

DÉFI **Class40** ATLANTIQUE

Guadeloupe / Horta / La Rochelle



2E ÉDITION - AVRIL 2023



UN ÉVÈNEMENT
AN EVENT BY



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SAILING INSTRUCTIONS

The notation [NP] (No Protest) in a rule of the Sailing Instructions (SI) means that a boat cannot protest another boat for a breach of the rule in question. This amends RRS 60.1(a).

The notation [DP] (Discretionary penalty) in a rule of the SI means that the penalty for a breach of the rule may, at the discretion of the Jury, be less than disqualification

The notation [SP] (Standard penalty) in a rule of the SI means that the standard penalty is applied without a hearing for a breach of the rule in question.

1 RULES

1.1 The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS).

The following will also apply:

- OSR Category 1
- Class40 rules and any amendments to them.
- Part B section II of the IRPCAS when it replaces the rules in chapter 2 of the RRS
- the rules of chapter 2 of the RRS apply up to 25 miles after the starting line, then again from 25 miles from the finishing line for those parts of the race covered during daylight. Between these two zones, they are replaced by Part B of IRPCAS.
- National requirements for overseas competitors are specified in the Appendix "Requirements".

1.2 The racing rules as amended by these Sailing Instructions are:
Race signals, , 35, 41, 45, 48, 44.1, 60.1 (a), 64.1, 66, A2, A4, A8.

1.3 [NP] Environmental protection rule: a boat must not throw any rubbish into the water.

2 ADVERTISING

2.1 As the event is classified in category C under article 20 of the WORLD SAILING Regulations (advertising), French competitors displaying individual advertising must present a valid advertising card when registering issued by FFVoile. Foreign competitors must present the equivalent document from their National Authority.

2.2 FORESTAY FLAGS [NP]

4 flags supplied by the organiser,

- Guadeloupe Region
- Port of La Rochelle
- Department of Charente Maritime
- GPO

The exact order will be indicated when the flags are distributed and they must be kept in position on the forestay:

- from 27 March to 1 April 2023 in Guadeloupe, including in the channel when exiting the port.
- for the duration of the stopover in Horta (Faial)
- from arrival until 23 April 2023 in La Rochelle, including in the channel for entering the port.

Forestay flags must stay on board during the race, and must not under any circumstances be given to third parties, so that they can be hoisted as soon as they arrive at the stopover and at the race finish.

3 NOTICES TO COMPETITORS

3.1 The official notice board will be available only online at the following address:

<https://www.defi-atlantique.com/en/documentcourse>

3.2 On the water, the race committee will monitor and communicate with competitors by VHF on the race channel, **CHANNEL 72**

3.3 Communications

Mandatory Iridium mobile satellite phone, in standby at all times. An external antenna is mandatory.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted 2 hours before the warning signal, except for any change to the schedule of races which will be posted by 8.00 pm on the day before they take effect.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore are hoisted at the main flagstaff located:

- In Guadeloupe: Above the pontoon
- In Horta: outside the Race HQ

5.2 The "AP" hoisted ashore with two sound signals means: "departure is delayed, the boats shall not leave the port".

The lowering of the "AP", accompanied by a sound signal means: "go to your departure area immediately".

The period between the AP being lowered and the warning signal will be at least 1 hour.

This changes "Race Signals" in the RRS

6 SCHEDULE OF RACES

6.1

Day	Time (local)	
27 March 2023	9.00 am	Mandatory presence of boats at the Darse of Pointe à Pitre
28 to 31 March 2023	9.00 am to 6.00 pm	Registration checks and confirmations
31 March 2023	3.00 pm 12.00 pm 7.00 pm	Safety, Weather and SI Briefing Deadline for submission of the list of sails on board Deadline for submission of departure forms (in appendix to SI)
1 April 2023	8.00 am 9.00 am 10.52 am	Time the race layout is set up Departure from pontoon, sailing up the channel 1st Warning signal
8 April 2023		Arrival of the first boats in Horta
14 and 15 April	9.00 am to 5.00 pm	Boat inspections
15 April 2023	5.00 pm 7.00 pm	Safety, Weather and SI Briefing Deadline for submission of departure form (in appendix to SI) and the list of sails on board
16 April 2023	8.00 am 9.00 am 12.52 pm	Time the race layout is set up Departure from pontoon, sailing up the channel 1st Warning signal
21 April 2023		Arrival of first boats in La Rochelle
23 April 2023		Prize ceremony

