



## **SAILING INSTRUCTIONS**

### **GUYADER BERMUDA 1000 Race BREST**

**Monohull Open 60' IMOCA single handed  
May 5 to 14, 2022 - Grade 3**

**Organized by SEA to SEE  
with the support of the IMOCA Class**

*Amendment # 1, 5 May 2022*

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

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

## 1. RULES

### 1.1. The regatta will be governed by:

- The rules as defined in the Racing Rules of Sailing with the following changes in addition and/or precision to those provided for in NoR.2.7 specified below:
  - RRRS 28.1 (Sailing the Race): amended in RRS Appendix W (Sis Appendix 5)
  - RRS 41 (Outside Help): changed by SI 1.2
  - RRS 44.1 (Taking a penalty): changed by SI 14
  - RRS 61 (Protest Requirements): changed by SI 15
  - RRS 62 (Redress): changed by SI 14
  - RRS 63 (Hearings): changed by SIs 14 and 15
  - RRS 66 (Reopening a hearing) changed by SI 15
- The French Federation regulations.
- Part B, Section II of the International Regulations for Preventing Collisions at Sea (IRPCAS) when it replaces the Chapter 2 RRS, between the legal time of sunset and that of sunrise.
- The Special Offshore Regulations: SOR 1.
- The rules of the IMOCA Globe Class Championship as described in the IMOCA Class Rules 2022 Valid Measurement Certificate.

### 1.2. No routing and additional weather data.

Competitors are allowed to acquire only the following weather data:

- Images from observation satellites.
- Observation and forecast maps.
- Digital data files if they are accessible, free of charge or not, to all competitors, without any exclusivity between a data provider and a competitor or group of competitors. The data must be "raw", i.e. as published by the meteorological centers and not modified, prepared or appraised for a competitor or group of competitors by anyone.

Routing deported to servers outside the boats is prohibited.

Access to this numerical or graphic information is only allowed if it comes directly or indirectly from the World Meteorological Organization: Météo France, Met Office, ECMWF, NOAA, NCEP, Météo Consult, Wetterweld.de, Squid, Predictwind, GEM. This list is not exhaustive. For any addition of an official meteorological organization, the competitor must request in writing to the race management no later than May 7, 2022 at 18:00.

However, this data can optionally be compressed to facilitate or speed up access, but without this compression changing the contained weather information.

On request of the race direction, each competitor shall be able to provide access codes and software to read and use this information.

The race direction reserves the right to prohibit a competitor from accessing data that it deems to contravene the letter or spirit of this rule.

### 1.3. Prohibited information sources.

- a) Under no circumstances may a competitor have a data server, or access a data server, containing meteorological or strategic information, in any format whatsoever, and accessible by any means whatsoever.
- b) Under no circumstances may a competitor receive, or obtain, voluntarily or involuntarily, from an external source, land or other vessel, the information as described below:

The transmission or making available of the results of a search conducted by a source outside the vessel in order to provide it with a selective compilation of meteorological information best suited to its situation;

- Data synthesis;
- Advice with or without weather information;
- The provision of selected pages on a site or an internet address;
- Encrypted files;
- Files whose resolution would be changed;
- Meteorological files that have received human intervention after the model has been released by the supplier organization;
- Files, documentation on meteorology or route choices.

#### **Exception:**

Individualized meteorological information may be transmitted to one or more competitors as part of search or rescue operations carried out either by the Race Direction or by the rescue authorities (CROSS, MRCC). This information will be transmitted, either by satellite phone or on the Email of the boat(s) concerned.

## 2. COMMUNICATIONS WITH COMPETITORS

- 2.1 The offices of the general organization of the Event, the Race Committee, the Technical Committee, the Jury and the Press are located at the Marina du Château, premises of Brest Evénements Nautiques.
- 2.2 The Race Office, located in Brest Evénements Nautiques is open from 8:30 am to 7:00 pm from Wednesday 04 to Saturday 7 May 2022 included then 24/24h 7d/7d from Sunday 8 May 08h00 until the arrival of the last IMOCA.
- 2.3 The Official Notice Board is available on the official race website:  
<https://www.guyaderbermudes1000race.com>
- 2.4 On the water the race committee intends to monitor and communicate with competitors on VHF channel 72

## 3. CHANGES TO THE SAILING INSTRUCTIONS

Any changes to the race instructions will be posted no later than 2 hours before the warning signal of the race in which they take effect, except for any changes in the race schedule that will be posted before 20:00 ON the day before it takes effect.

## 4. SIGNALS MADE ASHORE

- 4.1. The signals made ashore will be displayed on the flagpole located at the Marina du Château in Brest.
- 4.2. When the "AP" flag is displayed, the warning signal cannot be made less than 60 minutes after the AP is removed (this changes RRS Race Signals).

## 5. SCHEDULE (Local time)

### Thursday, May 5:

17:00 Deadline for the arrival of boats at the port of the Château in Brest or Camaret (according to distribution by the Oa).  
18:30 Welcome cocktail.

### Friday, May 6:

13:30 to 16:30 Runs in Brest Bay, race area between Ile Ronde and Anse du Poulmic (Naval School) the runs are sailed with a crew of maximum 8 people, including one person planned by the organizer.  
The race direction may change the number of crews depending on weather conditions.  
09:00 : Skippers Briefing at the captaincy of the Marina of port du Château. Mandatory presence of competitors  
10:00: Safety briefing for safety means for the organizers and the teams' security means at the Race Office.  
**11h00 : Departure from port. Order transmitted by note separee**  
12:00: Departure from the port.  
13:30: At the race committee's disposal for the first group. Boats divided into 2 groups (see Appendix 3).  
16:30: The line for runs closes.

