



# ROUTE DU RHUM DESTINATION GUADELOUPE 2018

## 11<sup>e</sup> édition

Start 4th november 2018

## Notice of Race

Organised by OC SPORT FRANCE  
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***DP in the rules as laid out by the NoR signifies that the penalty for breaking a rule can, at the discretion of the jury, be less than a disqualification***

## **1- ORGANISATION**

The **ROUTE DU RHUM - DESTINATION GUADELOUPE** is an event organized by OC SPORT France with the participation of the city of Saint-Malo and the region of Brittany for start operations, and the region of Guadeloupe for finish operations.

### **1.1 Organising Committee**

Hervé Favre : President

Mathieu Sarrot : Event Director

Its mission is the general organization of the event, the coordination with the communities and organizations of the start and finish host cities, communication, receptions and relations and communication with partners and sponsors and the official prizegiving ceremonies.

### **1.2 Race Direction**

Jacques Caraes : Race Director

Claire Renou : Race Director Assistant

Francis Le Goff : Race Director Assistant

Guillaume Rottee : Race Director Assistant

Guillaume Evrard : Race Director Assistant

The mission of Race Direction is to manage all the sporting aspects of the event. They work directly with the French Sailing Federation (FFVoile), the Race Committee, the Technical Committee, the International Jury and the Medical Commission.

**Any incident / accident must reported to the race director with the utmost priority.**

### **1.3 Team of umpires**

The umpires shall be appointed by the FFVoile in accordance with its regulations.

### **1.4 Jury International**

An international jury will be constituted in accordance with Schedule N of the RRS and in accordance with RRS 70.5 its decisions will be final.

Where judges are not physically present but can be contacted by telephone or Skype, Email, VHF or other audio/visual means, RRS N 1.5 shall be deemed to be respected and protests/hearings may be heard and judged in this manner.

### **1.5 Referring doctor**

In accordance with Annex 3 of the Medical Regulations of the FFVoile ([http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt\\_medical\\_annx3.pdf](http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf)), an appropriate doctor physician will be appointed to study the medical records of each skipper.

## 2- NAME

The official name is "**La ROUTE DU RHUM - DESTINATION GUADELOUPE**".

As part of the management agreement between Pen Duick and OC SPORT France, OC Sport France is the sole owner of the title **ROUTE RHUM - DESTINATION GUADELOUPE**, which is registered in France and abroad and also holds the rights to the logo.

## 3- OBJECTIVE

The Route du Rhum - Destination Guadeloupe is a high level solo ocean racing sporting event, raced solo and taking place every four years. Its mission is to showcase the skippers and partners and owners, as well as the start and finish cities and communities and partners of the organization.

## 4- RULES

**4.1** The event is governed by the current texts of the documents below, as completed and thereafter possibly modified by the Sailing Instructions (SI) available on or before October 1, 2018.

- Rules as defined in The Rules of Sailing (RRS),
- The Class 2018 rules for IMOCA, Class40, Multi50,
- The national requirements translated for foreign competitors specified in the appendix "Requirements/Prescriptions"
- Part B of the International Regulations for Preventing Collisions at Sea (COLREGS)
- Offshore Special Regs 2018/2019 category 1 with modifications specific to each class
- All boats must be equipped with a propulsion motor which must be stationary (any retractable propeller shaft systems are prohibited) and in particular to be entirely autonomous in the docking out and in and in harbor maneuvers, according to their class rules, OSR and NOR.
- The official time for the event will be in local time (TU + 2 until 28 October and TU + 1 from 28 October) and local time in Guadeloupe (TU-4),

In case of translation of documents specific to the race, the French text shall prevail.

**4.2** The following RRS are amended :

- **The RRS of Chapter 2 (when the boats meet)** : apply at the start and up to 50 miles from the starting line and again at the finish, from the northern (longitude) point of the islet "La Tête à l'Anglais" (Guadeloupe), by day. For these part of the course covered at night and for the rest of the course, they are replaced by part B (rules of the helm and course) of the International Regulations for Preventing Collisions at Sea (COLREGS).
- **RRS 41 (External aid) and 45 (Drying, anchoring, mooring)** : modified in § 20.3
- **RRS 42.3 (h)** : a boat may use its engine or be towed to return to Saint Malo or to another port agreed with the race direction to repair and resume the race after the authorisation of race direction direction of the race (modified in § 20.3)
- **RRS 44.1 (Perform a penalty)** : modified in the SIs
- **RRS 47.1 (Limitation on Equipment)** : modified as per "the boats may carry replacement equipment during the race subject to the written authorization of Race Direction".
- **RRS 50.2 (spinnaker pole, jib pole)** : not applicable, except for Class40
- **RRS 51 (Moveable Ballast)** : delete the first 2 sentences and replace with : "Any movement of weight in order to modify the setting or stability is permitted within the following limits : inside the boat all heavy elements which may damage the boat or injure the crew must be securely attached at all times. Food, water and fuel cans, fittings and spare parts can be stored in bags or boxes and moved only if they are securely anchored to the boat. Safety equipment (including life rafts and / or sealed equipment) must

not be moved. The sails can be moved freely. Sail bags must not be able to hold water ".

- **RRS 52 (Manual energy)** : modified to AC 19.2.
- **RRS 54 (Stays and tack of headsails)** : not applicable.
- **RRS 55 (Disposal of litter)** : A competitor must not intentionally throw detritus into the water. It must all be kept on board until the crew are disembarking. However, a boat may throw rubber bands or wool strands when setting a sail.
- **RRS 61 (Requirements for Protests/Hearings)** : amended in the SI
- **RRS 62 (Repair)** : amended in the SI
- **RRS 63 (Instructions)** : amended in SI
- **RRS 64 (Decisions)** : amended in the SI
- **Annex N** : modified to NoR 1.3

**Changes to the RRS will appear in full in the Sailing Instructions.**

## **5- ADVERTISING-PUBLICITY**

**5.1** The boats must display the advertising chosen and provided by the OA (Organizing Authority). If this rule is violated, World Sailing Regulation 20.9.2 applies

### **5.2 Identification Means**

#### **5.2.1 Number**

A distinctive race number for all boats must be visible at all times on deck, hull and sails. The dimensions are given in the Class Rules.

For the ULTIMES category, the dimensions are the same as the IMOCA class (see Measurement)  
For the RHUM category, for sails and deck, the dimensions of the numbers are given in RSS G.1.2 and the dimensions shall be replicated on each side of the hull.

**For multihulls, the race number on the hull shall be affixed to the outer front part of each float and to the monohulls on the front part of each side of the hull.**

IMOCAs are exempt from sail numbers on either side of the hull.

Numbers (in accordance with Class rules) must be submitted to the OA no later than July 15, 2018.

#### **5.2.2 Name of the vessel**

OC SPORT reserves the right to refuse a name which it considers to be bad taste, shocking, abusive or in contradiction with the objects of the race.

