

GUYADER



bermudes

1000 | RACE

BREST > BREST

NOTICE OF RACE

Open 60' IMOCA monohull

Single handed

May 5 – 14i 2022

Start: Sunday, May 8 2022 at 14:00h

Organisation: SEA TO SEE with the support of IMOCA class

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PREAMBLE

The **Guyader - Bermudes 1000 Race** is a race open to IMOCA Class boats and is part of the **IMOCA GLOBE SERIES Championship 2021 – 2025**.

The race is a course of about 1200 nm single handed starting from Brest and arriving in Brest.

The (AO) notation means Organizing Authority.

The [NP] notation in a rule means that a boat cannot claim (No Protest) against another boat for infringing this rule. This changes RCV 60.1(a).

The [DP] notation in a rule means that the penalty for a violation of that rule may be less than a disqualification, at the discretion of the jury.

1. ORGANISATION

1.1 RACE DIRECTION

This event takes place under the aegis of the Fédération Française de Voile and in compliance with its sports regulations.

The race direction (RD) is headed by Jacques Caraës, race director, Hubert Lemonnier, and Pierre Hays, deputy race directors, authorized by the FFVoile

The RD manages the sports and safety fields of the race. It works in direct relation with the general organization, the race committee, the technical committee, the jury and the reference doctor of the race.

Any incident/accident shall be communicated as a matter of priority to the race management.

1.2 THE RACE OFFICIALS TEAM

The race officials are appointed by the FFVoile in accordance with the regulations. When judges are not physically present, but can be reached by telephone or Skype, Email, VHF or any other radio means, RCV N 1.5 must be considered as fulfilled and protests can be heard and decided this way.

1.3 RACE REFERENT DOCTOR

A referent doctor will be chosen by the AO, with the approval of the FFVoile, to study the medical file of each skipper, in accordance with Appendix 3 of the FFVoile medical regulations, http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf

2. RULES

The regatta will be governed by:

- 2.1 the Rules as defined in *The Racing Rules of Sailing* (RRS),
- 2.2 Part B, Section II of the International Regulations to Prevent Collisions At Sea (IRPCAS)
- 2.3 the Special Offshore Regulations (SOR) Category 1
- 2.4 the National prescriptions translated for foreign competitors and specified in "Prescriptions" appendix
- 2.5 the 2022 IMOCA class rules,
- 2.6 the 2021-2025 IMOCA Globe Series Championship rules,
- 2.7 The following RRSs are changed:
 - Chapter 2 RRS: Chapter 2 RRSs apply up to 30 miles after the starting line and 30 miles before the finishing line. They are replaced by Part B (helm and route rule) of the International Regulations for preventing collisions at sea (IRPCAS) for these parts of the course sailed at night and for the rest of the course.
 - RRS 41 (Outside Help) and 45 (Hauling out; Making fast; Anchoring) amended in paragraph 13 of the NOR.
 - RRS 48.1 (Limitation on equipment and crew): amended to read: "Vessels may carry spare equipment during the race subject to the written authorization of the race direction and in accordance with the Class Rules".
 - RRS 55.2 (Spinnaker Poles; Whisker Poles): Does not apply.

- RRS 51 (Movable ballast): delete the first 2 sentences and replace with: "Any movement of weight for the purpose of changing the setting or stability is permitted within the following limits: inside the boat, with the exception of batteries, all other heavy elements that may damage the vessel or injure the crew shall be securely fastened at all times, except when they are moved. Food, water and fuel cans, safety equipment (except life rafts and/or leaded equipment in position), fittings and spare parts can be stored in boxes and moved if these boxes are securely tied to the boat. The sails can be moved freely. Sailing bags must not be able to retain water."
 - RRS 54 (Forestay and headsails tacks): Does not apply.
 - The following RRSs will be modified in the Sis: RRS 44.1 (Taking a Penalty); RRS 61 (Protest Requirements); RRS 62 (Redress); RRS 63 (Hearings); RRS 64 (Decisions) and RCV 66 (Reopening a hearing).
- 2.8 Entry in the Guyader Bermudes 1000 Race entails the full and unreserved acceptance of all the provisions of this notice of race. The OA reserves the right to amend this notice of race if changes prove desirable for the safety and/or sportiveness of the race.
- 2.9 Except otherwise explicitly provided: In the event of a conflict between the Rules or in the event of uncertainty about the prevalence or the Rules that apply, the Jury will decide on the applicable rule.
- 2.10 Annex COVID 19 (Annex. 3)

3. EVENT ADVERTISING [DP]

Boats *shall* display the advertisement chosen and provided by the (OA). If this rule is infringed, World Sailing 20.9.2 Regulations applies.

