

NOTICE OF RACE

VENDEE GLOBE 2012/2013



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1. ORGANISATION

1.1 Organiser

The SAEM VENDEE whose corporate headquarters are located at 33 Boulevard de l'Atlantique, BP206, 85005 La Roche-sur-Yon Cedex, France is a company with a capital of 2.500.000 Euros and is registered under the number 451 518 641 at the Register of Commerce of La Roche-sur-Yon. The SAEM VENDEE organises a non-stop single-handed round the world race without assistance called "LE VENDEE GLOBE" that will start from Les Sables d'Olonne on Sunday 11th November 2012. The SAEM VENDEE is hereafter referred to as "the organiser".

1.2 Contributors

In its capacity as owner of the VENDEE GLOBE race as well as the brand VENDEE GLOBE, the SAEM VENDEE shall be represented by Mrs Sophie Vercelletto, General Director.

The company WAHO, represented by Mr Mathias Lallemand, is appointed by SAEM VENDEE for the preparation of the race management for the 2012 edition of the VENDEE GLOBE. A public call to tender during the first trimester of 2011 will designate the race director for the 2012 edition.

The race medical service will be appointed at a later date. It will be commissioned by the SAEM VENDEE to provide the best medical safety of the competitors.

The Fédération Française de Voile (FFV) will be in charge of the umpiring of the race.

The team of umpires will include a race committee, a measurer for the event and an international jury. The FFV will appoint the umpires of these three bodies.

2. OFFICIAL TEXT AND DEFINITIONS

2.1 Rules

The following race rules will apply:

- a) The rules as per their definition in the book "*Les Règles de Course à la Voile 2009-2012*" (RCV) ("*the Rules of Offshore Sailing 2009-2012*" - French Racing Rules of Sailing).
- b) The national prescriptions apply to the non-French skippers, as stated in Appendix 3 "Prescriptions"
- c) The International Regulations to prevent collisions at sea (COLREGS)
- d) The Special Offshore Regulations Category 0 (O.S.R.) currently in force
- e) The IMOCA class rules in force
- f) This Notice of Race, its appendices and any possible amendment
- g) The notices regarding organisation, safety, boats' inspection, attendance of the competitors at race briefings and various events will be issued and signed by the race direction. These will be the only documents for the competitors to refer to for reference.
- h) The official language of the race is the French language. The organiser will provide an English version of each document relating to the sporting and organisational elements of the race
In the case of a dispute in regard to the translation of this notice of race, the French version will prevail.

2.2 Amended R.R.S.

The following R.R.S. rules will be amended:

- a) Rules of Chapter 2 of the R.R.S. (“When the boats meet”): only applies to the start and up to 30 miles beyond the start line and then again within 50 miles of the finish line for these parts of the race covered by day. For the rest of the race, these rules are replaced by part B (steering and sailing rules) of the International Regulations for Avoiding Collisions at Sea (COLREGS).
- b) R.R.S. 41 (“Outside Assistance”): amended in article 3 of the Notice of Race
- c) R.R.S. 45 (“Hauling out, mooring anchoring”): amended in article 3.2 of the Notice of Race
- d) R.R.S. 50.2 (“Spinnaker pole, jib pole”)
- e) R.R.S. 54 (“Forestays and headsail tacks”): does not apply
- f) R.R.S. 61 (“Protest request”): amended in the Sailing Instructions
- g) R.R.S. 62 (“Repairs”): amended in the Sailing Instructions
- h) R.R.S. 63 (“Instructions”): amended in the Sailing Instructions
- i) R.R.S. 64 (“Decisions”): amended in the Sailing Instructions

2.3 Exceptional circumstances

In case of exceptional circumstances, and in situations where the safety of the skippers is at stake, the race direction may need to formulate specific directives that the competitors will have to follow.

These new directives will be issued to meet the exceptional circumstances and will be dealt with in the most effective way. The directives could amend one or more of the articles included in this notice of race or other applicable rules mentioned above. In that case, the directives will be submitted to the jury in a detailed report.

2.4 Competitors’ obligations

By entering the event, the competitors of the VENDEE GLOBE 2012 commit to respect the applicable rules listed above.

2.5 Image rights

Under the provision of French law N°84-610 dated 16th July 1984 regarding the organisation and the promotion of sports activities, amended by French law N°2003-708 dated 1st August 2003, skippers of the VENDEE GLOBE 2012 are reminded that their entry into the race means their image and their name, the image of their boat, their sponsor and partners as well as their shore team and family members present in Les Sables d’Olonne (public places, media centre, pontoons, boats at pontoons, passenger boats) can be used by the organiser and the appointed suppliers for the event’s communication to communicate and/or promote the VENDEE GLOBE on any territory, in any medium, with no limitation in time for their exploitation.

It is agreed that these images can be used in normal anticipated conditions and without malicious intent.

2.6 Publicity

In application of the ISAF rule 20 (publicity code), as amended by the publicity regulations of the FFV, boats will be required to carry the publicity chosen and provided by the organiser as per the class rules.

3. PRINCIPLE OF THE RACE AND RESTRICTIONS

Principle:

The VENDEE GLOBE is a sailing round the world race created in 1989 and takes place every four years. Raced at an international level, the race is single-handed, non-stop and with no outside assistance.

- a) By “single-handed”, it is understood that the competitor cannot embark another person onboard. However, in case of a third party having a problem and needing to be embarked during the race, the jury will be in charge of establishing the facts and of agreeing to an arrangement as fair as possible, as per the article R.R.S 64.2.
- b) By “no assistance”, it is understood and agreed that in no circumstances should the competitors receive:
 - Personalised weather assistance (article 3.1).
 - Assistance from a person who would have embarked the boat (article 3.2), any remote control by an outside party by any means possible on any onboard equipment is also forbidden
 - Personalised medical support that would aim to improve performance (article 3.3).

Except for the scenarios defined above, contacts via telephone or e-mails are authorised between the competitor and one or several persons ashore. In case of a problem requiring repair on the boat or in case of an accident or any unforeseen event that could have important consequences on the competitor’s health, any advice given remotely by a third party is accepted as per the conditions described in article 3.3 below.

3.1 Routing Interdiction (personalised weather assistance)

Routing is forbidden

Routing is any personalised indication, especially prepared or tailored for one or a group of competitors, coming from the outside, except for the authorised weather information sources and allowing the understanding of the different weather scenarios and the choice of the route or routes to follow or avoid following.

Each competitor will be required to sign two declarations committing him/her, his/her sponsor(s) as well as his/her technical team, to comply with that rule, and will be asked to return each declaration, once before the race start and the other after completion of the race.

The conditions wherein the rule will be applied will be defined jointly with the IMOCA class and communicated later in an appendix to this notice of race.

3.2 Outside assistance and docking conditions (modification of R.R.S. rule 45)

During the event, a competitor cannot have any material contact with any other ship or aircraft. A competitor cannot be provided with any supplies in any way possible.

A competitor can put into port, mooring or anchoring by his/her own means but cannot receive any outside assistance, except for medical assistance strictly limited to the terms of the article 3.3 below. The competitor cannot dock or come alongside another boat.

The competitors are not authorised to go ashore nor disembark above the limit of the highest level of high tide.