#### **5.2.3 Racing flags and banners**

Any boat registered on the race will receive on its arrival at Saint-Malo **two racing flags** which it will have to be carried in its rigging (stays or running backstays) on each side of the boat (minimum height 1m above the deck) starting on Thursday, October 25, 2018, up to 50 miles after the start line and again 50 miles from the finish line until the awards ceremony in Pointe à Pitre.

For classic rigged boats, the two flags will be set on the shrouds. For boats with outriggers, flags must be displayed from the mast top shrouds for library pictures and in the port of Saint-Malo and on the shrouds thereafter.

For any breach of this rule, financial penalties may be applied by the organizer.

#### **5.2.4 Banners and flags**

At the dock the flying of flags and banners of any size with the name of the boat, the logo or the registered logos and marques are authorized to the exclusion of any slogans and must be behind the mast (all spaces in front of the mast are for the organizer).

In addition, the skippers undertake to hoist a string of flags - provided in Saint-Malo along the forestay of their boat - as per provided by the organizer and their partners.

They **must be flown** at Saint-Malo from October 25, 2018 and until the start and after the crossing of the finish line at Pointe à Pitre until the prize giving.

And this string of flags shall remain on board for the duration of the race.

#### 5.2.5 Advertising on sails

The vessels may display branding communication on sails as marked with the names and logos of their sponsors, provided they are set behind the mast only, with the exception of any foresail. This sail advertising must not exceed that of the second reef of its mainsail (unless defined in the class rules)

For information, branded sails may be set in the port of Saint-Malo only for checking and adjustments, but they should not be set for a whole day for communication purposes. The mainsail must carry the branding/logos of the organizer.

#### 5.2.6 Logo of the race

Any registered vessel shall bear the branding and markings provided for by the OA

Details will be given by an endorsement to the Notice of Race before 31 March 2018.

Official branding and stickers will be provided by the OA, and is the responsibility of the on-board manager charged with setting up and carrying out branding until the finish. For any breach of this rule, financial penalties may be applied by the OA

#### 5.2.7 Intellectual property

##### a) Communication elements

All boats registered for the race promise to respect the name of the race in their communications and promotions. A graphic charter will be supplied and must be respected.

Concerning the intellectual property, including (but not limited to) logos, registered brands, weblinks and brands belonging to OC Sport, OC Sport will grant all the teams the right free of charge to use the race logo on all the team's communications material until 31st December 2019.

For any advertising operation run by a team or its sponsors, which uses an element of this intellectual property or which refers to the race organisers, the name of the race, the logo, person, idea, service or product linked to the race, which has a different form from that established by the World Sailing advertising code, a request for written agreement must be made to the organiser. If this rule is not respected, it may result in exclusion from the race based on SRR rule 76

##### b) Clothing and spin-offs

- The Route du Rhum - Destination Guadeloupe brand is protected and apart from the official licensed products, the use of the logo and the name, Route du Rhum - Destination Guadeloupe is not permitted : on the team's official clothes, on clothing destined to be sold, team promotions, incentive schemes or gift programmes and on all spin-off products.
- Armor Lux, the official and exclusive licence-holder, is there to reply to any request for products bearing the brand name, Route du Rhum - Destination Guadeloupe (catalogue to be sent at a later date) and they will be setting up a special offer for the supply of personalised items.

For any information, please contact: [routedurhum@armorlux.com](mailto:routedurhum@armorlux.com)

## **6- ELIGIBILITY AND ENTRY**

### **6.1 Eligibility**

**6.1.1** This event is open to multihulls and invited classes of monohulls which are divided into several classes according to the following criteria (LOA = overall length) :

- |   |   |
|---|---|
| ➤ Category ULTIME                         | Multihulls $\geq$ 60 feet without size limitation                         |
| ➤ Class MULTI 50                          | Multihulls in accordance with the rules of the Multi50class               |
| ➤ Class IMOCA                             | Monohulls in accordance with IMOCA class rules                            |
| ➤ Class 40                                | Monohulls in accordance with the rules of Class 40'                       |
| ➤ Category RHUM Multi<br>as defined above | Multihulls $\geq$ 39 feet and $\leq$ 59 feet and not eligible for a class |
| ➤ Category RHUM Mono<br>above.            | Monohull $\geq$ 39 feet and not eligible for a class defined              |

**6.1.2** The number of boats invited to participate in this event is 100 and the number of places per category is limited to the following :

- Category Ultime : 8
- Classe Multi 50 : 7
- Classe IMOCA : 20
- Class 40 : 40
- Category Rhum Multi : 10
- Category Rhum Mono : 15

In any case the Organising Authority reserves the right to :

- invite additional boats to participate in the event.
- to refuse an entry

**6.1.3** All registered boats must be in good standing with their respective class and class rules as on October 24, 2018 (membership fees paid and up to date 2018 class measurement certificate) for boats entering as a class.

**6.1.4** In order to constitute a class, at least five boats must be registered in that class or category by **31 March 2018** at the latest.

As of April 1, 2018, the OA will confirm the classes as based on the status of registered entries.

### **6.2 Entries**

**6.2.1** Entry registration is by invitation.

**6.2.2** The application for entry will be registered according to the date of its receipt and subject to the receipt of the appropriate registration form (in appendix 4 or with the [online form](#)), accompanied by a check or bank transfer certificate for the correct entry fee.

Entries must be sent to :

OC SPORT FRANCE  
9 bis rue Delerue – 92120 Montrouge – France  
Tél : +33 (0)1.47.46.48.70  
E-mail : [claire.renou@ocsport.com](mailto:claire.renou@ocsport.com)



The link for online registration is :

[https://octp.formstack.com/forms/routedurhumdestinationguadeloupe\\_inscription](https://octp.formstack.com/forms/routedurhumdestinationguadeloupe_inscription)

When the limit of allowances per boat class as per NOR AC 6.1.2, is reached, those subsequent entries will be placed on a waiting list. If by 31 March 2018 the quota for a class class is not reached, the number of additional places will be allocated to the waiting lists of the other classes or categories.

**6.2.3** The entry fees are set at :

- Ultime requiring a mooring and safety device outside the basins : €80 000+ VAT
- Ultime entering the basins : €50 000+ VAT
- Imoca : €20 000 + VAT
- Multi 50 : €10 000 + VAT
- Class40 : €8 000 + VAT
- Rhum Mono : €6 000 + VAT
- Rhum Multi : €6 000 + VAT

Entry fees will be :

- 50% refund for all boats, with the exception of vessels in the Ultime category not returning to the basins, in case of a withdrawal before 15/07/2018
- Retained entirely if the boat is judged to be non-compliant after the tests/scrutineering/measurement carried out by Race Direction. The OA reserves the right to refuse entry (RRS 76)
- Retained entirely in case of skipper's withdrawal after 15/07/2018
- Reimbursed in full if the entry is not accepted as of March 31, 2018
- Reimbursed if the event is canceled (except in case of force majeure) or if the OA refuses the registration of a boat.

