

MINI TRANSAT LA BOULANGERE 2019

22nd edition

NOTICE OF RACE

Start Sunday 22 september 2019
LA ROCHELLE

Organizing Authority (OA) : Collectif Rochelais Mini-Transat (CRMT)
Under auspices of Class Mini 6.50 and Fédération Française de Voile



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The mention «[DP] » in a rule of this NOR means that a penalty for a breach of this rule may be, at the Jury discretion, less than disqualification.

The Mini-Transat La Boulangère 2019 is a transoceanic race on Mini 6.50, single-handed and without assistance, starting La Rochelle finishing Le Marin, Martinique, with a stopover in Las Palmas de Gran Canaria before crossing the Atlantic

1. RULES

The regatta will be governed by:

- 1.1 The rules as defined in *The Racing Rules of Sailing* (RRS 2017-2020)
- 1.2 A translation of the National Authority prescriptions for foreign skippers will be an appendix « Prescriptions » to the Sailing Instructions,
- 1.3 The FFVoile Regulations, including the Regulation of FFVoile /National Championship offshore single-handed – Mini 6.50,
- 1.4 RRS and IRPCAS:
The Part 2 of RRS shall apply until 25 NM after the starting line and from 25 NM before the finishing line for each part of the course raced on daylight. They shall be replaced with Part B of COLREGS (IRPCAS) for each part of the course raced overnight and for the rest of the course;
- 1.5 The Special Offshore Regulations (OSR)category 1, as amended with the prescriptions of the FFVoile.
- 1.6 Class Rules of the Class Mini 6.50 edition 2018 and 2019 amendments;
- 1.7 If there is a conflict between languages, the French text will prevail over.
- 1.8 RRS changes: the following racing rules will be changed as described in the Sailing Instructions.:
RRS 41 (Outside Help), RCV45 (Hauling-out, Making fast, Anchoring), RRS 61 (Protest Requirements), RRS 62 (Redress), RRS 63 (Hearings), RRS 64 (Decisions)
- 1.9 By entering the Mini-Transat La Boulangère, each competitor agrees to accept entirely and without restriction all the steps of this Notice of Race. The OA is entitled to amend this notice of race in the event of safety necessity for/or fairness of the race.

2. ADVERTISING

- 2.1 According to Regulation 20 of World Sailing (Advertising Code), with the additions of the advertising Regulations of the FFVoile, the boats have to wear the advertising elected and supplied by the OA.

2.2 RACE FLAGS

Each boat entering the race will receive at the latest at his arrival in La Rochelle a race flag that she must display in her rig (minimal height 1,5m above the deck) from the launching of the Village in La Rochelle and all along the race until the prize giving in Le Marin.

2.3 FLAGS AND PENNANTS:

Each skipper agrees to display in the forestay of his(her) boat the line of flags of the OA and its supports, supplied in La Rochelle. It shall be mandatory displayed:

- In La Rochelle and until 0,2 NM beyond the gates of Bassin des Chalutiers,
- After crossing the finishing line in Las Palmas de Gran Canaria, during the whole stopover and up to leaving the port
- After crossing the finishing line in Le Marin until the prize giving.
- It has to be remained on board the boat for the whole duration of the race.

2.4 RACE LOGO

The OA will supply to each entered boat with: 2 side-panels, visibility Label Bleue and organization partners visibility.

The skipper has to affix it on the aft side of the lifelines, on the mainsail and genoa, according to the rules of the Guide Mini. The fixing and maintain are under skipper's responsibility until the prize giving in Martinique.

- 2.5 The absence of one or more marks, side-panels or flags may be subject to money penalties to the benefit of Rescue-at-sea association. The skipper may be charged for replacement of sticker or other object.

3. ELIGIBILITY AND ENTRY

3.1 BOATS

The Mini-Transat La Boulangère 2019 is open to monohulls complying with Regulations Mini (Guide Mini R-2)), specific Events rules, and with the Measurement Regulations of the Class Mini of the current year, complying with their National Authority and the Class Mini (annual fee and measurement certificate 2019).