To warn boats that a race is about to start, an **Orange** flag will be hoisted with a sound signal at least five minutes before the first warning signal.

6.2 Changes to the schedule

The Race Management and the Race Committee reserve the right to:

- change the schedule by postponing the start of the race-
- change the course.
- cancel the race after departure by informing competitors via V.H.F. or any other means of communication (satellite phone)

6.3 Obligation to attend [NP]

It is compulsory for the skippers to attend the pre-start briefings.

The "Défi Atlantique" is composed of two races (stages) with crews of at least two people.

- The first stage from Guadeloupe to Horta will depart on 1 April 2023 at 11.00 am local time.

- The second stage from Horta to La Rochelle will depart on 16 April 2023 at 1.00 pm local time.

7 IDENTIFICATION [NP]

Identification and marking requirements are indicated in the Appendix "Identification".

Any infringement of these rules will be protested by the Race Committee to the Jury which may, after a hearing, apply the penalties provided for in article 15.5.1 below.

8 RACE FLAG [NP]

The class flag (warning signal) is the Class'40 flag.

The courtesy flag must be hoisted on entry into Portuguese territorial waters and kept in place for the duration of the stopover in Horta.

9 RACE AREA

The race area is located between Guadeloupe (France), the port of Horta (Faial - Portugal) and La Rochelle (France).

10 COURSE

10.1 The courses of each stage are described in the appendices "STAGE Pointe à Pitre - Horta" and "Stage Horta - La Rochelle".

The position of the marks indicated in the "STAGES" appendices is provided as an indication and comes from the following reference documents:

- List of Lights, Buoys and Fog Signals
- IMRAY charts
- SHOM charts

10.2 Marker buoy

Notwithstanding Rule 28.1 of the RRS:

In the event of a boat having started being unable to pass a buoy, constituting a course mark set by the Race Committee, before the measurement is taken, the boat will be required to pass at the position (Latitude and Longitude) of the marker buoy. The crew must make a note of the time at which they passed and make a written declaration at the finish.

10.3 Accuracy of data

It is the responsibility of the Skippers to check the data provided in the "Stages" appendices.

10.4 The approximate compass course to the first mark may be displayed on the Race Committee boat before the warning signal.

10.5 The "D" flag on the committee boat means that there is an offset mark. The absence of the "D" flag means that there is no offset mark.

The "green" flag raised on the committee boat means that the offset mark is to be left to starboard. The absence of a "green" flag means that the offset mark is to be left to port.

This changes "race signals" in the RRS.

11 MARKS

All marks are defined in the "STAGES" appendices.

12 AREAS THAT ARE OBSTRUCTIONS

Obstructions are considered to be areas where sailing is prohibited, protected bathing areas, protected areas around diving boats and all areas that will be indicated as prohibited to sailing in the "STAGES" appendices.

13 START

13.1 The start of races will be given in accordance with rule 26, with the warning signal, "Class'40 flag", hoisted 8 minutes before the starting signal.

TIME	FLAG	SOUND SIGNAL	MEANING
8 mins	Class 40	One	Warning
4 mins	P, Z/I	One	Preparatory
1 min	Preparatory signal lowered	Whistle	Minute
0	Warning signal lowered	One	Start

13.2 The start line will be located between the mast with an orange flag on the Race Committee boat at the starboard end, and the course side of the starting mark indicated in the "STAGE" appendix at the port end. If a Race Committee boat, duly identified, is moored next to the starting mark, competitors must not pass between the mark and the boat, from the moment of the preparatory signal until they have started after correcting any faults.