Cheques are to be made payable to OC SPORT FRANCE, bank transfers must be made to the following account details :

Account Name	OC SPORT France
Bank Code	30003
Local Sort Code	03380
Account number	00027001340
RIB Code	78
IBAN	FR76 3000 3033 8000 0270 0134 078
SWIFT (BIC)	SOGEFRPP
Bank Name	Société Générale

**Please indicate the name of the skipper and the name of the boat.**

The OA may, because of force majeure or if the safety of the participants so requires, decide to cancel the race. Cancellation for reasons of force majeure or for any reason beyond the control of the OA, will not give rise to any refund of the entry fees or compensation. This may include, but is not limited to, the event of exceptional weather conditions, armed conflict, bombing, requisition, fire, flood, strike, or blockage of facilities whose causes and origins are outwith the control of the of the will of the OA.

**6.2.5** The entry requires the provision of a positioning beacon provided by the OA to each skipper. A cheque for deposit or a bank transfer of 500 euros will be requested during the week of inspection in Saint Malo.

## 6.2.6 Qualifying passage

Each boat, **with its skipper registered for the race**, must carry out a qualifying course before September 15, 2018 unless there is an exceptional dispensation by Race Direction.

The requirements are as follows :

- The boat and the skipper must be registered for the race.
- It must be equipped with an activated and operational C / mini C standard or a positioning beacon whose direction and speed of travel can be polled to follow the course and passage.
- It must propose to Race Direction by email a qualification course specifying the port of departure, the port of arrival, the intermediate waypoints, the distance and the envisaged departure date.
- This course must be at least 1,200 nautical miles with a minimum of 120 miles to be carried out up wind in wind and sea conditions of force 5 on the Beaufort scale and be carried out in a race configuration. Only single-handed courses will be accepted, unless with the exceptional written authorization of Race Direction as in the case of an embedded "media man".
- The race management will validate the proposal with the skipper by return of email and / or telephone exchange if necessary.
- The skipper will make every effort to display the affixed branding of the race provided by the OA (logos of the race and race pavilion) during this qualification, and all outputs which are intended for the making of image banks.
- Five days before the start of the qualification, send an email to the race direction via the C standard (or mini C) in order to establish identification and to indicate the actual date and time of departure. An acknowledgment will be sent to Standard C. If a positioning beacon is used, access to polling signals will be given to Race Direction  
Polling tests will therefore be conducted before departure to ensure proper functioning and then qualification. It is therefore essential to keep the standard C activated from Day 5 before starting to the end of the course.
- Upon returning from the qualifying course, send an email to Race Direction with a summary of the passage : date and time of departure and arrival, actual course taken (including a copy of the Maxsea or Adrena route), distance traveled, problems encountered...
- An acknowledgment of receipt will be sent by the Race Direction to validate or not the qualification passage.  
The qualifying course must be validated by the Race Director to be able to take the start of the Route du Rhum Destination Guadeloupe.

If the boat and the skipper (on the same boat as the one entered for La Route du Rhum - Destination Guadeloupe) have participated and completed THE TRANSAT BAKERLY 2016 or the VENDEE GLOBE 2016 and the boat has not undergone major changes since then, no qualification will be required.

The qualifying course may also be carried out on a race recognized as qualifying by Race Direction.

In the event of major changes made to the boat after the qualifying course, the race director may ask the skipper to re-run a qualifying course.

Any decision by the AO to accept or not accept a qualifying course will not give rise to a request for protest from a boat. This amends RCV 62.1 (a).

- 6.2.7 The definitive list of boats admitted to participate in the Route du Rhum Destination Guadeloupe will be published by 1 October 2018 in order to be able to carry out the requisite checks as of 25 October 2018 in Saint-Malo.

**Only vessels that have sent a copy of their liability insurance certificates to the OA will have access to the Port of Saint-Malo basins.**

- 6.2.8 Registration will be final only once the boat and its skipper have completed the last check in Saint-Malo during the week before departure.

**6.3 Skipper**

- 6.3.1 The race is completed solo. Every vessel shall have at all times one person and always the same one person on board, subject to RRS 1.1 and 41.
- 6.3.2 Any skipper who embarks one or more persons under RRS 1.1 or 41 shall endeavor to disembark them as soon as possible and shall comply with the instructions of Race Direction.
- 6.3.3 Each skipper must be in good standing with the national authority of his / her country of nationality or residence and must hold an FFVoile licence (or equivalent in his / her country) valid for the duration of the event.

French skippers must present their validated Club FFVoile license certification including the presentation of a medical certificate allowing the practice of sailing in competition or their license ClubFFVoile with "adhesion" or "practice" a medical certificate allowing the practice of sailing in competition dating less than one year,

Foreign skippers who do not hold an FFVoile license must present a proof of their membership of a National Sailing Federation, at the time of registration, a valid proof of liability insurance with a minimum coverage of two million Euros and a medical certificate of non-contraindication of the practice of sailing in competition dating less than one year before the start (written in French or English).

- 6.3.4 Each skipper must provide the organization with the following documents by September 15, 2018

**a) For French nationals :**

A valid World Sailing (Survival At Sea+ First Aid Survival Training) certificate issued at a World Sailing approved center

**b) For non-French nationals :**

Either the certificate as described in a) above, or a certificate of survival training as required by Special Regs 6.01. This training must be "World Sailing Approved" and a certificate satisfying Special Regs 6.05.2.

Complete information on the FFVoile website:

<http://www.ffvoile.fr/ffv/web/services/RSO.asp#StagesSurvie>

The Medical Commission of the French Sailing Federation and the doctor of the Route du Rhum Destination Guadeloupe confirm that it is the responsibility of the skipper :

- To ensure that his medical and physical condition is compatible with the requirements and constraints of the race.
- To truthfully inform the referring doctor of any pathology of which he is aware, which could alter his/her safety or that of third parties during the event.

Since the Route du Rhum Destination Guadeloupe is an Special Regs 1 category competition, each skipper engaged is required to provide :

- A report of a cardiac ultrasound
- A report of a maximum stress test dating from less than 4 years
- The medical form (enclosed Appendix 5), which must include the date, stamp and signature of the doctor, confirming the information requested and the date and signature of the skipper.

Also requested :

- A biological assessment dating from less than 2 years and comprising at least NFS, ionogramme, urea, creatinine, hepatic balance, fasting glucose.
- A heart ultrasound/ECG dating under 2 years for skippers aged 50 years or older

The absence or insufficiency of the requested information may result in the non-validation of the skipper's participation in the medical plan. The name and contact details of the race doctor will be communicated as soon as possible.

All these documents must be sent to the race doctor under seal to preserve confidentiality and medical confidentiality.

If he deems it necessary, the referring doctor may ask for additional examinations to assess the skipper's ability to participate in the event.

