

**TRANSAT 6.50
CHARENTE-MARITIME /
BAHIA
2007**



**Fort Boyard / Madeira / Salvador de Bahia
Start : September 16th 2007**

16th EDITION

NOTICE OF RACE

2006, November 27th.

The Transat 6,50 Charente-Maritime/Bahia is a sailing boat race, only opened to Classe-Mini boats.
It's a single handed race, on a route on the Atlantic ocean, which is 4.200 nautical miles long.

1/ ORGANIZATION

The offshore racing TRANSAT 6.50 CHARENTE-MARITIME/BAHIA 2007 is organized by Le Grand Pavois association-G.P.O, in partnership with the Charente-Maritime department (France), the government administrator of Madeira (Portugal), the government administrator of Bahia (Brasil), the Classe-Mini and The French Sailing Federation (F.F.V.), with the participation of the Regatta Society of La Rochelle (S.R.R.), the Funchal's harbour and the Nautical Center of Bahia (cenab).

2/ RULES

2.1-The event is directed by the text in force of documents below, completed and eventually modified by the Race Instructions. Each text prevails the previous one in case of contest.

- Race rules of the International Sailing Federation (I.S.A.F.) 2005 – 2008
- This Notice of Race and the its additional clauses and appendices
- The F.F.V. prescriptions
- Classe-Mini rules (see guide Mini 2007)
- Rules concerning the by night sailing : between the legal time of sunset and time of sunrise, the rules from ISAF – chapter 2 are not available anymore, and are replaced by part B of the RIPAM (COLREG).

2.2- Only documents in the § 2.1, the notes and prescriptions written and signed by the President of the Race Committee and/or the President of the Protests Committee have official value.

2.3 – The statement language is FRENCH ; the authentic text is in French.

3/JOURNEY AND PROGRAMME

3.1 - 1st leg - La Rochelle - France / Funchal - Madeira = 1.100 NM

3.1/a - The start of the race will be done at La Rochelle – Fort Boyard on Sunday, September 16th 2007, at 12:02 AM.

3.1/b - The boats must be in La Rochelle from Thursday, September 6th 2007 at 1:30 PM local time, in the "Bassin des Chalutiers".

If a competitor won't be present in this date and cannot prove he was in the totally impossibility to be, he could be considered as being registered on the waiting list, at the farthest level.

3.1/c - Referring to the Guide Mini, the following penalties of delay should be executed as:

- . 80 Euros for the first day of delay
- . 160 Euros for the second day of delay
- . 320 Euros for each day after

The total amount of these penalties will be given to an Association of Sea Rescue.

3.1/d - After Thursday, September 13th 2007 at 12:00 AM local time, boats and skippers who are not present in La Rochelle will not be allowed to take the start of the competition.

3.1/e - Every competitor must participate to a prologue before the start of the race from La Rochelle. If a skipper is not participating to this prologue (excluded in case of emergency situation and after an official application accepted by the Race Direction and the Race Committee), he will be put out of the competition.

3.1/f - The boats controls and the confirmation of registrations will be effectuated from Friday, September 7th to Friday September 14th 2007.

3.1/g - Each competitor must give his declaration form of departure properly filled up and signed before Friday, September 14th 2007 at 12:00 AM, local time. This declaration will be added to the Race Instructions.

3.1/h - During the stopover at Funchal, 30 (thirty) competitors indicated by the Organizer must participate with their boat to a friendly crew regatta and will welcome onboard partners or important persons or children from Madeira.

3.2 - 2nd leg : Funchal - Madeira / Salvador de Bahia - Brasil = 3.100 NM

3.2/a – Competitors who didn't finish the first leg won't be allowed to participate to the second one.

3.2/b - The start of the 2nd leg will be given October, Saturday 6th 2007 in Funchal, at 12:02 AM.

3.2/c - The finish in Salvador de Bahia is estimated from Wednesday, October 24th 2007.

3.2/d - At the arrival to the first leg at Madeira and at the finish at Salvador de Bahia, the Race Committee can verify the yachts, without previous warning, by its own decision or by request from the authority that organize the race, or by the authority of the Protests Committee. A sailing boat which will not be in accordance with regulations can be penalized or disqualified by the Protests Committee.