Any infringement of this provision will be protested and, after a hearing by the Jury, may result in a penalty of at least 10 minutes.

13.3 Any boat not crossing the start line within 30 minutes after the start signal will be classed as DNS for the stage, unless it has obtained prior agreement from the Race Committee for a delayed start.
This amends rule 29.1 of the RRS

13.4 The starting areas will be indicated in the "STAGE" appendix. The starting area may be modified without prior notice by the Race Committee which will hoist the "L" flag on board the Race Committee boat. This procedure means: "follow me to the new starting area"

13.5 Personal reminder

OCS boats at the start signal not having complied with the obligations of rule 29.1 will, if possible, be informed by the Race Committee on the VHF race channel 2 minutes after the start signal at the earliest. The absence of a VHF notification or receipt of this notification may not give rise to a redress request.

14 FINISH

14.1 The finishing areas and the definition of the finishing line will be indicated in the "STAGES" appendices.

14.2 Arrival procedure for stages [NP]

Each Skipper must contact the Race Committee by the VHF race channel when about 5 nautical miles or 30 minutes from the finishing line. This call must be repeated until the Race Committee acknowledges receipt.

At night, crews must light their Sail number when crossing the line.

Also, it will be responsible for In addition, it will have to take its own reading.

14.3 Line closure

The finishing line will be closed after the last competitor has arrived or within the race time limit defined in article 18 of the SI if this is earlier.

Skippers that do not cross the line within the time limit will be classed as "DNF" and credited with a race time in accordance with the specifications of article 15.3 (amendment to RRS 35).

15 PENALTY SYSTEM

Penalties or bonuses will be established in time.

The race time plus penalties may not exceed the time allocated to a competitor classed "DNE".

Penalties for infringement of rules, except for rule 28.1: at the discretion of the Jury (DP), will be a time penalty and may go as far as "DSQ" unless otherwise stipulated in the rule infringed.

For an infringement of a non-sporting rule, financial penalties, paid to a sea rescue association, will be applied for non-compliance with this article, at the discretion of the OA.

15.1 Infringement of a rule of chapter 2 of the RRS.

By virtue of RRS 44.1, an infringement of Part B of Section II of the IRPCAS, in an incident between competitors shall be considered an infringement of Chapter 2 (amendment RRS 44.1)

Any infringement of a rule of chapter 2 of the RRS which is acknowledged will result in a penalty of at least 2 hours.

15.1.1 Significant advantage or damage

If the Jury finds that the infringement has caused serious damage or ensured a significant advantage, it will penalise a boat that has incurred a penalty but which has not retired (amendment RRS 44.1).

The penalty applied will be a minimum of 2 hours.

15.1.2 Acknowledgement of fault

A written acknowledgement of fault must be submitted to the Race secretariat following the same conditions as for the submission of protests, for each penalty incurred.

15.2 Starting penalties

Rule 30.2: 2-hour penalty without hearing according to DR 21-1

15.3 Classification by time

Boats recorded "ZFP" on a stage will receive a 2-hour penalty on their race time without hearing.

Boats recorded "OCS" on a stage will receive a 5-hour penalty on their race time without hearing.

Boats recorded "DNC, DNS, DNF, RET" on a stage will be given the time of the last competitor + 20%.

Boats recorded "DSQ, NSC" on a stage will be given the time of the last competitor + 30%.

Boats recorded "DNE, TLE" on a stage will be given the time of the last competitor + 40%.

15.4 Specific infringements of the Sailing Instructions' articles

15.5.1 Boat markings [NP]

a) A Skipper who does not display on his boat one of the markings provided for in article 7 of these SI may be given a penalty of up to €200 per day of infringement by the organiser.

b) A Skipper who does not display the courtesy flag on his boat in foreign countries may be given a penalty of up to €200 per day of infringement by the organiser.

15.5.2 Safety sessions

Failure to comply with the obligation provided for in 21.4 of the SI will be the subject of a protest.