Given the results of the medical file and the test results, the referring doctor may notify the skipper of his intention to give an unfavorable opinion on his participation. In this case, the skipper may ask for a second expert opinion before a definitive decision is made by an expert appointed by the Federal Medical Commission (COMED). In the event that the conclusions of this second opinion are different from those of the referring doctor, they will be imposed by the latter. If the conclusions are identical, the OA may refuse the skipper's registration.

The skipper must also :

- provide a certificate proving that he has completed the mandatory medical training course for the SAR 1 category ;
- provide the list of medicines (Annexe 2) in accordance with category SAR 1 with any associated trade names and expiry dates. This list must be dated and signed.

Each skipper must submit to the OA the following documents before September 15, 2018 :

- Advertising/publicity rights card 2018
- Restricted Radiotelephone Operator Certificate
- Ship Station License

**6.3.5** Minimum age : 18 years to 25 October 2018.

**6.3.6** No later than 1400hrs on 2 November 2018, the skipper shall submit his / her starting declaration duly completed and signed. The starting declaration will be an annex to the SIs

## **7- ADDITIONAL SAFETY EQUIPMENT**

**7.1 The following safety equipment shall be compulsory on board for the whole duration of the event :**

**7.1.1** A radar with alarm.

**7.1.2** A portable Iridium active (with a dedicated SIM card) sealed or in a waterproof case contained in the survival pack.

- 7.1.3 A waterproof portable GPS or in a waterproof case in the survival pack
- 7.1.4 An active AIS transmitter / receiver and AIS target display software with an antenna at the top of the mast and registered at the MMSI of the vessel
- 7.1.5 A survival suit, to standard NF EN ISO 15027-1 and whose thermal insulation without polar undergarments must be greater than 0.75 Clo submerged.
- 7.1.6 A 121.5 Mhz and 406 Mhz Sarsat-Cospas dual-frequency portable distress beacon, rated long-term, with a minimum 48 hours of autonomous usage (2 beacons each for ULTIMES and IMOCA).
- 7.1.7 **Marking of hull, fluorescent color** : rules RSO 4.02.1, 4.02.2 are mandatory for Class 40, Rum category, IMOCA, Multi 50 and ULTIME category.
- 7.1.8 A mini diving bottle of the "Spare Air" type or equivalent with a built-in pressure reducer.
- 7.1.9 A self-inflating life jacket with a Hammar type pressure system or equivalent, CE approved with at least one spare kit and equipped with a flashlight type lamp with a minimum operating time of 8 hours
- 7.1.10 An autonomous radar SART (search and rescue transponder) in the survival container.
- 7.1.11 **A personal beacon AIS permanently worn by the skipper**
- 7.1.12 **A personal beacon PLB always carried by the skipper**
- 7.1.13 The following elements are mandatory in the survival container :
- Flashlight
  - Cyalume chemical reaction light sticks
  - 1 survival cover
  - 1 first aid kit (2 tubes of sunscreen plus dressings effective in wet conditions)
  - Safety food pack equivalent to consumption 5000kj
  - 1 sachet of fluorescent dye
- 7.1.14 **Vessels shall carry on board an emergency fuel reserve**
- Imoca : 15 litres in a single jerrycan which will be sealed closed and sealed in position
  - Ultimes, Multi50, Rhum Multi : 10 litres stored in a single jerrycan that will be sealed
  - Class40 : Comply with the class rule
  - Mono Rhum class : 10 litres stored in a single jerrycan which will be sealed and sealed in position
- 7.1.15 The list of items to be sealed shall be described in the SIs. The engine shafts of all boats will be sealed using a self-sealing procedure. Before arriving at Saint-Malo, the boats must provide the method to allow the installation of this motor seal.

## **8- PROGRAMME**

### **Thursday 25 and Friday 26 October : Boat welcome parade**

**The boats will be called and parade at the same time mustering at a given place to make a parade to welcome the fleet into the basins of Saint-Malo. The information for these parades will be communicated in an information note by 31 March 2018 at the latest.**

### **Friday, 26 October 2018 20H00 :**

All boats must be at the disposal of the OA in the port of Saint-Malo, under sanction of financial penalties. However, the OA may defer from this clause, on a case-by-case basis, but imposing a financial penalty which may not be less than 1000 euros per 24-hour delay.

The OA is setting up a docking plan for the boats that the skippers will respect.

Therafter vessels are no longer permitted to leave the harbour except with written authorization from the race direction.

Vessels in the Ultime Class, the beam of which would not allow entry into the Saint Malo basins, may differ from this rule but will have to comply with the mooring / mooring solutions proposed to them.

Places for Ultime vessels not in the inner basins will be allocated as follows : A list of vessels that have registered and paid the full registration fee by 1 décembre 2017 will be established. Thereafter a draw will be held between these boats to determine locations, unless the competitors agree among themselves. The OA reserves the possibility of placing as a priority a boat of which a partner would also be official or main partner of the Race.

Friday 26 october 2018	18h30	Welcome housekeeping briefing
Saturday 27 october 2018	09h30	Start of controls Presence of the skipper compulsory for the 1st check
	14h00	Mandatory activities for skippers
	18h00	Presentation of the skippers
Sunday 28 october 2018	09h30 / 16h00	Mandatory activities for skippers
Wednesday 31 october 2018	14h00 / 17h00	Briefing safety and sailing instructions
Friday 2 november 2018	18h00	End of controls Boats which have not completed the checks by this date will not be allowed to start
	18h00	Deadline for filing of starting declaration
	18h30	Briefing for crew and team's RIB
Samedi 3 november 2018	Schedule to be confirmed	Skippers briefing
	Schedule to be confirmed	Exit of the first boats A schedule will be attached to the SI
Sunday 4 november 2018	Schedule to be confirmed	Boat dock out/exists A schedule will be attached to the SI
	13h02 or 14h02 Start TBC	START OF THE ROUTE DU RHUM DESTINATION GUADELOUPE

**Note : Depending on the weather, the race direction may advance the start to Saturday 3 November or postpone it to a later date.**

**Competitors will be notified of the programme change by an amendment**

## **9- SKIPPERS APPEARANCES AND OBLIGATIONS**

### **9.1 The presence of the skipper is compulsory :**

**9.1.1 In Paris :** for the presentation press conference (in September or October 2018).

**9.1.2 In Saint-Malo :**

- From Friday 26 October 20h to Sunday 28 October 16h
- For each briefing described in the NOR.
- For the first safety check of the boat.
- From Wednesday 31 October 2018 to the start of the race.
- During the **entire** presentation of the skippers and the official evening reception before departure in Saint-Malo.
- At the awards ceremony in Saint-Malo, **which failing to attend, the prize will not be awarded.**

### 9.1.3 In Guadeloupe :

- At the finish press conference,
- At the awards ceremony, **which failing to attend the prizes will not be awarded.**
- **At the closing ceremony which will take place on the day of the prize giving (2 prize ceremonies will be scheduled)**

## 9.2 Technical manager of the boat :

**9.2.1 In Saint Malo :** A technical person in charge of the boat must be permanently present from the arrival of the boat until the departure of the boat. His contact details must be deposited with the race director on arrival in Saint Malo. It must be reachable 24/24h

**9.2.2 In Guadeloupe :** A technical representative of the boat must be present permanently from the arrival of the boat until its award ceremony. Contact details must be submitted to the race director upon arrival. It must be reachable H24.