### Saturday 07 May:

17:30: Official photo - mandatory presence of competitors.  
18:00: Skippers Briefing at the captaincy of the Marina the port du Château - mandatory presence of competitors.  
19:00: RIBs pilots briefing.

### Sunday 8 May:

**11h00 : Departure from port. Order transmitted by note separee**

14:00: Start of the Guyader - Bermuda 1000 Race; cove of Bertheaume at the exit of the goulet de Brest.

### Saturday, May 14:

Prizes ceremony at the restaurant Les 4 vents, 18 Quai de la Douane 29200 Brest - mandatory presence of competitors (place and time will be confirmed by an addition to these SIs).

**No later than 07 May 2022 at 18:00, each Skipper shall have submitted his declaration of start duly completed and signed (Appendix 4).**

## 6. CLASS FLAG

The class flag will be the "GUYADER BERMUDA 1000 Race" flag.

## 7. RACING AREAS

See Appendix "Course".

## 8. THE COURSE

- 8.1 About 1200 NM single handed. The course is described in Appendix 1.1 including the order in which the marks are to be passed, the side on which each mark is to be left or rounded, and the indicative length of the course.
- 8.2 The race direction reserves the right to change the course and its direction of rotation depending on weather conditions, these changes will be announced during the briefing on 7 May 2022 at 18:00.

## 9. MARKS

The starting, course and finish marks are defined in Appendices 1 and 2.

## 10. AREAS THAT ARE OBSTRUCTIONS

Prohibited areas (defined in nautical documents), Traffic Separation Schemes (TSS) showed in Appendix 1.2, protected bathing areas, protection zones around diving vessels and all prohibited areas in these Sis are deemed to be obstructions. It is the skipper's responsibility to check these prohibited or restricted areas.

## 11. THE START

- 11.1. The starting line will be between a displaying an orange flag on the race committee boat on the starboard end of the starting line and the course side of the starting mark on the port end.
- 11.2. The skipper must be alone on board his boat at the preparatory signal.
- 11.3. The start of the race will be given in accordance with rule 26.

Signal	Flag and sound signal	Minutes before departure
Warning	"GUYADER BERMUDA 1000 Race" flag One sound signal	8
Preparatory	P or I flag One sound signal	4
Minute	Preparatory flag removed Long sound signal	1
Start	GUYADER BERMUDA 1000 Race flag removed One sound signal	0

### 11.4 Individual recall:

Early start: According to World Sailing's RE21-01 test rule, when a boat does not start in accordance with the "Start" definition, she shall not come back to the pre-start side of the starting line. She will receive, without a hearing, a penalty of 5 hours. This penalty will be taken according to the terms specified in SI 14.2.2, before rounding the Fastnet Rock mark (51°23, 3 NORTH / 009°36.1 WEST).

OCS competitors will be notified as soon as practicable by VHF on the race channel (72), and/or by a race committee boat.

The absence of VHF transmission or reception of the race committee boat will not be grounds for redress (this changes RCV 60.1b).

11.5 A boat that could not cross the starting line within 30 minutes after the start signal shall go back to Brest or Camaret port and may only leave the port after authorization from the PRO or the Race Director. He will have to cross the starting line (GPS data) before sailing the course.

## 12. CHANGE OF THE NEXT LEG OF THE COURSE, SHORTENING OR MODIFICATION OF THE RACE

In cases as provided for in RRS 32.1 and according to RRRS 90.2(c):

The Race Committee may shorten or change the course. The Race Direction or the Race Committee may give specific guidelines to which the skippers must comply. A shortening or change of the course can be done at one or more virtual marks positioned in longitude and latitude. This changes RRS 32 and 33.

These notifications or instructions will be given to the Skippers through VHF, satellite phone or emails by the Race Direction. Skippers will have to acknowledge receipt and comply with the new instructions.

## 13. THE FINISH

The finish line is defined in Appendix 2.

## 14. PENALTIES AND REDRESS SYSTEM

### 14.1 Penalty at the time of incident

- 14.1.1 For the purposes of RRS 44.1, a infringement of Part B of Division II of the IRPCAS in an incident between competitors, will be considered a violation of Chapter 2 of the RRS (this changes RRS 44.1).
- 14.1.2 Turns penalty: after taking a penalty according to RRS 44.2, the boat must inform the Race Direction within the protest time limit (see SI 15.3).
- 14.1.3 A boat which fails to take a penalty according to RRS 44.2 but which immediately admits her infringement when the Jury contacts her for the hearing, may be penalized at the discretion of the Jury. [DP]
- 14.1.4 A boat that realizes that it has caused serious injury or damage or gained a significant advantage in the race as a result of her infringement may ask the Jury to receive a time penalty instead of its obligation to retire from the race (this changes RRS 44.1(b)). This request must be made as soon as possible before the end of the protest time limit specified in SI 15.3. [DP]