3.2/e – at the arrival in Salvador de Bahia, a minimum of 30 (thirty) competitors indicated by the Organizer must participate with their boat to a friendly crew regatta and will receive onboard partners or important persons or children from Salvador.

4/ ADMISSION

4.1 - The number of boats that will participate to the event is limited to 75 (seventy five), according to the agreement from the maritime authorities.

4.2 - This is a single handed race, without any external assistance. If a skipper asks for an external assistance (excluded the medical assistance), he will automatically be declared OUT OF RACE for the whole competition.

4.3 - The race is open to all sailing boats in conformity with the JAUGE MINI – edition 2007.

4.4 - To participate to the race, the competitors must accomplish, with the registered yacht, the qualification established in the GUIDE MINI 2007.

4.5 - Each competitor must be in order with the national authority of his country of residence. French skippers have to possess a sailing license (club FFVoile) valid until the term of the event, with a medical visa, and must be in order with the Classe Mini. The foreign competitors who don't possess any FFVoile license must prove that they subscribed a duty insurance for civil liability with a cover for a minimal amount for 1,5 million Euros.

5/ REGISTRATION

5.1 - The entry forms will be registered in chronological order, according to the hereby subscription form.

5.2 - After receiving the 75 first completely filled up registrations, competitors who want to make their registration will be placed in a waiting list (according to procedure written in § 5.1).

5.3 - The costs of registrations are fixed in :

300,00 euros (dosing costs – not refundable), to credit January 1st, 2007

+ 1.300,00 euros, to credit July 1st, 2007

to be paid by checks in the order of GRAND PAVOIS – GPO in the same time as the registration.

If you don't possess any check in euro, you can pay by bank transfer.

5.4 - If competitors don't advise by letter the abandon of the race before August 15th 2007, the costs of registration of 1.600,00 euros will not be redeemable.

5.5 - The organization has all rights to refuse one registration.

5.6 - The dosing date of the entries is : June 15th 2007.

6/ ADVERTISING

6.1 - The event is classified in advertising category "C" – article #20 of ISAF (RCV), as modified by the advertising rule of French Sailing Federation.

6.2 - The distribution of advertising spaces between the Classe Mini, the competitor and the Organization is defined by the Guide Mini 2007, art. R18.

6.3 - Competitors must hoist flags and marks defined with the Classe Mini and the Organization. If this rule is not respected, the wrongdoer competitor will be penalized by the Race Committee.

6.4 -The yacht's name can be written on each side of the hull. The Organization has all rights to refuse a name, if it considers that: it is bad, it can chock, it's unconscionable and is opposite to the objectives of the race.

6.5 - Each yacht registered to the competition must hoist the official race-flag in his rigging, from the moment they will be given to him in La Rochelle up to the finish in Salvador de Bahia. In case of transgression of this rule, the Race Committee can consider this action as abandon.

6.6 - Alongside the quay, skippers are authorized to hoist in their stays: pennons or flags of different sizes with the boat's name, logotypes, brands, except slogans.

The skippers have the obligation to hoist in their rigging the several Organizations' flags, in the precise order which will be indicated. They have to keep them from Thursday, September 6th 2007 in La Rochelle, until the start of the race. They must hoist them again after passing the finish line of the first leg at Madeira until the departure of the second leg, and also after passing the finish line at Salvador de Bahia until the prize giving ceremony of the second leg. If a competitor doesn't respect that rule, the Protests Committee can require from him financial penalties.

7 / THE USE OF RIGHTS

The owner, user and eventual sponsor of the boat, by the fact to participate to the race, agree that the Organization may use everything that corporate their participation to the event, as promotion or even other objectives.

By taking part in this race, the competitor automatically authorizes the organizing authority and the sponsors of the competition to use and show, at any moment, moving or static pictures, TV films or recordings, and other reproductions of himself during the period of the competition entitled "Transat 6.50 Charente-Maritime/ Bahia" in which the skipper takes part, and to use without compensation his image on all materials related to the aforementioned race.