Identification and marking of the OA will be defined in the Sis.

4. ELIGIBILITY AND REGISTRATION

4.1 QUALIFICATION

"A skipper:

- Not having participated in the Vendée Globe 2020
- Having acquired a new IMOCA since the end of the Vendée Globe 2020
- New IMOCA member must qualify before May 1, 2022, unless exceptionally waived by the race management.

He will have to:

- sail a qualification course of at least 800Nm with a minimum of 500 NM to be completed in wind and sea conditions of at least force 5 on the Beaufort scale.

Or

- Complete two qualification courses whose sum will be greater than 1000 Nm minimum, at least one of which will have made it possible to sail 100 Nm in wind and sea conditions of at least force 5 on the Beaufort scale.

The qualification procedures are as follows:

- Be registered for the race
- The boat will have to activate its positioning beacon whose access to the follow-up will be given to the Race Direction with a minimum emission frequency of 15 minutes
- Propose to the Race Direction, at least 7 days before the planned departure, the route specifying the port of departure, the port of arrival, the intermediate waypoints and the planned departure date.
- Only a single-handed course will be accepted unless exceptional written derogation from the Race Direction and anticipated in the case only of an On-Board Reporter (OBR) on board. »

- 4.2 The regatta is open to IMOCA-class boats in good standing with their MNA and complying with their Class rules.

4.3 The boats are sailed single-handed by a competitor who has been admitted to participate by the AO. Eligible boats can register by completing the form attached in APPENDIX 1 and sending it along with the required registration fee to Sea to See – 11, passage de la poste – 29 100 Douarnenez, no later than March 15, 2022 midnight. After March 15, 2022, the AO reserves the right to accept or refuse a new registration.

The number of places at the Marina du Château de Brest being limited, the first 20 registered (completed + signed form + payment of registration fees) will have a mooring at the Marina of the Port du Château, the following registrants will have their mooring in the port of Camaret.

Each competitor must be 18 years old on the starting day.

The competitor must be in good standing and up to date with his certifications (World Sailing Survival Course and PS Mer) and any obligation imposed by the IMOCA class to participate in a category 1 event of the RSO.

The Race Direction reserves the right to ask a competitor with his registered boat, to carry out an observation course whose modalities will be decided in due time.

Each skipper shall present on registration:

- The complete digital or paper registration form,
- The payment of all registration fees,
- Competitors with a FFVoile license must submit at the time of registration:
 - Their valid Club FFVoile mention "competition" license attesting to the prior presentation of a medical certificate of no contraindication to the practice of sailing in competition or
 - Their Club FFVoile license mentions "membership" or "practice" accompanied by a medical certificate of no contraindication to the practice of sailing in competition dating back less than a year.
- Foreign competitors who do not have an FFVoile license must present at the time of registration:
 - proof of their membership of a national authority that is a member of World Sailing,
 - a valid proof of insurance in civil liability with a minimum coverage of two million euros
 - a medical certificate of no contraindication to the practice of sailing in competition less than one year old (written in French or English),
- A 2022 measurement certificate
- A valid World Sailing Stage Certificate (Survival Training and PSMer Training).
- A certificate proving that he has followed the mandatory medical training course for RSO category 1 of the FFVoile medical regulations;
- Present a certificate of assurances and any exclusion clauses and compensation to any third party with whom he may come into contact in the context of the race or events.
- The 2022 advertising authorization card issued by the FFVoile if necessary, (competitors with an FFVoile license only)

It is up to each competitor to follow the progress of his file and to provoke in due time the interventions of the organization teams.

4.4. FEES

The entry fee is 4200 euros (3500 excl. VAT) per boat.

In case of cancellation after April 20, 2022, fees will not be refunded except in case of force majeure duly justified.

