each Skipper to ensure that their medical and physical condition is in line with the constraints of the Race, to honestly inform the medical consultant about any pathology they are aware of that is likely to affect their safety or that of any third parties during the Race.

Each member of a competing Crew must provide the medical consultant with the following documents no later than 31 March 2025:

- The completed medical form, which must be dated, stamped and signed by the doctor supporting the information requested, and also be dated and signed by the Skipper (this medical form can be found in Appendix 5 ‘Medical form’),
- The results of a cardiogram,
- The results of an exercise tolerance test dating less than 4 years.
- A biological assessment dating less than 2 years and comprising at least blood cell counts, an ionogram, urea and creatinine levels, liver function tests and fasting blood glucose.

The name and contact details of the medical consultant will be communicated to the Skippers as soon as possible. The medical consultant may request additional information about each Skipper if it is deemed necessary. Where the requested information is lacking or insufficient, the Skipper’s participation will not be validated from a medical standpoint.

The standard list of medication for the on-board First Aid Kit compliant with OSR 1 can be found on the FFVoile’s website in Appendix 6 of the medical board’s regulations

https://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx6.pdf

6.4. Entries

6.4.1. Application form

Registration is carried out by one of the Crew’s Skippers or a member of their Team by filling out the application form and paying the registration fee in full via bank transfer. The latter registration process details the boat name together with the identity of the other Skipper, as a member of the Crew. The application form can be found via the following link: <https://wkf.ms/3Woj2DG>.

Should participants have any questions regarding the registration process they can contact the OA via email at clement.faisnel@ocsport.com.

6.4.2. Registration deadline

The deadline for requesting registration at a preferential rate is set for 31 December 2024. After this date, entries will be studied by the OA, which cannot guarantee the strict provision of the same services as the other Crews in all cases (dockside berth, press pack...).

No registration can be transferred from one Crew to another without the OA’s consent.

6.4.3. Registration fee amounts

The registration fee amounts are outlined below:

	Prior to 23/09/2024	Prior to 31/10/2024	Prior to 31/12/2024	Prior to 01/03/2025	After 01/03/2025
Crew registration (ex. VAT)	€1,970	€2,395	€2,815	€2,815	€2,815
Crew registration (incl. VAT)	€2,364	€2,874	€3,378	€3,378	€3,378
Management fees for late registration (incl. VAT)				€320	€960

The application for registration will be registered according to the date the online registration form is received by the OA, duly filled out and accompanied by a copy of the bank transfer details covering the full registration fee amount.

The bank transfer shall be made using the following bank details:

**CREDIT AGRICOLE
DU FINISTÈRE**

RELEVÉ D'IDENTITÉ BANCAIRE - IBAN				
	Banque	Guichet	Numéro de compte	Clé
RIB FRANCE	12906	50113	57460696293	08
IBAN ETRANGER	FR76 1290 6501 1357 4606 9629 308			BIC AGRIFRPP829
Domiciliation			Nom et adresse du titulaire	
C.A.FINIST NORD (50164)			S.A.S. OC SPORT PEN DUICK	
Tél : 0298414866			6 RUE DU SOUS MARIN VENUS ZAC DE KEROMAN 56100 LORIENT	

Confirmation of registration will only be definitive once the boat and its Crew prove to the OA that they have satisfied the criteria for this NOR, the SI and the latest checks in Concarneau during the week prior to the start of the Race.

A Crew whose application is not accepted or who cannot confirm their registration will be considered to have withdrawn without medical reasons.

6.4.4. Withdrawal, cancellation and refund

The following is agreed in the event that:

- The OA is forced to cancel the Race in its entirety due to force majeure or hosting of the event being banned for legal or regulatory measures or a judicial decision.
- The OA is forced to cancel the Race for a reason other than in the event of a case of force majeure or hosting of the event being banned for legal or regulatory measures or a judicial decision.
- A Crew withdraws.

The terms for reimbursement are detailed on a case by case basis in the following table:

	Prior to 01/03/2025	After 01/03/2025
Crew withdrawal (except for medical reasons)	Full refund	No refund
Crew withdrawal for medical reasons	Full refund	Full refund minus administrative fees of €600 inclusive of VAT
Cancellation in the event of force majeure	Full refund	Full refund minus administrative fees of €600 inclusive of VAT
Cancellation by the OA	Full refund	Full refund

A case of force majeure is set out in article 1218 of the civil code and detailed by the jurisprudence of the French Courts. War (overseas or civil), requisitions, fires, floods, attacks or risks of attacks, unusual or exceptional weather phenomena, a pandemic, the unexpected blocking of facilities that is totally outside the control of the OA, or the occurrence of a strike preventing the start from being given, will notably be considered as cases of force majeure, though this list is not exhaustive.