#### 14.2 Penalty or redress decided by the Jury after a hearing

- 14.2.1 For a breach of a sailing rule established after a hearing, the penalty will be, if it is not already specified in the rule infringed, a penalty in time. When the boats are racing, the penalty shall, with some exceptions, be taken in accordance with SI 14.2.2 below. Discretionary penalties will be decided by the jury in accordance with the "Guyader Bermuda 1000 Race Penalty Guide".
- 14.2.2 How to take a penalty in time during racing:  
As soon as possible after their decision, the Jury will communicate the penalty to the boat concerned through the Race Direction. The latter will then indicate an area or a period within which the penalized boat will have to take her penalty.  
When it is about to take her penalty, the boat shall contact the Race Direction who will proceed to the timing of the penalty from a segment that has been indicated to her.  
At the end of the penalty, if it has been taken and confirmed by the race committee, the boat will have to cross the given segment again, before continuing to race.
- 14.2.3 A decision of redress granted by the Jury after a hearing will be, except in exceptional cases, a time bonus.
- 14.2.4 Penalties for the breaches mentioned in SI 15.2.2, including for damaged seals, will be at the discretion of the Jury. [DP]
- 14.2.5 Seals breakage noticed by the Technical Committee:  
If the technical committee finds during an inspection, or if a competitor in the race declares himself, that a lead has been damaged or broken the jury through the technical committee may propose to the boat to accept a standard penalty without a hearing, this changes RRS 63.1.
  - For a break of the engine seal, the penalty will be 90 minutes.
  - For a break of another seal, the penalty will be 30 minutes.
 If the competitor refuses this standard penalty, he will be summoned to a hearing.
- 14.2.6 Discretionary power of the Jury
  - (a) For minor deemed infringements, the Jury may reduce the penalty to no penalty.
  - (b) For serious deemed infringements, repeated or deliberate, the Jury may aggravate the penalty which may range up to disqualification.

#### 14.3 Penalties decided by the Organising Authority

For a breach of a non-sailing rule the penalties will be fines to be paid to the organizing authority. Such penalties are imposed by the organizing authority.

## **15. HEARING REQUESTS**

Preamble: For any on-the-water incident, the RRS Chapter 5 is changed as follows.

For protests filed on land, the hearing procedures as per RRS 61.1 (first sentence), 61.2, 61.3 and 63 will apply.

#### 15.1 Informing the protestee:

- 15.1.1 A racing boat that intends to protest shall inform the other boat at the earliest reasonable opportunity by VHF on the race channel, by telephone or email. A red flag is not required (this changes RRS 61.1(a)). The protestor shall inform the Jury, at the same time, through the Race Direction.
- 15.1.2 The protest notices from the Race Committee, the Technical Committee and the Jury will be posted on the official board and sent to all boats to inform them in accordance with RRS 61.1(b).  
The transmission will be by VHF on the race channel or by email (this changes RRS 61.1(b)).
- 15.1.3A Ashore boats intending to protest another boat still racing shall inform her in accordance with SI 15.1.1 above.
- 15.1.4A A boat requesting redress shall do it to the Jury, through the Race direction, in accordance with SI 15.1.1 above.

#### 15.2 Protest content

- 15.2.1 An intention to protest, announced by VHF at the time of the incident, must be confirmed in writing (email) as soon as reasonably possible.
- 15.2.2 Breaches to the following Rules cannot be protested by a boat. This changes RRRS 60.1(a):
  - Schedule (SI 5);
  - Measurement and equipment checks (SI 21);
  - Advertising (NoR and SI 22);

- RIBs competitor assistance (SI 22);
- Requirements of competitors (NoR and SIs);
- Trash disposal (RRS 47 and the environmental code for offshore races);
- Communications (SI 27).

### 15.3 Time limits

#### 15.3.1 To protest

The protest time limit for a racing boat, the race committee, the technical committee, or the jury will be eighteen hours after the incident motivating the protest is known.

No protest from a boat will be accepted more than eighteen hours after she finishes

#### 15.3.2 To seek redress

The time limit for a request for redress for a racing boat, the race committee, the technical committee, or the jury will be eighteen hours after the incident motivating the request is known. The same time limit will apply to a request for redress for a Jury's decision, from the time of receipt of the decision. When the competitors are ashore, the time limit is two hours after the posting of the Jury's decision on the official board (this changes RRS 62.2).

#### 15.3.3 To Request for a reopening

For protests and requests for redress judged at sea in the absence of the parties, a request for reopening shall be filed within eighteen hours after the communication of the decision to the parties (this changes RRS 66).

For protests and requests for redress judged ashore in the presence of the parties, a request for reopening shall be filed within two hours after the communication of the decision to the parties (this changes RRS 66).

#### 15.3.4 The Jury shall extend the time limit if there is a good reason to do so.

### 15.4 Hearing and decision

15.4.1 A hearing may begin as soon as the Jury is informed of the protest, and it may be made by any means of communication appropriate to the circumstances. This changes RRS 63.2.

15.4.2 The obligation to have communication means such as a satellite telephone and/or the Inmarsat C in working order automatically implies the right to be present in the hearing. This changes RRS 63.3.

15.4.3 The elements given during the protest such as descriptions of the incident, questions and answers, witness evidence, etc., communicated by telephone, VHF, email, Inmarsat message or any other radio means shall be considered as the hearing. This changes RRS 63.6.

15.4.4 In accordance with the preamble to SI 15, the procedure provided for in the paragraph 15.4 will only apply to protests or requests for redress when competitors are racing. However, depending on the circumstances, the Jury may decide to apply the same procedure when one of the parties is still at sea or when the number of judges physically present does not comply with RRS N1.

15.4.5 The Jury's decisions will be posted on the official board and communicated by email to the parties and all competitors as soon as reasonably possible, after the closing of the hearing.

## **16. TIME LIMITS TO FINISH**

There is no time limit for the first boat to finish.

Boats that fail to finish within a period corresponding to the race time of the first boat that completed the course and finished, increased by 100%, will be scored as "DNF".

