

# GUYADER bermudes 1000 | RACE

BREST > BREST

## SAILING INSTRUCTIONS

**GUYADER BERMUDES 1000 Race**

**BREST – BREST**

**Monohull Open 60' IMOCA double handed with On Board Reporter  
(Oceanic reporter)**

**May 4 to 13, 2023 - Grade 3**

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

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.2.1.2 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 2023 Valid Measurement Certificate.

1.2. No routing and additional weather data.

According to their Class Rules, competitors are allowed to acquire the following weather data only:

- Images from observation satellites.
- Observation and forecast maps.
- Digital data files

Access to these digital or graphic information is allowed only 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 centres and not modified, prepared or appraised for a competitor or group of competitors.

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

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 boat in order to provide her with a selective compilation of meteorological information best suited to her 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 supplying 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 on the first floor of the Merluberlu restaurant, 26 quai de la douane in Brest.
- 2.2 The RM team can be met from 08:30 to 19:00 pm from Wednesday 03 to Saturday 6 May 2023 included then 24/24h 7d/7d from Sunday 7 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> espace skipper
- 2.4 If possible, information will also be given to the skippers and project managers by email.
- 2.5 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 on the web site and also forwarded to the skippers by email and/or the dedicated WhatsApp group 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 4:**

- 12:00 Arrival of the boats in Brest, Château marina and Malbert quay.
- 18:30 Briefing for the Teams' Assistance rib drivers (Chateau marina harbour master's office);
- 19:30 Welcome cocktail. Mandatory competitors' presence.

**Friday, May 5:**

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 10 people, including tow people planned by the organizer.**

**The race management may change the number of crews depending on weather conditions.**

- 09:00: Runs briefing. Mandatory competitors' presence. (IMOCA Yacht Club - Chateau marina harbour master's office);
- 11:00: Departure from the marina. The order of departure will be given by separate notice.
- 13:30: Beginning of the runs (see Attachment 3).
- 16:30: The line for runs closes.
- 18:30: Prizegiving of the Pom'Potes Challenge. Mandatory competitors' presence. (IMOCA Yacht Club - Chateau marina harbour master's office);

**Saturday 06 May:**

- 16:00: On board reporters' (oceanic reporter) briefing; video devices/race photos. (Chateau marina harbour master's office);
- 17:30: Official photo - mandatory competitors' presence (IMOCA Yacht Club - Chateau marina harbour master's office).
- 18:00: Skippers and assistance rib drivers' briefing - mandatory presence.

**No later than 06 May 2023, 18:00, each Skipper shall have submitted his declaration of start duly completed and signed (Attachment 4).**

## Sunday 07 May:

9:00 – 10:30: skipper's sign in - IMOCA Yacht Club - Chateau marina harbour master's office.

11:00: Departure from the marina. The order of departure will be given by separate notice.

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

## Saturday 13 May:

19:00: Prizes giving – skipper's, co-skipper's and onboard reporter's mandatory presence (Chateau marina harbour master's office).

### 6. CLASS FLAG

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

### 7. RACING AREAS

See "Course" Attachment.

### 8. THE COURSE

8.1 About 1000 NM double handed with on board reporter (OBP). The course is described in Attachment 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 management reserves the right to change the course and its direction of rotation depending on weather conditions, these changes will be announced during the race briefing on Saturday May 6, 2023 at 18:00.

### 9. MARKS

The start, course and finish marks are defined in Attachments 1 and 2.

### 10. AREAS THAT ARE OBSTRUCTIONS

Prohibited areas (defined in nautical documents), Traffic Separation Schemes (TSS) showed in Attachment 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 staff 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 crew shall be three persons 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 start
Warning	"GUYADER BERMUDES 1000 Race" "Brest-Brest" flag. One sound signal	8
Preparatory	P or I flag One sound signal	4
Minute	Preparatory flag removed. Long sound signal	1
Start	"GUYADER BERMUDES 1000 Race" "Brest-Brest" 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 3 hours. This penalty will be taken according to the terms specified in SI 14.2.2, within the .24 first hours of the race.

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 from 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 her start signal scan only start after being allowed by the PRO or the RM. She shall cross the starting line (GPS data) before sailing the course. The starting line remains open for 24 hours; failure to start within this time will lead to a DNS scoring.

## **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 Management. Skippers will have to acknowledge receipt and comply with the new instructions.