4.5 COVID

Depending on the evolution of the health crisis and governmental decisions, the Organizing Authority may modify the conditions of the notice of race without prior notice.

4.5.1 Upon arrival at the competition site:

- Persons 16 years of age and older will be required to present a valid Vaccine Pass
- Persons between the ages of 12 and 15 will be required to present a valid Health Pass.
- Persons under the age of 12 are not required to present a pass.

The categories of persons concerned by the application of these passes are:

- Competitors

- Support persons (as defined in the RRS)
- Any person who wishing to enter the site during the competition or whose presence is necessary on the site during the competition (organizers, race officials, class representatives, ...).

The Health Pass consists of paper or digital (via the TousAntiCovid application) presentation of one of the following supporting documents:

- A complete vaccination schedule.
- Proof of a negative test (RT-PCR or antigenic) of less than 24 hours.
- A certificate of recovery following a covid-19 contamination more than eleven days and less than six months old.
- Proof of medical contraindication to vaccination under the conditions provided for in Article 2-4 of the Decree of 1 June 2021.

The Vaccine Pass is based on the digital or paper presentation of one of the following supporting documents:

- A complete vaccination regimen.
- A certificate of recovery following a covid-19 contamination more than eleven days and less than six months old.
- Proof of a medical contraindication to vaccination under the conditions provided for in Article 2-4 of the Decree of 1 June 2021
- Proof of administration providing for the injection of a first dose of one of the vaccines authorized in France for no more than four weeks and the negative result of an RT-PCR test or a negative antigen test less than 24 hours before access to the activity or manifestation. It should be noted that the latter possibility is applicable to injections that took place no later than 15 February 2022.

You can consult the authorized vaccines via the following link (including for foreigners):

<https://www.gouvernement.fr/info-coronavirus/vaccins>

4.5.2 Only people who have met the obligation to present a Vaccine Pass for 16 years and over or a Health Pass for 12-15 years and people under 12 years (age on arrival on the site) will be allowed to enter the site.

For more information on the "Health Pass" consult:

<https://www.gouvernement.fr/info-coronavirus/pass-vaccinal>

<https://www.gouvernement.fr/info-coronavirus/pass-sanitaire>

<https://www.gouvernement.fr/info-coronavirus/vaccins>

5. SCHEDULE

Boats and competitors (or competitor representative) shall be at the OA's disposal at the latest on Thursday, May 5, 2022, in Port du Château in Brest or in Camaret, according to the spreading.

All the boats shall stay in Brest harbour until Sunday May 15, 08:00 hrs, except on exceptional derogation from the RD. (DP)

May 2 to 4:

Safety control of the boats in their respective moorings.

Thursday, May 5

17:00: Time limit for arrival of the boats either in Port du Châteur, Brest, or in Camaret .

18:00: Welcome cocktail

Friday, May 6:

13:00 to 16:00: Runs in Brest Bay. Mandatory, don't count in final scoring.

Saturday, May 7:

17:30: Official photography. Mandatory presence for competitors.

18:00: Skippers briefing: Mandatory presence for competitors.

Sunday, May 8

14:00: Start of the - Bermudes 1000 Race

Saturday May 14

Prizegiving: Mandatory presence for competitors. Time and place TBA).

At the latest on May 07, 2022, 18:00 h, the skippers shall have handed out their start declaration duly filled in and signed. The start declaration will be annexed to the Sis

6 SAILING INSTRUCTIONS

They will be published on the race website on April 20, 2022 and sent by email to the registered competitors at that date. <http://www.guyaderbermudes1000race.com/>

7. THE COURSE

The offshore type course, single handed, of about 1200 NM will be described in the Sis. Start and finish around the Brest Channel.

Several course options are possible:

- Either a round to the Fastnet and a waypoint off the Azores and back to the finish;
- Either two rounds celtic triangle type between the Fastnet and A Coruña.

The choice and direction of the course will be announced at the latest during the skippers briefing, May 7.

8. ROUTAGE

Routing is prohibited. A declaration confirming compliance with this rule shall be signed by each competitor in Brest before the start of the race. (DP)

Reminder of the rules: Routing is prohibited for IMOCA World Championship races: Routing means any personalized information and/or indication, specially prepared or individualized for a single or a group of competitors, coming from outside, outside the sources of meteorological information authorized by the rules of the race, and allowing the understanding of the different weather situations and the choice of the route(s) to follow or not to follow

9. BEACONS

The race will use the autonomous on-board beacon of each IMOCA, a request for use of the data will be made.