## **17. TECHNICAL STOPOVER**

A boat has the right to call anywhere any time; this shall not advance the competitor towards the finish line, in accordance with RRS 42.3(i).

During the race, a boat may make one or more technical stops under the following conditions:

- The competitor must request the race director and after agreement on the place and conditions of the stop, the boat may be towed or use engine to enter and / or leave the port or anchorage for a distance of less than 5 nm agreed with the Race Director.
- Once anchored or moored in a port, people from outside the crew can access the ship. Refueling and repairs may then be carried out.

Technical stopover time limit:

- The technical stopover time for any boat be at least 4 hours and may not exceed 24 hours, all stopovers cumulated; time counted from the moment the boat comes ashore or moors, until the moment it leaves.
- After this time of 24 hours, the competitor will be scored DNF for the race.

## **17. RANKING**

A ranking is made for the runs of the Pom Potes Challenge, best time on a run **in the final stage for the top 12 and the best qualifying pool tie for the other 12.**

The results of the runs do not count for the ranking of the Guyader Bermuda 1000 Race event

For the race of 1200 Miles a final classification is made on the real time considering any penalties or bonuses.

During the race, intermediate rankings will be published by the OA every round hour except between 22:00 and 5:00 (Local time).

A trophy will be awarded to the 1st competitor crossing the following course marks

- 1) Finistère Trophy : 1st course mark
- 2) Gallimard Trophy: 2nd course mark

A Brittany trophy will be awarded to the competitor who will set the best time between the last course mark and the finish line

A Pom Potes trophy will be awarded to the competitor who will sail the longest distance over 24h00

## 19. SAFETY RULES

19.1 Sign in and out :

Sign in: briefing on May 7, 2022 at 18:00

Sign out: a boat that finishes is considered to have signed.

A boat that retires shall report it to the Race Director (report as soon as possible by phone to +33 6 85 20 02 83 or email: racemanagement@imoca.org)

19.2 For safety reasons, competitors must leave their satellite phone and VHF on permanent standby for the duration of the race, in double watch 16/72 (race channel) and AIS.

19.3 Positioning:

The organizer sets up with the IMOCA class a location of the boats by the yellow brick tracker system on-board (YB beacon of the boat).

19.4 If necessary, in the event of a failure of the YB positioning tracker, the location will be made by Inmarsat C for equipped boats. The Inmarsat C will have to be "logged in" on the Atlantic East satellite to allow polling. The "Preferred Ocean" choice must be Atlantic East.

## 20. REPLACEMENT OF CREW OR EQUIPMENT [DP]

20.1 The replacement of competitors will not be allowed without the prior written approval of the race committee or jury.

20.2 Replacement of damaged or lost equipment will not be allowed without the approval of the Technical Committee or Race Committee. Requests for replacement must be made at the earliest reasonable opportunity.

## 21. MEASUREMENT AND EQUIPMENT CHECKS

21.1 A boat or its equipment may be inspected at any time for compliance with class rules and sailing instructions.

A boat shall comply with the rules 30 minutes before the warning signal. [DP]

21.2 Filling:

The engines must be sealed with a seal provided by the technical committee. The use of the engine is prohibited from the moment the boat is racing (at the preparatory signal).

The photo of the propeller shaft filling must be sent to the race direction (racemanagement@imoca.org) before midnight (Local Time) on May 8, 2022.

For electric engines, as written in the IMOCA class rules, the skipper or his team has to prove the engine was not used for propulsion during the race.

## 22. ADVERTISING OF THE EVENT [DP]

a) Flags of the organizer's partners

The OA will provide each competitor with partners' flags.

They must be hoisted by the forestay as soon as they are distributed upon arrival of the boats in Brest and remain displayed until 2 hours before the start and as soon as practicable on arrival in Brest after finishing.

b) Racing flags provided by the OA.

The racing flags (2 Guyader Bermuda 1000 Race) must be displayed freely (flying backstay, shrouds) and visible when the boat is sailing.

c) A Guyader Bermuda 1000 sticker will be stuck on the starboard side of the mainsail.

d) A Pom Potes flag for runs.

### **23. OFFICIAL BOATS**

Official boats will be identified by GUYADER BERMUDA 1000 Race flags.

### **24. SUPPORT BOATS [DP]**

Before April 29, 2022 18:00 any support RIBs shall register with the organization via the following URL: <https://forms.gle/Mtt5hvaJT5LCEuAx5>. An IMOCA flag be given

The organization's boats will be identified by Guyader Bermuda 1000 Race flags.

**25. HAUL OUT RESTRICTIIONS:** Not applicable

### **26. DIVING EQUIPMENT AND PROTECTIVE UNDERWATER COVERS [DP]**

Their use will be linked to local regulations (port area, etc.).

### **27. COMMUNICATION**

The OA asks skippers to send:

- 1 email of information per day in the form of text to be sent to the Race Direction: [racemanagement@imoca.org](mailto:racemanagement@imoca.org)
- 1 video and / or photos to be sent to the FTP media server of the race (The address of the FTP and the access codes will be communicated by our service provider NefSea).

### **28. PRIZES**

Prizes may be awarded to entrants at the discretion of the OA.

### **29. 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 organizing authority from any liability in the event of damage (material and /or physical).