## **13. THE FINISH**

The finish line is defined in Attachment 2.

Two finish areas are considered: zone A in Brest Bay and zone B outside the bay before Le Goulet entrance; competitors will be informed of the zone choice 24 hours before the arrival of the first competitor.

## **14. PENALTIES AND REDRESS SYSTEM**

### 14.1 Penalty at the time of incident

- 14.1.1 For the purposes of RRS 44.1, an infringement of Part B 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 shall inform the Race Management 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 because 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 Bermudes 1000 Brest-Brest 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 lodged 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)).

15.1.3 A boat ashore intending to protest another boat which is still racing shall inform her in accordance with SI 15.1.1 above.

15.1.4 A boat requesting redress shall do it to the Jury, through the Race Management, 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 RRS 60.1(a):

- Schedule (SI 5);
- Measurement and equipment checks (SI 21);
- Advertising (NoR and SI 22);
- RIBs competitor assistance (SI 22);
- Competitors' obligations (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 two 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 request 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 lodged within eighteen hours after the communication of the decision to the parties (this changes RRS 66).

For protests and requests for redress decided ashore in the presence of the parties, a request for reopening shall be lodged 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 conducted 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 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, 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 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 failing to finish within a period corresponding to the race time of the first boat that completed the course and finished, increased by 50%, 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 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. Refuelling 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.

### **18. RANKING**

A ranking is made for the runs of the Pom'Potes Challenge, best time on a run.

The results of the runs do not count for the ranking of the Guyader Bermudes 1000 Race Brest-Brest event.

For the 1000 Miles race, 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.

### **19. SAFETY RULES**

19.1 Sign in and out:

Sign in: 9:30 – 10:30 IMOCA Yacht Club - Chateau marina harbour master's office.

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

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

19.2 For safety reasons, competitors shall 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 through the Yellow Brick tracker system on-board (YB beacon of the boat).

Also, each competitor will receive a portable Ocean Tracking beacon that will serve as a substitute when needed. This beacon will be distributed in Brest and recovered in Brest when the boat arrives. If a competitor is unable to return to Brest, the return of this beacon to the organization will be the responsibility of the competitor. In case of loss or damage the cost charged to the competitor will be 600 € per lost or damaged beacon.

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

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

## 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 Sealing:

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

The photo of the propeller shaft seal must be sent to the race management ([racemanagement@imoca.org](mailto:racemanagement@imoca.org)) before 19:00 (Local Time) on May 7, 2023.

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.

### 21.3. Boarding of declared sails.

The sails on board must be declared to the technical committee before Saturday 6 May 18:00 (form in Attachment 7), they must be on board on Sunday 7 May before 09:00

## 22. EVENT ADVERTISING[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) Race flags provided by the OA.

The race flags (2 Guyader Bermudes 1000 Race Brest-Brest) shall be displayed freely (flying backstay, shrouds) and visible when the boat is sailing.

c) A Guyader Bermudes 1000 race Brest-Brest sticker will be stuck on the starboard side of the mainsail.

d) A Pom' Potes flag for runs.

e) An IMOCA flag for the authorized Assistance ribs.

All flags are to be picked up at PC COURSE (Merluberlu) upon your arrival in Brest with a deposit of 200 € by check payable to Sea to See (Transfer to Sea To See for those who do not have a check book) and must be returned to PC COURSE or IMOCA class at the end of the event under penalty of non-return of the deposit.

## 23. OFFICIAL BOATS

Official boats will be identified by OA flags.

## 24. SUPPORT BOATS [DP]

Before April 28, 2023, 18:00 competitors' support RIBs shall register with the organization via the following URL: <https://forms.gle/PykFWCg6sPDa2p6w5>. An IMOCA flag will be given to them.,



The organization's boats will be identified by Guyader Bermudes 1000 Race Brest-Brest flags.

The assistance RIBs shall leave the starting area materialized by orange cylindrical buoys 10 minutes before the start.