In the event of force majeure, especially if the participants' safety requires it, the OA may decide to cancel the Race. A cancellation due to force majeure will result in registration fees being reimbursed in line with the table above but will not give rise to any additional compensation.

6.4.5. Documents to be presented upon registration

Crews signed up in the Figaro BENETEAU Class must upload the originals of all the following documents to the Figaro BENETEAU Class database (<https://www.classefigarobeneteau.fr/fr>) or present them in Concarneau prior to their registration being confirmed:

- Their valid FFVoile Club ‘competition’, ‘member’ or ‘practice’ licence accompanied by a valid medical certificate with no contraindications to the practice of competitive sailing, dating less than one year,
- The valid World Sailing survival and safety training certificates,
- The short-range certificates (or the equivalent CGO-type document for overseas skippers),
- The certificate of registration (or the equivalent document for overseas Skippers),
- The receipt for the boat’s insurance with an up-to-date subscription for the Race and the return passage via cargo ship,
- VHF licence with call sign and MMSI.
- The (serviced) life raft log,
- The signed sworn statement regarding no outside assistance,
- The waiver of liability form for any claim against the OA, its partners and its insurers, duly dated and signed
- All the on-board Sarsat-Cospas beacons (for the boat or PLB-type beacons) for the Race must be officially registered with the ‘TRANSAT PAPREC 2025’ marking and the red line number must be registered in emergency contacts (this number will be given to the Skippers upon registration). Proof of registration and the hexadecimal coding of the beacons shall be communicated to RM.

6.4.6. Acceptance of the race documents

Definitive registration for the Race constitutes acceptance of all the Race documents (Notice of Race, Sailing Instructions, Amendments and Appendices).

7. [NP] OFFICIAL PROGRAMME

SUNDAY 13 APRIL 2025	
Day	From this date competing boats may access the Race pontoon
MONDAY 14 APRIL 2025	
14:00 UTC (16:00 loc)	Compulsory presence of the boats in Concarneau
15:00 UTC (17:00 loc)	Prologue briefing - Challenge Alex PICOT face-to-face (Duration: 1 hour)
16:00 UTC (18:00 loc)	Welcome drinks – Partner Space
TUESDAY 15 APRIL 2025	
12:00 UTC (14:00 loc)	Start of the Prologue - Challenge Alex PICOT
15:00 UTC (17:00 loc)	Inauguration of the Race Village
16:00 UTC (18:00 loc)	Prize-giving for the Prologue - Challenge Alex PICOT
17:00 UTC (19:00 loc)	Social occasion – Partner Space
WEDNESDAY 16 APRIL 2025	
Day	Kids’ day and/or sailing challenge (timetable to be confirmed)
THURSDAY 17 APRIL 2025	
Day	Kids’ day and/or sailing challenge (timetable to be confirmed)
07:00 UTC (09:00 loc)	Safety and Sailing Instructions briefing (Duration: 3 hours)
FRIDAY 18 APRIL 2025	
11:30 UTC (13:30 loc)	PRO/AM regatta (Professionals / Amateurs)
16:30 UTC (18:30 loc)	Presentation of the crews
18:00 UTC (20:00 loc)	Official soirée
SATURDAY 19 APRIL 2025	
15:00 UTC (17:00 loc)	Weather briefing - Start
SUNDAY 20 APRIL 2025	
11:02 UTC (13:02 loc)	Race Start

Confirmation of registration and scrutineering will take place from Monday 14 April to Friday 18 April in Concarneau.

In the event of force majeure, the OA reserves the right to modify the programme. However, the Race start may not be brought forward by more than 24 hrs.

8. [DP] [NP] SKIPPERS' OBLIGATIONS FOR REPRESENTATION

8.1. In the run-up to the Race

8.1.1. The presence of the Crews will be compulsory during the press conference to present the Race (planned for mid-March 2025, venue to be decided from the French departments 75, 29, 35 or 56).

8.2. In Concarneau

8.2.1. The presence of the Skippers is compulsory for events on the official programme.

8.2.2. The boat's technical manager must be present in Concarneau constantly from the moment the boat arrives in Concarneau till the start of the Race. Their contact details must be filed with RM no later than on their arrival in Concarneau.