10. TIME LIMIT FOR FINISHING

The time limit for finishing after the first boat sails the course and finishes is 50% of the racing time of the first boat added to her racing time.

11. PENALTY SYSTEM

RRS 44.1 is changed so that the two-turns penalty is changed to a one-turn penalty. Time penalties may be taken at sea. The procedure will be explained in the Sis.

12. STOPOVER, ASSISTANCE

During the race, a boat may call at a port or anchor and receive assistance under the following conditions:

- A technical stopover in a port or moored on a buoy or alongside a ship anchored or docked in a port or shelter, may not be less than 4 hours.
- The competitor shall make a request to the race direction.
- After agreement of the race management on the location of the stop, the boat may be towed or run its engine to enter and / or leave the port or anchorage agreed with the RD, over a distance agreed with the RD, provided it can be proved that the overall result of such towing or motoring

did not favour the boat's progress towards the finish line. The skipper will have to write a detailed report for the PRO

13. POWER SUPPLY

13.1 Reminder RRS 42.1:

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed.

13.2 Change of RRS 52

Boats are allowed to use energy other than manual energy to use an autopilot acting only on the heading of the boat. This energy can be used to maneuver the ballast and/or keel tilt system.

14. SCORING AND PRIZES

One race is necessary to validate the event.

The race will score factor 2 in the Globe Series IMOCA Championship.

Scoring will be calculated in real time, taking account of the potential penalties or bonuses.

Several intermediate scorings will be published daily and made available for the competitors and media.

Scorings will be available every round hour.

Gifts and prizes may be distributed to competitors at the discretion of the OA.

15. MOORINGS IN HABOURS

IMOCAs will be moored in Port du Château in Brest, and in Camaret harbour.

HAUL OUT RESTRICTION [DO]

Boats shall not be hauled out during the event except according to the terms of a prior authorisation from the race management.

16. RADIO COMMUNICATION

The OA asks skippers to send 2 emails a day, or to call the red number, to give information from the boat.

These emails can be received as a video and or photo as well. Failure to send will not be subject to penalties.

17. DECISION TO RACE

The decision of a competitor to participate in a race or to stay in the race is his sole responsibility. Consequently, by agreeing to participate in the race or to remain in the race, the competitor releases the OA from any liability in the event of damage (material) and / or injury.

18. OA, PARTNER AND PARTICIPANTS RESPONSIBILITY

Sailing is a risky sport and a potentially dangerous activity. Anyone considering participating in the race, whether as an entrant or otherwise, must do so while accepting the risks inherent in such participation and knowing that such participation could result in damages or losses.

The responsibility of the OA and its partners is limited to ensuring the operational conduct of the event. Any other liability that the OA may accept can only be contractual and explicit.

In particular:

The watch, and especially the radio, telephone and boat tracking with positioning beacons and / or by Inmarsat C, which the Race Direction could ensure, must be considered by the competitors as optional and random, and in no case as additional security on which they can rely.

Any request made to a member of the OA can only be civilly binding on the OA if it has explicitly accepted responsibility for it, either itself or by one of its servants, officially accredited for this purpose. This is particularly the case with requests for various aids and even assistance at sea.

The event is a sporting event. Any sports dispute will be judged in accordance with the applicable rules. The fact of filing an undertaking implies that the competitor and his successors in title waive any

jurisdiction other than sports for sports disputes. No claim for damages and interest can be founded (Fundamental RRS 4). Therefore, the OA will not accept any liability for breach of contract implied by customary law, written or otherwise, or for negligence, and will not be liable for any loss or injury (regardless of cause or occasion), breach of duty, distortion or otherwise.

Whatever the legal relationship between the owner(s) of the boat, the shipowner and the skipper, only the skipper officially indicated on the registration form is the responsible interlocutor vis-à-vis the AO. Each skipper participates in the race at his own risk and acknowledges that his decision to participate was made under his sole responsibility. It is the sole responsibility of each participant to decide to participate in the race based on their competence, the condition of the boat and its rigging, the weather conditions expected or suffered during the race, their own physical and medical condition, and so on.

