

1- ORGANISATION

The **ROUTE DU RHUM** is being organized by the company Promovoile S.A., a subsidiary of the Company Pen Duick S.A.S. in association with the town of Saint-Malo for operations relating to the start and with the Guadeloupe Région for operations relating to the finish, together with their Sailing Clubs, and with the Union Nationale pour la Course au Large (UNCL).

2- NAME

The official and only authorised name shall be communicated no later than 2nd January 2006. Promovoile, a subsidiary of Pen Duick S.A.S. is the sole owner of the **ROUTE DU RHUM** logo, which are registered trademarks both in France and overseas. In view of the fact that the company Pen Duick S.A.S. is widely known, the use of the name PEN DUICK shall be used throughout in order to facilitate communications, but contracts and legal undertakings shall be signed by the company PROMOVOILE S.A.

3- OBJECT

The Route du Rhum is a top level yacht racing event, run single-handed and held every four years. It aims to enhance the image of the town of Saint Malo and the Guadeloupe Région, as well as that of its main partner and the other private partners which work together to finance and promote the event.

- The event is registered as an official event on the following race calendars :
- FICO (Forum International des Courses Océaniques). Points awarded go towards the FICO World Championship for racing yachtsmen and sponsors,
- ORMA. Points awarded go towards determining the ORMA Multihull World Champion,
- IMOCA. Points awarded go towards determining the IMOCA Monohull World Champion.

4- RULES

4.1 The event is governed by the versions of the texts below currently in force, as added to and amended by the Sailing Instructions which will be available in Saint Malo no later than 20th October 2006.

- a)** The International Sailing Federation (ISAF) Racing Rules of Sailing 2005/2008, referred to hereinafter as the RRS, except as amended in § 4.2.
The Route du Rhum is a Category C event, in accordance with article 20.3.1 (b) of the ISAF Advertising Code.
- b.i)** ORMA Class multihulls shall be bound by the ORMA measurement and safety rules, subject to amendments made with the consent of the organisers no later than 31st January 2006, together with the ORMA Championship rules, and as amended in this Notice of Race.
- b.ii)** IMOCA Class multihulls shall be bound by the IMOCA measurement and safety rules – monohulls whose overall length as defined in the FICO Rules is between 58' and 60' feet – together with the IMOCA Championship rules, and as amended in this Notice of Race.
- b.iii)** Class 1, 2 and 3 boats shall be bound by Category 1 of the OSR (Offshore Sailing Regulations) 2005/2006 and the Category 1 (Single-Handed Racing) Special FICO Rules 2004, and as amended in this Notice of Race.
- c)** The FICO 2004 Rules, and as amended in this Notice of Race with regard to the awarding of points towards the FICO Championship.
- d)** Part B of the International Rules for the Prevention of Collision at Sea (COLREGS).
- e)** This Notice of Race and any amendments.
- f)** The Sailing Instructions and any amendments thereto.