Failure to comply with this article will disqualify the competitor after instruction by the jury.

A competitor wanting to dock or come alongside a boat, go ashore, receive outside assistance or be supplied with goods can only do so inside the port area of Les Sables d'Olonne and after receiving prior authorisation from the race direction and the race committee.

The competitor will only be allowed to re-start the race within 10 days of the official start date of the race.

In case of any amendment to the configuration of the boat (new mast put in place after dismasting or other events) following the intervention and/or repairs made in the harbour of Les Sables d'Olonne within the 10 day deadline, a IMOCA certificate taking into account the new state of the boat will be required before leaving port.

3.3 Medical assistance (Amendment to R.R.S. rule 41)

The direct intervention of a doctor onboard is forbidden.

However, long-distance medical advice by phone, e-mail, radio or fax is allowed. Authorised medical advice means any remote intervention by a doctor aiming to allow a competitor to administer himself the necessary treatment following an accident onboard or the aggravation of an existing condition. Any intervention for any other reason will be considered as trying to improve the physical performance of the competitor and will be likely to disqualify him as a consequence.

The competitor will have to inform the race doctor every time he requires medical advice other than the medical assistance provided by the race doctor. In that case, the approached doctor outside of the official medical race organisation will have to inform fully the race doctor as quickly as possible of his/her diagnosis, prescriptions and advice given to the competitor.

In case of extreme emergency, more medicine can be given to the sick competitor by another competitor or via medication taken onboard with the approval of the race direction. However, the list of these medications will have been communicated to the race doctor in advance who will need to give his approval.

This procedure will be submitted in a detailed report to the jury who will decide of the opening of an inquiry.

4. RACE ROUTE

4.1 Start date

The start of the race will be on Sunday 11th November 2012.

4.2 Race Route

The start of the VENDEE GLOBE 2012 will be on the start line moored in the bay of Les Sables d'Olonne.

The competitors will sail around the world east about, going down the Atlantic Ocean and leaving:

- Cape of Good Hope to port
- Cape Leeuwin to port
- Cape Horn to port
- And the Antarctic continent to starboard

The finish will be confirmed by a finish line moored in the bay of Les Sables d'Olonne.

Mandatory waypoints or gates will be decided upon in consultation with the pre-registered competitors and published in an amendment to this notice of race by the 1st August 2012 latest.

In any case, the mandatory waypoints or the gates can be amended after the 1st August 2012 if the ice movement or specific weather events put at risk the competitors' safety. The organiser will commission before the race start date a map study of floating ice around the Antarctic.

5. AUTHORISED BOATS

5.1 Admitted class

Monohulls complying with the IMOCA Class rules and holding a valid IMOCA certificate will be the only ones allowed to compete.

5.2 Refusal of boat participation

In accordance with the R.R.S 76.1 rule, the organiser reserves the right to refuse participation in the race of any boat that doesn't appear to be in good condition, insufficiently equipped, dangerous or does not comply with the obligations of the notice of the race and safety rules.

The organiser's decisions will be final and indisputable (R.R.S. 76.1). They will be announced before the 1st July 2012.

6. PROGRAMME AND CALENDAR

The official programme is set out in appendix 4 of the notice of race.

6.1 Handing out of registration pack by the organiser

Pre-registration packs will be sent out by the organiser upon request and will be available from the publication of this notice of race.

6.2 Deadline to return the pre-registration pack

The pre-registration packs will have to be returned by the 1st July 2012 latest.

6.3 Waypoints and gates on the race route

Waypoints on the race route will be announced through amendment by the 1st August 2012 latest.

6.4 Deadline to return the registration pack

Completed registration packs will have to be returned by the 1st October 2012 latest.

6.5 Deadline for qualification and validation

Qualification passage and/or validation must be completed before the 1st October 2012.

6.6 Up-to-date medical certificate

An up-to-date medical certificate as described in article 9.4 must be given to the organiser between the 1st October 2012 and the 1st November 2012.

6.7 Arrival date in Les Sables d'Olonne

The boats will have to be in the port of the Les Sables d'Olonne from Friday 19th October 2012 at 19:00 local time.

Skippers will have to be physically present in the port of Les Sables d'Olonne from Friday 19th October 2012 at 19:00 local time until Sunday 21st October 2012 at 16:00 local time.

6.8 Exceptional circumstances

6.8.1 In case of exceptional circumstances, a competitor can ask to be represented by a third person at various mandatory events described in appendix 4. The request will be considered provided the competitor sends the reason of his/her absence in writing to the race direction as soon as possible along with the identity and role of the person representing him/her. If the competitor is granted his/her dispensation, the person representing him/her will need to adhere to the same obligations as the competitor.

6.8.2 In the case of exceptional circumstances preventing a competitor presenting his/her boat in Les Sable d'Olonne by 19:00 local time on Friday 19th October 2012, he/she will be able to appeal the penalties described in article 17. This appeal will be studied as long as the competitor sends the reason of the absence of his boat in writing to the race direction as soon as possible along with the necessary documentary evidence.

6.8.3 A committee made of the race organiser, the race direction and an IMOCA representative will be empowered to grant both types of dispensation. These decisions will be final and indisputable.

7. RESPONSABILITY

7.1 Competitors' responsibility

Competitors enter the race at their own risks and perils and under their full responsibility (R.R.S. 4: Decision to race). It is the responsibility of each competitor to judge, given his skills and qualifications, the equipment he/she requires, the weather forecasts, etc... whether to start the race or not as well as continuing racing.

The monitoring, in particular via radio and/or phone (Inmarsat, Iridium...) which may be undertaken by the organiser must be considered by the competitors as optional and random and cannot be relied on as an added safety tool.

In case of a bodily or material accident they could suffer as well as their boats, in case of any damage

caused to a third party or to goods belonging to a third person, the rules of common law of criminal responsibility (articles 1382 and following articles of the civil code) will be applicable.

7.2 Organiser's responsibility

Any information that the organiser provides before or during the event that could influence the decision of a competitor to take part in the race or not, to carry on racing or not, is given as an indication only. The organiser and its partners cannot be held responsible for any decision made by the competitor as a result of information given by them.

Except for gross negligence and fraud, the responsibility of the organiser is limited to the logistical organisation of the whole race as well as the rules the competition from a sports point of view.

In particular, the verifications that the race committee, be it from its own initiative or from a request from the race director, the jury or any other authority, would have to do will aim to solely ensure the respect of these rule.

The organiser shall bear liability for nothing other than what is expressly and contractually agreed.

7.3 Rescue and assistance at sea

Rescue and assistance at sea are governed by international rules in force, particularly the conventions to safeguard human life at sea from 1960 and 1974 and the Hamburg convention on maritime search and rescue from 1979.

International treaties mentioned above, reiterated by the fundamental rule R.R.S. 1 "Safety", make it compulsory for every boat or competitor to provide help to a person or a ship in danger. Faced with the situation, the competitor will, straight away after redirecting his route as a reaction to such a situation, provide the jury of the race with all the elements of the situation so the jury can establish the facts and render a decision.

7.4 Waiver

Competitors will have to give to the organisers the signed and dated form stating that they waive their right to take legal action against the organiser. The form is attached to the registration pack.