### **APPOINTED RACE OFFICERS:**

Principal Race Officer: Jean Coadou  
Chairman of the Technical Committee: Jean Luc Laurent  
Chairman of the Jury: Georges Priol

### **RACE DIRECTION:**

**[racemanagement@imoca.org](mailto:racemanagement@imoca.org)**

Race Director: Jacques Caraës  
Mobile : +33 6 85 20 02 83 - Mail : [jacquescaraes@kaori.fr](mailto:jacquescaraes@kaori.fr)

Deputy Race Director: Hubert Lemonnier  
Mobile: +33 6 63 68 54 22 - Mail: [lemonnierhubert@gmail.com](mailto:lemonnierhubert@gmail.com)

Deputy Race Director: Pierre Hays  
Mobile: +33 6 98 31 48 78 - Mail: [pierre.hays22@gmail.com](mailto:pierre.hays22@gmail.com)

### **ORGANIZATION: SEA TO SEE**

Gwen Chapalain : Mobile : +33 6 85 32 39 70 - Mail : [gwen@sea-to-see.com](mailto:gwen@sea-to-see.com)  
Delphine Largenton : Mobile : +33 6 86 14 82 71 - Mail : [delphine@sea-to-see.com](mailto:delphine@sea-to-see.com)  
Margaux DUPONT : Mobile : +33 6 66 54 93 16 - Mail : [margaux@sea-to-see.com](mailto:margaux@sea-to-see.com)

### **MEDICAL**

contact 24/24 AMCAL : +33 6 88 80 19 44; [amcalteam@gmail.com](mailto:amcalteam@gmail.com)



## APPENDIX 1 – THE COURSE

The waypoints coordinates are given in WGS 84 as an indication and their positioning cannot be grounds for redress. (This changes RRS 62).

### 1.1 THE COURSE, approximately 1200 NM

- Starting line defined in Appendix 2
- Side buoy "Charles Martel" to be left on starboard: 48°18.950 N - 004°41.900W
- Turret "La Parquette" to be left to port: 48°15.900 N - 004°44.300 W
- South Cardinal Buoy "Basse Royale" to be left to starboard: 48°17.450 N - 004°49.600 W
- South Cardinal Buoy "Pierres Noires" to be left to starboard: 48°18.470 N - 004°58.148 W
- OUESSANT Island to be left to starboard
- Fastnet Rock to be rounded to port (51°23, 3 NORTH / 009°36.1 WEST)
- Waypoint Gallimard to be rounded to port (47°00 NORTH / 017°30 WEST)
- Turret "La Parquette" to be left to starboard: 48°15.900 N - 004°44.300 W
- Finish line defined in Appendix 2

### 1.2 NO-GO ZONES - TSS

All TSS (Traffic Separation Scheme) are to be respected, that is to say that in no case they are considered as a racing area. They rank as no-go zones.

FFVoile-TSS Ouessant		
1	TSS Ouessant A	49°02.050 N 005°36.700 W
2	TSS Ouessant B	48°48,600 N 005°25,000 W
3	TSS Ouessant C	48°37.200 N 005°11.850 W
4	TSS Ouessant D	48°29.350 N 005°22.050 W
5	TSS Ouessant E	48°35,000 N 005°42,500 W
6	TSS Ouessant F	48°42,500 N 006°03,100 W
7	TSS Ouessant G	48°56,400 N 005°51,600 W

FFVoile-TSS Fastnet		
1	TSS Fastnet A	51°22,900 N 009°27,400 W
2	TSS Fastnet B	51°17.150 N 009°24.600 W
3	TSS Fastnet C	51°15,400 N 009°33,900 W

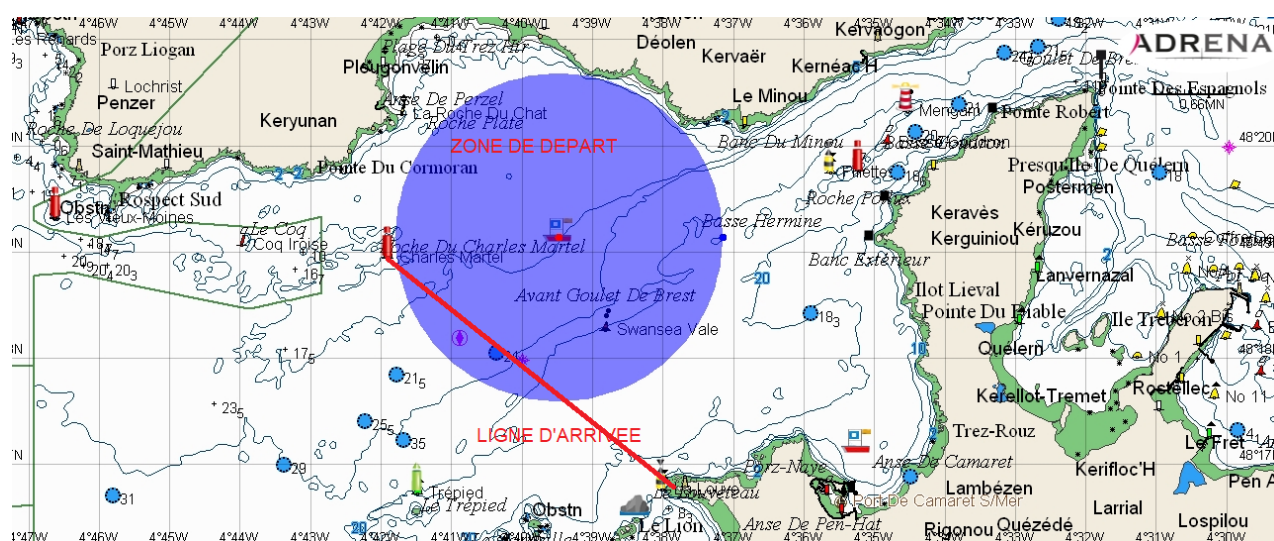
4	TSS Fastnet D	51°21,300 N 009°36,700 W
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FFVoile-TSS South Scilly		
1	TSS South Scilly A	49°46.050 N 006°16.550 W
2	TSS South Scilly B	49°35.540 N 006°16.400 W
3	TSS South Scilly C	49°35.550 N 006°34.100 W
4	TSS South Scilly D	49°46.030 N 006°29.550 W