4.2 The RRS are amended as follows :

- **Rules of Part 2 (when boats meet)** : shall apply from the start and to within 20 miles from the start and then once again at the finish from the passage to the north of the islet « La Tête à l'Anglais » (Guadeloupe) for those parts of the race course covered by day. For parts of the course covered by night and for the rest of the course, the Rules of part 2 shall be replaced by Part B of the COLREGS (steering and sailing rules).
- **Rule 35 (Time limit)** : amended in paragraph 20 .
- **Rule 41 (Outside assistance)** : amended in paragraph 16.
- **Rules 42.2 (Prohibited actions) add : f)** repeated movements of the keel and/or mast which are not necessary for the boat's stability
- **Rule 44.1 (Penalties for breach of Part 2)** : amended in the S.I.
- **Rule 47.1 (Equipment restrictions)** : amended by "loading of replacement equipment during the race shall require written consent on behalf of the Race Committee".
- **Rule 50.2 (Spinnaker and whisker poles)** : shall not apply.
- **Rule 51 (Moveable ballast)** : remove the first sentence and replace it by : "It is permitted to move weight about with a view to changing the boat's trim or stability within the following limits : down below, with the exception of batteries, any other heavy element which may cause damage to the boat or injure crew must be soundly and permanently made fast, except when they are being displaced. Provisions, water and fuel tanks, safety equipment (with the exception of life rafts), hardware and spare parts may be stowed in boxes and moved if they are made fast. Sails can be moved about freely. Sail bags must not be able to hold water."
- **Rule 52 (Manual power) : amended** : "boats may use sources of energy other than manual power to use an automatic pilot. In the case of monohulls, this energy can also be used to fill and/or empty ballast and/or to change the keel's position."
- **Rule 54 (Forestays and headsail tacks)** : shall not apply.
- **Rule 61 (Protest requirements)** : amended in the S.I.
- **Rule 62 (Redress)** : amended in the S.I.
- **Rule 63 (Instructions)** : amended in the S.I.
- **Rule 64 (Instructions)** : amended in the S.I.
- **Rule 89.2 (c)** : amended in the S.I.

4.3 Only the documents set out in 4.1, notes and prescriptions set out in writing and signed by the Chairman of the Racing Committee and/or the International Jury shall apply officially.

5- PROGRAMME

- Friday 20th October 2006 12h00** : Boats must be available to the Race Committee in Bassin Vauban marina in Saint Malo in the case of the 60' monohulls and 60' multihulls ; and in the Duguay-Trouin dock for the other boats, subject to being considered excluded from the event. Never the less, the organisers may grant special dispensation from the obligations under this clause – on a case by case basis – subject to a valid reason being put forward, upon which a financial penalty of not less that 1 000 euros for each 24 hour period late.
The Organisation will set up a berthing plan for the boats which the skippers undertake to comply with.
- 18h00** : Briefing session for the skippers.
- Saturday 21st October 2006 9h30** : Inspections start. Skippers must attend the first inspection.
Promotional entertainment for the skippers
- Sunday 22nd October 2006** : Promotional entertainment for the skippers

- Wed 25th October 2006 10h00** Skipper's safety briefing session for skippers (attendance compulsory).
- Thursday 26th October 2006 13h00** Boats are not permitted to leave the harbour except with the express written consent from the Race Committee.
- Friday 27th October 2006 18h00 :** Inspections end : boats which have not completed the inspection procedure by this date shall not be permitted to start the race.
Time limit for lodging signing-on form.
- Saturday 28th October 2006 16h30 :** Final briefing session
20h00 : Boats leave the harbour
- Sunday 29th October 2006 06h00 :** Boats leave the harbour
13h00 : Start

6- BOATS

- 6.1** No more than 50 boats can enter the race.
Never the less, the Organiser reserves the right :
- to invite additional boats to enter the race,
- to reject an entry.
- 6.2** This event is open to multihulls and monohulls which shall be split into a number of classes according to overall length as defined by the FICO Rules :
- 60' Multihull Class, as set out in the ORMA Rules as amended no later than 31st January 2006 (see paragraph 4 (1)b(i))
- 60' Monohull Class, as set out in the IMOCA Rules.
- Non-IMOCA Class 1 Monohulls, subject to 5 Class 1 boats being duly entered in the class no later than **1st July 2006**
- Class 2 Multihulls,
- Class 2 Monohulls,
- Class 3 Multihulls,
- Class 3 Monohulls.
- 6.3** All sail boats must be fitted with a means of propulsion – an engine in working order, particularly to be independent for entering and leaving the harbour and for harbour manœuvres (IMOCA Measurement Rules, ORMA Measurement Rules, OSR).
- 6.4** In order for a Class to run, a minimum of 5 boats must be entered. Groups may be formed depending on the number of boats entered in each class. This shall be announced in the S.I.