8. REGISTRATION AND RACE ENTRY

8.1 Age of the competitor

The VENDEE GLOBE 2012 is open to any person aged 21 or over on the start date.

8.2 Nationality of the competitor

For the registration to the race, the official nationality is the skipper's nationality, regardless of the nationality of the sponsor.

8.3 Number of participants

The number of participants in the VENDEE GLOBE 2012 is restricted to 27.

- 24 participants entered as per the registration process described in article 9-1 of this notice of race
- 3 participants invited by the organiser as per the process described in article 9-5 of this notice of race

8.4 Medical

In consideration of the FFV medical rule, each competitor will:

- a) Get his/her general practitioner to fill out and approve the medical form provided by the organiser in appendix 2. This will have to be countersigned by the competitor himself/herself.
- b) Provide the results of an endurance test (must be less than 4 years old)
- c) Provide the results of a heart echocardiography

These documents will be attached to the pre-registration pack and sent to the organiser as soon as possible and before the 1st July 2012. They will be delivered sealed and marked as “private and confidential” bearing the words “Medical file”.

In the event of a chronic or progressive medical condition or what may lead to a medical issue during the race, the race doctor can:

- Either give an unfavourable opinion to the participation of a competitor
- Or, before giving an opinion on the participation of a competitor, request further examination, expertise and a second opinion. In such cases, the competitor will have to consult the doctor or experts instructed by the race doctor. The race doctor will provide the race direction and the organiser with his conclusion.

In case of an unfavourable opinion of the race doctor on the participation of a competitor, the competitor can appeal the decision to the National Federal Doctor.

In case the competitor suffers from a chronic or progressive medical condition or what may lead to a medical issue during the race, after his/her medical file has been logged, the competitor has an obligation to advise the race doctor as soon as possible.

This process applies with no exception to all the competitors.

8.5 Compulsory training courses

All the competitors are required to have taken part in the following courses:

- Medical course (see article 10.2 below)
- “ISAF approved” safety and sea survival course (see article 10.2 below)
- Organisation of rescue means course (course organised by the organiser)

8.6 Passport

Each competitor must hold a passport that will be valid until at least the 30th June 2013.

8.7 Competitors’ and boats’ qualification

8.7.1 Principles of qualification

Every skipper intending to enter the race will have to have participated in the races described below and/or completed a qualifying passage onboard the same boat as the one he will skipper in the VENDEE GLOBE 2012.

To participate in the VENDEE GLOBE 2012, the competitor will have to have participated in one of the following races:

- 8.7.1.1 The VENDEE GLOBE 2008 completed by the same skipper on the same boat as per the conditions described in the R.R.S.

8.7.1.2 The BARCELONA WORLD RACE 2010 completed by the same skipper on the same boat as per the conditions described in the R.R.S.

8.7.1.3 A SOLO TRANSATLANTIC RACE of 2 500 theoretical miles completed onboard the same boat than the one he will skipper in the VENDEE GLOBE 2012 as per the conditions described in the R.R.S.

8.7.1.4 One of these races onboard a different IMOCA Open 60 than the one that will be entered in the VENDEE GLOBE 2012, either:

- the VENDEE GLOBE 2004 or 2008
- a SINGLE-HANDED TRANSATLANTIC RACE raced after 2004
- a DOUBLE-HANDED NON-STOP ROUND THE WORLD RACE raced since 2004

To qualify, the competitor will have to sail 1500 miles (single-handedly or with crew) onboard the boat he/she will enter in the VENDEE GLOBE 2012 as per article 8.7.2.

8.7.1.5 A QUALIFYING ROUTE OUTSIDE OF RACING

A competitor can ask the organiser to cover a qualifying passage solo, non-stop and with no assistance onboard the boat he/she will enter in the VENDEE GLOBE 2012 outside of racing. He/she will justify the reasons why he/she cannot participate in a race.

The organiser will gather a committee made of the organiser, the race direction, the IMOCA class, the president of the race committee and the president of the jury of the race.

This committee will determine the legitimacy of the request and will offer a qualifying passage route to the competitor.

The route in the Northern hemisphere will comply with the following waypoints:

- Sail North of 52° North in latitude for at least 12 hours
- Cross the lines of longitude 5° West and 50° West and back in whichever direction

8.7.2 Obligations before going on a qualifying passage:

- The IMOCA IMOCA certificate of the boat will have to be issued before the departure of the boat
- The qualifying passages will have to be completed before the 1st October 2012 at the latest
- The routes will have to be monitored regularly by the organiser (positions and messages) from communication equipment that will be at the competitor's cost
- If a change made to the boat requires a new IMOCA certificate after the completion of the qualifying passage, the organiser will ask the competitor to complete a 1500 mile qualifying passage (with crew or single-handed) before the 1st October 2012 at the latest. (This passage will have to be validated by the organiser).

8.7.3 Exceptional circumstances after the 1st October 2012

In the eventuality of a competitor not being able to qualify before the 1st October 2012, he/she can ask the organiser for dispensation. The organiser will apply the conditions described in article 8.7.1.5.

In any case, all the qualifying passages realised upon dispensation will have to be completed before the 19th October 2012;

The competitor will then be invited by the organiser, after completion of his/her qualification or his/her extra route to participate in the VENDEE GLOBE 2012.

8.8 Substitute skipper

In a case of force majeure, a competitor or his/her sponsor can designate a substitute skipper.

The request will have to be made in writing to the race direction. The organiser will gather a committee made of the organiser, the race direction, the IMOCA class, the president of the race committee and the president of the jury of the race.

In case of a positive agreement from the committee, the competitor can be replaced by a skipper fulfilling the conditions of article 8.7.

9. PRE-REGISTRATION AND RACE ENTRY

Preamble

The pre-registration packs will be sent by the organiser at the request of each competitor from the publication of the notice of race. No pre-registration pack will be sent to the competitors after the 31st March 2012.

9.1 Registration process

The entry to the VENDEE GLOBE 2012 will be made as per the following procedure:

- Pre-registration pack to be sent back before the 1st July 2012
- Registration pack to be sent back before the 1st October 2012

From the day of its publication, the organiser will send the notice of the race of the VENDEE GLOBE 2012 along with a pre-registration pack to the skippers upon request..

The competitor will then be able to complete his/her pre-registration pack.

He/she will be allowed to send to the organiser the various documents that will constitute his/her file as soon as he/she has them.

Pre-registration number:

To obtain a pre-registration number for the VENDEE GLOBE 2012, the competitor must have sent to the organiser a complete and valid pre-registration pack.

Upon reception of all the documents, the organiser himself will allocate him/her a number from 1 to 27.

9.2 Pre-registration pack

The pre-registration pack must be returned to the organiser before the 1st July 2012.

To be considered pre-registered to the VENDEE GLOBE 2012, and therefore be officially recognised as such, a competitor will have to provide the organiser with:

- a) The registration form duly completed
- b) The competitor's information form
- c) The 20 000 Euros deposit (paid by cheque or money transfer to the organiser)
- d) The medical form (appendix 2), the results of an endurance test less than 4 years old and the results of a heart echocardiography. This file must delivered sealed and marked « private and confidential »
- e) The documents proving that the competitor has complied with the obligations in article 8.7.