**9.3 In the event of infraction and non-presence of the skipper,** penalties may be applied by the AO.

## 10- CONTROLS/SCRUTINEERING

### 10.1 In Saint Malo

Each boat will be scrutineered/checked. The skipper must be present for the first check of the boat. A boat that does not conform to the rules of the race will not be able to start the race.

### 10.2 In Guadeloupe

On arrival, boats will be checked.

A boat that does not comply with the regulations may be penalized or disqualified at the discretion of the International Jury.

## 11- RACING INSTRUCTIONS (SI)

The SIs will be sent to the skippers by e-mail no later than 1 October 2018 and posted on the website in the race area.

## 12- COURSE

<b>Start line</b>	<b>to the North of the Pointe du Grouin</b>
<b>Bouée du Cap Fréhel</b>	<b>leave to starboard</b>
<b>La Guadeloupe</b>	<b>round leaving to port</b>
<b>Îlot de la Tête à l'Anglais</b>	<b>leave to port</b>
<b>Bouée de Basse Terre</b>	<b>leave to starboard</b>
<b>Finish line</b>	<b>close to Pointe à Pitre</b>

\* Bouée = buoy

The detailed course will be published as an annexe to the SIs

## 13- TIME LIMIT

The finishing line will be closed on the 2nd of December at 14H00 (French time). Thereafter a safety watch will be continued for vessels finishing after the time limit.

## **14- PENALTIES**

- 14.1** Replacement/alternative penalties for infringement of rules other than those in Chapter 2 : A violation of rules other than those in Chapter 2 and/or in RRS 28 and 31 may, after deliberation, be punished by a penalty of up to disqualification.
- 14.2** RRS 44 - Such alternative penalties will be detailed in the SIs

## **15- CLASSEMENT/RANKINGS**

- 15.1** **Standing and rankings of the Route du Rhum Destination Guadeloupe are calculated and published in real time.**

### **15.2 FINAL STANDINGS/RESULT**

A real-time ranking in each of the classes defined in NOR 6.1.1 will be established in the order of arrival, plus penalties or minus any time redress.

- 15.3** The OA reserves the right to establish further rankings to be further defined in the SIs.

## **16- TROPHIES andPRIZES**

- 16.1** Only boats which have crossed the finish line of La Route du Rhum Destination Guadeloupe and finishing before the end of the time limit are taken into account for trophies and prizes.
- 16.2** The amount and distribution of financial awards to be distributed will be disseminated by the OA no later than July 30, 2018.

## **17- POSITIONING/TRACKING**

### **17.1 Organization Positioning Beacon System**

In Saint-Malo, the OA will install one or more positioning/tracking beacons on each boat that will facilitate the tracking of the boat.

A cheque for deposit of 500 euros per beacon will be required from the skipper. This cheque will be returned to him or will be destroyed when he returns his beacon(s) with his finishing declaration to the Race Direction in Pointe à Pitre. In case of abandonment it must be returned at the skipper's expense to the offices of OC SPORT France.

### **17.2 Replacement/Substitute Positioning System**

- 17.2.1** Each vessel shall be equipped with a replacement positioning system to cover for any event of failure of the positioning beacon provided by the OA.

#### **17.2.1.1** An operational Standard C for polling location.

This appliance must be permanently attached, in perfect working order and installed so as to prevent any deterioration. It should be tested before departure.

**17.2.1.2.** An other locating beacon whose type must be accepted by the Race Direction. This positioning beacon must be fixed and securely installed outside the cockpit for carbon boats or for other boats attached to the chart table and powered by on board energy source.

- 17.2.2** Each skipper shall give the OA permission to follow his boat by this system during the following of the course and the race. Tests will have to be carried out as soon as possible.



### 17.2.3 Other Alternative Positioning System

Race Direction must be informed of any other form of satellite positioning or reporting, they must have 24-hour access to it and know the name and address of the body or individual which collects the data information.

### 17.3 Real-time tracking

The OA reserves the right to ask the skippers to switch on their Fleet BroadBand (for boats that have one) during the first 2 hours of racing. In this case, the OA will install upstream software on the on board. PC. Another device can be put on board by the OA (GSM beacons, GPRS, ...)

## 18- MEANS OF COMMUNICATION

Every boat must be equipped with :

- A satellite telephone system with fixed external antenna. The outdoors antenna must be installed in accordance with the technical instructions for the product. Any non-compliant installation **will be refused**. A visual and audible alarm should be integrated into the satellite phone to indicate any incoming calls. This phone must have a sufficiently audible ringing inside the boat and remain **on** for the duration of the race.
- A VHF marine radio of 56 channels of minimum 25 watts with antenna at the masthead.

### **Compulsory for Ultimate Imoca M50 and highly recommended for C40 and RHUM**

- An Inmarsat satellite system or equivalent (broadband and features) with a transmission rate equal to or greater than 128kbps.

These devices must be in perfect working order and installed in such a way as to prevent their deterioration. These devices, as well as the portable iridium container and the AIS will be tested before departure by the technical committee.

## 19- ENERGY SOURCE

19.1 No means of propulsion other than wind force may be used in a race (RRS 42.1).

19.2 Boats are permitted to use an energy other than manual to use an autopilot **or for multihulls an anti capsiz system allowing the sheets to be totally eased**. Under no circumstances should this system be used to trim the sails. This energy can be used to maneuver the keel ballast and / or canting system. **A request for a permission is under way with the FFVoile concerning the adjustment of the foils of the boats in the Ultime. A possible permission will be the subject of an annexe.** This change the RRS 52.

## 20- EXTERNAL AID (This change RRS 41 and 45)

20.1 All navigation aid software systems are authorized, including routing (modification of RRS 41) except for where class rules prohibiting routing.

20.2 Vessels shall carry out the entire course independently and shall not deliberately sail in company with or arrange for any accompaniment. During the event, the vessel may not have physical contact with any other ship or aircraft. It can not be refueled in any way.

