



## Notice of race

Les Sables-Horta-Les Sables  
8<sup>th</sup> EDITION

Departure 27<sup>th</sup> June 2021



**Les Sables - Horta - Les Sables is a race reserved for Class40 boats, the course is in the North Atlantic with a total distance of 2540 miles.**

## 1/ ORGANISATION

Les Sables d'Olonne Vendée Course au Large (the Association) with the town of Les Sables d'Olonne organizes the Les Sables - Horta in partnership with the town of Horta (Azores -Portugal), the Regional Council of Pays de la Loire, Class40, the Vendée Department and the French Sailing Federation, (other public and private partnerships in the process of being confirmed).

## 2/ RULES

The regatta will be governed by:

**2.1** The Rules as defined in the Rules of Racing (RRS) for Sailing 2021-2024

**2.1 (a)** Modified RCV (Rules of Sailing):

RCV 52 (Manual Energy) is amended as follows: vessels are permitted to use non-manual energy to operate an autopilot acting on the vessel's course only. This energy can be used to maneuver the ballast system.

**2.2** The Regulations of the French Sailing Federation.

**2.3** The requirements of the FFVoile applying to all competitors (translated requirements for foreign competitors is appended)

**2.4** Class40 regulations and tonnage rules and the Class40 safety control document.

**2.5** The World Sailing Category 1 single-hull Offshore Special Regulations (OSR) with the Class40 gauge modifications, and with the amendment to regulation 5.01.1: add "There must be on board at least 1 spare kit (Recharge gas cartridge plus a percussion head) for each self-inflatable lifejacket.

**2.6** RCV(Rules of Sailing) and RIPAM: The RCVs (Rules of Sailing) of Chapter 2 apply up to 25 miles from the start line and 25 miles before the finish line for each part of the day course. They are replaced by Part B (Rudder and Road Rules) of the International Regulations for Preventing Collisions at Sea (RIPAM) for parts of the course covered at night and for the rest of the course.

**2.7** The official language is French; All official documents will also be made available in English.

**2.8** Les Sables-Horta-Les Sables is a qualifying event for the Transat Jacques Vabre in accordance with the latter's NoR.

**2.9** "DP" in a HQ rule means that the penalty for an infraction of this rule may, at the discretion of the jury, be less than a disqualification.

## 3/ COURSE & PROGRAM

The race course route is between Les Sables d'Olonne (France) and Horta, Faial Island (Azores, Portugal)

**3.1** 1<sup>st</sup> leg: Les Sables (France) / Horta (Azores - Portugal) 1270 miles

Day - Time	
22 June 2021 – 14h00 14H00 – 18H00	Compulsory presence of vessels at Port Olona Inspections and confirmation of entries
23 June 2021 – 9h00 – 18h00	Inspections and confirmation of entries
24 June 2021 – 9h00 - 18h00	Inspections and confirmation of entries (or parade)
25 June 2021 – before 17h00 17h00	Filing of the declaration of departure (attached to the Sailing Instructions) Inspections or parade Briefing
27 June 2021 – 13h02	Start signal

If decided, the parade will take place compulsory in crew, with partners, or children of sailing clubs of les Sables d'Olonne in the bay of Les Sables d'Olonne. During this parade each competitor shall be required to have on board at least one person designated by the Organiser. The parade is mandatory even if there will not be any rank at the end of it. A boat absent of the prologue shall be liable to the payment of a financial compensation, decide by the Organising Authority.

**3.1/a** – Any boat that will not be present in the Port Olona basin on 22 June 2021 by 14h00 and which cannot justify a case of 'force majeure', may be considered as part of the waiting list at the furthest level. The following penalties for delay per day of delay may be applied:

- \* 150 euros for the first day of delay
- \* 200 euros from the next day of delay

The proceeds of these late penalties will be donated to an offshore rescue association.

**3.1/b** – The AO (Organising Authority) may cancel the registration of a boat in accordance with RCV 76.1 for any boat / skipper / crew absent from Sables d'Olonne on 23 June 2021 after 12h00.

**3.1/c** - Depending on the weather conditions, the race direction will be able to advance the start from Thursday 24 June 2021. The competitors will be informed of any modification of the program by an amendment published by the latest on Wednesday 23 June 2021 at 20h00.

**3.2** – 2<sup>nd</sup> leg: Horta (Azores - Portugal) / Les Sables d'Olonne (France) 1270 miles

9 July 2021 at 15h00	Start Signal
Starting from 14 July 2021	Arrivals at Les Sables d'Olonne

**3.2/a** – At the arrival of each stage, the Race Committee may check the boats without prior notice either on its own initiative or at the request of the organizing authority or the Jury.