FFVoile-TSS West Scilly		
1	TSS West Scilly A	50°01.070 N 006°32.750 W
2	TSS West Scilly B	49°52,300 N 006°36,600 W
3	TSS West Scilly C	49°52,400 N 006°53,700 W
4	TSS West Scilly D	50°03.950 N 006°48.450 W

FFVoile-TSS Cap Finisterre		
1	TSS Cap Finisterre A	43°31,400 N 010°05,200 W
2	TSS Cap Finisterre B	43°21,000 N 009°36,400 W
3	TSS Cap Finisterre C	43°10,500 N 009°44,000 W
4	TSS Cap Finisterre D	42°52,800 N 009°44,000 W
5	TSS Cap Finisterre E	42°52,800 N 010°13,850 W
6	TSS Cap Finisterre F	43°18.950 N 010°13.850 W

## APPENDIX 2: START AND FINISH



### Position of the Starting line:

The starting area is in a circle with a radius of 1.5 nautical miles centered on the position 48°19'200N - 004° 39' 500 W.

The starting line will be in the Anse de Bertheaume at the exit of the goulet de Brest; it is defined by the mast displaying an orange flag on the race committee boat to be left to starboard and the course side of an inflatable orange mark to be left to port.

### Position of the finish line:

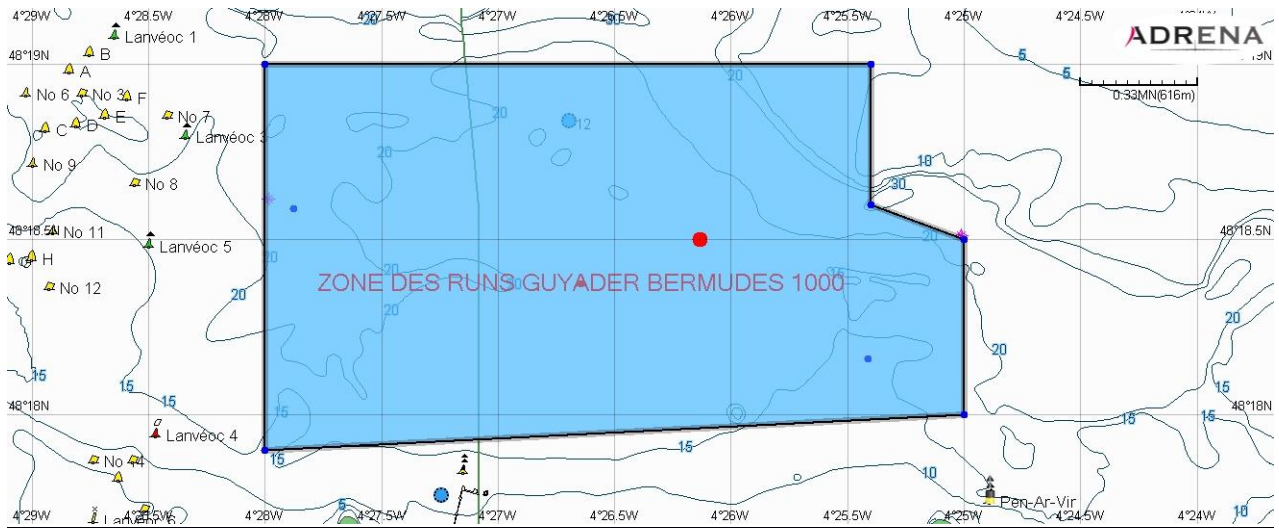
Finishing line before the entrance to the Goulet de Brest, crossing it from West to East. The line materialized by the port side buoy "Charles Martel" to be left to port (48°18,900 N - 004°41.900 W) and the Lighthouse lights of the Pointe du Toulinguet to be left to starboard (48°16,800 N - 004°37,800 W).

Participants are asked to note their arrival time.

A boat of the race committee will be in the immediate vicinity in the NW of the side buoy "Charles Martel"

Finish procedure When at about 5 nautical miles from the finish line, each skipper must notify the Race Committee by VHF, on the race channel (72), of his next crossing of the line. He will have to renew call until acknowledged by the Race Committee. A self-check-in for the arrival must be carried out, in case of absence of the committee boat by sending an SMS to 06 30 64 32 35 or by email : [jcoadou@orange.fr](mailto:jcoadou@orange.fr) and [racemanagement@imoca.org](mailto:racemanagement@imoca.org)

## APPENDIX 3: RUNS IN BREST ROADSTEAD



The area of the runs is located between Ile Ronde the anse de Poulmic (Naval School).

The principle is a reaching leg about 1 mile long.

The competitors will be divided into 2 groups: A and B, the distribution is done by the A.O on Thursday, May 5 before 20:00 depending on the docking ,

The starting line will be open on Friday, May 6.

- from 13:30 to 14:30 for group A, boats can sail 2 runs maximum, the 6 boats with the best time are selected for the final pool.
- from 14:45 to 15:45 for Group B, the boats can sail 2 runs maximum, the 6 boats with the best time are selected for the final pool.
- from 16:00 to 16:30, final phase for the 12 boats that sail a single run, the boat that achieves the best time is declared the winner.