**25. HAUL OUT RESTRICTIONS:** 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:

- Picture of the day as part of the Best Picture Trophy: between thirty seconds and one minute: edited video
- One minute video / day: raw video that will be used for Nefsea's editings
- A message in the form of text and/or audio
- 3 photos / day

**28. PRIZES**

Different trophies will be awarded:

- Pom'Potes challenge: best run.
- Oceania Trophy: best time over 500m during the run.
- Tout commence en Finistère Trophy: first boat the Tout Commence en Finistère WP.
- Gallimard Trophy : first boat at the Gallimard WP.
- Porte de Bretagne Trophy: first boat to cross the mine between Toulinguet point and the Charles Martel buoy when finishing the course (way back to Brest).
- Complètement à l'Ouest Savéol Trophy: the boat with the most westerly route.
- Antiprime Fichou Trophy: The boat with the more miles in 24h.
- Complètement Frais Savéol Trophy: the boat with the more mile in the whole race.
- Trophy for the best oceanic reporter.

**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 MANAGEMENT:**

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

Race Director: Hubert Lemonnier

Mobile : +33 6 63 68 54 22 - Mail : [lemonnierhubert@gmail.com](mailto:lemonnierhubert@gmail.com) [jacquescaraes@kaori.fr](mailto:jacquescaraes@kaori.fr)

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**ORGANIZATION: SEA TO SEE**

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## ATTACHMENT 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 1000 NM

Starting line defined in Attachment 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).
- Fastnet TSS: forbidden area to be rounded to port.
- 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.
- **\* Side buoy "Charles Martel" to be left to port: 48°18.950 N - 004°41.900W.**
- **\*Toulinguet point lighthouse to be left to starboard:**

Marks with an \* are marks where a finish can be made as defined in Attachment2, paragraph 2.

- *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

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

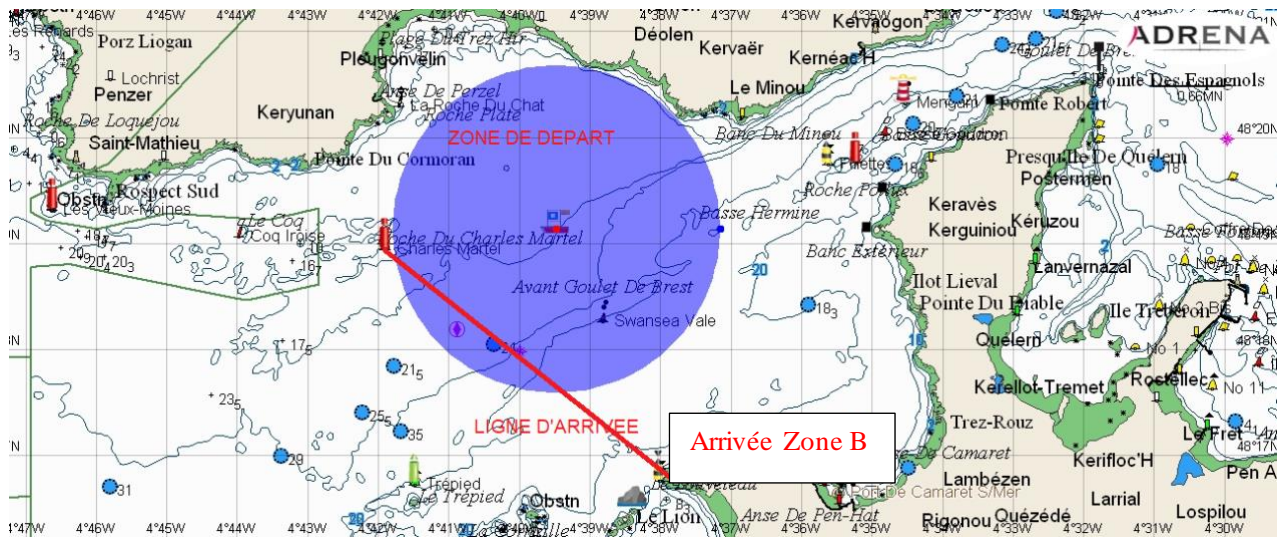
FFVoile-TSS Cap Finisterre		
1	TSS Cap Finisterre A	43°31,400 N 010°05,200 W
2	TSS Cap Finisterre B	43°21,000 N 009°36,400 W
3	TSS Cap Finisterre C	43°10,500 N 009°44,000 W
4	TSS Cap Finisterre D	42°52,800 N 009°44,000 W
5	TSS Cap Finisterre E	42°52,800 N 010°13,850 W
6	TSS Cap Finisterre F	43°18.950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