## 4/ ELIGIBILITY

**4.1** – The number of vessels participating in the event is limited to 30, subject to acceptance by the maritime authorities.

**4.2** – The race is crewed with 2 people.

**4.3** – The race is open to vessels conforming to the Class40 gauge.

**4.4** – Any request for outside assistance other than that defined in 9.1 (a) may result, after instruction by the jury, in the disqualification of the vessel.

In accordance with Rule 41 of the Sailing Regulations "External aid", navigation aid, outside the rules, and personalized, is prohibited.

*Nota: Consultation or reception of wind files, or any other weather files available on the Internet, insofar as these files are universally available, do not constitute a personalized external aid.*

#### **4.5 – Eligibility of skipper and co-skipper:**

Each skipper and co-skipper, member of a club affiliated to the FFVoile, must hold:

- a Club FFVoile license 2021 with a medical certificate confirming an absence of contraindication to the practice of sailing or sport in competition dating less than one year,
- If necessary, authorization to carry publicity,
- A certificate of measurement or conformity,
- Either a valid Stage World Sailing certificate (Training Survival and Training PSMer 1<sup>st</sup> Aid at Sea) :
- Either a valid separate certificate of survival training and a valid PSMER (1<sup>st</sup> Aid at Sea);
- Written certificate submitted to the Clerk of the Course before Friday 25 June 2021, attesting that the skipper has taken out all the necessary insurance to cover civil liability for a minimum amount at least equal to the international conventions in force.

For each skipper and co-skipper who is not a member of a club affiliated to the FFVoile, two options are possible:

- proof of belonging to a national authority that is a member of World Sailing and a valid civil liability insurance with a minimum coverage of 3 million Euros and submit a medical certificate of absence of contraindication to the practice of sailing or competition sports less than one year old (written in French or English),
- either take a Club FFVoile 2021 license and provide a medical certificate of no contraindication to the practice of sailing or sports in competition less than one year old (written in French or English). In this case, it will be subject to the regulations of the FFVoile in particular as regards the rules of publicity.

Skippers who are not French nationals must hold:

- Either valid World Sailing certificates (survival training and PSMer 1<sup>st</sup> aid at sea training)
- Either survival training and first aid certificates as required by SAR 6.01 and 6.05.2. This training must be "World Sailing Approved".

**4.6 -** Each skipper must provide the organizer with a gauge book, a certificate of conformity for the sails and mast of the boat as well as his membership card issued by the Class40. The 2 members of the crew must be members of the Class40.

**4.9 -** The skipper must carry out the 2 stages of the competition. A change of crew member at the stopover in Horta is subject to compliance with the admission requirements of this NoR. Any change of crew must be the subject of a written request to the President of the race committee before the start of the race concerned.

**4.10** - In accordance with the FFVoile medical regulation, Annex 3, each competitor must provide a medical file by 1 May 2021 including:

- \* Compulsory the results of an endurance/effort test dating from less than 4 years ;
- \* Mandatory cardiac echocardiography results.

This dossier must be returned to the referring doctor, Sophie Pourtal : [sophiepourtal@gmail.com](mailto:sophiepourtal@gmail.com).

## **5/ REGISTRATION**

**5.1** - The entries will be recorded in chronological order of receipt according to the document "Registration conditions for the race" Les Sables - Horta - Les Sables "attached.

**5.2** - After receiving the first 30 full entries, competitors wishing to register will be placed on the waiting list according to the procedure specified in 5.1.

**5.3** - The registration fee is set at €2000 including 800€ of non refundable fees, before 1<sup>st</sup> may 2021. Total amount must be paid before 1<sup>st</sup> june 2021.

The registration fee is set at €2500 including 800€ of non refundable fees, after 30 april 2021. Total amount must be paid before 1<sup>st</sup> june 2021.

**5.5** - The organization reserves the right to refuse registration in compliance with RRS76.1.

**5.6** - The deadline for registration is 1<sup>st</sup> June 2021.

## **6/ PUBLICITY**

**6.1** -In accordance with World Sailing Regulation 20 (Advertising Code) as amended by the FFVoile Advertising Regulations, ships will be required to wear the advertising selected and provided by the OA (Organizing Authority).

**6.2** - The distribution of the reserved spaces for advertising between the Class40, the skipper and the AO (Organizing Authority) will be defined jointly between the Class40 and the OA (Organizing Authority) by a later of endorsement.