8.3. In Saint Barthelemy

8.3.1. The presence of the Skippers is compulsory:

- At the on-stage presentation and/or finish press conference (date to be decided);
- At the prize-giving, failing which prizes and financial rewards will not be awarded to the Skipper affected;
- At the closing parade / postlogue organised in Saint Barthelemy;
- At official receptions;
- For school visit days;

8.3.2. The boat's technical manager must be present in Saint Barthelemy constantly from the moment the boat arrives until it departs. Their contact details must be filed with RM.

8.4. Crew attire

During presentations of the Skippers, official receptions and prize-givings, the Crews must wear the proper attire, if possible in the colours of their sponsor(s).

8.5. Infringements

In the event of an infringement and the Skipper or the technical manager not being in attendance, financial penalties may be applied by the OA, in line with Appendix 2 'Financial penalties'.

9. [DP] MEASUREMENT AND EQUIPMENT INSPECTION

9.1. In Concarneau

From Tuesday 15 April 2025, the boats in Concarneau shall be accessible to the offshore racing equipment scrutineers and the Technical Committee. Inspections will be carried out according to a schedule set out by the Technical Committee. The Crew must be present for their boat's first inspection. A boat that does not comply with the Race's rules will not be able to start the Race.

For the sail measurements, the sails are certified in the sail loft prior to delivery, therefore there will be no certification of the sails prior to the event.

Solely the Skippers will be entitled to sign the form testifying to the implementation of any seals. At their request, some seals may be (at most) doubled up on.

9.2. In Saint Barthelemy

Boats will be inspected at the finish. A boat that fails to comply with the Race Rules may be penalised or disqualified depending on the International Jury's decision.

10. [DP] EQUIPMENT AND MEANS OF COMMUNICATION

10.1. Compulsory or recommended special equipment

Each boat must comply with the Figaro BENETEAU Class and OSR 1 rules.

Each Crew must have aboard at least one camera with a definition of 16:9 HD 720P/ 25 images/second (1280x720). The camera shall enable an audible sound recording.

In line with the OSR, the following paper marine charts or their equivalent shall be aboard: Bay of Biscay SHOM 7211 / Route du Rhum SHOM 6561 / Cape Finisterre SHOM 7598 / Canaries SHOM 7563 / Saint Barthelemy SHOM 7471 / The light list (digital version accepted).

10.2. Satellite communication

An Iridium satellite communication system with its SIM card will be provided temporarily and free of charge by the OA for the duration of the Race with a deposit cheque for €4,000 being requested during the technical checks in Concarneau in the week prior to the start. The installation will then be carried out by one of the OA's service providers.

The costs of data volumes generated by downloading weather files (SQUID access or other), possible software updates, as well as private calls and private data, will be passed on to each Crew, at the actual price of the negotiated MByte, with an additional 50 euros for administrative costs. A detailed statement will be communicated by the OA with the invoice.

11. [DP] OUTSIDE HELP

11.1. Boats must complete the whole Race independently and must not deliberately sail in convoy or seek to obtain accompaniment in any way whatsoever. During the Race, boats may have no physical contact with other boats or aircraft. Boats may not be resupplied in any way whatsoever, except in the event of a technical pit stop in accordance with NOR 11.3.

11.2. Application of RRS 41

Personalised routing and weather analysis carried out by a third party are prohibited. For the weather, solely the authorisations set out in the Figaro BENETEAU Class' rules will be permitted.

11.3. Technical pit stop

During the Race, a boat can make a technical pit stop and receive assistance in the following conditions (this is a change to RRS 41):

- The Skipper of the boat must make the request to RM beforehand;
- The duration of the stopover must not be less than three hours;
- Following consent from RM about the location of the pit stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed to enter and/or leave a port or anchorage over a distance agreed with RM, provided that it can be proven that the overall result of such a tow has not given them an advantage;
- Once the boat is dockside in the port or in a shelter agreed by RM, repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with RM. The Crew may disembark;
- The Skipper may also decide not to make fast or anchor. In this case, a position (latitude / longitude) in a sheltered area will be agreed with RM where the boat must halt its progress under auxiliary power or stop being towed before commencing with repairs, resupplying and embarking spare equipment. If the boat drifts towards the finish line, it shall return under sail or under power to the agreed position when it is ready to start racing again;
- Once the boat has been repaired and is ready to start racing again, it can be towed over a distance agreed beforehand with RM, provided that it can be proven that the overall result of such a tow or use of the engine has not helped the boat progress towards the next course mark or given it an advantage;
- In the event of a technical pit stop dockside, in the start port exclusively (Concarneau), the minimum stoppage time of three hours does not apply.