7- SKIPPER

- 7.1** The race is run single-handed. Subject to RRS 41, all boats must have one and the same person on board at all times.
- 7.2** Skippers who take on board one or more assisted persons within the provisions of RRS 41, shall do their utmost to have them disembark as soon as possible in accordance and must comply with instructions issued by the Race Committee.
- 7.3** All skippers must comply with the national sailing authority of their own country, or country of residence. French competitors must hold a sail racing permit which is valid throughout the duration of the event together with a valid medical stamp/certificate. Each skipper shall hold a medical certificate dating back no later than 5th October 2006 certifying that he is medically fit to enter the Route du Rhum.
- 7.4** Minimum age : 18 years old on 27th October 2006.
- 7.5** The skipper must lodge his signing-on form, filled in and signed, no later than 18h00 at 27th October 2006. The signing-on form is attached in appendix to the Sailing Instructions.

8- CONDITIONS OF ENTRY

- 8.1** Entry is upon invitation.
- 8.2** Boat applications for entry will be registered according to date of receipt and subject to the information sheet being attached thereto, duly filled in and accompanied by a cheque or advice of bank transfer in the sum of 2 000 euros to be set off against the entry fee. Once the entry limit of 50 boats has been reached (article 6.1), the following boats to apply will be put onto a waiting list.
- 8.3** Final entries must be lodged no later than **1st July 2006** with a cheque or advice of bank transfer in representing the balance of the entry fee sent to :

PROMOVOILE
ROUTE DU RHUM
43bis, Rue de Cronstadt – 75015 Paris – France
Tél : +33/(0)1.48.42.54.90
Fax : +33/(0)1 48 42 52 96
E-mail : penduick@penduick.com

- 8.4** Entry fees are set in the sum of :
- 10 000 euros excl VAT for 60 Monohull Class boats, 60' Multihull Class boats and Class 1 boats + VAT at the applicable rate,
 - 8 000 euros excl VAT for Class 1 boats + VAT at the applicable rate
 - 5 000 euros excl VAT for Class 3 boats + VAT at the applicable rate.

Cheques are to be made out to **PROMOVOILE**. Bank transfers are to be made to the following account :

Account holder :	PROMOVOILE
Bank number :	18707
Sort code :	00029
Account n° :	093 212 781 61
RIB Code n° :	90
IBAN :	FR76 1870 7000 2909 3212 7816 190
SWIFT :	CCBPFRRPPVER

In the event of the race being cancelled, entry fees will be reimbursed.

If the Race Committee refuses to allow the boat to start the race following the inspection, half the entry fee will be reimbursed.

In the event of the competitor withdrawing from the event, the entry fee will not be reimbursed.

- 8.5** Late entries (after 1st July 2006) may be given consideration by the organisers. In the event of a late entry being accepted, entry fees will be increased by 25%.
- 8.6** Entry fee includes the supply of an Argos beacon by the organisation to each competitor. A deposit in the form of a cheque for 1 000 euros will be requested).
- 8.7** Each boat will have to sail an observation passage **with the skipper entered in the race on board**, the terms of which will be determined by the Race Committee. The course, its length, date and start time must be confirmed and agreed with the Race Committee at least one week before the start date. This observation passage has to be sailed on the boat entered in the race, in the same de minima conditions as those required for the ROUTE DU RHUM **and with Inmarsat tracking**. The observations course shall be completed no later than 1st October 2006 unless special dispensation is granted. The skipper shall do his utmost to affix the race markings supplied by the organiser (logos in the main sail and race flag) during the qualifying passage and during any sailing undertaken with a view to shooting for image banks.
- In the event of major modifications being carried out post-qualification, the Race Committee may require the skipper to sail another qualifying passage.