20.3 During the race, a boat may make **a single technical stop** and receive assistance under the following conditions :

**Please note that a technical pit stop will not be counted as a pitstop if the boat carries out if the stop is within a radius of 150 nautical miles of the start line in Saint-Malo (cf. Appendix 2).**

- The skipper must lodge a request with the Race Directors (VHF, Inmarsat C, M, telephone).
- After approval of the race direction at the agreed location, the repairs to be carried out and possibly the equipment to be changed, the vessel may be towed or put its engine in and / or out of the agreed harbor or anchorage with the race direction and within an agreed distance provided that it can be shown that the overall result of such towing or engine operation has not favored the boat's progress towards the finish line.
- People can board when the boat under tow or engine- When the boat is docked in the port or haven agreed with the Race Direction, repairs can be carried out and it can be refueled and take on board replacement equipment agreed with the Race Direction. The skipper can disembark the boat.
- When the boat has finished its repairs, it can be towed or left to the engine over a distance agreed in advance with the Race Direction provided that it can be proved that the overall result of such towing or engine operation did not favor the boat's progress towards the finish line. As soon as the boat resumes its race, only the skipper is on board.
- The technical stop at a dock in a port or in a shelter is not subject to a minimum stop time, unless otherwise stated in the Class rules where they exist.
- A stop at anchor or mooring or on a buoy or alongside a floating vessel does not count for technical stop as long as the skipper does not receive outside assistance during this stop.
- **This does not apply to the port of Saint-Malo** where any means is permitted to return to the port or to leave it to a point specified in the SIs

## **21- RESPONSIBILITY OF THE OAI'S PARTNERS AND PARTICIPANTS**

21.1 Sailing is a sport which can be risky and a potentially dangerous activity. Anyone considering participating in the race, whether as a participant or otherwise, must do so while accepting the risks inherent in such participation and knowing that such participation could result in damage or loss.

The responsibility of the OA and its partners is limited to ensuring the sporting integrity of the event. Any other liability that may be accepted by the OA can only be contractual and explicit.

In particular :

- The checks that the organization of the race, either on its own initiative or at the request of the International Jury or any other body, would have to do, are solely to ensure that regulations, their amendments were respected.
- The watch and tracking and in particular the radio watch and / or Inmarsat C, which the OA can provide must be considered by the skippers as optional and random, and in no case as an additional safety on which they can rely.
- Any request made to a member of the OA can not civilly commit the AO unless he has explicitly accepted the responsibility, either itself or by one of its officials, officially accredited for this purpose. In particular, this is the case for requests for various types of assistance, including assistance at sea.

- 21.2** The event is a sports event. Any sports litigation will be judged in accordance with the RRS. The fact of entering and competing implies that the skipper and his successors in title dispense with any jurisdiction other than sporting for the sports disputes. No claim for damages can be made (fundamental RRS No. 3). As a result, the OA will not accept any liability for breach of contract under customary law, whether written or otherwise, nor for negligence, and will not be liable for any loss or injury (for any reason whatsoever, occasional), breach of duty, distortion or otherwise.
- 21.3** Whatever the legal relationship between the owner (s) of the boat, the owner and the skipper, only the skipper officially indicated on the registration form is the responsible party to the OA
- 21.4** Each skipper participates in the race at his own risk and acknowledges that his decision to participate has been taken under his sole responsibility. It is the sole responsibility of each skipper to decide to participate in the race according to his / her competence, the condition of the boat and its rigging, the weather forecast or suffered during the race, his / her own physical and medical condition and so on. Any advice or information provided by the OA, such as a weather report or advice following inspections of the vessel, is given for information only and it is the sole responsibility of each skipper to verify the probable weather conditions and their equipment. Neither the OA of the race nor their associates accept any responsibility for such advice or information that they may be required to provide. **(RRS Fundamental n ° 4).**
- 21.5** The owners, vessel owners or skippers shall each be personally responsible for all material and human accidents which may happen to themselves or to the vessels or which they may cause to any third party or any property belonging to them to a third party. It is their responsibility to take out all necessary insurance, whether for injuries, losses, damage or otherwise. In addition, each skipper undertakes to provide an attestation of such insurance and any exclusion clauses and allowances to any third party with whom he / she would have to come into contact during the race or associated events.

**In particular, the skipper is responsible vis-à-vis the OA of the race to ensure all the necessary insurance to cover civil liability of a minimum amount of 3 million Euros is in place and valid. It must be evidenced by a written certificate deposited with the organization of the race before the arrival of the boat in Saint Malo. Failing this, the skipper will not be allowed to start the race and the registration fees of the boat will remain with the OA of the race.**

The absence of third-party insurance does not place any liability on the OA or its partners.

- 21.6** **An essential condition for taking part is that the owner and/or team manager and the skipper must sign the waiver and present it to the organiser, agreeing not to pursue any claim against the organiser, his representatives and agents, as well as the insurers.** The organiser may in no way be held responsible for any real or alleged indirect loss, whatever the circumstances, suffered by whomsoever, the entrant, owner, sponsor or any other party. This liability waiver is not limited to merely the loss of profit, opportunities, business, publicity, reputation (or an opportunity to enhance a reputation) or indeed any financial loss whatsoever.
- 21.7** The organisers may in no way be held responsible by the race entrants or any other party for any losses, damage or any real or alleged expenses resulting from a case of force majeure, including (but not limited to this list) any natural disaster, war, military intervention, accident, equipment failure, riot, exceptionally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning, lockout or social conflict, or any oversight or refusal by the government, national bodies, international sailing authorities, transport agency, telecommunications firms to grant a permit, or any delay in their supply, issue, production or delivery by any third party in charge of information, goods or services.

- 21.8** The race organisers are not obliged in any way to organise rescue operations either on land or at sea. Entrants are reminded that they are obliged to go to the rescue of another boat or competitor in distress (Basic SRR 1.1), to the extent that this is possible, as rescue and assistance at sea is governed by international conventions.
- 21.9** The organiser is in control and has priority in managing factual communications regarding incidents or accidents on boats or during the race. A compulsory meeting will be organised on the day of the press conference with the person in charge of each boat attending to confirm monitoring procedures and the communication determined by the organiser in case of incident or accident.
- 21.10** It will be assumed that all those taking part and all those involved in the race will be made aware of exclusions and compensation. No start will be allowed before the competitor, owner (if different) and the partners of the entrant have signed and handed over to the organisers a handwritten certificate supplied by the latter, by 1800hrs on Wednesday 31<sup>st</sup> October 2018 at the latest, whereby they declare:
- The competitor recognises they have read and understood the arrangements laid down in the Notice of Race and any other official document, including acknowledging the risks and dangers linked to the event. They agree that they have genuinely taken into account the requirements of a death insurance policy and its compulsory nature (whether for dependents or others) and that the entrant has sufficient coverage in terms of accident/death insurance throughout the race.
  - The entrant recognises that he has taken out adequate insurance coverage and that will remain the case until one month after he has completed the race (or retired from the race). This must include insurance to cover any risks and liability concerning any third party for a minimum amount that is at least equal to that laid down in current international conventions.
  - The entrant, owner (if different), and the entrant's partners recognise that it is only reasonable that the race organisers (Pen Duick), as well as all those involved in the organisation, refuse to accept any liability to the maximum level allowed by the law and that they are protected against any claim of whatever nature.

## **22- UTILIZATION OF AUDIO-VISUAL RIGHTS**

The audio-visual annex will be communicated by 15 July 2018 at the latest.