The fleet will be split into 2 categories (number of boats per category as defined by the Class Mini:

- Category PROTOTYPE
- Category SERIE

- 3.2 The number of boats entered in the race is limited to 84 (subject to approval of Maritime Administration and under rules and quotas defined by the Class Mini6.50). From August 30th 2019 at 0h00, no more boat from the waiting list will be added in the entry list.

- 3.3 According to RRS 6.1, the OA may reject or cancel an entry. If needed, it may, with agreement from the Race Director, consult with a committee composed of experts on its choice in order to decide final acceptance or rejection of a boat or a competitor.

3.4 ENTRIES

3.4.1 The boats eligible can enter by filling in the form downloadable on the website minitransat.fr. This entry form will be mandatory lodged with the payment of Admin fee (600€TTC 20% vat included)

Means of payment:

- French check only to the order of CRMT (it is mandatory to mention the boat number and the skipper's name on the backside of the check). Form and check to be sent by post mail at Collectif Rochelais Mini Transat, Le Sextant, local 23, 1 rue de la trinquette 17000 La Rochelle France)

- Bank transfer: send the receipt of bank transfer by mail to cecile@minitransat.fr. It is mandatory to mention boat's number and skipper's name in the title of the transfer form.

Account holder ASSOC. COLLECTIF ROCHELAIS MINI TRANSAT
Account number 560 10 75 439 / institution code 11706 / sort code 44030 / RIB key 34
IBANFR76 1170 6440 3056 0107 5543 934 / BIC(SWIFT) AGRIFRPP 817

The entry form filled in and the payment of the Admin fee (600€ TTC) shall be done at the latest on 15 June 2019. Caution: only fully completed folders will be taken into account.

3.4.2 The opening of entries will be done at the Nautic (Paris boat show), on the stand of the Communauté d'Agglomération de La Rochelle / Mini-Transat La Boulangère (Hall1 Stand G2), on Saturday 8 December 2018 from 17h00. All entries received by post mail, or directly lodged at the Nautic of Paris, between 8 and 16 December 2018, will be registered on the date of 17 December 2018. Then, entries will be registered in chronological order of receipt of entry folders.

3.4.3 The final entry shall be lodged at the latest on 15 June 2019 with a French check or a receipt of bank transfer of the entry fees balance, 1900 € vat included (means of Payment here above in 3.4.1).

An entry beyond 15 June 2019 may be considered by the OA and the Class Mini.

The entry will be confirmed once the skipper will have satisfied all the steps and requirements listed in guide Mini 2018-section R and in this Notice of Race, and will have paid its full entry fees.

3.4.4 WAITING LIST

Once the limit of quotas defined per category in NOR 3.2 will have been reached, the following entries will be registered on a waiting list as defined by the Class Mini. This waiting list will end on 30 August 2019 at 0h00.

3.5 QUALIFICATION

Each skipper must have sailed the qualifications has defined by the Class Mini 6.50 on the boat whom he (she) entered the Mini-Transat La Boulangere.

Each skipper must provide the Class Mini with all documents mandatory for the race (race category A in Guide Mini 2018; R-11). The documents must be received by the Class before August 30th 2019 0h00(See Guide Mini 2018-R 11).

3.6 SKIPPER ELIGIBILITY

3.6.1 The skippers shall hold a passport (validity period until minimum 1st January 2020). A copy of the passport shall be given to the OA at the latest on their arrival in La Rochelle.

3.6.2 Each skipper member of a club affiliated to the FFVoile shall hold:

- licence Club FFVoile 2019 with a medical certificate dated of less than one year;
- if needed, the authorisation to display advertising;
- for his(her) boat, a measurement certificate;
- either a certificate of a clinic World Sailing (Rescue and Survival and PSMer) still valid;
- or an individual clinic Rescue and Survival certificate still valid, and a PSMER or a certificate PSC1 valid, issued before 1st January 2015.