- 8.8** The final list of boats registered to apply for the ROUTE DU RHUM's ultimate verifications from 20th October 2006 in Saint Malo shall be published no later than 1st October 2006.
- 8.9** Entry shall only be final once the boat and her skipper have complied with the final verifications in Saint-Malo in the week leading up to the start.
Candidates who are registered may submit a request to the Race Committee for an inspector to attend before setting out for Saint-Malo, so that he may undertake the modification or take care of additional items required by the inspector in time. In such cases, he must bear the inspector's travelling and accommodation expenses.

9- IDENTIFYING MARKS

- 9.1 Number** : all boats must have a distinctive number which must be visible at all times on the deck, hulls and sails. Dimensions are given in the ORMA Measurement rules, the IMOCA Measurement Rules and the FICO prescriptions.
Hull race numbers – for multihulls, they must be affixed on the outward-facing part of the bow of each float ; and for monohulls on the forward part of each side of the hull. Numbers (in accordance with the ORMA, IMOCA and FICO rules) must be communicated to the organiser no later than 1st July 2006.
- 9.2 Boat's name** : the name of the boat entered must be marked on each side of each hull or float and once on the transom stern or the aft crossbeams.
Pen Duick reserves the right to refuse a name which it considers to be in bad taste, shocking, abusive or in contradiction with the objects of the race.
- 9.3 Race flags** : All boats entered shall be issued with **two race flags** upon arrival in Saint Malo. Each boat must display these flags in the rigging on either side of the boat from Friday 20th October 2006 and until the end of the race in Pointe à Pitre. Breaches of this rule shall be considered by the Race Committee to signal a withdrawal.
- 9.4 Pennants or flags** : when in the marina, boats may display in the stays pennants and race flags of any size bearing the name of the boat, logo or trade name, except for any slogan.
Further, skippers undertake to raise in their rigging, flags issued by the organiser in Saint Malo. They **must** be displayed in Saint-Malo from Friday 20th October 2006 until the start and after crossing the finishing line in Pointe à Pitre until the prize-giving ceremony.
- 9.5 Race name** : all boats entered shall bear the official block containing the race name in their main sail. This block shall contain the race logo together with that of the race's main private partner shall be added. It shall fit into a circle 3 metres in diameter. The centre of the circle shall be located at a height represented by one third of the mast measured from the deck. The transfers shall be supplied by the organiser, the skipper being in charge of ensuring that they are put in place and remain in correct order until the finish of the race. Breaches of this rule will be penalised financially by the International Jury upon the request of the Race Committee.

10- SKIPPER – ATTENDANCE OBLIGATIONS

It shall be **compulsory** for the skipper entered to attend :

- 10.1 In Paris** :
- the presentation press conference (in September or October 2006)
- 10.2 In Saint-Malo** :
- For each briefing session : see article 5 of the Notice of Race.
 - For the promotional events organised on Saturday 21st and Sunday 22nd October 2006.
 - For the first safety inspection of the boat.

- From 10h00 on Wednesday 25th October 2006 until the start of the race.
- Throughout the **whole** of the official evening before the start in Saint Malo.
- **A person in charge of the boat's technical matters must be present in Saint Malo** from the time the boat arrives in Saint Malo and until the boat leaves. Contact details must be given to the organiser and the Race Committee as soon and the person in question arrives.

10.3 In Guadeloupe :

- At the press conference in at the finish,
- At the prize giving ceremonies, **failing which, the prize will not be awarded.**

10.4 In Saint-Malo :

- At the prize-giving ceremony in Saint-Malo, **failing which, the prize will not be awarded.**

The International Jury may penalise any breaches of this rule.

11- SOURCE OF ENERGY

11.1 No means of propulsion other than the force of the wind may be used when racing (RRS 42.1).

11.2 Amendment to RRS 52 : boats are permitted to use sources of energy other than manual energy to use an automatic pilot. Monohulls may use this other source of energy to manoeuvre the ballast and/or keel canting system.

12- YACHT INSPECTIONS

12.1 In Saint-Malo

Each yacht will undergo an inspection in Saint Malo. The skipper must attend the first inspection of his yacht. Any yacht failing to comply with race rules and regulations shall not be able to start the race.