12. [DP] COURSE

Measuring 3,890 NM, the course is set out as follows:

- Start in Concarneau
- Waypoint La Palma located at 29°00'00 N & 017° 52'00 W to be left to starboard
- Finish in Saint Barthelemy

The detailed course will be set out in the Course Appendix to the SI.

13. TIME LIMIT

The finish line will close on Monday 19 May 2025 at 11:02 UTC or 5 days (120 hours) after the first boat finishes, whichever date is the latest of the two. Any time bonus awarded by the International Jury will be taken into account in the application of this time limit. However, safety monitoring will still continue for boats finishing after the time limit.

14. PENALTY SYSTEM

14.1. Time penalties

Following a hearing, penalties applied by the Jury in the event of an infringement will be time penalties.

14.2. Infringements of the rules

For an infringement of the rules set out by IRPCAS Part B, steering and sailing rules between boats, when applicable, boats may perform a two-turn penalty in accordance with RRS 44. A boat which has not taken a penalty or has infringed RRS 14 will receive a minimum penalty of 2 hours following a hearing (this is a change to RRS 44.1).

An infringement of the rules other than Part 2 of the RRS will be penalised at the Jury's discretion.

14.3. Financial penalties

Financial penalties may be applied by the OA. They are outlined in Appendix 2 'Financial Penalties'.

15. POSITIONING

The OA will install one or several positioning beacons aboard each boat enabling it to be tracked. Any positioning beacon that is damaged or lost shall be replaced at the Crew's expense. In the event of a retirement, it/they must be returned directly to the service provider at the Crew's expense.

16. RANKING

The Race ranking will be created according to the elapsed Race time, increased by penalties or reduced by time bonuses. Possible additional rankings may be created. They will be detailed in an amendment to the NOR or in the SI.

17. TROPHIES AND PRIZES

17.1. Financial prizes

The amount and distribution of the prizes will vary according to the number of Crews participating in the Race and will be detailed in the 'Prizes' Appendix.

17.2. Other allocations

Possible additional rankings or the promotion of extra sporting elements may give rise to a financial prize or an allocation in kind (detailed in an amendment to the NOR or in the SI).

18. ESTABLISHING RISK

RRS 3 stipulates that: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

By participating in this Race, each Skipper accepts and acknowledges the fact that sailing is a potentially dangerous activity with inherent risks involved. These risks include strong winds and rough seas, sudden changes in weather conditions, faulty equipment, errors in manoeuvring the boat, other boats sailing badly, loss of balance on an unstable surface and fatigue, leading to an increased risk of injury. Therefore, the risk of material and/or bodily damage is inherent to the sport of sailing.

The responsibility of the OA, its partners and participants are detailed in Appendix 3, ‘Responsibility of the OA, its partners and participants.’

19. APPLICABLE RIGHTS AND DISPUTES

19.1. This Notice of Race is governed by French law.

19.2. In the event of a dispute, the latter will be subject to the FFVoile’s arbitration bodies, and/or the competent court under the terms of common law, according to the type of dispute.

20. CONTACTS

20.1. General organisation

- Julie COUTTS – Deputy CEO julie.coutts@ocsport.com +33 6 84 87 63 66
- Clément FAISNEL – Project Manager clement.faisnel@ocsport.com +33 6 07 19 00 80

20.2. Race Management

- Francis LE GOFF Race Director francis.legoff@ocsport.com +33 6 85 13 95 45
- Yann CHATEAU Deputy Race Director yann.chateau@ocsport.com +33 6 60 52 07 37
- Amélie JUVIEN Assistant RD inscription@ocsport.com +33 7 66 71 91 10

21. LIST OF APPENDICES

- Appendix 1: Federation prescriptions;
- Appendix 2: Financial penalties;
- Appendix 3: Responsibility of the OA, its partners and participants;
- Appendix 4: GDPR - Protection of personal data;
- ‘Prizes’ Appendix: upcoming;
- ‘Sustainable Development’ Appendix: upcoming;
- ‘Audiovisual and Marketing’ Appendix: upcoming;

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

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

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

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

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

The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(* FFVoile Prescription to RRS 67 (Damages):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee.