15.5.3 Pre-departure assistance

A breach of article 16.1 of the SI may, after a hearing, result in a minimum penalty of 30 minutes on the following stage.

15.5.4 Retirement

A Skipper who fails to make every effort to notify Race HQ of his or her retirement may be disqualified for the entire event, at the Jury's discretion. The latter may also take additional steps such as opening an investigation under rule 69.

16 PRE-DEPARTURE ASSISTANCE

16.1 At the start of each stage, crews will leave the pontoon with a full crew. Preparers or any other person will not be authorised to board the boat once it leaves the pontoon.

16.2 At the skipper's request, the Race Committee may authorise technical assistance on board a boat once it has left the pontoon, especially in the event of a problem that might have an impact on safety (VHF, automatic pilot, etc.).

17 RACE ASSISTANCE

17.1 Technical stopover (amendment to RRS 41):

During the race, a boat may make a stopover or anchor and receive assistance (in accordance with RRS 42.3h) under the following conditions:

- The skipper must submit a request to the Race Management
- the stopover must not be less than **6** hours. The combined time of stopovers will not exceed **twenty-four** hours per stage. If this time exceeds 24 hours, the competitor will be classed as DNF for the stage concerned.
- After receiving the Race Management's agreement as to the site of the stopover, the repairs to be carried out and possibly the equipment to be changed, the boat may be towed in and/or out of the port or berth agreed with the Race Management, over a distance agreed with the Race Management, provided that it is possible to prove that the result of being towed has not favoured the boat's progress to the finishing line.
- Only once the boat is being towed can people come on board.
- Once the boat is at anchor or moored on a buoy or alongside an anchored or moored vessel in the port or sheltered spot agreed with the Race Management, repairs may be carried out and it may receive supplies and spare equipment on board that have been agreed with the Race Management. The crew can disembark.

17.2 Medical assistance

In accordance with Fundamental Rule 1 and Rule 41 of the RRS, medical assistance is authorised. However, when this is provided by a competitor, a ship's report must be sent to the Race Committee at the finish.

17.3 VHF assistance between Skippers

It will be up to Skippers who believe that a VHF communication between two or more crews is likely to provide outside help to ask for this conversation to be stopped and to lodge a protest.

In all cases, VHF communications between crews must be made on the race channel: Channel 72.

18 TIME LIMITS

Any boat that does not finish within 96 hours of the first boat's arrival will be classed as DNF.

19 CLAIMS, ACKNOWLEDGEMENTS OF INFRINGEMENT AND REQUESTS FOR REDRESS

19.1 Protest forms and acknowledgement of infringement forms are available at the Race Management ashore. Protests and acknowledgements of infringements must be lodged with the Race secretariat at the latest within two hours after the arrival of the boat protesting or acknowledging the infringement. In the event of arriving at night, between 9.00 pm and 8.00 am, this submission must be made before 10.00 am (local time).

19.2 Notices will be posted on the official notice board informing Skippers of the place and date of hearings for protests and requests for redress.

19.3 The Race Committee's, the Technical Committee's or the Jury's intention to protest will be posted to inform Skippers according to rule 61.1 (b).

19.4 Requests to reopen a hearing

A request to reopen a hearing may not be submitted more than 1 hour after the party requesting reopening has been informed of the Jury's decision.

This amends rule 66 of the RRS

20 CLASSIFICATION

20.1 Stage classification by time

A provisional classification will be drawn up at the end of each stage according to the race time plus any penalties and bonuses.

20.2 General classification by time

a) Definition A provisional general classification will be drawn up on the basis of the combined times of the stage classifications.

After the Jury's decision, the event's final general classification will be established on the basis of the combined times of the stage classification at the end of the event (amendment to RRS A 2). The boat with the lowest combined time will be declared the winner, and so on.

b) Ties Ties will be decided by using the classification on the second stage (amendment to RRS A8).