12.2 Pointe à Pitre

At the finish of the race, the Race Committee may inspect the yachts, without prior warning, either upon its own initiative, or upon the request of the organising authority or the International Jury. The International Jury may penalise or disqualify any yacht failing to comply with the rules and regulations.

13- ADDITIONAL SAFETY EQUIPMENT

It is compulsory to have the following safety equipment on board throughout the race :

13.1 A radar with an alarm

13.2 The compulsory lifejacket must be self-inflating with a Hammar type hydrostatic pressure or similar system. It must be EU certified. A spare re-arming kit must be kept on board.
A flashlight with a minimum autonomy of 8 hours must be fastened onto each lifejacket.

13.3 A hand-held GPS in the survival container.

13.4 **It is compulsory that the hand-held Iridium telephone in the survival container be different from the main Iridium telephone. Trails will be carried out before the start.**

14- TRACKING

14.1 INMARSAT system

14.1.1 The ROUTE DU RHUM will be using the INMARSAT C system for transmitting messages and tracking the boats. In the event of the Inmarsat C system being defective, the ARGOS system will be used.

14.1.2 Each boat must be fitted with an INMARSAT C terminal. This equipment must comprise a GPS chart and be equipped with a software version which allows polling and data reporting (transmission of longitude and latitude in programmable and automatic mode towards a land-based terminal).

This equipment must be in perfect working order and fitted in such a way as to protect it against deterioration. The Inmarsat C antenna must be located on a bracket at least 55 cm above the deck and in such a way as to be completely free from any obstacle within a radius of 60 cm around the antenna whatever the boat's position (heeling or otherwise).

14.1.3 Each competitor must authorise the organiser to track his boat via this system throughout the qualifying passage and the race itself. Trials will be carried out as soon as the equipment has been fitted to the boat at least one month before the start.

14.2 ARGOS system

In Saint-Malo, the organiser shall fit an Argos beacon onto each boat in order to track the boat's progress in the event of the Inmarsat failing to work or a break down in energy.

A deposit in the form of a cheque for 1 000 euros shall be requested of each competitor. This cheque will be returned or destroyed once the Argos beacon has been returned in its original packaging (white plastic box to avoid it deteriorating) to the address which will be given at the start.

14.3 The Race Committee must be kept informed of any other form of satellite positioning or reporting, have access to it round the clock and be advised of the name and address of the person(s) to whom the information is being sent.

15- RADIO

All boats must have :

- A satellite telephone system of the Standard B, F, M or Iridium type with a permanent external antenna. The external antenna must be fitted in accordance with the equipment's technical notice. Installations which fail to comply will be refused.
- a 56 channel VHF radio (25 watts minimum).

These pieces of equipment must be in perfect working order and fitted in such a way as to protect them from deterioration.

16- OUTSIDE ASSISTANCE (amendment to RRS 41)

16.1 All systems of navigational aid are permitted, and routing in particular (amendment to RRS 41).

16.2 All yachts must sail the race independently and shall not deliberately follow the same course as another competitor or take steps with a view to accompanying another in any way whatsoever. During the race, yachts may not have any physical contact with any other vessel or aircraft. She shall not receive any supplies in any way whatsoever.

16.3 During the race, a yacht may put into port or anchor and receive assistance under the following conditions :

- The skipper must submit a request to the Race Committee (VHF, Inmarsat C, M, telephone).
- Once the Race Committee has given its consent as to the port of call or anchorage, the repairs to be carried out and, if necessary, any equipment which has to be replaced, the yacht may be towed or use engine power to enter/exit the port or anchorage agreed upon with the Race Committee, over a distance agreed upon with the Race Committee upon the condition that it may be proved that the overall result of such towing or use of engine power has not favoured the progress of the yacht towards the finishing line.
- When the yacht is being towed or under engine power, and only at that moment in time, other persons may board the yacht.