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

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

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

(* FFVoile Prescription to RRS 76 (Prescription to RRS 76.1):

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

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

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

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

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

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

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

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

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

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

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

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile:

https://arbitrage.ffvoile.fr/media/sfmjof1n/imprime_appel.pdf?guid=11779&name=webinaire-formation-continue-arbitres

APPENDIX 2 'FINANCIAL PENALTIES'

For the needs of the Race, a certain number of constraints must be adhered to, particularly in terms of presence and compliance with the various Appendices. To encourage these constraints to be adhered to, financial penalties are set out in the event of non-compliance, as detailed in this table:

Obligation	Financial penalty
NOR 7 - Presence of boats in Concarneau	€600 incl.of VAT for every 24-hour delay
NOR 8 – Compulsory presence of Skippers	€600 incl.of VAT per non-justified absence by missing Skipper
NOR 8 - Presence at the prize-giving	No awarding of prizes and allocations if the Crew is absent

If penalties must be paid by one of the Crews, they shall be transferred to associations by the OA.

This appendix may be added to when the appendix(ces) and amendment(s) are published

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

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

- Any checks that the OA is prompted to make, either on its own initiative, or at the request of the International Jury or any other authority, have the sole purpose of ensuring that the regulations have been adhered to.
 - Any watch kept on the part of the OA, especially a radio and telephone watch, shall be considered by the Crew as optional and random, and should in no way be considered as an additional safety measure to be relied on.
 - All requests made to a member of the OA shall not legally take on the responsibility of the OA unless the latter, or an officially accredited member of staff, has directly accepted responsibility. This particularly applies to various requests for help and even assistance at sea.
2. The Race is a sporting event. Any sporting dispute shall be judged in accordance with the RRS. Requests to register for the Race mean that the Skipper and any other interested parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No damages claim shall be taken into consideration (RRS fundamental rule 4). Consequently, the OA will not be responsible for the breach of any contract implied by common law, written or otherwise, or for negligence, and will not be responsible for any loss or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.
 3. Regardless of the legal ties between the owner(s) of the boat, the operator, Team and Skipper, only the Skipper officially registered on the registration form will be considered as the valid representative in dealings with the OA.
 4. Each Skipper enters the Race at their own risk and fully accepts responsibility in deciding to participate. It is the sole responsibility of each Skipper to decide whether to participate in the Race with regards to the individual's competence, the condition of the boat and its rig, the weather conditions expected or encountered during the Race and their level of fitness and health.

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 Skipper to check the likely weather conditions and their equipment.

The OA for the Race does not accept any responsibility in relation to such advice or information that they may provide. (RRS Fundamental Rule No.3.).

5. The owners, operators or Skippers are each personally responsible for all material damage and human accidents that may occur either to themselves, 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 any injury, loss, damages or otherwise. It is also a requirement of each Skipper to bring a certificate for these insurances and any exclusions and indemnities to the attention of any third party whom they involve in any way in relation to the Race or associated events.

In particular, the Skipper is responsible with regards to the OA for taking out all the necessary insurance for a minimum of 3-million Euros third party liability. They shall provide a written statement to the Race organisation prior to the boat's arrival in the Race's start venue port. Failure to do so, will result in the Crew not being permitted to take the start of the Race and the boat's registration fee will be retained by the OA for the Race. The absence of third-party insurance will under no circumstances become the responsibility of the OA or its partners.