3.6.3 For each skipper non-a-member of a club affiliated to FFVoile, including the foreign competitors two options are possible:

- Either prove that he (she) belongs to a World Sailing MNA, and hold a valid third party liability insurance with a cover of at least 1,5 million Euros, and show a medical certificate dated of less than one year, saying that he or she has no restriction to sailing or competition activity (to be written in French or English),
- or subscribe a license (membership) Club FFVoile 2019 and provide a medical certificate. In such a case, he or she will be compelled to comply with the FFVoile Regulations, including the rules regarding display of advertising.

The non-French competitors shall hold

- Either World Sailing certificate (Education survival and PSMer) still valid
- Or certificates of education to survival and first care as required by the articles OSR 6.01 and 6.05.2. This education program shall be "World Sailing Approved".

3.6.4 MEDICAL FOLDER

Each skipper shall provide the OA with a Medical folder before 15 June 2019 including mandatorily:

- Results of an effort test dated of less than 4 years from the starting date, and the results of a cardio echography.
- The medical questionnaire provided by the OA, filled in and signed by the skipper and his (her) regular doctor.

Downloading: http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf

These Medical folders are to be send with the mention “CONFIDENTIEL DOSSIER MEDICAL, + SKIPPER’s NAME + BOAT NUMBER”.

The Folder must be sent to Referent Doctor of the Mini-Transat La Boulangère, at the following address:

CRMT Le Sextant, local 23, 1 rue de la trinquette 17000 La Rochelle France

4. FEES TO BE PAID

4.1 Entry fees

The required entry fees are 2500 € TTC (20% VAT included) split as follows:

- **600 € TTC for Admin fee non-refundable, to be paid before june 15th 2019;**

- **1900 € TTC :**

- **Refundable in case of retirement before August 22nd 2019 midnight.**

- **non refundable in case of retirement after August 22nd 2019 midnight**, except in case of force majeure.

The total entry fees will be reimbursed if the OA rejects the entry of a boat (including boats entered on the waiting list and not eligible).

4.2 The entry fees include the supply of a positioning beacon

Entry fees include loan of a second transceiver beacon allowing, via data, contact with the race management. Terms and restriction of use of this second beacon will be specified in the racing instructions.

The beacons must be given back at the finish of the race. Any missing or damaged beacon will be automatically billed to the skipper (900€ per beacon).

In case of retirement, or non- return to French territory, the beacon shall be sent back by the skipper, at his (her) own expenses to the providing company or to the OA.

5. SCHEDULE

(*) = Mandatory attendance of the skippers. In case of non-attendance of the skippers for events, will be subject to report to the jury (DP) except when authorized by the Race Director. A boat not controlled due to the absence of the skipper will not be permitted to start.

5.1 Provisional Schedule in La Rochelle

<i>Date</i>	<i>Time</i>	
Wednesday 11 September	18h30	Time limit for the boats to enter the Bassin des Chalutiers (DP) (*) Welcome cocktail – Organisation team presentation
Thursday 12 September	10h00 14h00-18h00	(*) Briefing safety n°1 (24F) (*) Registration and check of safety Equipment, setting of the seals. ,
Friday 13 September	9h00-18h00	(*) Registration and check of safety Equipment, setting of the seals.
Saturday 14 September	9h00-16h00 17h00	(*) Registration and check of safety Equipment, setting of the seals. (*) Official introduction of the skippers
Sunday 15 September	9h-18h00	(*) Registration and check of safety Equipment, setting of the seals
Monday 16 September	9h00-18h00 14h00	(*) Registration and check of safety Equipment, setting of the seals (*) Briefing N° 2 SSB
Tuesday 17 September	9h00-18h00 18h00	(*) Registration and check of safety Equipment, setting of the seals (*) Briefing N°3 prologue
Wednesday 18 September	7h00-19h00	(*) Prologue in La Rochelle Bay
Thursday 19 September	17h00	(*) Briefing N°4 First Leg
Saturday 21 September	17h00	(*) Briefing N°5 weather forecast
Sunday 22 September	09h30-12h 14h30	Tow out of the Bassin des Chalutiers Start of Mini-Transat La Boulangère1st leg

5.2 Depending on weather conditions, the race direction may move the start to Friday 20 September 2019. The skippers will be informed of this change of schedule by a notice of amendment published at the latest Tuesday 17 September 2019 at 20h00.