Any advice or information provided by the OA, for example a weather report or advice following inspections of the boat, is given for information purposes only and it remains the sole responsibility of each participant to check the likely weather conditions, and his equipment. Neither the AO nor their associates accept any responsibility for any such advice or information they may be required to provide. (Fundamental RRS 3.)

Owners, shipowner or skippers are each, as far as they are concerned, personally responsible for all material and human accidents which may occur to themselves, to boats or which they may cause to any third party or to any property belonging to a third party. It is their responsibility to take out all the necessary insurance, whether for possible injuries, losses, damages or other. In addition, each participant undertakes to provide a certificate of these insurances and any exclusion clauses and compensation to any third party with whom he may come into contact in the context of the race or events. Otherwise, the skipper will not be allowed to run and start in the race and the registration fees of the boat will remain with the OA.

The OA shall not be liable for any actual or alleged indirect loss, on any occasion, suffered by any participant, shipowner, sponsor or otherwise, and such total absence of liability shall not be limited to the sole loss of profits, opportunities, business, publicity, reputation (or the opportunity to improve its reputation) or any financial loss whatsoever. The OA shall not be liable to participants in the race or otherwise for any actual or perceived loss, damage or expense resulting from force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, equipment failure, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning, pandemic, employer strike or social conflict, as well as any omission or refusal of permits by the government, national or international sailing bodies, the Ponts et Chaussées administrations, telecommunications or delay in the supply, manufacture, production or delivery by third parties, of information, goods or services.

The OA will have no obligation to organize rescue operations, whether on land or at sea. Participants are also reminded of the obligation to rescue another vessel or participant in distress (Fundamental RRS 1.1), as far as possible, as rescue and assistance at sea being governed by international conventions.

Registration entails the total and unreserved acceptance of all the provisions defined above.

19. AUDIO VISUAL RIGHTS

The image rights belong to the Sea to See Company and the IMOCA Class. By participating in this event, the competitor automatically grants without compensation of any kind to the Sea To See Company and its partners as well as the IMOCA Class the perpetual right to produce, use and show, at their discretion, in any broadcast relating to the **GUYADER - BERMUDES 1000 Race**, any image of himself or his boat, carried out during the period of the competition named **GUYADER - BERMUDA 1000 Race** in which the competitor participates.

Use of participants' personal data

By participating in this competition, the competitor and its legal representatives consent and authorize the FFVoile and its sponsors to use and store their personal data free of charge. This data may be

published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors may use these data for software development or for marketing purposes. In accordance with the General Data Protection Regulation (GDPR), any competitor who has communicated personal data to the FFVoile may use his right of access to the data about him, have them rectified and, depending on the situation, deleted, limited, and oppose them by contacting dpo@ffvoile.fr or by mail at the head office of the French Sailing Federation specifying that the request relates to personal data.

20. CONTACT

For further information please contact: Sea to See:

Gwen Chapalain: 06 85 32 39 70 - gwen@sea-to-see.com

Margaux DUPONT: margaux.seatosee@gmail.com

Registrations : inscriptions@sea-to-see.com

APPENDIX 1: Registration Form

APPENDIX 2 : Prescriptions of the French Sailing Federation

APPENDIX 3: COVID (Updated February 1, 2022)

Appendix 1: Registration form

See attached document

Appendix 2: Prescriptions

1. PRESCRIPTIONS OF THE FEDERATION FRANCAISE OF VOILE - RACING RULES OF SAILING 2021-2024

(* FFVoile **Prescription to RRS 64.4** (Decisions on protests concerning class rules):

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(* FFVoile **Prescription to RRS 67** (Damages):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a jury.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(* FFVoile **Prescription to RRS 70.5** (Appeals and requests to a national authority):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(* FFVoile **Prescription to RRS 76** (Exclusion of boats or competitors)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(* FFVoile **Prescription to RRS 78.1** (Compliance with class rules; certificates):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(* FFVoile **Prescription to RRS 86.3** (Changes to the racing rules):

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

(* FFVoile **Prescription to RRS 88** (National prescriptions):

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

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

(* FFVoile **Prescription to RRS 91(b)** (Protest committee):

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

FFVOILE Prescriptions - Applying when no international jury is designated on the event

FFVoile **Prescription to RRS 25** (Notice of race, sailing instructions and signals):

- For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published.

