

# NOTICE OF RACE

## Spi Ouest-France - Bouygues Telecom 2004

*ATTENTION: maximum number of boats entered : 500*

### 1. ORGANISATION

- The Société Nautique de la Trinité-sur-mer, in partnership with the newspaper OUEST-FRANCE, is organising the racing of the **Spi Ouest-France regatta** from 8th to 12th April 2004, under the aegis of the Fédération Française de Voile (FFV).

### 2. RULE AND ENTRY

- Racing is governed by the **Racing Rules of Sailing 2001-2004 (RRS)**, the FFV prescriptions, class and measurement rules, this Notice of Race and the Sailing Instructions (including their appendices and additional clauses). In the event of any conflict, the latter shall prevail.
- The RRS 2001-2004 rules on advertising shall apply to the Spi Ouest-France - Bouygues Telecom, category C (appendix 1, section II) except where international class rules require category A. The organisation shall provide each boat with a set of signs (stickers, numbered dodger, race pennant) which must be visible on the boat throughout the whole race in order to comply with article 20.3.1 (d) of appendix 1, section II of the RRS.
- All boats entered must be monohulls which comply with the rules relating to safety and equipment as provided by the Maritime Authority. Boats must belong to a design class recognised by the ISAF and/or the FFV (a minimum of 10 boats registered) or must comply with the IRC measurement rules (minimum coefficient 0.850).
- It shall be compulsory for each boat to have a crew comprising at least three persons. In the IRC category, the maximum number of crew shall be **limited to the number provided on the rating certificate**.
- A sail number complying with each measurement rule is compulsory for each boat.
- All persons taking part shall hold a valid sailing licence (2004 licence bearing stamp or medical certificate and parental consent for minors).
- Foreign nationals competing on French or foreign boats must hold a document equivalent to the French sailing licence, failing which an insurance certificate confirming civil liability cover up to an amount of 4,573,470 euros, together with a medical certificate confirming that there is no known medical reason to prevent the holder from sailing. A French sailing licence can also be issued to any foreign competitor enabling the holder to participate in a French national event.
- The Organising Committee shall reserve the right to approve or deny entry (rule 76 and appendix 2 of the RRS 2001-2004).

### 3. DISTRIBUTION OF THE FLEET AND COURSE

- The number of boats entered in each category shall determine how the boats are divided out over the 3 race area of the 2004 event (see the position and size of race areas on the extract of the Quiberon Bay chart). Subject to the right to amend as necessary, the fleet may be divided up as follows :

#### ***Race area A***

slowest one designs

#### ***Race area B***

fastest one designs

#### ***Race area C***

other IRC classes, IRC 1 and

Sport

Races will be run over Olympic, windward/leeward loop or coastal courses. Recommended SHOM chart : 7033

The programme of events is attached in appendix and is an integral part of this Notice of Race.

#### 4. ENTRIES

- **Applications for entry (paragraph 5 below)** must be returned to the **SNT** who will send a numbered acknowledgement of receipt confirming entry (numbers limited to 500).
- **Closing date for entries is 25<sup>th</sup> March.** Applications for entry (above the 500 limit) shall be put on a waiting list. Skippers will be informed by post that they have been put on a waiting list, and if applicable, of any withdrawals enabling their boat to be entered.
- Except in the case of force majeure, **a sum of 40 euros** shall be demanded **for any change in boat** compared with the original registration.
- Until 3<sup>rd</sup> April, for the cancellation of any entry (apart from those on the waiting list), the sum of 40 euros shall be retained by the organisation (administration fee). Beyond that date, no reimbursement shall be made and the boat shall remain on the list of boats entered in the 2004 edition of the Spi Ouest-France - Bouygues Telecom.

#### 5. CONTENTS OF AN APPLICATION FOR ENTRY

a) minimum in order for your entry to be registered :

- **Original entry form** (no fax or copy) duly completed on both sides, (with the exception of the crew list which may be filled in later, but before Thursday 8<sup>th</sup> April)
- Entry fee in euros (bank account n° and direct debit authorisation or cheque drawn on a *French* bank only). Any application received without the entry fee shall be refused *de facto*.
- 2 postage stamps (standard letter rate) or, for overseas, an international payment order for the same amount.

b) the following must be attached to the application or sent as soon as possible, to arrive no later than 15<sup>th</sup> March, failing which the application will be cancelled :

- Certificate confirming **class membership** 2004 for any one design boat (FFV and/or ISAF recognised class).
- 2004 **IRC rating certificate** for any other boat (and for any one design if there are not 10 boats registered).
- Insurance certificate confirming that the boat is covered for **racing**.

c) In order for your application to be complete, as soon as possible, we must have received the following information and/or documents no later than Thursday 8<sup>th</sup> April :

- Validated 2004 licences (medical stamp plus parental consent for minors) or, for overseas competitors, an insurance certificate confirming civil liability cover up to an amount of 4,573,470 euros, together with a medical certificate confirming that there is no known medical reason to prevent the holder from sailing)
- Compliance certificate for the boat (for French boats, the first page of the certificate of registry, plus the sailing category – minimum Merchant Navy 5<sup>th</sup> category required for sailing in the Quiberon Bay)
- 2004 advertising card for any sponsored boat.
- Banker's cheque for 50 euros made out to Ouest-France, representing a deposit for the signs (dodger, pennant) which the boat shall carry throughout the duration of the race.

**d) Formalities – Thursday 8<sup>th</sup> April :**

- **If you have sent us all of the documents set out above**, you will have greatly facilitated everything you have to do on Thursday and the secretary's office will be able to provide you with your sailing instructions, pennant, dodger and registration card all the more speedily.
- **Otherwise you will have to provide and have checked all of the information set out in paragraph c) before being able to collect the documents etc. set out above.**

**6. CONTRIBUTION TO ORGANISATIONAL COSTS**

The amount of the fee depends on boat size as follows : (8 euros will be given to the SNSM lifeboat association) :

Under 8 m	195 euros ;	11 m - 11.99 m	310 euros
8 m – 8.99 m	210 euros ;	12 m - 12.99 m	360 euros
9 m – 9.99 m	240 euros ;	13 m and over	405 euros
10 m – 10.99 m	275 euros		

**7. COMPETITORS RESPONSIBILITY**

- **Each competitor shall have sole responsibility for deciding whether or not start or to continue racing.**
- Skippers are personally responsible for damage to property and personal injury which may affect their boat or crew. They bear responsibility for taking out adequate insurance cover.
- Entering a boat implies consent to waiver any right to appeal other than those provided for in the RRS, with regard to the application and interpretation of the texts and documents referred to in paragraph 2 of the Notice of Race and to the resolution of any disputes arising thereunder. .
- **Further, in the event of a decision by the Harbour Authority**, the Race Organisation shall provide competitors with 24 hours notice if they are required to drive out to sea and head for another harbour in the Bay. Once such notice has been provided, sufficient crew must remain on board permanently for the manoeuvre. Once the Race Organisation has given the order that the manoeuvre is to be carried out, the boats concerned shall get underway and head for the specified harbour. Should they fail to do so, the boat shall be excluded form the race, without prejudice to any criminal and civil legal action in the event of an accident.

**8. SCORING SYSTEM (Appendix A of the RRS)**

- The minima point scoring system set out in article 4 of Appendix A shall apply.
- Overall ranking (article 2 of Appendix A) shall be worked out by deducting the worst score if 5 or more race have been run and validated. If 4 or more races have been run and validated, all races shall count.
- Dead heats shall be determined by the application of article 8 of the same Appendix A.