## ATTACHMENT 2: START AND FINISH

### 2.1 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.



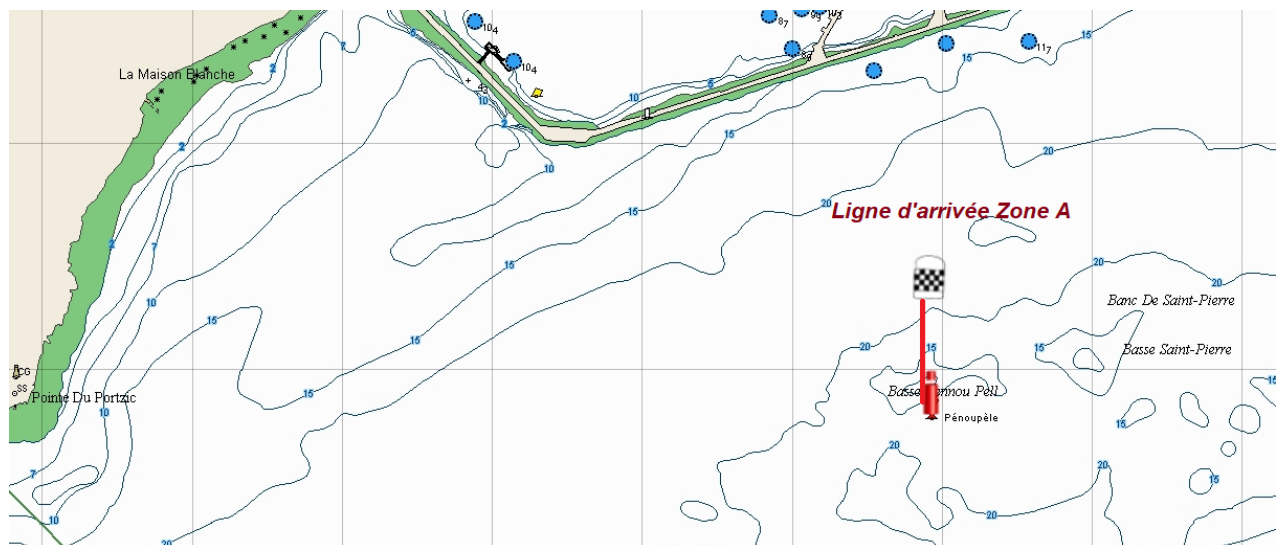
### 2.2 Position of the finish line:

Two finishing areas are scheduled:

#### 2.1.1 Area A: in the Brest roadstead

The finish will be located in the Brest roadstead, after crossing the Goulet.

The finishing line will be materialized by the port side buoy "Pénoupèle" to be left to starboard, position °21'450 N – 004°30'500 W, and the course side of an orange inflatable buoy, position 48°21.575 N, 004°30.500 W to be left to port; by night, the orange buoy will be equipped with a flash light.



### 2.2.2 Area B: West of the Goulet de Brest

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

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

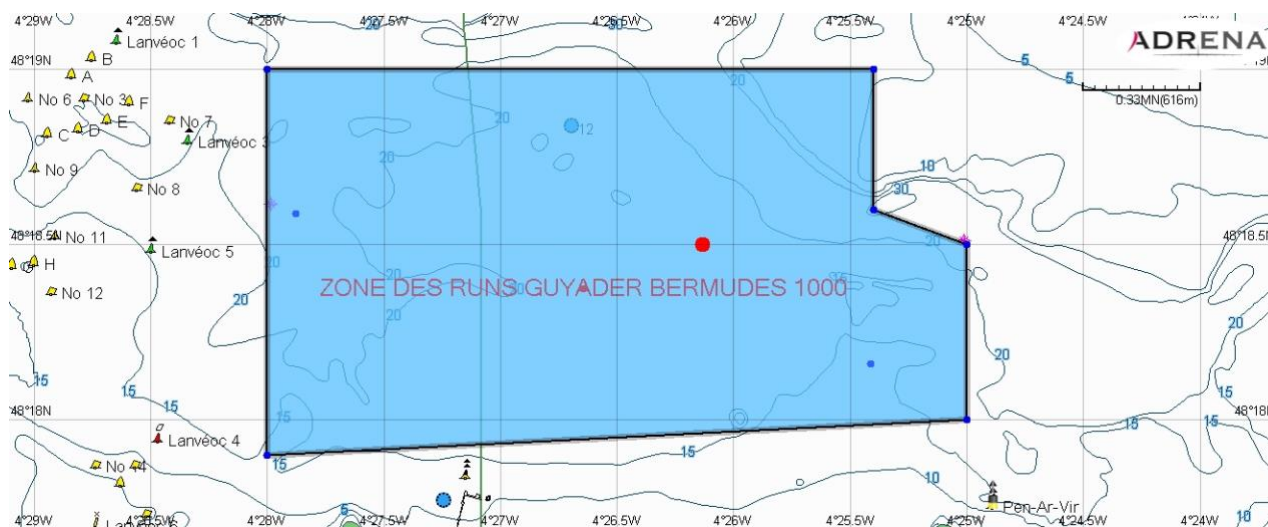
In case of foul weather conditions or operational constraints in the roadstead or in the Brest Goulet, the finish line will be located west of the Goulet zone B.