The organiser will communicate on the website of the VENDEE GLOBE 2012 the list of the pre-registered competitors.

9.3 Registration pack

The registration pack must be returned to the organiser before the 1st October 2012.

A complete registration pack will include all of the following documents (digital copies sent by e-mail to the organiser are allowed):

- a) Copy of the boat's up-to-date IMOCA certificate
- b) Complete specifications of the boat
- c) List of the numbers and identifications of the boat at sea: Call Sign, Inmarsat, Cospas-Sarsat, etc...
- d) Waiver agreement in favour of the organiser
- e) Copy of the validation certificate of the safety training course
- f) Copy of the validation certificate of the medical course
- g) Copy of the onboard radio licence
- h) Copy of the restricted radio operator's licence or equivalent for non-French participants
- i) Copy of the hexadecimal coding for the distress beacons (EPIRB and PLB)
- j) Copy of the life-rafts booklets
- k) List of contacts ashore and their contact details for the competitor during the VENDEE GLOBE 2012
- l) Form detailing the technical team of the competitor (Name, position, etc...)
- m) Form describing the installations and equipment that the competitor wishes to use between 19th October and 11th November 2012 in Les Sables d'Olonne (containers, workshops, etc...)
- n) Deposit cheque (to SAEM VENDEE) covering the value of the equipment for the tracking beacons. The amount will be communicated later.
- o) Copy of the licence Club – FFV 2012 or equivalent, bearing the medical stamp
- p) For French boats only, copy of the 2012 autorisation to carry publicity delivered by the FFV
- q) Copy of a valid passport
- r) Certificate of a public liability insurance cover
- s) Certificate of a death and invalidity insurance cover
- t) One or several digital colour photos showing the boat's hull as well as the appendages
- u) One digital colour photo of the hull clearly showing the 2m² area of fluorescent paint to help locate a boat at sea
- v) Two full-length digital photos of the competitor (ashore, 1 facing the camera and 1 back to camera) in the survival suit they will take with them on the VENDEE GLOBE 2012

Once the organiser receives all these documents, the competitor will then have a complete registration pack for the VENDEE GLOBE 2012.

The original documents will be thoroughly checked in Les Sables d'Olonne from the 19th October 2012.

The list of the first 24 first complete entries will be announced by the organiser on the website of the VENDEE GLOBE 2012.

Regarding the registration packs received later, the organiser will make a decision as to whether they will grant entry to the race.

9.4 Updating of the medical file

An updated medical file will have to be signed by the competitor's doctor and by the competitor himself/herself and given to the organiser between the 1st October 2012 and the 1st November 2012. The document will set out:

- Any potential medical conditions that have occurred after the initial medical file was logged
- The results of several medical examinations that the competitor will be submitted to (the content of these examinations will be confirmed before the 1st July 2012 depending on legal developments)

9.5 Invitations

In addition to the list of 24 competitors whose complete file will have been received by the organiser, the latter can invite 3 competitors whose registration pack is complete but has been received at a later date or who couldn't enter the race as per the procedure described above.

9.6 Withdrawal and reimbursement

A competitor who started his/her registration process from the publication date of the notice of race can withdraw his/her entry by following the procedure below:

9.6.1 The competitor will notify the organiser in writing (email or post) before the 1st July 2012. It is the competitor's responsibility to make sure his/her message/letter has been received by the organiser.

9.6.2 All sums of money paid will be reimbursed to the competitor:

- Whose entry form was not accepted
- Declare themselves forfeit by a withdrawal letter received by the organiser before the 1st July 2012

9.6.3 The sums paid by the competitors who withdraw their entry after the 1st July 2012) will not be reimbursed fully. The amount of 5.000 Euros including VAT will be retained. In such event, the organiser in agreement with the IMOCA class will study the course of action following the withdrawal request.

9.7 Deposit

There will be no entry fee charged to enter the VENDEE GLOBE 2012.

However, a 20.000 Euros deposit in the form of a cheque or a money transfer (bank details available upon request to the organiser) must be included in the pre-registration pack. The cheque will be cashed upon receipt by the organiser.

Funds collected will be paid into an interest bearing account chosen by the organiser. When the balance of the deposit is refunded, the interest gained will be paid back to each entry at the pro rata of the amount paid and the length of their investment.

An initial 5.000 Euros will be paid back to the competitor when he/she becomes a confirmed entry and another 5.000 Euros when the boat arrives in Les Sables d'Olonne on the 19th October 2012.

The final balance of the deposit, together with the pertaining interest will be paid back to each competitor after the prize-giving.

If the pre-registration is not followed by a confirmed entry, the entire deposit will be reimbursed except in the case of article 9.6.3.

If financial penalties are applied to one or several competitors for non-respect of one or more articles of this notice of race, these penalties will be deducted from the deposit.
The penalties in question are described in article 17 of this notice of race.

9.8 Contact details

All documents necessary to the constitution of a registration pack must be returned to the organiser, either:

- by e-mail to **inscriptions@vendee-globe.fr**,
- Handed in person to the address below. In that case, a receipt will be given to the deliverer.
- by post to the following address:
SAEM. VENDEE
VENDEE GLOBE 2012
33 Boulevard de l'Atlantique
BP 206
85000 La Roche-sur-Yon Cedex
France

The organiser will provide each competitor with a summary of its registration file upon receipt of the documents.

10. COMPETITORS' OBLIGATIONS

10.1 Inspection of safety equipment and of boat compliance with the IMOCA rules

These inspections will be conducted in two sessions. The sessions will be announced before the 31st March 2012.

- a) Competitor's presence
Each competitor will have to be onboard his/her boat to participate in the first session of inspections, during the meeting with the race measurer.
- b) Technical team's presence
The technical teams will have to be onboard the boat for the various inspections on both sessions

10.2 Training courses

10.2.1 Medical course

A number of medical skills are required of competitors who will have to attend a medical course:

- a) Run by a training organisation approved by the organiser that is declared to a supervision authority and usually trains doctors and paramedics for emergency situations
- b) Whose content will match the criteria referred to in appendix 1, medical training course appendix
- c) Run in the last 5 years, i.e. between the 30th September 2007 and the 1st October 2012.
- d) At the end of which, every competitor will receive a validation certificate of the medical course delivered by the training centre where he/she attended the course

10.2.2 ISAF approved safety and sea survival course

In accordance with the directives of the ISAF Offshore Special Rules, each competitor will have to attend a sea survival course.

For all competitors, this course will have to be attended in a centre approved by ISAF and FFV or any other National Authority that is an ISAF member.

At the end of this training course, each competitor will send to the race direction, before the 1st October 2012, the validation certificate of the course (or of the updating course) attended over the past 5 years, i.e. after the 30th September 2007.

10.2.3 Training course for the organisation of rescue means

A compulsory training course on the rescue techniques and means will be organised for the competitors by the organiser. It will be organised in 2 sessions (one in French and one in English). Practical details and content will be communicated in an amendment.

10.3 Briefings

All the briefings are mandatory for the competitors.

Dates, times and locations of the compulsory briefings will be communicated in an amendment.