**6.3** - Vessels shall be required to wear the flags and markings defined jointly by the Class40 and the OA (Organizing Authority).

**6.4** - The name of the registered vessel must be marked on each side of the hull. In accordance with the World Sailing Advertising Code, the OA (Organizing Authority) reserves the right to refuse a name that does not respect the generally accepted principles of morality and ethics or government laws.

**6.5** - Any boat entered in the race will receive the race flag which it will have to fly in its rigging as soon as it is handed to him and until the arrival of the 2<sup>nd</sup> stage at Sables d'Olonne.

**6.6** - At the quay, the flying of flags from the backstay as well as other flags of any size with the name of the boat, the logo or the registered trademark is authorized, with the exception of any slogan.

In addition, the skippers undertake to hoist the flags of the OA (Organizing Authority) in the stays of their boat. They will have to be raised at Les Sables d'Olonne from 22 June until the start of the race, as well

as after passing the finish line from the 1<sup>st</sup> stage until the start of the 2<sup>nd</sup> stage and after the passage from the finish line to the Sables d'Olonne until the awards ceremony. Financial penalties of at least € 150 may be applied in case of non-compliance with this article.

## **7/ UTILIZATION OF RIGHTS**

The owner or the user of the boat and the eventual sponsor, by the mere fact of their participation, accept that the OA (Organizing Authority) uses for promotional and other purposes everything related to their participation in the event.

### **RIGHT TO USE NAME AND APPEARANCE:**

By participating in this event, competitors automatically authorize the OA (Organizing Authority) and the sponsors of the event to use and display at any time moving or static photos, films or television recordings, and other reproductions of it during the competition period entitled "Les Sables - Horta - Les Sables", in which the competitor participates and to use his image without compensation for any material related to the said event.

## **8/ RESPONSIBILITIES OF THE OA (Organizing Authority), ITS PARTNERS AND PARTICIPANTS.**

**8.1** - Responsibility of the OA (Organizing Authority) and its partners is limited to ensuring the sporting regularity of the event.

Any other liability that may be accepted by the OA (Organizing Authority) can only be contractual and explicit.

In particular:

The watch the OA could be provide must be regarded by the competitors as optional and random, and in no case as a complementary security on which they can rely.

Any request made to a member of the OA cannot civilly incur the OA unless he has civilly accepted the responsibility, either himself or an official officially accredited to that effect. In particular, this is the case for various requests for assistance and even assistance at sea.

**8.2** - Regardless of the legal relationship between the owner (s) of the vessel, ship owner and ship's captain, only the captain that is officially indicated on the engagement sheet is the responsible interlocutor vis-à-vis the OA(Organizing Authority).

**8.3** - Competitors shall take part in the event at their own risk and under their responsibility for all purposes. It is up to each competitor to judge, according to his knowledge, the equipment at his disposal, the strength of the wind, weather forecasts etc. the opportunity to start or not to start the race, stop it or continue it.

Any information that any member of the OA (Organizing Authority) may provide before or during a race, such as a gale warning, is one element among others on which the captain may base his or her decision.

**8.4** - Owners, ship owners or skippers are each personally responsible for all material and human accidents which may happen to their crew members and to the boats themselves or which they may cause to any third party or to any property belonging to a third party. It is their responsibility to take out the necessary insurance to cover these risks and liabilities.

In particular, each skipper is responsible to the OA (Organizing Authority) for the subscription of all the necessary insurance to cover civil liability for a minimum amount at least equal to the international conventions in force.

The absence of third-party insurance does not entail the liability of the OA (Organizing Authority) or its partners.

**8.5** - As an essential condition for participation, the owner and their insurers must deposit with the Organizer the duly signed waiver form for any claim against the Organizer, agents and agents as well as Insurers - as set out in the Annex.

**8.6** - A competitor may not require the organization to mount a rescue operation from the ground. Rescue and assistance at sea are governed by the international conventions in force.

**8.7** - Competitors are reminded that the fundamental RRS 1.1 obliges any boat to give all possible assistance to any other boat or person at risk, when it is in a position to do so.

## **9/ TIME LIMITATIONS**

### **9.1. Time limit at the stop**

The duration of the stopover must not be less than twelve hours. The cumulative stopover time will not be more than twenty-six hours per stage. After this time of 26 hours, the competitor will be declared DNF without instruction for the stage.

**9.1/a** - The boats may leave the race at any place and at any time after having notified the race direction. Once wet or moored in a port, people can access on board, refueling and repairs can be carried out. However, a boat will be able to use its engine only when it is less than 1.5 miles from a port, after warning the race director, and it must not advance towards the finish line of the stage. A boat may be towed, within the limit of 1.5 miles, this towing must not advance it to the finish line of the stage.