To warn the boats that a race or sequence of races will soon begin, an Orange flag will be displayed on the committee boat with an sound signal at least five minutes before the opening of the line t.

The starting line will be materialized by a **orange** inflatable buoy to be left to starboard and a **orange** inflatable buoy to be left to port. The committee boat will be positioned as close as possible to the starboard mark on its starboard side. It is forbidden to pass between the starboard mark and the committee boat.

The finish line will be materialized between an orange inflatable buoy to leave to starboard and an orange inflatable buoy to be left to port. The committee boat will be positioned as close as possible to starboard of the starboard mark. It is forbidden to sail between the starboard mark and the committee boat. **The buoy of starting line and finish line on starboard side will be moored to the committee boat**

Each competitor must report in VHF (72) to the starting race committee **30 seconds** before crossing the start line of the Run, the committee will confirm the authorization to start.

The Runs zone is a polygon having for each angle a buoy, this area is reserved exclusively for the boat that started, it is forbidden for motorboats to sail in this area.

The starting area is a 100 m area reserved for the competitor who intend to start, it is forbidden to motorboats.

The finish area is an area 100 m area reserved for the competitor who finishes and clears the line, it is forbidden to motorboats.

Competitors, who wish to try another run will have to reach the starting area by sailing downwind of the Runs area.

### **Operation**

The crew list will be sent by email to the Race Direction no later than Thursday, May 5, 2022 at 19:00 (local time), with, for each crew member, the valid Club FFVoile license number (temporary license possible).

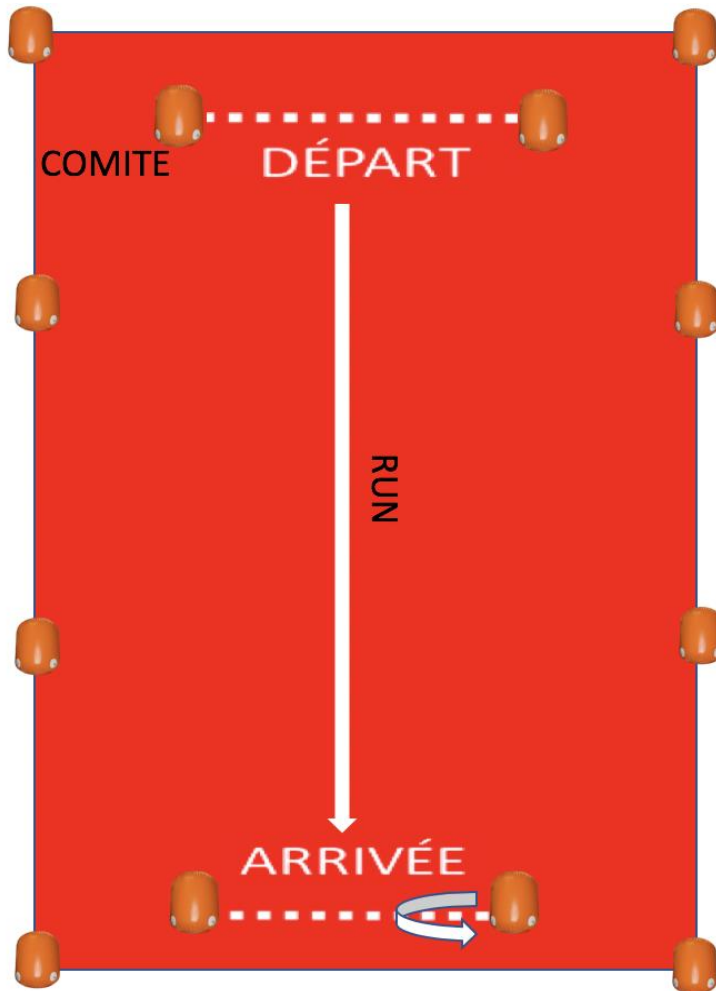
Wearing a PFD is mandatory on board from the leaving the harbor to the return to the racing pontoon.

The organization will provide life jackets to guests of the organization only.

The race management will be able to change the number of teammates depending on the weather conditions.

**Safety support boats / Speed limit:**

- The Organising Authority, in the interests of environmental respect, will impose a speed limit of 10 knots to all accredited accompanying vessels.
- For safety reasons (speed and foils) it is forbidden to enter the Area of Runs, Departure Zone, Arrival Zone and to approach within 50 meters of the boats that are trying to speed test.



## APPENDIX 4: START DECLARATION

Name of the Boat:

N°

I, the undersigned :  
skipper of the above-mentioned boat, state on my honor that I enter the "Guyader Bermuda 1000 Race" race of my own free will, accepting without restriction or reservation the World Sailing Racing Rules of Sailing, the Notice Race of the event, the measurement and safety regulations and the Sailing Instructions, as well as any amendment made necessary.

I know that sailing can be dangerous.

I declare that I know that the safety of my boat is my sole and inalienable responsibility, that I do what is necessary to ensure that the boat is ready for bad weather, that the boat has all the necessary safety equipment and that I know how to use it.

I designate to the Race Direction the following people reachable H24:

**1st Person Surname, First Name:** .

Home phone :

Office phone :

Mobile phone :

**2nd Person Surname, First Name**

Home phone :

Office phone :

Mobile phone :

**Communication Referent  
Surname, First Name:** .

Home phone :

Office phone :

Mobile phone :

Finally, I declare that I will, before the start, check the weather forecast and that it is up to me to start or not to start, or to continue racing.

I release from any responsibility the organizers and any other natural or legal person participating in the organization of this event in any capacity whatsoever.