Competitors will be informed of the choice of the zone by email or satellite phone at least 24 hours before the arrival of the first competitor.

### 2.3 Finish procedure

When at about 5 nautical miles from the finish line, each skipper shall notify the Race Committee by VHF, on the race channel (72), of his next crossing of the line. He will have to renew his call until acknowledged by the Race Committee. A self-check-in for the arrival shall 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)

## ATTACHMENT 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 draw on Thursday, May 5 before 20:00.

The starting line will be open on Friday, May 5 at 13:30 and closed at 16:30, competitors sailing as many runs as they wish. I.

To warn the boats that the runs window is open, an orange flag will be displayed on the committee boat with a sound signal five minutes before the opening of the line t.

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

The starting line will be materialized by an orange inflatable buoy to be left to port and a staff flying an orange flag on the RC boat to be left to starboard.

A mark (inflatable buoy) will be anchored in the vicinity of the axis, at a distance more than an RC boat length.

This mark shall then rank as a starting mark and shall be left on the same side as the RC boat.

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. to sail between this mark and the committee boat.

The Runs zone is a polygon having for each angle a buoy, this area is reserved exclusively for the boat that has started and her assistance rib which shall stay behind.

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 4, 2023 at 19:00 (local time), with, for each crew member, the valid Club FFVoile license number (temporary license possible).

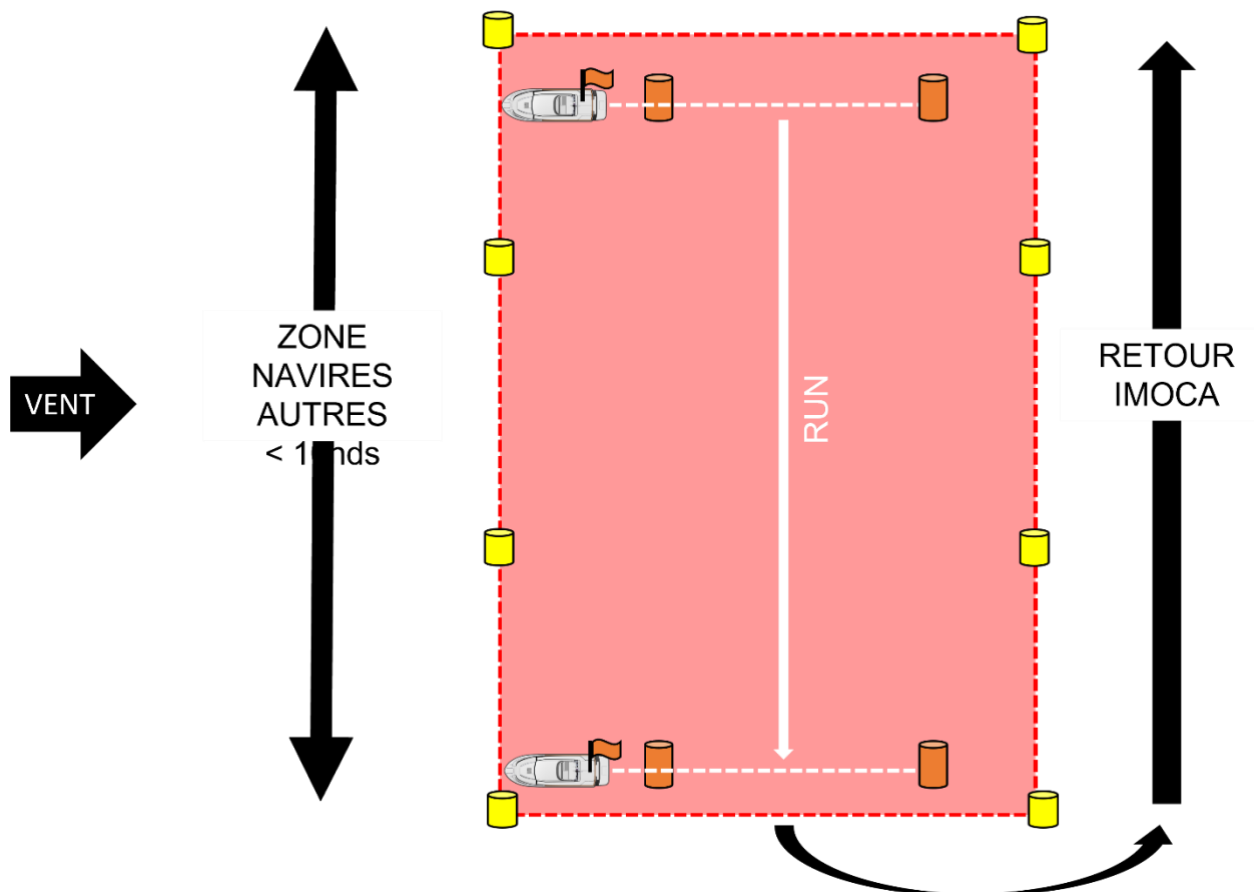
Wearing a PFD is mandatory on board from leaving the harbor to the return to the racing pontoon.