10.4 Public relations and hospitality

10.4.1 Public relations initiated by the organiser

The presence of the registered and pre-registered competitors is compulsory to the following events:

- a) Press conferences
- b) Official events organised from the publication of the notice of race until the race start and the prize-giving, including the press conference that follows the arrival of the competitor
- c) Prize-giving

The dates, times and places of public relations events will be communicated at a later date to the pre-registered and registered skippers. The dates will set in collaboration with the IMOCA class.

10.4.2 Public relations and hospitality initiated by the competitors and/or their sponsors

Every public relations, hospitality or communications event organised by a competitor or his/her sponsor will scrupulously respect the public nature of all the commercial and other spaces managed by the organiser or its partners. Every event organised on these spaces will be submitted to the organiser for approval.

10.5 Official race branding

As agreed between the organiser and the IMOCA class, the rules pertaining to the specific branding of the boats for the 2012-2013 edition are as follows:

- Official race branding areas are planned for the boats. However, the organiser reserves the right to change, via an amendment published by the 31st December 2011, the description of this branding depending on new suggestions from the IMOCA class.
- The organiser is looking into a partnership with a telecommunications provider. The branding of this provider could be placed on the transmission support installed on the boat with the consent of the IMOCA class.
- All the mandatory branding mentioned below will be produced and paid for by the organiser. It will be the competitors' responsibility to put them in place and to ensure they stay in good condition and visible until their return to Les Sables d'Olonne. They will need to comply with the technical specifications established by the IMOCA class.
- In accordance with article A5 of the IMOCA class rules, each competitor will display on his/her boat the following branding:

10.5.1 On the mainsail

A 7m² branding area placed in the first lower third on each side of the mainsail and above the first reef. The organiser will supply two brandings to each registered competitor as soon as possible or by the 1st July 2012 the latest.

Practical details on the fitting will be communicated to each competitor.

A neutral area of 0.50 shall be left clear around the logo to guarantee better visibility of the branding. It is the competitors' responsibility to comply with this branding requirement to the benefit of the organiser or its partners in the following way:

No other logo will be displayed in the horizontal band delineated by the space reserved for the organiser, extended from its neutral area. (description above).

10.5.2 On the shrouds

Two race flags of 2m by 1.5m each.

They will need to be displayed on the starboard and port shrouds, approximately 3 metres above the waterline. The luff of the flags must be tight.

10.5.3 On the guardrails, tied to the stanchions and the pushpit

Two dodgers of 2.1m by 0.6m each

The dodgers will be printed on both sides.

Half of the dodger's surface will be for the organiser, the other half for the IMOCA class.

They will need to be along the cockpit on port and starboard.

These dodgers must be pulled tight vertically and horizontally.

10.5.4 On the forestay

A line of 5 flags of 2m by 2.5m each.

10.5.5 Visibility during the filming of the image bank

(Whether filmed by the competitor's video producer or the race video producer)

- Branding on both sides of the mainsail as described in 10.5.1
- Port and starboard dodgers as described in 10.5.3.
- Race flags as described in 10.5.2.

10.5.6 Visibility in port before the start and after the finish

- From the 19th October to the 11th November 2012 at 10:00 local time
- Upon return to Les Sables d'Olonne and in port up until departure
 - ✓ A line of 5 flags on the forestay as described in 10.5.4.
 - ✓ Port and starboard dodgers as described in 10.5.3.
 - ✓ Race flags as described in 10.5.2.

10.5.7 Visibility at sea

Branding on both sides of the mainsail as described in 10.5.1, port and starboard dodgers as described in 10.5.3 and race flags as described in 10.5.2 must be visible:

- From the 19th October and for the whole duration of the event
- From the 19th October onwards ; after the start, up to 300 miles beyond the start line
- At the end of the race, from when the competitor is approximately 300 miles from the finish line
- At any time during the race upon specific request from the race direction or the audiovisual production whether the request is made in writing or orally

10.5.8 Distribution of the competitor's images by his/her communications team to broadcasters

As soon as the organiser has provided the competitors with their dodgers, race flags and logo as mentioned in article 10.5.1 to 10.5.4 and the image bank is complete, until the start, the communications teams of the competitors will distribute to all broadcasters and media the images of their boats sporting the branding described in article 10.5.7.

10.5.9 Communication sails and racing sails

During their stay in Les Sables d'Olonne before the start and upon their return, the competitors can showcase sails branded with the names and logos of their partners (sponsors) as long as they respect the following rules:

- The sail must be hoisted at the back of the mast only, except for any headsail
- The sail must be 15m long to the luff maximum
- The sail must be 6m long to the edge maximum

The racing sails can be hoisted in the port of Les Sables d'Olonne to carry out essential work but they cannot remain hoisted for a whole day for communications purposes.

10.6 Advertising branding

The advertising branding must comply with French legislation, for ethical reasons or public safety; the publicity of some products or services (tobacco and tobacco products, alcohol drinks, firearms, medicine, legal aid) are forbidden.

10.7 Licence

In accordance with rule R.R.S. 75.1, each French competitor will need to provide in his/her registration file a copy of his/her licence Club-FFV 2012 or for non-French skippers, a certificate of their membership of their national sailing body or membership of a club or other organisation affiliated to their national sailing body for 2012. It is the responsibility of each competitor to ensure renewal of his/her licence for the year 2013.

10.8 Insurance

The competitor must obtain all the necessary insurance policies in respect of public liability together with insurance cover for his/her boat, ribs and other assistance boats. In particular, he/she must obtain additional personal injury insurance that will cover him/her in the event of death or invalidity, including the cost of all medical expenses as a result of any accident. The competitor must provide the organiser with a certificate of these insurance policies when he/she enters the race.

The competitor acknowledges that he/she has read and understood the clauses of the notice of race and of any official document, including the risks and dangers linked to the event and the necessity to obtain all insurances that will guarantee a chance of compensation up to the level of potential damage suffered.

The competitor acknowledges that he/she has obtained an insurance policy to cover all third party risks and liabilities for up to a minimum of one month after the finish or withdrawal of the race and for a minimum amount at least equal to the one established by the international conventions in force.

The lack of third party liability and the resulting loss is not responsibility of the organiser. In more general terms, the organiser will not be liable for a competitor who has not met his/her obligations.

10.8.1 Public liability insurance

Every competitor must have obtained public liability insurance for sailing with an insurance company of unquestionable reputation, for a minimum insurance value of 3 million Euros.

The competitor will provide the organiser with an insurance certificate by the 1st October 2012 the latest.

10.8.2 Competitor's insurance

Every competitor will have to subscribe to the death and invalidity insurance policy subscribed to by the IMOCA class unless he/she can prove that he/she already holds an insurance contract that covers the same risks with an insurance company of unquestionable reputation and provide the organiser with a certificate by the 1st October 2012 the latest.

10.8.3 The organiser can ask for the complete copy of the insurance policy if the organiser thinks the certificates provided by the competitor are not clear enough.

10.9 Medical assistance during the race

A remote service for medical assistance and advice will be available to the competitors 24/7 during the race. This service will be provided by the race doctor and his/her assistants.

It is the sole responsibility of each competitor to decide whether or not he/she wants to use this service during the race.

If the race doctor considers the health condition of a competitor to be incompatible with his/her safety and the continuation of the race, he will inform the race direction.