8 / THE ORGANIZATION, PARTNERS AND PARTICIPANTS RESPONSIBILITIES

8.1 - The Organization and its partners are only responsible of guaranteeing the sportive rules during the event. The Organizer can accept other responsibilities only if it is explicitly declared in a contract.

In particular :

- The Race Committee can request some verification by its own decision or by request of the Protests Committee or other authorities. These verifications could only be set to guarantee the respect of regulations, of the Race Instructions and their additional clauses.
- The lookout that can be set by the Race Organization has to be considered by competitors as optional and unpredictable, and not as an eventual complementary security measure, which they have to depend on.
- Each request made to a member of the Organization will only engage him civilly if he accepts to be legally responsible. The Organization can also be legally responsible by itself, or by one of its employees officially accredited for that purpose. This concerns particularly any kind of request or sea assistance request.

8.2 - This competition is a sportive event. Any sports dispute will be judged according to the ISAF. When a competitor enters in the race, it means that he and his claimants recognize only a sportive Jury as available. Any request of damage won't be accepted (RCV rule n°3).

8.3 – Whatever the juridical relations between owner(s), ship husband and skipper, only the skipper specified on the entry form is a valid representative in front of the Organization.

8.4 – Each competitor who participates to the race keeps all responsibilities about risks and dangers. Each participant must judge if he's able - according to his know-how, the equipment at his disposal, the wind force, the weather previsions and so on - to take or not the start of the race, to stop or continue it.

Any information that one member of the Race Organization can give to the skippers before or during the competition (for example a strong gale advice) is an element on which a skipper can take a decision, but in any case it can engage the responsibility of the Organization or its partners.

8.5 – The ship owner, the ship husband and the skipper are all individually responsible for material or human possibly accidents which may happen to themselves, the boat or a third party member in the competition or third party property. They have to subscribe to a duty insurance to cover all risks and responsibilities.

In particular, each competitor is obliged, towards the Organization, to subscribe to any necessary insurance to cover civilly responsibilities, for a minimum amount at least equal to the international conventions in force. The competitor must give an authentic written version of his insurance contract to the Race Committee at least on Friday, September 14th 2007.

If the competitor do not bring any proof of third part insurance, the Organization or their partners cannot be liable for damage.

8.6 – As fundamental term to participate to the race, the skipper and/or the ship owner and their insurer must return to the Organization the hereby official form, dully signed, attesting they refuse to engage any contest towards the Organization, proxy, agents and their insurers.

8.7 - A competitor can not require from the Organization to plan a sea rescue operation from land. The sea rescue and assistance will be driven by international conventions in force.

8.8 – In a safety concern, every competitor will have to embark onboard a beacon of location. This beacon will be supplied by the Organizer, and will be fixed at the back of the ship, in La Rochelle, before the start. A guarantee by 1500-euros check will be asked to every skipper, this check will not be collected and will be returned to the skipper at the time of the restoration of the beacon to Salvador, after the finish of the race.

8.9 - We remember to all competitors that the basic RCV n°1.1 obliges each skipper, when it is possible, to give all kind of assistance to another sailing boat or person in danger.

8.10 – Each competitor who subscribes to the Transat 6,50 Charente-Maritime/Bahia 2007 accepts all the regulations and agree to respect in its entirety the « Guide Mini 2007 ». Any neglect in this rule entails a breach of contract between the Organizer and the competitor and can entail its exclusion from the race.

9/ THE CLOSING TIME

9.1 – closing time at stage

9.1/a - a skipper is allowed to stop in a port, following the conditions described in the article "R14.e" of Guide Mini 07.

9.1/b - the technical stop can not be longer than 72 hours, from the moment the boat reach the land until the moment it will return into the race. If the skipper stays in technical stop more than this 72 hours delay, he will be considered as matchless for the whole competition.

9.2 – closing time at the arrival of the race

9.2/a - If a competitor can't cross the finish line at Salvador de Bahia before the closing time, he would be classified as D.N.F. (modification of RCV 35).

9.2/b - The closing time for all competitors is equivalent to 10 (ten) full days after the arrival of the first competitor, in each category, Series and Prototypes. After that delay of 10 days, the Jury may eventually add a bonus in time.

10/ CLASSIFICATION