5.3 Provisional schedule in Las Palmas de Gran Canaria

From Saturday 29 September		Finish of the leaders (* Skippers and boats must stay in Las Palmas marina at least 72 hours after their finish (DP))
Friday 4 October		(* Welcome cocktail of Las Palmas de Gran Canaria)
Friday 25 October	10h00	(* Presence of the skippers in Las Palmas marina - security checks, Seals setting)
Saturday 26 October		(* Prize giving for the first leg)
Sunday 27 October		(* Prologue of 2 nd leg for skippers concerned)
27 to 31 October		(* Security checks, seals setting and briefing second leg)
Friday 1st November	13h00	Start of Mini-Transat La Boulangère 2 nd leg

5.4 Provisional schedule in Le Marin Martinique

From 12 November	Finish of the leaders(* Skippers and boats shall stay in Le Marin at least until the prize giving of the second leg(*))
Saturday 23 November	(* Postlogue)
Sunday 24 November	(* Prize giving of the second leg)

5.5 Mini-Transat La Boulangère Prize Giving will be hold at the Nautic de Paris in December 2019.

6. SEALS

Some parts of the boat and equipment will be sealed before the start in La Rochelle for the first leg, and from Las Palmas de Gran Canaria for the second leg.

The efficiency and quality of the seals shall be checked and endorsed by the skipper
The number and definition of the seals will be defined in the Sailing Instructions.

7. SAILING INSTRUCTIONS

The Sailing Instructions will be distributed to the skippers in La Rochelle at the registration

8. THE COURSES

8.1 The Mini-Transat La Boulangère 2019 is sailed in two legs.

However, for safety reasons, due to weather conditions and/or for the fairness of the race, one or more stopover(s) may be organized by the Race Direction. If any, those stopovers will be described in the Sailing Instructions.

8.2 First leg: La Rochelle (France) - Las Palmas de Gran Canaria (Spain) 1 350 NM

The prologue is mandatory, with crews of 2 to 4 persons, the format will be a parade. The skippers may welcome on board Sponsors or Officials, or children members of local sailing school. The prologue will not be part of the score, but is mandatory. Any boat not taking part without good reason will be subject to money penalty.

8.3 Prologue in Las Palmas de Gran Canaria : 50* skippers minimum appointed by the OA must sail the friendly parade full crewed with their boat. They may welcome on board sponsors and local officials, or local children from Gran Canaria.

*50 competitors: top 20 in category « PROTO » and top 20 in category «SERIE » + 10 other boats appointed by a draw or applying as volunteers.

8.4 Second Leg : Las Palmas de Gran Canaria (spain) - Le Marin (Martinique) 3050 NM

Boats that did not finish a leg or withdrawal will not be permitted to start the following leg. A boat that did not finish within the time limit will be scored DNF; Even if the leg is cancelled later, the boats that retired or did not sail the course will not be permitted to start the following leg(s).

- 8.5 Postlogue in Le Marin : 50* competitors minimum appointed by the OA will shall have to sail the postlogue with their boat, as a friendly parade with a crew for which may welcome on board sponsors and local officials or local Martinique school children.
*50 competitors: top 20 in the category « PROTO » and top 20 in the category « SERIE » + 10 other boats applying as volunteers or appointed by a draw.

8.6 TIME LIMIT TO FINISH

8.6.1 1st leg: 7 days after the first finisher in each category.

8.6.2 2nd leg: 13 days after the first finisher in each category.

8.6.3 A boat that did not cross the finishing line within 7 days in Las Palmas de Gran Canaria and 13 days in Le Marin after the first finisher in his(her) category, sailed the course and finished, will be scored DNF without a hearing (this changes RRS35, A4, and A5), after taking into account time penalties or allowances (if any) decided by the jury.

9. PENALTY SYSTEM

A breach of rules other than RRS part 2 rules may, after a hearing, be given a time penalty that may go up to disqualification.

10. SCORING

10.1 Leg ranking

Each leg will be scored in two real time rankings: one PROTOTYPE and one SERIE.