For all the necessary measures to be taken for the safety and health of a competitor, the race direction can request the intervention of another competitor or of the rescue services of the relevant country with or without the consent of the competitor him/herself.

10.10 Onboard medical kit

The list of the products included in the medical kit will be in accordance with appendix D of the class rules. If supplementary medicine were to be embarked, it is the competitor's responsibility to communicate the list of medicine to the race doctor before the 19th October 2012.

In accordance with the article 19.6.2 of the ISAF regulations (Appendix 2 – Section II, anti-doping), some (sedative) products can be taken onboard to treat an emergency. In the event of one or more of these products being used, the competitor will have to inform as soon as possible the race doctor of the reasons and methods for using these products. Moreover, the competitor will have to note in his/her ship's log the circumstances that led him/her to use them.

10.11 Departure and arrival declarations

Every competitor must sign and give to the race committee or the race direction his/her departure declaration before the 11th November 2012 at 0900 local time.

After finishing the race, every competitor must sign and give to the race committee or the race direction his/her arrival declaration within 12 hours of his/her arrival in Les Sables d'Olonne (finish line crossing).

10.12 Competitors' obligations from pre-registration onwards

Pre-registered and registered competitors commit to provide regularly to the organiser from the date of their pre-registration all written content, videos and photos giving information on the boat, the skipper and the preparation. The organiser will be able to use this content for communication purposes.

The competitors will give the contact details of their communication and media team(s) to the organiser.

10.13 Competitors' obligations during the race

Every competitor will be obligated to give to the race direction, once every 24 hours, by satellite phone or by e-mail, a position in latitude and longitude and a quick description of the state of his/her health and the state of his boat.

If, for any reason, the competitor cannot send directly this information to race direction, he/she will have to do everything in his/her power to send this information via another competitor to the race direction.

At the end of the race, when approaching Les Sables d'Olonne, every competitor will have to inform the race direction of his/her position, 48, 24, 12 and 6 hours from his/her ETA.

11. AUDIOVISUAL AND PHOTO PRODUCTION

The whole of the audiovisual and photographic production for the 7th edition of the VENDEE GLOBE will be supplied in an appendix to this notice of race which will be published by the 1st December 2011 at the latest.

12. COMMUNICATIONS EQUIPMENT

12.1 Equipment provided by the organiser for the tracking of the boats

12.1.1 Positioning beacons

The organiser will provide each competitor with a set of positioning beacons. An amendment will determine the terms of the loan of these beacons.

12.1.2 Thru-hull beacon

The organiser will provide a beacon equipped with an antenna to the dimensions of a thru-hull. An amendment will determine the terms of the loan of this beacon.

12.2 Use of the competitor's equipment

In addition to the positioning beacons provided by the organiser for each boat, the onboard Sat C, provisioned for by rule E.4.2 of the IMOCA class rules, will allow the organiser to check the positions regularly if necessary. The Sat C will have to be on at all times from the 1st October 2012 in order to download the DNID of the organiser.

12.3 Files supplied by the organiser

The organiser will supply four rankings per day to all the competitors. The transmission of these rankings will be paid for by the organiser.

The official rankings forwarded to the competitors by the organiser will be synchronised with the race tracker on the website. No route track on the race map will be posted ahead of the official ongoing ranking.

12.4 Personal COSPAS-SARSAT distress beacon

Two personal locator beacons (PLB) operating on 406/121.5 MHz and encoded with the names of the skipper and boat must be taken onboard for the duration of the race.

12.5 Satellite connection

A satellite antenna capable of establishing high speed connection must be installed onboard each boat with a minimum bandwidth that will be specified in the audiovisual and photographic production appendix. The connection must be linked to an onboard computer to allow transmission of photos and videos.

13. POWER, ENGINE

13.1 Engine

Each boat must be equipped with an engine complying with the IMOCA class rules.

13.2 Means of propulsion

According to R.R.S. 42.1 rule, no means of propulsion can be used during the race other than the power of the wind in the sails.

According to R.R.S. 52, no motorised mechanism in any shape or form can be used to manoeuvre when the boat is underway whatever the source of power with the exceptions stated in the IMOCA class rules.

All sailing manoeuvres must be accomplished with the sole body power of the competitor.

13.3 Engine sealing

The propeller shaft's flange must have a drilling of at least 4mm to allow a sealed cable to go through when the race measurer carries out the boat's inspection. The breakage of this cable could lead to the competitor being disqualified.

The sealing procedure will be confirmed in the sailing instructions.

14. RANKING

A real time ranking will be established for the race after penalties and/or bonuses have been awarded by the race jury.

Additional rankings can be established as per the terms established in the sailing instructions.

15. PRIZE-MONEY

At the end of the VENDEE GLOBE 2012, 600.000 Euros tax included will be distributed in the form of several cash prizes as set out below:

Overall ranking of the VENDEE GLOBE 2012:

- 1st: 160 000 Euros tax included
- 2nd: 100 000 Euros tax included
- 3rd: 75 000 Euros tax included
- 4th: 55 000 Euros tax included
- 5th: 40 000 Euros tax included
- 6th: 30 000 Euros tax included
- 7th: 25 000 Euros tax included
- 8th: 20 000 Euros tax included
- 9th: 15 000 Euros tax included
- 10th: 10 000 Euros tax included

Any ranked competitor placed below 10th will share in equal amounts the remaining 70.000 Euros tax included and his/her prize-money cannot exceed the prize-money received by the 10th competitor. The potential remainder will then be distributed in equal amounts between all the ranked competitors.

16. RULES FOR THE USE OF THE VENDEE GLOBE TRADEMARK

16.1 Use of the VENDEE GLOBE trademark

The competitors, their sponsors and partners will be allowed to use the VENDEE GLOBE trademark and/or its logo for internal communication purposes only. The user must showcase the trademark block of logos associated with the VENDEE GLOBE including that of the private partner of the VENDEE GLOBE 2012.

Any use of the VENDEE GLOBE trademark and/or its logo for promotional purposes will be subject to a prior agreement from the organiser.

A contract will be written between the organiser and each competitor, their sponsors and partners specifying the terms of use of the VENDEE GLOBE trademark, the logo of the VENDEE GLOBE and the constraints linked to the private partnership.

In any case, the organiser reserves the right to restrict the use of the VENDEE GLOBE trademark if it appears to be against the interests of the Conseil Général de Vendée, of the city of Les Sables d'Olonne and/or their private partner.

16.2 Name and/or logo

According to ISAF rule 20, the organiser reserves the right to refuse a name or logo that would be considered in bad taste, offensive, provocative and more generally incompatible with the presence of one or any other partners or with the VENDEE GLOBE spirit. The organiser's decision will be final.

Branding failing to comply with this notice of race will be subject to exclusion.

Competitors considering the use of names, designs that could represent such a risk will be required to communicate and include in their registration pack, a colour representation and illustration of their project to the organiser.

16.3 Right to forbid money gambling

The VENDEE GLOBE is a high risk human adventure sporting event with a massive public following. As such, the organiser reserves the right to forbid any shape or form of money gambling or betting in direct or indirect relation with the VENDEE GLOBE. If required, the organiser will be vigilant in monitoring the adherence of this and will take immediate legal action against any person/persons who are in violation of this rule regardless of geographical origin.