This changes RRS 41, 45 47.1.

**9.1/b** - Boats may carry replacement equipment, with the exception of new sail (s), during the race, subject to the written authorization of the Race Committee.

**9.1/c** - The time limit of each boat at the technical stop shall not exceed 26 hours at each stage, from the moment it reaches land, until it resumes racing. After 26 hours, the competitor will be declared "Abandonment" or Retired (RET) from the race.

### **9.2. Time limit on arrival**

The time limit to finish is 60 hours after the arrival of the first competitor. At this time, the bonus or penalties may be added in time decided by the Jury.

A boat that has not crossed the finish line before the time limit must be classified as D.N.F. (Amendment of RRS 35, A4 and A5).

## **10. PENALTIES**

**10.1.** For a violation of the rules in Chapter 2, RRS 44.1 is amended so that the penalty of two rounds is replaced by the penalty of one lap.

**10.2.** Replacement penalties for infringement of rules other than those in Chapter 2: [DPI]

An infraction of rules other than those in Chapter 2 and RRS 28 and 31 may, on completion of the instruction, be penalized with a penalty of 10% of the race time to disqualification.

**10.3.** DNS, DNC, RET, DNF: Race time of the last boat having finished the stage concerned + 20%

DSQ Race time of last race concerned + 30%

DNE Race time of the last race of the race concerned + 40%

## **11/ RANKINGS**

**11.1** - A ranking will be carried out for each stage. The awards ceremony for the first stage will be organized in Horta.

**11.2** - The final general ranking will be carried out in real time, adding together, for each boat, the race times of the 1<sup>st</sup> and 2<sup>nd</sup> stages, taking into account possible penalties or bonuses.

**11.3** - The winner will be declared as the boat having the shortest cumulative time. In case of a tie, the time taken on the second stage will decide between the boats.

## **12/ COMMUNICATION**

**12.1** - Each boat shall be equipped with an Iridium satellite telephone system or equivalent with a fixed outdoor antenna.

**12.2** - Each vessel shall be equipped with a fixed VHF with a minimum power of 25 Watts and a portable VHF.

**12.3** - Each vessel shall be equipped with a "Sarsat - Cospas" type beacon transmitting on 406 and 121 MHz.

**12.4** - In the interests of safety, each competitor shall carry a positioning beacon on board. This tag will be provided by the organizer and will be secured to the stern of the boat before sailing from Les Sables d'Olonne. Each skipper will be asked to pay a deposit of € 1,000.00 (one thousand euros). This check will not be cashed and will be returned to the skipper at the moment of return of the beacon to Sables d'Olonne after the arrival of the race.

## **13/ AWARDS AND PRIZES**

The date of the awards ceremony, which will be held at Les Sables d'Olonne, is scheduled for Saturday, 15 July, but may be modified according to the race times of the 2<sup>nd</sup> stage.

## **14/ OBLIGATION DE REPRESENTATION DES CONCURRENTS [DP]**

Competitors must be present at official briefings and receptions, the timetable of which will be communicated later.

For any infringement of this rule, the offending competitor may be penalized of € 200 per infraction.



**The AO reserves the right to amend this Notice of Race if changes are desirable for the safety and / or sportiness of the race.**

**CONTACTS :**

**Les Sables d'Olonne Vendée Course au Large (LSOVCL)**

Centre de formation aux métiers de la mer  
Allée du frère Maximin  
Quai de la Cabaude  
85100 Les Sables d'Olonne

**Nathalie** : +33 (0)7 69 10 81 14  
sablesvendee.courseaularge@gmail.com

**Joël Zaroni** (Organizing Authority president)

**Marc Chopin** (Coordination générale)  
Marc Chopin : +33(0)6 66 08 94 73

**Site internet de l'épreuve** : <https://www.lessables-horta40.com/>

**Facebook**: Les Sables-Horta-Les Sables

**CLASS40**

2 rue Colbert  
85100 Les Sables d'Olonne

**Vanessa Boulaire** : [vanessa@class40.com](mailto:vanessa@class40.com)  
Tel : +33 (0)2 51 22 28 71  
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**Directeur de Course** : Denis HUGUES

**Capitainerie PORT OLONA :**

Tél. : +33 (0)2 51 32 51 16 (24h/24)  
VHF Canal 9

**ANNEX - REQUIREMENTS OF THE FFVOILE**  
**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.