- When the yacht is at anchor or moored to a buoy or drawn alongside a vessel which is moored or docked in the port or shelter agreed with the Race Committee, repairs can be carried out, supplies boarded and the spare equipment agreed upon with the Race Committee can be loaded. The skipper may disembark.
- Once the yacht has completed repairs, in order to get back into the race, she can be towed or may use engine power over a distance agreed upon in advance with the Race Committee upon the condition that it can prove that the overall result or such towing or use of engine power has not favoured the progress of the yacht towards the finishing line. As soon as the yacht starts racing again, only the skipper may be on board.
- **This does not apply to Saint-Malo harbour** where any means of entering or exiting the harbour is permitted as far as a specific point indicated in the Sailing Instructions.

16.4 Specific information about the yacht's progress, choice of course and weather is permitted.

16.5 An escort may be permitted to open the way of the competitor at the start, subject to prior written consent being given by the Race Committee with regard to means.

17- COURSE

Start :	off the Pointe du Grouin.
Cap Fréhel buoy	leave to starboard
La Guadeloupe	round leaving to port
Ilet of La Tête à l'Anglais	leave to port
Basse Terre buoy	leave to starboard
Finishing line :	off Pointe à Pitre (as set out in the Sailing Instructions)

18- SCORING

18.1 Ranking by class

Real time rankings for each class of boat as set out in paragraph 6.2, in the finishing order, in so far as the boats finish the race within the time limit.

18.2 The organiser reserves the right to draw up other rankings.

18.3 Points for the FICO rankings

Points will be scored in the ROUTE DU RHUM counting towards the FICO Skippers and Sponsors World Championship 2006.

Each skipper completing the race within the time limit, will be awarded points in accordance with the points scale set out in the FICO 2004 Rules.

18.4 Points for the ORMA and IMOCA rankings

Mulihulls entered in the ORMA Championship will score points corresponding to their rankings in accordance with the ORMA Class Rules.

IMOCA monohulls entered in the IMOCA Championship will be awarded points corresponding to their ranking in accordance with IMOCA Class Rules.

19- TROPHIES AND PRIZES

19.1 Only yachts having finished the ROUTE DU RHUM within the time limit are taken into account for trophies and prizes.

19.2 The amount and distribution of prizes and trophies offered by the race sponsors / partners shall be set out in the Sailing Instructions.

20- RESPONSIBILITY AND LIABILITY OF THE ORGANISER, ITS PARTNERS AND COMPETITORS

20.1 Sailing is a risky sport and can be a dangerous activity. Any individual intending to enter the race, as a competitor or otherwise, thereby accept all risks associated with taking part, fully aware that doing so may give rise to loss or damage.

The liability of the Organiser and its partners shall be restricted to ensuring the sporting fairness of the event.

Other undertakings which might bind the Organiser shall be express and contractual.

In particular :

- Inspections which the Race Committee or the Inspection Committee, either upon their own initiative, or upon the request of the international Jury or any other authority, might have to carry out, shall be done with the sole aim of making sure that the rules, Sailing Instructions and any amendments thereto have been complied with.
- Keeping watch, particularly via radio and/or Inmarsat C, which the organiser may undertake, shall be considered by competitors as optional and random. In no event should it be considered as a back-up safety measure upon which they can rely.
- Any request submitted to a member of the Organisation shall only be binding upon him under civil law if he has expressly accepted liability, either personally or by one of his officially authorised representatives. This is particularly so in respect of various requests for help, or assistance at sea.

20.2 This is a sporting event. Any dispute arising shall be decided upon in accordance with the provisions of the RRS. Competitors submit an undertaking which implies that he and any beneficiaries waive the right to seek redress from any other authority other than sports-related authorities with regard to sports-related disputes. Applications for compensation shall be unfounded (RRS Fundamental Rule N°3). As a result, the organiser accepts no liability for any common law implied breach of contract, whether written or otherwise, nor for negligence, and accepts no liability for any loss of injury (however caused or sustained), breach of duty, misrepresentation or otherwise.