17 PENALTIES

17.1 Penalties

The following penalties will be applied:

17.1.1 Official race branding

A 20.000 Euros penalty, tax included, for every non adherence to the clauses in article 10.5

17.1.2 Use of the logo/trademark block of the race

A 10.000 Euros penalty, tax included, for every non adherence to the clauses in article 16

17.1.3 Inspections

17.1.3.1 A 5.000 Euros penalty, tax included, per day late for any competitor not present in Les Sables d'Olonne on the 19th October 2012 after 19:00 local time

17.1.3.2 A 5.000 Euros penalty, tax included, per day late for any boat not present at the race pontoon in Les Sables d'Olonne on the 19th October 2012 after 19:00 local time

17.1.3.3 A 5.000 Euros penalty, tax included, per day late for any competitor who does not comply with the inspection schedule

17.1.4 Briefing and official events

A 10.000 Euros penalty, tax included, each time a competitor does not attend a briefing, an official event or the prize-giving

17.1.5 Non adherence to the rules

17.1.5.1 Non adherence to the other rules described in the notice of race

A 5.000 Euros penalty will be applied for every noticed and recorded non adherence

17.1.5.1 Non adherence to the IMOCA class rules 2012:

Penalties are specified in the class rules. They are susceptible to amendment agreed with the IMOCA class and specified in the sailing instructions.

17.1.5.2 Non adherence to the R.R.S.:

Replacement penalties specified in the sailing instructions

18. CONTACT DETAILS

SAEM. VENDEE

Sophie Vercelletto
General Director

Stéphanie Ruchaud
Direction's Assistant

Phone: + 33 (0)2 51 44 91 07
E-mail: stephanie.ruchaud@vendee-globe.fr

Mathias Lallemand
Race Preparation

Phone: + 33 (0)6 81 97 15 41
E-mail: mathias.lallemand@vendee-globe.fr

Postal address: SAEM VENDEE
VENDEE GLOBE 2012
Boulevard de l'Atlantique
BP 206
85005 La Roche-sur-Yon Cedex
France

CONTENT OF THE MEDICAL TRAINING COURSE

PRACTICAL WORKSHOP

The training course will be taught with the help of the guides recommended by ISAF (see ISAF Offshore Special Regulations)

Vital check-up and practise of emergency first aid

Specific objectives:

- Knowing how to evaluate the major vital functions and measure their parameters
- Knowing how to do give first aid help
- Knowing how to take charge of a person in neurological, breathing or cardio-circulatory distress or cardio-circulatory arrest
- Knowing how to adapt these techniques to particular cases (drowning, hypothermia, poisoning)

Remote medical consultation

Specific objectives:

- Knowing the call procedures in case of a medical emergency
- Knowing how to give information useful for the doctor's diagnosis
- Knowing how to put in practice the remote prescriptions of the doctor
- Knowing how to organise a medical evacuation from the boat

Protection of the casualty

Specific objectives:

- Knowing how to shelter a casualty (moving techniques, stretcher technique and undressing suitable to the particular case of solo sailing)
- Knowing how to put the casualty in a waiting situation after the vital and incidental checks and the verification of potential lesions
- Knowing how to regularly monitor the clinical state

Accidents treatments

The techniques suggested here are specifically tailored for solo sailors:

- Know the hygienic rules:
 - ✓ Wash your hands with an antiseptic
- Know how to treat a skin lesion:
 - ✓ Stop a haemorrhage
 - ✓ Manage a burn
 - ✓ Study and classify a wound to then explore it and treat it
- Know how to manage a fracture, a dislocation, a sprain (when sailing solo) :
 - ✓ Recognise the fracture, the treatment and immobilisation techniques
 - ✓ Recognise the dislocation, the treatment techniques and the reduction principles
 - ✓ Recognise the sprain, the treatment techniques, bandages and strapping
- Know how to adapt the treatment to the affected body parts (head, torso, limbs)
- Know how to take charge of a shipwrecked survivor:
 - ✓ Techniques to treat hypothermia
 - ✓ Psychological management of the survivor

Treatment of non-accidental disorders

Specific objectives:

- Recognise general disorders. Assess the pain, take the temperature and blood pressure
- Look for symptoms of common diseases affecting a body function (digestive, breathing, psychological...)
- Look for symptoms of common diseases affecting an body part (head, torso, limbs)

Management of the onboard medical supplies and specific treatment techniques

Specific objectives:

- Knowledge of the overall organisation of the medical kit
- Knowledge of the main categories of medicine
- Knowledge of the main indications, the administration techniques and the preservation of the medicine
- Knowledge of how to use the tools and accessories
- Knowing how to prepare an injection and to inject it to yourself
- Knowing how to use a dental care kit (apply a plaster)
- Know how to use a scalpel (abscess excision)
- Know how to apply adhesive bandages, staples, stitches
- Know how to use splints

CONTENT OF THE ISAF TRAINING COURSE

The training course will be taught according to the Offshore Special Regulations – Appendix g – Training course model.

For the FFV, ten French centres are currently authorised to organise these “ISAF Approved” training courses.

They are in alphabetical order:

- CEPIM in La Trinité/Mer St Philibert
- CEPS in Pornichet, based in Lorient
- CESAME in Saint Malo
- ECOLE DES FORMATIONS MARITIMES in Les Sables d’Olonne
- ECOLE DES METIERS DE LA MER in Nouméa
- ECOLE NATIONALE DE VOILE ET DES SPORTS NAUTIQUES in Quiberon
- LEMA in La Rochelle
- MACIF CENTRE VOILE in La Rochelle
- SOCIETE NAUTIQUE DE MARSEILLE in Marseille
- SURVIE MER FORMATION in Marseille

CEPIM:

Director: Didier LANGLAIS
Address: 7 ZA de Mané Lenn
56950 CRAC'H – France
Phone: +33 (0) 2 97 59 11 11
Website: www.cepim.com

CEPS:

Director: Yann CHAUTY
37 avenue des Colverts
44380 Pornichet
Phone: +33 (0) 2 40 61 32 08
Website: www.ceps-survie.com

CESAME:

In charge of educational training: PPEM LOISON Erwan
Ecole Nationale de la Marine Marchande de St Malo
4 rue de la Victoire BP 109
35412 Saint Malo Cedex
Phone: +33 (0) 2 99 40 68 96
Website: www.cesame-survie.fr

ECOLE DES FORMATIONS MARITIMES:

Director: Monsieur Gildas MARIE
Quai de la Cabaude
85100 Les Sables d'Olonne
Phone: +33 (0) 2 51 23 96 13
E-mail address: ecoledespeches@wanadoo.fr

ECOLE NATIONALE DE VOILE ET DES SPORTS NAUTIQUES :

Director: Monsieur Jean Léopold COPPE
Beg Rohu
56510 Saint Pierre Quiberon
Phone: +33 (0) 297 303 030
Website: <http://www.env.jeunesse-sports.fr>

ECOLE DES METIERS DE LA MER :

Acting Director: Mr André COPOLA
Avenue James Cook
BP 36 98845
Nouméa Cedex
Phone: + (687) 28.78.63
Website: <http://www.emm.nc>