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

FFVoile **Prescription to APPENDIX R** (Procedures for appeals and requests):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile: <http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>

Updated Feb. 1, 2022

APPENDIX 3: COVID-19

PREAMBLE:

Depending on the evolution of the health crisis, the Organizing Authority may modify the conditions of the notice of race without prior notice.

Digital means will be used, the "Official Notice Board" will be on the race site

<http://www.guyaderbermudes1000race.com/>.

There will be no physical display. Competitors will need to have a means to receive these communications. This cannot be grounds for a request for redress. This changes RRS 62.1(a).

Depending on the evolution of the health crisis, the Organizing Authority may modify the conditions of registration and / or eligibility.

In the unprecedented context of "COVID 19", the Organising Authority may cancel the competition.

BARRIER GESTURES (DP):

Before confirming their registration, each crew member must have individually completed the self - health questionnaire available at the following address:

https://www.ffvoile.fr/ffv/web/services/confinement/Questionnaire_Auto-Evaluation.pdf

All participants in the Guyader Bermuda 1000 whether they are organizers, officials, competitors, or support persons must be in possession of masks and a bottle of individual hydroalcoholic gel, from the arrival to the competition site, on land and on the water.

Groups of persons will have to respect the gauges defined by the public authorities. Where possible, any grouping of people should be avoided when physical distancing (2 m) cannot be respected.

It is mandatory to wear a mask at all times on land. People involved in the Guyader Bermuda 1000 Race, referees, competitors and chaperones (coaches), when on the water, may not wear a mask. Barrier gestures must be scrupulously respected as soon as a person involved in the Guyader Bermuda 1000 Race is not on the water. Failure to comply with the instructions issued or transmitted by the organizer, including orally, may result in a protest at the initiative of the Jury. Reasonable actions by the event organizing authority to implement COVID-19 guidelines, protocols or legislation, even if they later prove to be unnecessary, are not incorrect actions or omissions and will be grounds for a request for redress (Change RCV 62.1(a)).

REFERENT COVID AND CRISIS UNIT IN CASE OF SUSPICION OF CONTAGION: COVID Referent: The COVID referent will be specified later in the Cis. COVID CELL IN CASE OF SUSPICION OF CONTAGION: The COVID cell will be composed of: Representative of the AO, President of the Race Committee, President of the Jury, COVID Referent, Any person competent to assist this cell and take the necessary measures. OPERATION: This unit will follow the recommendations issued by the Ministry of Sports and the FFVoile. This cell must be informed of any suspicion of COVID before, during and after the competition. This cell will deal with any COVID suspicion and decide what measures to take in such a case. Any decision of the COVID cell is final and must be respected, in accordance with this annex and the articles of the Race Notice and The Race Instructions that deal with the COVID 19 health crisis.

CONSIDERATION OF THE COVID19 RISK BY PARTICIPANTS:

By registering for the Guyader Bermuda 1000 Race, any competitor, as well as his support persons, certify to be aware of the Covid-19 risk, and to have taken it into account.

EACH COMPETITOR AND SUPPORT PERSON is therefore perfectly aware of:

- hygiene and physical distancing measures, known as "barrier gestures", to be observed in any place and at any time, as well as additional provisions enacted by the Ministry of Sports, and undertakes to respect them,
- the risk of contamination accentuated by the proximity of another person, in particular when sailing on a crewed or double sailboat, or any other situation of proximity of less than one meter, without adequate reinforced protections,
- that despite the implementation of reinforced means of protection, the practice may expose to a health risk, in particular contamination by Covid-19,
- that despite the measures taken and the means committed, the host institution cannot guarantee total protection against exposure and contamination to Covid-19. It releases the Organizing Authority from any responsibility in the event of contamination,
- that all these measures are aimed at preserving the health and physical abilities of competitors, accompanying persons and members of the Organising Authority participating in the competition.

Suspected case of COVID-19:

"A boat that presents a suspected case of Covid 19 must immediately retire from the race/competition and comply with the guidelines of the health authorities. If it does not, hit may be disqualified. If deemed necessary, the jury may also open an investigation in according to Rule 69".