I agree that organizers and persons and companies working for or on behalf of the above-mentioned parties have no responsibility for loss of life or injury to the skipper or others, or for the loss of, or damage to any vessel or property.

**Done at Brest on:** / / 2022

**Signature of the Skipper:**

## APPENDIX 5 (Appendix WP of the RRS): VIRTUAL WAYPOINTS

*When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.*

*Version May 2021.*

### **WP1 CHANGES TO THE DEFINITIONS**

**WP1.1** *The definition Mark is changed to:*

**Mark** *An object or waypoint the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.*

**WP1.2** *Add new definition Waypoint.*

**Waypoint** *A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).*

**WP1.3** *The definition Zone is changed to:*

**Zone** *The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the notice of race or sailing instructions. A boat is in the zone when any part of her hull is in the zone.*

## **Appendix 6: Penalty Guide**

For infringements for which another penalty is foreseen, the jury has the option of giving a penalty from 0 to DSQ.

To determine the penalty, the jury will rely on this document

Discretionary penalties are not just a list of penalties. Penalties shall be adjusted and justified to maintain the homogeneity of decisions.

The general concept is to establish a basic penalty for each infringement and then increase or decrease it depending on the circumstances.

This system offers penalty ranges for the most common infringements.

If the infringement is not listed, the answers to general questions help determine the range to be used.

Penalties are divided into 5 ranges:

- Range 0: Financial penalty
- Range 1: from 0 to 6h
- Range 2: from 2 to 24 hours
- Range 3: from 24 to DSQ
- Range 4: DSQ

It is necessary to take into consideration the average penalty, then determine by a question whether it should be increased or decreased in the same range or change the range.

A positive answer to the questions below should lead to a reduction in penalty time

1. Was the infringement accidental (or a result of exceptional circumstances?)
2. Is there a good reason or justification for the infringement?
3. Was the infringement declared by the skipper himself?
4. Did someone who is not part of the crew or team contribute to the infringement?

A positive answer to the questions below should lead to an increase in penalty time

1. Is the infringement repeated?
2. Was the infringement deliberate?
3. Is the infringement due to negligence or lack of attention?
4. Was there an attempt(s) to avoid the infringement?
5. Did anyone suffer from the infringement?
6. Did the infringement benefit the boat?

The jury may use other questions that it deems relevant to determine whether the penalty should be increased or reduced.



<b>RANGE 0</b>	<b>RANGE 1</b>	<b>RANGE 2</b>	<b>RANGE 3</b>	<b>RANGE 4</b>
<b>financial</b>	<b>0 to 6</b>	<b>2 to 4</b>	<b>4 to DSQ</b>	<b>DSQ</b>

<b>Notice od race</b>					
AC 4.3 Solo sailing					<b>X</b>
AC 8 Routing					<b>X</b>
AC 12 No help sailing					<b>X</b>
AC 15 Position of boats in port (and exit)	<b>X</b>				
<b>Sailing Instructions</b>					
IC 10 Prohibited Areas				<b>X</b>	
IC 11.4 Individual recall no penalty taken					
C 14.1.1 Infringement Chapter 2 RCV or IRPCAS Section 2 Part B			<b>X</b>		
IC 14.1.3 Failure to take a penalty		<b>X</b>			
IC 14.1.4 Injury or damage			<b>X</b>		
IC 14.2.5 Undeclared engine seal rupture			<b>X</b>		
CI 14.2.5 Other undeclared seal rupture			<b>X</b>		
IC 22 Advertising	<b>X</b>				

IC 19.2 Inmarsat C watch		X			
IC 27 Message and photos	X				
IC 19.2 AIS (and other mandatory watches)		X			
IC 1.2 Meteorological information				X	
IC 1.2 Unauthorized interventions by an external source				X	
IC 5 Obligation to attend prize giving	X				
IC Appendix 4 Start declaratione		X			
<b>Class rules</b>					
class rule violations		X	X	X	

If the penalty is not listed in Table 1, or if several ranges apply for the same infringement, the questions below complete the initial questioning

<b>Does the breach compromise security?</b>	<b>Beach</b>
No	1 or 2
Possible but not certain	2 or 3
Yes	4
Absolutely not possible	1 or 2
Possible without affecting the ranking	2 or 3
Definitely changes the place on arrival	4
<b>Can the infringement cause (or has caused) damage or injury?</b>	
No	1 or 2
Possible but not certain	2 or 3
Yes	4

**ANNEXE 7 AUX IC**

**DECLARATION EMBARQUEMENT VOILES**

**IMOCA**

**GUYADER BERMUDES 1000 RACE**

**Règle de Classe IMOCA G.1(a) : Nombre de voiles embarquées**

Nom.....Prénom.....

Skipper du (nom de course).....N° de voile .....

Déclare embarquer les voiles suivantes :

<b>IMOCA</b>	<b>Nombre</b>	Couleur principale	Observations
GV			
Solent			
ORC			
Gennaker			
Reacher			
Code 0			
Spinnaker léger			
Spinnaker			
Tourmentin Entre 14 et 25 m2		Couleur vive ( G.3 (a) )	<b>Obligatoire :</b>

**Total (max 8) :**

Je m'engage, pour contrôle inopiné, à mettre mon bateau à disposition de la jauge, sur sa requête, avant l'épreuve et à l'arrivée.

Je certifie exacte cette déclaration. En cas de non respect de ces règles, j'admets la décision du jury.

**A remettre au plus tard le :** Le Samedi 07 Mai 2022 à 19h00 (locale)