10.2 Overall ranking

Each overall ranking (Series and Prototypes) will be done in real time, by addition for each boat of her racing times of all legs, taking into account time penalties or allowances, if any, decided by the jury.

- 10.3 Will be declared winners, the skippers with the shorter total time, in each ranking. If here is a tie, it will be broken in favour of the boat with the shorter time on the last leg. (this changes RRS A8).

- 10.4 The OA may decide to award other rankings or trophies, in agreement with the Class Mini. This will be described in the Sailing Instructions.

11. MANDATORY SAFETY AND POSITIONING EQUIPMENT

Reminder: it is highly recommended for each skipper to have on board a hand-hold VHF available, in addition to the VHF required by the OSR.

SYSTEM OF POSITIONNING BEACON:

In La Rochelle, on each boat, the OA will set up a positioning beacon for Race Direction and Race Committee use, for the follow-up of each boat's route.

As required by the OSR and an agreement between Classe-Mini and FFVoile, a second beacon shall be given to each competitor at registration in La Rochelle. This 2nd beacon will permit text communication between skippers and Race Management. These messages will be strictly limited to boat and skipper safety.

LIST OF MANDATORY CHARTS

Charts SHOM or equivalent : (Imray, Admiralty, NV etc..)

- 6561 Conforme Oblique – Route du Rhum
- 6815 Océan Atlantique Est
- 7405 De La Rochelle à la Pointe de la Coubre
- 7564 Fuerteventura et Gran Canaria
- 6990 de Penmarc'h à la Gironde
- 7211 Golfe de Gascogne
- 7212 du Cap Finistère à Casablanca
- 7598 de la Punta Estaca de Bares à Cabo Finistere
- 7597 Des îles Sisargas à l'embouchure du Rio Mino

- 7796 ou 2463 Madère, Porto Santos, Iles Désertes
- 7270 Canaries
- 7562 Lanzarote et Fuerteventura
- 5834 Iles du Cap Vert
- 7631 Petites Antilles - Partie centrale - De Montserrat à Saint Lucia
- 7041 Martinique Nord
- 6738 Martinique sud

THE BOOK OF LIGHTS for the areas to be sailed in

THE NAUTICAL INSTRUCTIONS of the areas to be sailed in until Dakar (France, Spain, Portugal, Madeira, Canaries, Cabo Verde, Marocco, Mauritania, West indies Antilles)

NOTA: The Bloc Marine can be used as a book of + nautical instructions for France until North Point of Spain. In the new Bloc Marine some ports of North Spain and Portugal are missing and should be added.

12. BERTHING

The OA will set up a berthing plan that boats and skippers have to comply with from 11 september 2019 at 17h00

The boats are not then allowed to leave the port, unless authorized in writing by the race committee or the race director, after 12 September 2019.

13. HAUL-OUT RESTRICTIONS

From 11 september 2019, 17h00, boats cannot be hauled out unless with and how by a prior written authorisation from the race director or the race committee.

14. OUTSIDE HELP

14.1 The race shall be sailed single-handed and without assistance, as defined in the Guide Mini. Any boat shall have at any time only one person, and the same, on board, except in circumstances provided in RRS 41.

14.2 The boats shall sail the entire course independently and shall not, deliberately, sail along together with other boat(s), and shall not make any provision in order to get accompanied by another boat or vessel. During the race, a boat cannot have physical contact with any vessel or aircraft.

She cannot get anything in any way unless authorized in this NOR.

14.3 During the race, a boat may anchor or moor and may get assistance in the following circumstances:

:

- The boat may be towed to enter or leave a port or a mooring on a maximum distance of 2 NM, providing it can be demonstrated that she did not gain on the distance to the finishing line as a result of having been towed. When the boat is towed, and only during this time, persons can come on board..
- When the boat is anchored or moored on a buoy or alongside a vessel anchored or moored on a wharf or in a shelter, repairs can be made and she can get brought supplies. The skipper can get out of the boat.
- When repairs are done, to return racing, the boat may be towed on a maximum distance of 2 NM provided it can be demonstrated that such a towing did not result in a gain on the distance to the finishing line. As soon as the boat resumes racing, only the skipper can be on board.