21 SAFETY RULES [NP]

21.1 Departure form

Skippers will have to complete a departure form provided by the organisation which must be submitted to the Race Committee before the start of the pre-race briefing.

21.2 RETIREMENT

Any boat that retires from the race must display its race flag and do its utmost to inform Race HQ immediately. The Skipper must send a written statement of retirement to the office of the Race Management as soon as possible. The retirement will only be taken into account on receipt of this statement.

Race Director's telephone number: + 336 07 45 72 41

21.3 Radio standby

During the race, Skippers are required to keep the race frequency on standby at all times: Channel 72. Skippers are reminded that it is mandatory for all vessels to leave channel 16 on standby when at sea.

21.4. Security information

Each morning at 6.00 am UTC, competitors must send an e-mail of about 5 to 10 lines to the Race HQ indicating their position and information concerning their last 24 hours of sailing. (Weather, sea conditions, damage)

Failure to comply with this obligation may result in a 5-minute penalty per infringement after hearing by the Jury.

Destination addresses: denis.hugues@wanadoo.fr
ehardy@grand-pavois.com

21.5 Safety equipment

21.5.1 Each boat must have on board the safety equipment required by the regulations in force or by the organisation, and SHOM charts or equivalent paper charts of the area concerned, see article 4.11.1 of the OSR.

21.5.2 At the end of each stage and on request by the Race Committee or the Jury, each competitor must be able to provide the organisation with the handwritten or computerised logbook and the charts used for sailing.

22 REPLACEMENT OF DAMAGED EQUIPMENT

Replacement of damaged or lost equipment will only be authorised with the Technical Committee's approval. Requests for replacements must be sent to the Technical Committee in writing as soon as possible using the form available at the Race Management.

Boats must stay within their original configuration at the start of the race (spars, appendages, structure, sails plan) for the entire event.

Only the set of sails declared at the start of the race may be used during the event. In the event of an unrepairable sail being replaced, the Jury will apply a penalty of 24 hours.

After hearing, any repairs and replacement of damaged equipment may be subject to penalties of up to 24 hours per item.

23 MEASUREMENT AND EQUIPMENT INSPECTION

23.1 Pre-start **measurement checks** will be carried out in Pointe à Pitre from 09.00 am to 6.00 pm from 28 to 31 March 2023, and from 9.00 am to 5.00 pm on 14 and 15 April in Horta.

Measurement checks may be carried out at any time during stopovers and arrivals.

Boats must not leave their berths without the written agreement of the Race Committee and/or the Race Director.

23.2 CONTAINER or GRAB BAG (maximum 1.5 m from stairs to living quarters), OSR 4.21.f

It shall have inherent flotation, at least 0.1 m² (1 ft²) area of fluorescent orange colour on the outside, shall be marked with the name of the boat, and shall have a lanyard and clip. It will contain:

- 1 watertight (or with waterproof cover) hand-held marine VHF transceiver + spare battery, OSR 3.29
- 1 watertight (or with waterproof cover) hand-held GPS + spare batteries
- 1 watertight (or with waterproof cover) Iridium hand-held phone + 1 spare battery, OSR 3.29.03.b
- 1 watertight flashlight with spare batteries and bulbs (except LED), OSR 4.07.b
- 4 Red hand flares, 2 Orange smoke flares (SOLAS), OSR 4.23
- 1 Bag of fluorescein
- Cyalume light sticks
- 2 Survival blankets
- Energy food with a minimum total value of 5,000 Kj
- 1 First-aid kit (2 tubes of sunscreen plus dressings that can be used in wet conditions), OSR 4.08

23.3 Drinks: The maximum quantity, in litres, of fresh water or other beverages carried on board in races is set at (number of miles of the course x number of people x 5/200) litres; i.e.:

Stage 1: 55 l max/ person on board

Stage 2: 32.5 l max/ person on board

Fresh water (or other drink on board) must be stored in 10 litre maximum containers if not stored in fixed tanks.

No additional jerry cans or empty drums are allowed.