6. A fundamental term of their participation shall be that the operator and/or owner of the boat and the Skipper shall lodge with the OA the duly signed waiver form giving up all claims against the OA, its representatives and agents, as well as the insurers. The OA will not be liable for any actual or alleged loss, howsoever it arises, suffered by any party, whether it be a Skipper, operator, owner, sponsor or other, and such total exclusion of liability will not be limited to loss of profits, opportunity, business, advertising, reputation (or an opportunity to enhance one's reputation) or any sort of financial loss.
7. The OA shall have no liability whether it be to any entrant in the Race or otherwise for any actual or construed loss, damage or expenses arising as a result of any force majeure, including (without limitation) any natural disaster, war, military operation, accident, breakdown of plant or machinery, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any licence or permit by any government, national or international sailing authority, highway authority, telecommunications operator or delay in the provision, manufacture, production or supply by third parties of any information, goods or services.
8. The OA for the Race will not be required to mount any rescue operation whether it be from land or sea and Skippers are reminded of the obligation to give all possible assistance at sea to any other boat or Skippers in danger (RRS Fundamental Rule 1.1), insofar as they are able, a rescue and assistance at sea being governed by the international conventions in force.
9. The OA, in consultation with the Teams, shall retain control and have priority over managing the communication of facts arising from any incidents or accidents occurring aboard the boats and in the Race. A compulsory meeting will be organised on the day of the press conference with the manager of each participating boat to confirm the procedures for monitoring and communication imposed by the OA in the event of an incident or accident.
10. It is understood that all the Skippers and any person involved in the Race will take heed of the exclusions and indemnities. No start shall be permitted until the Skipper, the operator (if different) and all the Skipper's partners have signed and returned to the OA a written certificate furnished by the latter, at least 5 days before the start of the Race, stating that:
 - The Skipper acknowledges that they have read and understood the provisions of the Notice of Race and any other official document, including the risks and dangers associated with the Race. They agree to have properly taken into account whole-life and other insurances related to their needs (whether to their dependents or others) and the Skipper shall have adequate cover in terms of insurance in the case of accidents/death throughout the duration of the Race.
 - The Skipper acknowledges that they have purchased and will maintain up to one month after completing the Race (or retiring from the Race), an adequate insurance policy, including insurance to cover the risks and responsibilities to third parties for a minimum amount at least equal to the international conventions in force.
 - The Skipper, the operator (if different), and the partners involved agree that it is reasonable that the OA for the Race, and all those involved in the organisation, deny any liability up to the maximum amount allowed by law and that they are protected against any claim whatsoever.

1. OC Sport Pen Duick undertakes to comply with the applicable regulations and in particular the European provisions and regulations applicable to the protection of personal data for which it is responsible, notably the European Regulation No.2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (GDPR) and the French 'Loi informatique et libertés' No.78-17 of 6 January 1978 as amended and/or any regulations which replace them, as well as any European regulations and all the recommendations, deliberations and other standards enacted by the CNIL (French data protection watchdog).
2. OC SPORT Pen Duick, which is in charge of the data processing, will be required as OA to process the personal data of the Skippers, Replacement skippers and members of their Team.

Personal data is a prerequisite for entry and participation in the Race (fulfilment of the contract). OC SPORT Pen Duick will indicate the collection of personal data which is either compulsory or optional on each medium.

Any processing of personal data is notably collected for the following purposes:

- Receiving, recording and monitoring the Race's applications (fulfilment of the contract);
- Proceeding with registration and following up registrations (fulfilment of the contract);
- Following up any withdrawals, cancellations and reimbursements (fulfilment of the contract);
- Following up the Replacement skippers (fulfilment of the contract);
- Emailing information relating to the Race (of legitimate interest to OC SPORT Pen Duick to ensure the Race runs smoothly);
- Market development emailing and/or sending of data to partners, service providers and suppliers for market development purposes (consent);
- Contact in the event of an emergency, practical information, media information (of legitimate interest to OC SPORT Pen Duick to ensure the smooth running of the Race);
- Passing on contact details to the partners, service providers and suppliers to ensure the smooth running of the Race (fulfilment of the contract).

3. The personal data will be accessible by OC SPORT Pen Duick. The data may be passed on to the following partners, service providers and suppliers for processing the market development and, if you have agreed to it:
 - All the Race partners, service providers and suppliers;
 - Rivacom Event (official public relations agency);
 - Gesloc (village marketing agency).

In the event that data is transferred for market development purposes, OC SPORT Pen Duick is responsible for obtaining consent prior to the transfer of personal data. The partners, service providers and suppliers are individually responsible for use of the data transferred by OC SPORT Pen Duick. OC SPORT Pen Duick, its partners, service providers and suppliers are not jointly responsible for processing the data.

4. Personal data will be accessible via OC SPORT Pen Duick. The data can be sent to the following partners, service providers and suppliers for processing data to ensure the smooth running of the Race:
 - The Race Director;
 - The official communication agency and the press relations agency;
 - Marine service provider.
5. OC SPORT PEN DUICK will keep hold of the proof of consent by the person concerned for the transfer of data for market development purposes for a period of 5 years. The personal data is retained throughout the duration of the Race, to which are added the periods of retention linked to legal obligations.

