

NOTICE OF RACE

Spi Ouest-France - Bouygues Telecom 2006

ATTENTION : maximum number of boats 500

1. ORGANISATION

La Société Nautique de la Trinité-sur-mer, in partnership with the OUEST-France newspaper, is organising the racing of the **Spi Ouest-France** from 13th to 17th April 2006, under the aegis of the Fédération Française de Voile.

2. RULES

1. Racing is governed by the **Racing Rules of Sailing 2005-2008 (RRS)**.
2. FFV (Fédération Française de Voile) prescriptions shall apply.
3. Class rules shall apply to all series one designs competing.
4. IRC measurement rules shall apply to all other boats.
5. Category C of the Advertising Code (Rule 20 of the ISAF Rules) shall apply to the Spi Ouest France (except where Category A is made compulsory under class rules).
6. 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 remain visible on the boat throughout racing.

3. ENTRY

1. All boats entering the Spi Ouest-France must be monohulls (**minimum LOA « overall length » 23 ft for IRC boats or 21 ft 4 in for one designs**) and have safety equipment equivalent to category 4 of the OSR/ISAF. All boats must comply with their national legislation.
2. **6.50m one designs** (Open or Mach) wishing to compete shall furnish a certificate issued by the organising club confirming their participation in winter training sessions.
3. Boats must belong to a one design class officially recognised by the ISAF and/or the FFV (minimum 12 entered) or be rated IRC (minimum TCC score of 0.850).
4. Each boat shall comprise a crew of at least three. Crews shall comply with class rules or rating rules. In the IRC category, a boat's crew, including her skipper, must comply with the numbers indicated on the rating certificate.
5. A sail number complying with each measurement rule is compulsory for each boat.
6. All persons taking part must hold a valid annual sailing permit (2006 bearing medical stamp, or certificate, and with parental consent for minors), RRS 75.
7. Foreign nationals competing on French or foreign boats must hold a document equivalent to the French sailing permit. The amount of third liability insurance cover must be equal to at least 1 ½ million euros. If not, third liability insurance cover may be taken out at a small cost through the club organising the event.
8. The Organising Committee reserves the right to approve or refuse an entry. (RRS 76.1).

4. DISTRIBUTION OF THE FLEET AND THE COURSE

1. The number of boats entered in each category will determine how boats are divided up over the 3 race areas of the 2006 event (see position and size of race areas on the extract of the chart of Quiberon Bay). Boats may be divided up as follows – subject to amendment :

Race area A	Race area B	Race area C
One designs LOA < 26 ft 3 in (except Open 7.50) ; IRC 5 and Sport class boats	One designs LOA > 26 ft 3 in (and Open 7.50)	IRC 1,2,3,4

Attention : no rankings for series (one design or measurement) where fewer than 12 boats entered.

- Races will be run over windward-leeward, super windward-leeward or coastal courses. Recommended SHOM chart : 7033

Racing programme is attached in appendix hereto and forms an integral part of the Notice of Race. A maximum of 10 races have been scheduled. The event will be validated if at least two races are run and validated.

5. ENTRIES

- Applications for entry (paragraph 5 below)** must be returned to the **SNT before 31st March**. The SNT will then send a numbered acknowledgement of receipt to each applicant (maximum n° of entries : 500).
- Applications for entries (above the 500 limit) will be put on a waiting list. Skippers will be informed by paper mail that they have been put onto a waiting list and if appropriate, of any withdrawals enabling their boat to be entered.
- Except in the case of force majeure, **the sum of 40 euros** shall be required **for any change in boat** compared with the original registration.
- Until 31st March, a cancellation fee of 40 euros shall be retained by the organisation to cover administration costs (apart from those on the waiting list). Entry fees will not be reimbursed where a cancellation is made after 31st March.

6. CONTENTS OF AN APPLICATION FOR ENTRY

- 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 Thursday 13th April).
 - Entry fee in euros (bank account number and direct debit authorisation or cheque drawn on a *French* bank account only). Applications received without the entry fee shall be rejected *de facto*.
 - 2 postage stamps (standard letter rate) or, for overseas entries, an international payment order for the same amount.
- to be attached to the application or to be sent as soon as possible and no later than 31st March :
 - Class membership certificate** 2006 for all one designs (a recognised FFV and/or ISAF class) **6.50m one designs** (Open or Mach) wishing to compete shall furnish a certificate confirming their participation in winter training sessions issued by the organising club, failing which they cannot enter.
 - IRC rating certificate** 2006 for any other boat (and for any one design where fewer than 12 boats are entered). **Note – the UNCL shall neither issue nor amend any IRC rating certificate upon the request of either owner or skipper after the 31st March 2006.**
 - Insurance certificate for the boat.
- No entry will be complete without the following information which must be provided as soon as possible, and in any event, no later than Thursday 13th April :
 - Valid 2006 sailing permits (bearing medical stamp with parental consent for minors) or in the case of foreign competitors, a similar document and/or insurance certificate confirming third party liability cover equal to at least 1 ½ million euros, together with a medical certificate confirming that there is no known medical reason preventing the holder from practising the sport of sailing.

- Compliance certificate for the boat (for French registered boats, 1st page of the certificate of registry, plus the sailing authorised category).
- 2006 advertising card for sponsored boats.
- Cheque in the sum of 50 euros made out to Ouest-France, representing the deposit for the signs (dodger, pennant) displayed by the sail boat throughout the duration of the race.

d) Formalities – Thursday 13th April :

- **If you have provided us with all of the documents set out above**, you greatly facilitate what has to be done on Thursday. The secretary's office will be able to issue you with your sailing instructions, race pennant, stickers, dodger and registration card all the more quickly.
- **Otherwise, you will have to complete all the formalities and have all of the information set out in paragraph (c) checked before you can collect all of the items set out above.**

7. CONTRIBUTION TO ORGANISATIONAL COSTS

Levels of contribution depend upon boat size (8 euros will be donated to the SNSM lifeboat association) :

under 8 m	200 euros ;	from 11 m to 11.99 m	325 euros
from 8 m to 8.99 m	215 euros ;	from 12 m to 12.99 m	375 euros
from 9 m to 9.99 m	250 euros ;	13 m and over	430 euros
from 10 m to 10.99 m	285 euros		

8. COMPETITOR LIABILITY

1. **Each competitor has sole responsibility for deciding whether or not to start or to continue racing.**
2. Skippers are personally liable for all damage to property or personal injury affecting their boat or her crew. They shall take out all necessary insurance cover.
3. Entering a boat implies waiving any right to redress other than that provided in the RRS with regard to the application and interpretation of the contents of the documents set out in paragraph 2 of this 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 that they are 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 ordered that the manoeuvre has to be carried out, the boats concerned shall get underway and make for the specific 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.

9. SCORING SYSTEM (Appendix A of the RRS)

1. The low-point scoring system set out in article 4 of Appendix 1 shall apply.
2. Overall rankings (article 2 of Appendix 1) shall be worked out by deducting the worst score if 5 races or more are run and validated. If no more than 4 races are run and validated, all of the races shall be taken into account.