One stop with outside assistance, or during which the skipper did leave the board of his(her) boat, even only for a very short time, cannot be less than 12 hours. This does not apply to the port of La Rochelle and of Las Palmas de Gran Canaria, where any mean is authorized to reach the port or to leave it up to a point given by the race director.

The time limit for any technical stop cannot go beyond a 72 hours cumulated period for each leg, whatever will be the number of stops. From the time the boat will get to the shore, she will be considered in a technical stop until the time she will resume racing. Should a boat did stop more than 72 hours in total, she will be scored DNF without a hearing (This changes RRS A4 and A5).

In order to be permitted to start the second leg, the skipper and his(her) boat shall be in the port of Las Palmas de Gran Canaria at the latest on Friday 25 october at 10h00

- 14.4 Any stop shall be reported to the race direction (phone and e.mail) and reported in writing with circumstances , description of the situation, and description of damages. The skipper shall inform the race director before resuming racing.
- 14.5 Except in case of emergency, a boat shall not send nor receive verbal information or data not available for all boats. [DP].
- 14.6 At the finish of a leg, each skipper may be required to make his (her) log book available for the the race direction, the race committee or the jury.

15. PRIZES

The « Mini-Transat La Boulangère 2019 » is part of the Championnat de France de Course au Large en Solitaire Mini 6.50 « Prototype » et « Serie », awarded by the FFVoile (Application ruling of Class Mini : www.classemini.com).

Only the boats having crossed the finishing line of the Mini-Transat La Boulangère and finished within the time limit will be eligible for prizes and trophies.

16. DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone...Consequently, by entering the race, the competitor accept the risks and shall not challenge the organizers responsibility in case of damage or injury.

17. RESPONSIBILITE OF THE OA

- 17.1 The OA may, in case of force majeure or if the safety of competitors requires so, decide to cancel the continuation of the race. Cancellation for force majeure or for safety reasons or for any reason independent of the organizers powers shall not be ground for any reimbursement of entry fees or for any other financial allowance..This will apply in case of, but not limited to exceptional weather conditions, of war actions, attacks, rapt, fire, floods, strike or block-out of maritime equipments , for which the origin is completely independent of the powers of the OA.

- 17.2 Responsibility of the OA:

Sailing is an activity presenting some risks and offshore racing is an activity incidentally perilous. Any person considering to participate in the race either as a competitor or other, shall do it in accepting the risks resulting from such an activity and knowing that this participation might incur damages or loss.

The organizers responsibility is limited to ensure the fairness of the competition. Any other responsibility that the organizers would accept should be only contractual and explicit.

In particular:

- The checks performed by the OA, either from its own initiative or on request of the competitor or any other body, are aimed only to ensure that rules and race documents have been complied with.
- The watch, and specially radio watch, the follow-up with the beacons that the OA may organize and perform, are to be considered by the skipper as hazardous and not compulsory, and in no way as an additional security on which they can rely.
- Any request made to a member of the OA will not imply any civilian liability except if the OA explicitly accepted this responsibility, either itself either for one of its officers, officially accredited on that effect. This is in particular the case for diverse requests for help, including at-sea assistance.

- 17.3 Acceptance of the rules:

The event is a sport event. Any problem will be dealt with in accordance with the RRS.

The fact to lodge an entry form implies that the skipper and his (her) family and entourage renounce the resort to any jurisdiction not provided by the RRS. (See fundamental rule 3). No request for damage compensation would be valid and granted).

Consequently, the OA shall accept no responsibility for any implied breach of contract along usual lines, written or otherwise, nor for negligence ; and shall not be held responsible for any loss or injury (whatever the cause or circumstance), or for any dereliction of duty, misrepresentation and so on.

17.4 Person in charge:

Whatever would be the judicial links between the skipper and the boat owner(s), only the skipper officially identified on the entry form will be the person in charge responsible towards the OA (See RRS 46).