6. OC SPORT Pen Duick undertakes to implement all the technical and organisational measures required to ensure the security of personal data. OC SPORT Pen Duick does not transfer personal data outside the European Union.
7. In accordance with the GDPR, Skippers, Replacement skippers and members of their Team have access to withdraw consent where processing is based on consent, to rectification, deletion, opposition, portability and limitation. These rights may be exercised at the following address rgpd@ocsport.com. Should you believe, having contacted us, that your rights have not been respected, you can file a complaint with the CNIL.
8. The processing of personal data relating to managing penalties, ranking, trophies and prizes mentioned in this NOR, is done by the Race Director and Race officials.
9. The processing of personal data relating to the medical form referred to in article 1.4 of this document, is done by the medical consultant. The Skippers, Replacement skippers or their Team must not send this information to OC SPORT Pen Duick.
10. These GDPR clauses may be added to in future Appendices.

FICHE MÉDICALE CONFIDENTIELLE®

NOM Name		Date naissance Birthdate	
Prénom First name		e-mail	
N° tel Phone n°		N° licence Licence n°	
Nom du bateau Name of the boat		Assurance-Assistance Cies Insurance-Assistance Cies	
Qui contacter? Persons to contact		Lien relationship	
N° tel Phone n°		e-mail	
Autre ? other to contact		Lien relationship	
N° tel Phone n°		e-mail	
Médecin traitant General Practitioner			
N° tel Phone n°		e-mail	
Autre référent méd. Other medic referent		Spécialité	
N° tel Phone n°		e-mail	
Stage WS, WS training courses Where ?		Date	
Stage Medical (PS)Mer ou équivalent, où ? Medical qualif. Where ?		Date	
Taille height	Poids weight	Groupe Sanguin Blood group	
Bilans médicaux Medical Checks : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Cardio-vasculaire Cardio-vascular	ECG / ECG	Echocardiographie Echocardiography	Date =
		Joindre résultats (Enclose the results)	
Épreuve d'effort Cardioresstress test	Date (< 4ans / < 4 years) =		
		Joindre résultats (Enclose the results)	
Biologique Biological	Date (< 2ans / < 2 years) =		
Avec : NFS, ionogramme, créatinine, bilan hépatique, glycémie à jeun, cholestérol et fractions. With: blood cells counts, ionogram, creatinine level, liver function tests, fasting blood glucose, cholesterol & parts			
Dentaire, dental	Date =	Comment =	
Visuel, visual	CEID Right eye :	r10 Lunettes Glasses ?	Comment :
Date =	CEID Left eye :	r10 Lentilles Lenses ?	
O.R.L., ORL	Date =	Comment =	
Physique, Physical	Date =	Comment =	
Autres Others	Date =	Comment =	
Antécédents médicaux Medical history (ajouter tout document complémentaire utile - Add any useful complementary document)			
Allergies Allergies			
Neurologie Neurological illnesses			
Autres maladies Other illnesses			
Mal. tropicales Tropical illnesses			
Gynéco Gynecology			
Antécédents chirurgicaux, Surgical history : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Suite à accident After an accident	Date =	Comment =	
Suite à maladie After an illness	Date =	Comment =	
Autres Others	Date =	Comment =	
Appendice enlevé Appendix removed	Date =	Comment =	

Note : En cas de doute du médecin référent sur l'aptitude du concurrent à participer à l'épreuve convenue, ce dernier pourra s'engager une expertise médicale selon la procédure définie en annexe 3 du règlement médical fédéral http://www.fivoile.fr/web/fr/voile/documents/engf_medical.pdf
In case of doubt of the referring physician about the aptitude of the competitor, the competitor reserves the possibility of requiring a medical expertise as defined in annex 3 of the federal regulations http://www.fivoile.fr/web/fr/voile/documents/engf_medical.pdf