## **23- MEMBERSHIP**

Registration entails full and unreserved acceptance of all the above-mentioned provisions.

The OA reserves the right to amend this notice of race.

## **24- CONTACTS**

### **Direction de course**

Directeur de Course : Jacques Caraes : +33 (0)6 85 20 02 83 email : [jacques.caraes@ocsport.com](mailto:jacques.caraes@ocsport.com)

Adjointe direction de course: Claire Renou : +33 (0)1 47 46 48 71 email: [claire.renou@ocsport.com](mailto:claire.renou@ocsport.com)

### **Organisation générale**

Hervé Favre, Président

email : [herve.favre@ocsport.com](mailto:herve.favre@ocsport.com)

Mathieu Sarrot, Directeur des événements

email : [mathieu.sarrot@ocsport.com](mailto:mathieu.sarrot@ocsport.com)

## Appendix 1 « PRESCRIPTIONS »

### FFVoile Prescriptions to RRS 2017-2020 translated for foreign competitors

(\* FFVoile Prescription to **RRS 64.3** (*Decisions on protests concerning class rules*):

The jury 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 about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.

(\* 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 authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(\* 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 authorization 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** (*National prescriptions*):

Prescriptions of the FFVoile shall neither be changed nor deleted 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 neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website [www.ffvoile.fr](http://www.ffvoile.fr), shall be the only translation used to comply with RRS 90.2(b)).

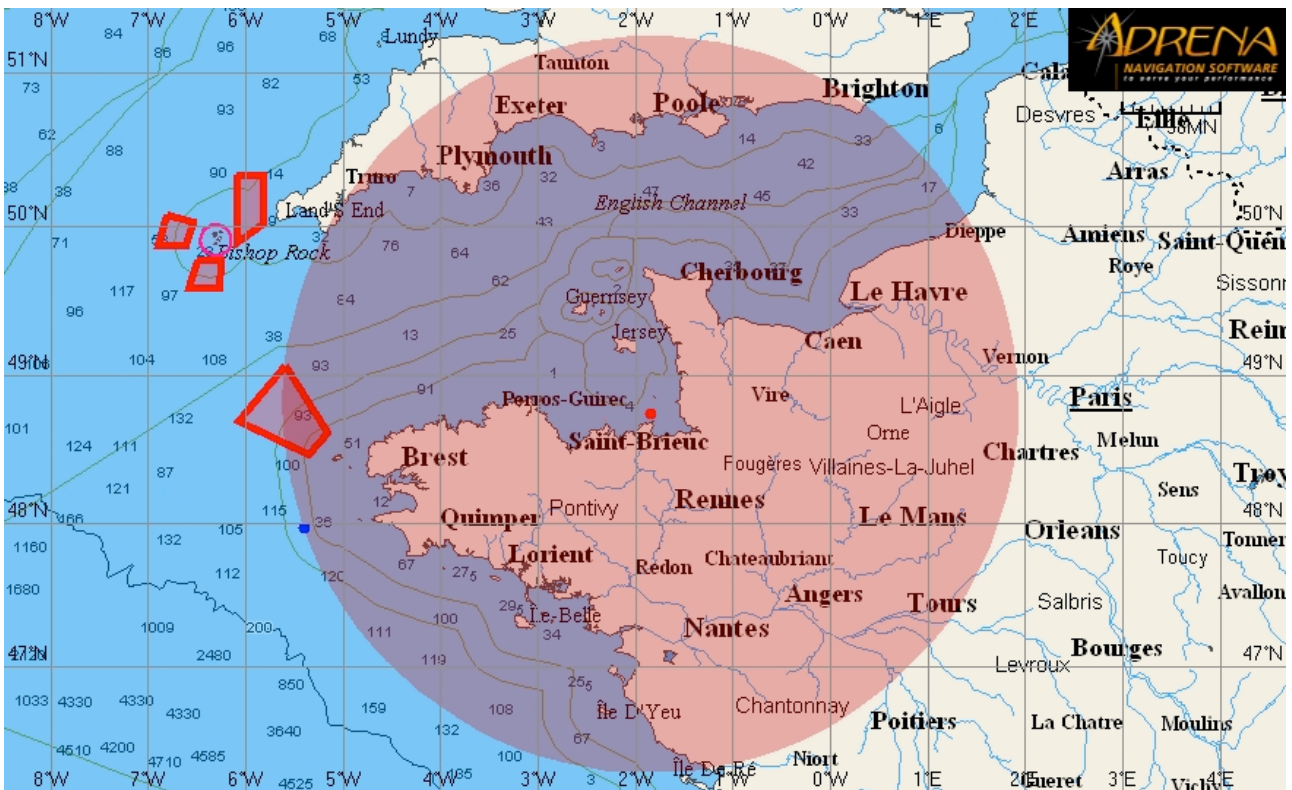
(\* FFVoile Prescription to **RRS 91(b)** (*Protest committee*):

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 authorization 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](mailto:jury.appel@ffvoile.fr), using preferably the appeal form downloadable on the website of Fédération Française de Voile: [http://www.ffvoile.fr/ffv/web/services/arbitrage/jury\\_appel.asp](http://www.ffvoile.fr/ffv/web/services/arbitrage/jury_appel.asp)

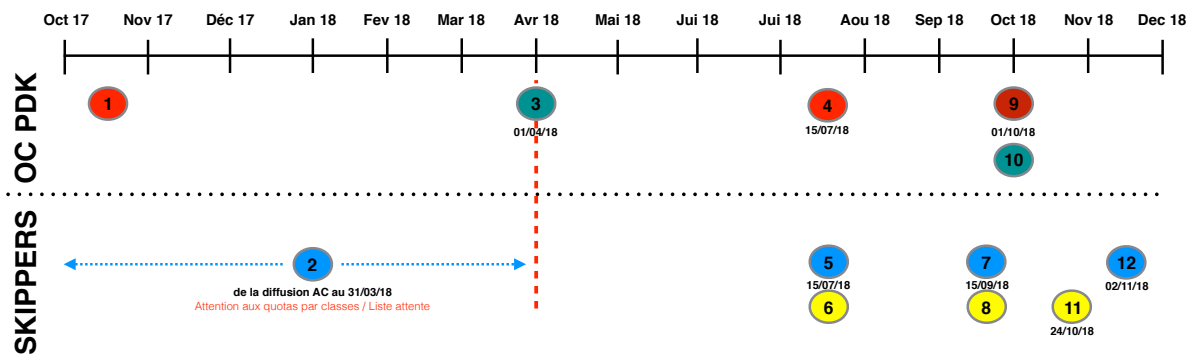
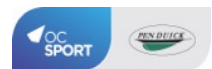
**Appendix 2 : 150 miles zone around the start line not counting as stopover**



