

NOTICE OF RACE

Spi Ouest-France - Bouygues Telecom 2005

ATTENTION: maximum number of boats: 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 24th to 28th March 2005, under the aegis of the Fédération Française de Voile (FFV).

2. RULES

- Racing is governed by the **Racing Rules of Sailing 2005-2008 (RRS)**
- FFV prescriptions (Fédération Française de Voile) shall apply
- Class rules shall apply for series one designs entered
- IRC measurement rules shall apply for all other boats
- Category C of the Advertising Code (Rule 20 of the ISAF Rules) shall apply to the Spi Ouest-France (except where class rules render Category A compulsory).
- In compliance with Rule 20.3.1.d of the ISAF Advertising Code, the organisation shall provide each boat with a set of signs (stickers, numbered dodger) which must be visible on the boat throughout the racing.

3. ENTRY

- All boats entered must be monohulls (**minimum LOA “overall length” 23 ft**) and comply with the following :
 - For boats sailing under a French flag** : the equipment and safety rules required by the Affaires Maritimes (5th category minimum)* ;
 - For boats sailing under a foreign flag** : the OSR/ISAF rules, Category 4.
- Boats must belong to a design class recognised by the ISAF and/or the FFV (a minimum of 10 boats registered) or comply with the IRC measurement rules (minimum TTC coefficient of 0.850).
- Each crew shall comprise at least three persons. In the IRC category, the maximum number of crew shall be **limited to the number indicated 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 (2005 licence bearing medical stamp or certificate and parental consent for minors), RRS 75.
- Foreign nationals racing on French or foreign boats must hold a document equivalent to the French sailing licence. Civil Liability insurance cover must be equal to at least 1.5 million euros, failing which they may take out Civil Liability insurance cover for little cost through the Club organising the event.
- The Organising Committee reserves the right to approve or refuse entry (RRS 76.1).

4. DISTRIBUTION OF THE FLEET AND THE COURSE

- The number of boats entered in each category will determine how the boats are divided out over the 3 race areas of the 2005 event (see position and size of areas on extract from chart of the Quiberon Bay). Boats may be divided out as follows, subject to modification :

<i>Race area A</i>	<i>Race area B</i>	<i>Race area C</i>
Slowest one designs	Fastest one designs	Other IRC classes
Small IRC craft and Sport Class		

2. Races will be run over Olympic, windward/leeward or coastal courses. Recommended SHOM chart : 7033
The racing programme is attached in appendix and is an integral part of this Notice of Race. A maximum of 10 events have been scheduled. The event will be validated if at least two races are run and validated.

5. ENTRIES

1. **Applications for entry (paragraph 5 below)** must be returned to the **SNT** who will send a numbered acknowledgement of receipt confirming entry (number of entries limited to 500).
2. **Closing date for entries is 10th March.** Applications for entries (above the 500 limit) shall be put on a waiting list. Skippers will be informed by mail that they have been put on a waiting list, and, if appropriate, of any withdrawals enabling their boat to be entered.
3. Except in the case of force majeure, **the sum of 40 euros** shall be demanded for **any change in boat** compared with the original registration.
4. Until 18th March, the sum of 40 euros shall be retained by the organisation for any cancellation to cover administration costs (apart from those on the waiting list). After that date, no reimbursement shall be made and the boat shall remain on the list of boats entered in the 2005 edition of the Spi Ouest-France – Bouygues Telecom.

6. CONTENTS OF AN APPLICATION FOR ENTRY

- a) minimum in order for your entry to be registered :
 - **Original entry form** (no fax or photocopy) duly completed on both sides, (except for the crew list which must be filled in as soon as possible and no later than 24th March)
 - Entry fee in euros (bank account n° direct debit authorisation or a cheque drawn on a *French* bank account only). Any application received without the entry fee shall be rejected *de facto*.
 - 2 postage stamps (standard letter rate) or, fore overseas, an international payment order for the same amount.
- b) to be attached to the application or sent as soon as possible to arrive no later than 10th March failing which the application will be cancelled :
 - Certificate confirming **class membership** for 2005 for any one design (a recognised FFV and/or ISAF class)
 - **IRC rating certificate** 2005 for any other boat (and for any one design where fewer than 10 boats are registered). **Please note that the UNCL shall not issue or amend any IRC rating certificate upon the owner's or skipper's request after 15th March 2005.**
 - Insurance certificate for the boat.
- c) In order for your application to be complete, you must send us the following information or documents as soon as possible and no later than Thursday 24th March:
 - Validated licences for 2005 (with medical stamp/certificate and parental consent for minors) or, for all overseas competitor, a similar document and/or insurance certificate confirming civil liability cover up to 1.5 million euros, together with a medical certificate confirming that there is no known medical to prevent the holder from practising the sport of sailing)
 - Compliance certificate for the boat (for French registered boats, the 1st page of the certificate of registry, plus the sailing category - minimum 5th Merchant Navy category required for sailing in the Bay of Quiberon)
 - 2005 advertising card for sponsored boats.

- Cheque in the sum of 50 euros made out to Ouest-France, this representing the amount of the deposit for the signs (dodger, pennant) flown by the boat throughout the duration of the race.

d) Formalities - Thursday 24th March :

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

7. CONTRIBUTION TO ORGANISATIONAL COSTS

level of contribution will depend upon boat size, as follows (8 euros will be donated to the SNSM lifeboat association) :

under 8 m	195 euros ;	from 11 m to 11.99 m	315 euros
from 8 m to 8.99 m	210 euros ;	from 12 m to 12.99 m	365 euros
from 9 m to 9.99 m	245 euros ;	13 m and over	420 euros
from 10 m to 10.99 m	280 euros		

8. COMPETITOR'S RESPONSIBILITY

1. **Each competitor has sole responsibility for deciding whether or not to start or to continue racing.**
2. Skippers are personally responsible for all damage to property and personal injury affecting their boat or her crew. They shall take out any necessary insurance cover.
3. Entering a boat implies waiver of any right to redress other than those provided for by the RRS, with regard to the application and interpretation of the texts of the documents set out in paragraph 2 of the Notice of Race and the resolution of any disputes arising thereunder.
4. **Further in the event of a Harbour Authority so deciding,** competitors will be given 24 hours notice by the Race Organisation if they are to be required to drive out to sea and head for another harbour in the Bay. Once such notice has been received, sufficient crew for the manoeuvre shall remain on board permanently. Once the Race Organisation has given the order for the manoeuvre to be carried out, the boats concerned shall get underway and make for the specified harbour. Any boat failing to comply with such an order shall be excluded from the race, without prejudice to any criminal and civil legal action in the event of an accident arising.

9. SCORING SYSTEM (Appendix A of the RRS)

1. The low-point scoring system set out in article 4 of Appendix A shall apply.
2. The overall rankings (article 2 of Appendix A) shall be worked out by deducting the worst score if 5 races have been run and validated. If no more than 4 races are run and validated, all of the races shall be taken into account.
3. Dead heats shall be determined by the application of article 8 of this same appendix A.

* Depending upon any changes which may be made to French rules and regulations which will be published early in 2005, a rider to the Notice of Race may be issued.