confidential medical form®

Vaccinations, vaccinations : (ajouter tout document complémentaire utile - Add any useful complementary document)			
Vaccins valides : Valid vaccines			
Gestion du CORONA VIRUS Corona virus Management :			
Avez-vous été infecté par le Corona Virus Have you been infected with the Corona Virus?	oui <input type="checkbox"/> non <input type="checkbox"/>	Date de l'infection:	Séquelles ? After-effects
Si séquelles, description : If after-effects, description :			oui <input type="checkbox"/> non <input type="checkbox"/>
Avez-vous été vacciné ? Have you been vaccinated?	oui <input type="checkbox"/> non <input type="checkbox"/>	Date 1ere inject :	Nom du vaccin Vaccine name
Date dernier PCR Date of your last PCR		Date 2eme inject :	
		Résultat :	
Traitement en cours ou possible selon pathologies Current or possible treatment according to the pathologies :			
Medic =	Posologie =		
Medic =	Posologie =		
Medic =	Posologie =		
Engagement du médecin Doctor obligation :			
« Je certifie la non contre-indication à la pratique des activités physiques et sportives en compétition » "I confirm that there is no known medical reason to prevent the person concerned taking part in competitive physical and sporting activities" <input type="checkbox"/>			
« Je certifie la non contre-indication à participer aux compétitions à la voile en haute-mer en solitaire » "I confirm that there is no known medical reason to prevent the person concerned taking part in single handed, offshore sailing races" <input type="checkbox"/>			
Date et signature Date and sign		Cachet Stamp	
Engagement du coureur Skipper obligation :			
Je reconnais avoir pris connaissance : (1) des questions ci-dessus et y avoir répondu sans rien omettre et avec exactitude (2) du contenu de la liste pharmaceutique recommandée pour constituer la pharmacie de bord. I confirm having taken knowledge: (1) questions above, I certify that my answers are complete and right (2) contents of the pharmacy list recommended for the medical kit on board.			
Date et signature Date and sign			

Extraits règlement médical Fédéral site <http://www.fivoile.net/fr/voile/services/medical.asp?smenu=5>
Article 8 (extraits) : L'obtention du certificat médical de non contre-indication à la pratique de la voile et notamment de la voile en compétition est la conclusion d'un examen médical qui peut être réalisé par tout médecin titulaire du Doctorat d'Etat, et inscrit à l'Ordre des Médecins.
La Commission Médicale Nationale de la FFVoile - rappelle que l'examen médical permet de déterminer ce certificat engage la responsabilité du médecin signataire de ce certificat, seul juge de la nécessité d'éventuels examens complémentaires et seul responsable de l'obligation de moyens (...). précise que le contenu de l'examen doit tenir compte de l'âge et du niveau du compétiteur - conseil de tenir compte des pathologies dites de « croissance » et des pathologies antérieures de consulter le carnet de santé, de vérifier plus précisément au niveau de l'appareil locomoteur - rachis, cervicales, genoux, pieds, en s'aidant si nécessaire de radiographies - **insiste sur les contre-indications à la pratique de la Voile** toute pathologie susceptible de s'aggraver au cours de l'activité sportive elle-même ou de compromettre la sécurité. En cas de doute, contacter la Commission Médicale - préconise une mise à jour des vaccinations, un bilan dentaire annuel, une épreuve cardio-vasculaire d'effort, une surveillance biologique élémentaire à partir de 40 ans, un examen ORL et visuel (...).
Courses au large : Les conditions d'aptitudes physiques et médicales pour participer aux épreuves habitables en solitaire et en double devant respecter les RSO catégories 0 et 1, avec l'établissement d'un dossier médical comprenant **obligatoirement** le compte-rendu d'une épreuve d'effort maximale durant de moins de 4 ans : d'une échocardiographie cardiaque ; d'un bilan biologique datant de moins de 2 ans et comprenant au minimum NFS, ionogramme, créatinine, bilan hépatique, glycémie à jeun, cholestérol et fractions. **Obligatoirement** ce questionnaire médical dûment daté et signé par le coureur et son médecin traitant. A la demande du médecin référent, des examens complémentaires peuvent être rendus obligatoires. Ils sont définis dans l'Avis de Course. Ce dossier sera envoyé au médecin « référent » de la compétition. Pour les RSO de catégorie 2, les résultats d'une épreuve d'effort datant de moins de 4 ans et les résultats d'une échographie cardiaque sont facultatifs mais recommandés. Pour toutes les autres courses en haute mer, de réaliser un bilan médical de l'impressé le plus complet possible, en relation avec la ou les compétitions envisagées.
Note : En cas de doute du médecin référent sur l'aptitude du concurrent à participer à l'épreuve convenue, ce dernier pourra s'engager une expertise médicale selon la procédure définie en annexe 3 du règlement médical fédéral http://www.fivoile.fr/web/fr/voile/documents/engf_medical.pdf
In case of doubt of the referring physician about the aptitude of the competitor, the competitor reserves the possibility of requiring a medical expertise as defined in annex 3 of the federal regulations http://www.fivoile.fr/web/fr/voile/documents/engf_medical.pdf