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 any vessel in the vicinity, with the exception of the assistance rib of the boat sailing a run.
- 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.
- Authorised boats: 1 rib per team at a maximum  $\frac{3}{4}$  behind of the IMOCA, and at a distance more than 50 m.
- **Failure to comply with these safety rules by Team (SRA) and Team (SRC) complementary RIBs may result in the cancellation of their IMOCA run.**
- The SRA and SRC, after agreement with their team are free to follow their IMOCA after the exit of the run zone.
- **The list of SRAs and SRCs of each team must be submitted to the DC with the list of persons on board. Mandatory presence of pilots in person at the pilot briefing on Thursday, May 4 at 18:30.**







## ATTACHMENT 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 Bermudes 1000 Race" race Brest-Brest 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:     /     / 2023

Signature of the Skipper:

## ATTACHMENT 5 (Appendix W of the RRS): VIRTUAL WAYPOINTS

### 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.

## ATTACHMENT 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.

	RANGE 0	RANGE 1	RANGE 2	RANGE 3	RANGE 4
	financial	0 to 6	2 to 4	4 to DSQ	DSQ
<b>Notice of race</b>					
AC 4.3 Solo sailing					X
AC 8 Routing					X
AC 12 No help sailing					X
AC 15 Position of boats in port (and exit)	X				
<b>Sailing Instructions</b>					
IC 10 Prohibited Areas				X	
IC 11.4 Individual recall no penalty taken					
IC 14.1.1 Infringement Chapter 2 RCV or IRPCAS Section 2 Part B			X		
IC 14.1.3 Failure to take a penalty		X			
IC 14.1.4 Injury or damage			X		
IC 14.2.5 Undeclared engine seal rupture			X		
CI 14.2.5 Other undeclared seal rupture			X		
IC 22 Advertising	X				

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 declaration		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

**ATTACHMENT 7 TO THE SIs**

**SAIL BOARDING DECLARATION**

**IMOCA**

**GUYADER BERMUDES 1000 RACE BREST-BREST**

**IMOCA Class Rule G1(a): Number of sails onboard**

Name ..... First name .....

Skipper of (racing name)..... Sail N° .....

Declare taking onboard the following sails:

IMOCA	Number	Main colour	Observations
Main sail			
Solent			
ORC			
Gennaker			
Reacher			
Code 0			
Spinnaker light			
Spinnaker			
Storm jib Between 14 et 25 m2		Bright colour (CR G.3 (a) )	<b>Compulsory</b>

**Total (max 8) :**

I undertake, for unannounced checks, to make my boat available to the measurement, on request, before the event and on arrival.

I certify this statement exactly. In case of non-compliance with these rules, I accept the decision of the jury.

To be submitted no later than: Saturday 06 May 2023, 18:00 (local)