LYCEE D'ENSEIGNEMENT MARITIME (LEMA La Rochelle) :

Correspondant ISAF training courses: Thierry DAGUZAN
Avenue du Maréchal Juin
17022 La Rochelle
Phone : +33 (0) 5 46 43 00 48
Website: www.lycee-maritime-larochelle.com

MACIF CENTRE VOILE (MCV)

Director: Jean Marc PAULY
BP 8414
Niort Cedex 9
Website: jpauly@macif.fr

SOCIETE NAUTIQUE DE MARSEILLE:

Correspondant ISAF training courses: Roland BERTANI

Pavillon flottant Quai de Riveneuve

13007 Marseille

Phone: +33 (0) 4 91 54 32 03

Website: www.LANAUTIQUE.COM

SURVIE MER FORMATION:

Director: Bernard LHUILLIER

18 rue Jacques Réattu

BUOPARC Bat E

13009 Marseille

Phone: +33 (0) 6 09 95 22 03

Website: www.surviemerformation.com

List updated on Wednesday 8th December 2010

Appendix 2 – Notice of race

NOM Name			
Prénom First name		Date naissance Birthdate	
N° tel Phone n°		e-mail	
N° de licence FFV Licence n°			
Nom du bateau Name of the boat			
Assurance-Assistance Insurance-Assistance Cies			
Qui contacter ? Persons to contact		Lien relationship	
N° tel Phone n°		e-mail	
Autre ? other 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 course 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 :	
<i>Date =</i>			
<i>< 40 ans, indice de Ruffier. Résultat, comment.: < 40 y.old, simple test of effort. Result, comments :</i>			
<i>> 40 ans, épreuve d'effort. Résultats, comment.: > 40 y.old, cardio-vascular effort test. Result, comments :</i>			
Biologique, biological (> 40 ans)		Copie des résultats à joindre au dossier (Enclose a copy of the results to the file)	
<i>Date =</i>		Comment. :	
Dentaire, dental	<i>Date =</i>	<i>Comment =</i>	
Visuel, visual	Oeil D Right eye: /10	Lunettes Glasses ? <input type="checkbox"/>	Comment :
<i>Date =</i>	Oeil G Left eye: /10	Lentilles Lenses ? <input type="checkbox"/>	
O.R.L., ORL	<i>Date =</i>	<i>Comment =</i>	
Physique, Physical	<i>Date =</i>	<i>Comment =</i>	
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	<i>Date =</i>	<i>Comment =</i>	
Suite à maladie After an illness	<i>Date =</i>	<i>Comment =</i>	
Autres Others	<i>Date =</i>	<i>Comment =</i>	
Appendice enlevé Appendix removed	<input type="checkbox"/>	<i>Date =</i>	<i>Comment =</i>
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 <u>en solitaire</u> » <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 acknowledgement: - questions above, I certify that my answers are complete and right - contents of the medical list recommended for the medical kit on board.	
Date et signature Date and sign	

The whole medical rule guide is available on the website of the French Federation of Sailing <http://www.ffvoile.org/FfvFFV/index.asp> in the “federal texts” section.

Article 8: The gaining of a medical certificate stating « no contraindication to the practise of physical activities and sports in competition » is the conclusion of a medical examination that can be conducted by any doctor, holder of the state doctorate and registered with the French medical association. The national medical committee of the FFV:

- reminds that the medical examination required for the delivery of this certificate is the responsibility of the signing doctor of this certificate, who is the only judge of the need for supplementary examinations and solely responsible of the obligation of means. The examination must be conducted in an appropriate medical environment when it takes place before a competition.
 - notifies that the content of the examination must take into account the age and level of the competitor.
 - advises to take into account pathologies linked to the athlete's growth and previous medical conditions; to do an endurance test (Ruffier-Dickson); to consult the health records; to check more precisely the locomotive system: spinal cord, lumbar vertebrae, knees, feet with the help of xrays if necessary.
 - Insists on the contraindications to the practise of sailing: non-compensated cardio-vascular diseases including anticoagulant treatments, serious neurological diseases.
 - advocates: up to date vaccinations; a complete dental check-up, a cardio-vascular test for competitors of 40 years or more; a basic medical check-up for competitors of 40 years or more; an ORL and visual examination.
- advocates for any offshore race to get a medical check-up of the competitor as complete as possible with relevance to the anticipated event.

Appendix 3 – Notice of Race

FEDERAL PRESCRIPTIONS FOR NON-FRENCH SKIPPERS

FFVoile Prescriptions to RRS 2009 – 2012

Applying to foreign competitors

RRS 64.3 (*) :

Jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of investigation arising from a measurement protest.

RRS 68 (*) :

Any claim for damages arising from an incident involving a boat bound by the RRS shall be subject to the appropriate courts and will not be considered by the jury.

RRS 70.5 (*) :

In such circumstances, the written approval of the FFVoile shall be received before publishing the notice of race and shall be posted on the official notice board during the competition.

RCV 86.3 (*) :

An organizing authority wishing to change a rule listed in RRS 86.1 in order to develop or test new rules shall beforehand submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the regatta. The authorization of the FFVoile shall be mentioned in the notice of race, in the sailing instructions, and shall be posted on the official notice board during the regatta.

RRS 88 (*) :

Prescriptions of the FFVoile shall be neither changed nor deleted in the sailing instructions, except for competitions for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall be neither changed nor deleted in the sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.org, shall be the only translation used to comply with RRS 90.2(b)).

RRS 91 (*) :

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such notice of approval shall be posted on the official notice board during the event.

Appendix F (*) :

Appeals shall be sent to the head-office of Fédération Française de Voile, Jury d'Appel, 17 rue Henri Bocquillon, 75015 Paris

Appendix 4 – Notice of Race

OFFICIAL PROGRAMME

Wednesday 8th December 2010	Publication of the notice of race Registrations are open	Art 6.1
Thursday 01 December 2011	Publication of the « Photographic and audiovisual production » appendix	Art 11
Saturday 31 March 2012	Deadline for the organiser to send out registration packs	Art 9
	Publication of the amendment regarding the inspections sessions	Art 10.1
Sunday 01 July 2012	Deadline to return pre-registration packs	Art 6.2
	Deadline for the organiser to refuse an entry	Art 5.2
	Deadline for a competitor to withdraw	Art 9.6
	Deadline for the organiser to send out the race branding	Art 10.5
Wednesday 01 August 2012	Publication of the waypoints	Art 4.2
Monday 01 October 2012	Deadline to return the complete registration pack	Art 6.4
	Deadline to complete the qualifying passage	Art 8.7
Friday 19 October 2012	Deadline for the boats' arrival in Les Sables d'Olonne.	Art 6.7
	Registration papers checks (in Les Sables d'Olonne)	Art 9.3
Thursday 01 November 2012	Deadline to return the up-to-date medical certificate	Art 9.4
Sunday 11 November 2012	Start of the VENDEE GLOBE 2012	

Note: This programme is for your information only. In case of a conflict with an article of the notice of race, the latter will prevail.

This programme does not include the dates of public relations to the initiative of the organiser (Art. 10.4.1) that will be decided with the IMOCA class.