### Appendix 3 : Summary of registration process




### Route du Rhum - Destination Guadeloupe 2018 Schéma récapitulatif du processus d'inscription



- |   |  |   |  |    |  |
|---|--|---|--|----|--|
| 1 | Diffusion Avis course                                      | 5 | Numéro de course à donner              | 9  | Diffusion IC (au plus tard)                        |
| 2 | Inscription  | 6 | Date limite forfait avec remboursement | 10 | Liste définitive bateaux admis                     |
| 3 | Confirmation des classes<br>Quota à redistribuer si besoin | 7 | Document à fournir (ISAF, médical...)  | 11 | Date limite pour être en règle<br>avec les classes |
| 4 | Diffusion annexe audio                                     | 8 | Date limite parcours qualification     | 12 | Déclaration de départ                              |

### Annexe 4 : Registration form (partie 1)

	<b>La Route du Rhum - 11ème édition</b> <b>Saint-Malo / Guadeloupe</b> <b>Start Sunday 4 november 2018</b>
<b>Entry Form</b>	
<b>Race Name of the boat :</b> _____  Given name of the Boat _____ Sail N°: _____	
<b>1 Skipper</b> Surname _____ Name : _____ Address : _____ _____ Zip Code _____ City : _____ Birth Date: _____ Nat. : _____ Borne place. : _____ perso. : _____ mobile : _____ Office : _____ Mail : _____ Licence FFV n° : _____ Family Status : _____ Number of children : _____ Old Participations (Years ?) : _____	<b>2 Sponsor</b> Society : _____ <div style="text-align: center;"><b>Contact</b></div> Surname : _____ Name : _____ status : _____ Address : _____ _____ zip : _____ city : _____ perso. : _____ mobile : _____ office : _____ Mail : _____ WebSite : _____
<b>3 Project Manager</b> Surname _____ Name : _____ Society : _____ Address : _____ _____ Zip : _____ City : _____ perso. : _____ mobile : _____ Office : _____ Mail : _____	<b>4 Press officer</b> Surname _____ Name : _____ Society : _____ Address : _____ _____ Zip : _____ City : _____ perso. : _____ mobile : _____ Office : _____ Mail : _____
<b>5 Boat's Information</b> Monohull <input type="checkbox"/> Class 40 <input type="checkbox"/> Imoca <input type="checkbox"/> Category Rhum <input type="checkbox"/> Date of construction : _____ Multicoque Multi 50 <input type="checkbox"/> Ultime <input type="checkbox"/> Category Rhum <input type="checkbox"/> Date of launch : _____ Architecte : _____ Material of the hull : _____ LOA : _____ Beam. : _____ Outtrigger <input type="checkbox"/> Surface of sail closed hauled : _____ Draft mini. : _____ Maxi. : _____ running : _____ Height and material of mast : _____ Power Engine : _____ History (year, name, skipper) : _____ _____ _____	



### Annexe 4 : Registration Form (partie 2)

6 Documents to be joined to the file	
<input type="checkbox"/> Skipper Nautical CV	<input type="checkbox"/> Certificate of Third party liability insurance
<input type="checkbox"/> Picture of skipper (mini 2 Mo)	<input type="checkbox"/> Certificate World Sailing training
<input type="checkbox"/> Picture of the boat with sails (mini 2 Mo)	
<b>Any incomplete file will not be taken into account</b>	
<u>all these elements is to be returned in :</u>	
<b>OC SPORT France</b>	
9 bis rue Delerue	
92120 Montrouge	
Tél.: +33/(0)1 47 46 48 70	
Mail : <a href="mailto:claire.renou@ocsport.com">claire.renou@ocsport.com</a>	
I undersigned ..... ask to register the boat which given name is..... ..... under the race name ..... in the Route du Rhum.	
I enclose with this form a check for the full registration fee payable to OC Sport France. (or bank transfer)	
Date : _____	Signature :

## Annexe 5 : médical form

### FICHE MÉDICALE CONFIDENTIELLE© (confidential medical form©)

NOM Name			
Prénom First name		Date naissance Birthdate	
N° tel Phone n°		e-mail	
Nom du bateau Name of the boat		N° licence Licence n°	
Assurance-Assistance 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 ISAF, ISAF training courses Where ?		Date	
Stage Médical, 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	Comment =	Echographie Echography	Date =
Date =		Joindre résultats à joindre au dossier (Enclose the results to the file)	
ECG / ECG.	Date =	Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Test d'effort / Cardio effort test	Date =	Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Date =			
Biologique, biological	Comment =	Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
Date =			
Dentaire, dental	Date =	Comment =	
Visuel, visual	Œil D Right eye: /10	Lunettes Glasses ? <input type="checkbox"/>	Comment :
Date =	Œil G Left eye: /10	Lentilles Lenses ? <input type="checkbox"/>	
ORL, 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 <input type="checkbox"/>	Date = Comment =
Vaccinations, vaccinations : (ajouter tout document complémentaire utile - Add any useful complementary document)	
Vaccins valides : Valid vaccines	
Vaccins non valides : No valid vaccines	
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 » <input type="checkbox"/>	
" I confirm that there is no known medical reason to prevent the person concerned taking part in competitive physical and sporting activities "	
« Je certifie la non contre-indication à participer aux compétitions à la voile en haute-mer en solitaire » <input type="checkbox"/>	
" I confirm that there is no known medical reason to prevent the person concerned taking part in single handed offshore sailing races "	
Date et signature Date and sign	Cachet Stamp
Engagement du coureur Skipper obligation :	
Je reconnais avoir pris connaissance : - des questions ci-dessus et y avoir répondu sans rien omettre et avec exactitude - du contenu de la liste pharmacie recommandée pour constituer la pharmacie de bord. I confirm having taken knowledge: - questions above, I certify that my answers are complete and right - 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.ffvoile.net/ffw/web/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 permettant de délivrer 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 - conseille 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, ceintures, 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 et/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 à partir de 40 ans, 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 de type 0,1 et 2 avec l'établissement d'un dossier médical comprenant obligatoirement les résultats d'une épreuve d'effort d'au moins de 4 ans, obligatoirement les résultats d'une échocardiographie cardiaque, un questionnaire médical facultatif, mais recommandé, à remplir et signer par le coureur et son médecin traitant, selon ce modèle, des examens complémentaires peuvent être rendus obligatoires par l'AVIS de Course. Ce dossier sera envoyé au médecin « référent » de la compétition. Pour toutes les autres courses en haute mer, de réaliser un bilan médical de l'intéressé le plus complet possible, en relation avec la ou les compétitions envisagées.

Nota : En cas de doute sur l'aptitude à participer, l'organisateur se réserve la possibilité de diligenter une expertise médicale afin de s'assurer de la compatibilité des affections répétées ou constatées avant ou pendant l'épreuve en relation avec les contraintes inhérentes à la compétition concernée.  
In case of doubt about the aptitude to be taken part, the organizer reserves the possibility of requiring a medical expertise in order to ensure itself of the compatibility of the diseases indexed or noted before or during the race with regard to the inherent constraints in the concerned competition.