Diesel: To comply with RSO 3.28.3b for the duration of the race, each boat must have a minimum of 20 litres of diesel on board, stored in 10 litre minimum containers, sealed in place and with a sealed cover. These containers may also meet the requirement of a Notice of Race for an emergency reserve of fuel on board.

Regardless of this minimum amount, competitors are free to choose the amount of diesel they require for the duration of their race. This diesel must be stored in the main tank. If the capacity of this tank is insufficient, any additional amount must be stored in containers, fixed and sealed in place less than 500 mm of the vessel's plane of symmetry.

No empty containers are authorised at the start of a race.

23.4 Boats must comply with all race rules when leaving the pontoon

No equipment (including water, other drinks and fuel) may be taken on board, disembarked (except fenders) or discarded from the moment the boat is in race configuration at the start of each stage until it is checked at the finish of the stage.

23.5 Seals

Skippers are responsible for the proper maintenance of seals. Any breakage of seals will be the subject of a protest.

The items listed below must be sealed. Seals will not be removed or broken until the boat has been inspected after arrival. At the stopover, seals may not be broken without the Technical Committee's authorisation following a written request.

It is the competitors' responsibility to ensure that all seals are fitted correctly according to the race rules:

- liferaft and complement for > 24-hour pack sealed closed and sealed in place,
- emergency water supply sealed in place and sealed closed,
- drinking water tanks sealed in place,
- heavy anchor sealed in place,
- 20-litre emergency fuel reserve, sealed in place and sealed closed

23.6 Engine seals

Engine seals are mandatory and must not be broken or removed until the boat has been inspected at the finish.

After reaching the start area, at the latest 30 minutes before the start signal, the competitor will make the seals him/herself using the seal received during the start briefing, and he/she must send a picture of this seal immediately to the Race Management by text message or email, with the name or the number of the boat. In this photo, the **seal number** must be legible and show that the seal is in place.

If a boat needs to use its engine or if a drive shaft seal is broken, the skipper will first inform the Race Management and then:

a) Replace the seal as soon as it is safely possible to do so using the 2nd seal provided by the Technical Committee.

b) Submit a report to the Race Director as soon as possible, giving the time and position of the incident, the time and position when the seal was replaced and, if possible, the time the engine was used and why.

c) Send a photo of the seal before breakage to the Race Management as soon as possible (if it is the skipper who decides to break the seal) and a photo of the new seal in place. These 2 photos must show a paper with the code provided by the Race Management.

24 RADIO COMMUNICATION

24.1 Communication equipment

Mandatory Iridium phone, in standby 24 hours a day. An external antenna is mandatory.

24.2 Routing

Routing is prohibited

Routing is understood as any personalised information received from the outside aimed at optimising the ship's route. (weather, track, etc.)

Each day the Race Management will endeavour to send the competitors:

1 weather file in Grib format at 7.00 am UTC

8 fleet position reports at 06.00 am UTC, 08.00 am UTC, 10.00 am UTC, 12.00 pm UT, 2.00 pm UTC, 4.00 pm UTC, 6.00 pm UTC, 8.00 pm UTC, 10.00 pm UTC for the entire fleet, the accuracy of which is the responsibility of the company OCEAN TRACKING.

This information is provided on an informal basis. Failure to send data or any incorrect data will not result in redress under RRS Rule 62.

25 PRIZES

Prizes awarded to competitors will be in kind.

26 DISCLAIMER OF LIABILITY

Crews race entirely at their own risk (see Fundamental Rule RRS 4, Decision to Race). The organising authority cannot be held liable for any material damage, injury or death in connection with the race, either before, during or after the race (see Fundamental Rule RRS 3).

Composition of the referee body:

Chairman of the Race Committee:

President of the Jury:

Chairman of the Technical Committee:

CECAL

Patrick MAURIN

Patrick CHAPELLE

Philippe COUSIN

Jean Luc LAURENT

Race Director:

Denis HUGUES

Défi Atlantique Project Manager:

Etienne HARDY