17.5 Decision to race:

Each skipper participates in the race at his (her) own risks, and acknowledges that the responsibility for the decision to participate or to continue racing is his (hers) sole responsibility. It is the only responsibility of the skipper to decide to participate in the race in function of his (her) competence, of the state of the boat and rig, of the weather conditions predicted or met during the race, of his (her) own fitness and medical state and so on...

Any advice or information supplied by the OA, e.g. weather forecast or advice consequent to boat inspection is given purely indicative and it remains the only responsibility of the skipper to check the predictable weather conditions and his (her) equipment.

Neither the OA nor its associates would accept any liability regarding advice or information they might be subject to supply.

17.6 Skippers responsibility:

The skippers are, each of them for what they are concerned for, personally responsible for any accident material or human that can occur to themselves, to the boats, or that they can cause to any third party or to any good belonging to a third party. They are due to subscribe all insurances necessary to cover possible injury, loss, damage or other consequence. In addition, each participant should be able to present receipt of such insurance wearing the possible clause of exclusion and details of compensation to any third party with whom he (she) be subject to make contact in the scope of the race or other associated events..The skipper is responsible towards the OA for the subscription of all the insurances needed to cover the third party liability for a minimum total amount of 1.5 million euros.

Without this insurance, the skipper shall not be permitted to start the race and the entry fees of the boat will remain the OA's property. The absence of a third-party liability would not transfer any responsibility to the OA or its supports.

17.7 As an essential requirement to enter the race, the skipper shall provide the OA with the waiver form duly signed, through which he (she) renounces to any resort against the OA, its mandated agents and its insurers, as worded in the appendix.

17.8 The OA should not be considered as responsible for any indirect loss, real or alleged, whatever would be the situation, faced by whoever, participant, owner, sponsor, mecene or other interested party, and this total absence of responsibility will not be limited to the only loss of benefits, of opportunities, of business, of publicity, of reputation (or the opportunity to improve the reputation) or any financial loss, whatever.

17.9 The OA should not be considered responsible towards the participants in the race or other persons for any loss, damage or expenses of any kind real or supposed ,resulting from a force majeure , including, but not only any disaster, natural, war, military action, earthquake, accident, material failure, insurrection, exceptionally bad weather, tsunami, flood, hurricane, tornado, droughness, thunder hit, fire, explosion, workers strike, social conflict, or permit refusal from the government, from national or international sailing bodies, from administrations of Equipment, telecommunications, or delay in delivery, production, or transport , due to bodies or companies , of information, goods or services.

The OA has no obligation to organize operations of rescue either onshore or at sea. Participants are also reminded of the obligation to give help to another boat or competitors in distress (Fundamental RRS 1.1). As much as possible, Recue and Assistance at sea are governed by the international conventions.

17.10 Retirement from the race

In case of retirement of a competitor, and as soon as this competitor is safe in a port or shelter, confirmed by the race director, the OA will not accept any more responsibility regarding the repatriation of the skipper and of his (her) boat.

18. USE OF THE LOGO – COMMUNICATION – IMAGE RIGHTS

- 18.1 Name : The official name of the race is « MINI-TRANSAT LA BOULANGÈRE”
The Mini Transat is the Mini Class property, and CRMT the sole and only authorised user of name and logo Mini-Transat La Boulangère for the 2019 edition. Any registered boat in the race agrees to respect the name of the race when communicating and promoting. The logo of the race is free of rights for the registered boats within their own promotion up to December 31, 2019. The organisation of the race shall be informed of such a use. A graphic chart shall be provided and shall be respected. [DP]
- 18.2 Audio-visual rights
For competitors, entering the Mini Transat La Boulangère 2019 means that their image and name, the image of their boat, of their sponsor(s), their partners and technical crew(s) and family members present in La Rochelle, in Las Palmas stop-over, at the finish in Le Marin, at sea or any public place, press room, pontoons, support boats, social networks (Facebook, Twitter etc.) may be used by the OA or their representatives, to communicate on and/or enhance the Mini Transat La Boulangère 2019 and their partners, on any territory or any media support whatsoever without any time limitation. It is understood these images will be only used in normal predictable conditions, without any ill will.

19. CONTACTS

COLLECTIF ROCHELAIS MINI TRANSAT

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