20.3 Notwithstanding any legal links between the owner(s) of the boat, charterer and skipper, only the official skipper whose name appears on the undertaking form shall have bear full liability with regard to the Organisation.

20.4 Competitors enter the race at their own risk and peril. Each skipper certifies that he is solely in charge of his decision to race. Each competitor has sole liability for deciding whether or not to start or to continue racing, having regard to his skill, the condition of the boat and her rigging the weather forecast and conditions arising during the race, his own state of physical fitness and medical condition, and so on.

Any advice or information supplied by the organisers (Pen Duick), for example : a weather report or advice following an inspection of the boat, shall be given by way of information only. Each competitor shall bear sole responsibility for checking weather conditions he is likely to run into and for checking his equipment. Neither the organisers nor their partners shall bear any liability whatsoever for any such advice or information which they may supply. (**RRS Fundamental Rule N°4**).

20.5 Owners, charterers or skippers shall each bear personal liability for any loss, damage or injury which might occur to themselves, the boats or which they might cause to any third party or third party property. They shall take out adequate third party liability insurance cover, to cover any injury, loss or damage. Further, competitors undertake to furnish a document certifying that they have indeed taken out such insurance cover, and setting out any exclusion clauses and third party indemnity with whom he may come into contact within the context of the race or any associated event.

In particular, skippers bear liability towards the organisers for taking out sufficient civil liability insurance cover for a minimum of 3 million euros. Skippers must provide the Race Committee with documentary evidence to that effect no later than 20th October 2006. Skippers failing to comply with this requirement shall not be authorised to start the race and their entry fees will not be reimbursed.

Lack of third party liability insurance cover shall not be binding upon the liability of the organisers or their partners.

- 20.6** It shall be a fundamental term of entry that the charterer and/or owner and skipper shall lodge a signed waiver form with the organisers. This form provides that the skipper waives his right to make any claim against the organiser, his representatives and agents, such as his insurers, as set out in the appendix. The organisers shall not be held liable for any consequential loss, whether proven or alleged, howsoever caused, whether sustained by the competitor, owner/charterer, sponsor or whoever, and this total absence of liability shall not be restricted to loss of profit, opportunity, business, reputation (or the opportunity to improve one's reputation) or any financial loss whatsoever.
- 20.7** The organisers accept no liability towards the competitors in the race or otherwise, for any loss, damage or expense, whether real or supposed, resulting from a case of force majeure, including (non-exhaustively) natural disaster, war, military intervention, accident, breakdown of equipment, civil unrest, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning, management strike or labour dispute, nor any omission or refusal on the part of the government, of national or international sailing authorities, administration of highways and roads, telecommunications or delay in the supply, manufacture, production or delivery on the part of third parties, information, goods or services.
- 20.8** The race organisers shall be under no obligation to organise rescue operations, whether ashore or at sea. Competitors are reminded that they are under an obligation to assist another vessel or competitor in distress (RRS Fundamental Rules 1.1), in so far as possible, rescue and assistance at sea being governed by international convention.
- 20.9** All competitors and individuals involved in the race shall be considered as having been informed of the exclusions and indemnities. A competitor shall be prohibited from starting the race unless he, the owner/charterer (if not the same as the skipper) and all of his partners have furnished the organisers with a signed document no later than 18h00 on Wednesday 25th October 2006, certifying that :
- The competitor certifies having read and understood the provisions of the Notice of Race and all other official document, including the risks and dangers linked to competing in the race. Competitors certify having taken full account of the death and other insurance requirements relating to his obligations (be it with regard to dependents or others) and that the competitor shall maintain adequate insurance cover throughout the duration of the race.
 - The competitor certifies having taken out adequate insurance cover which remains current one month after his having completed (or withdrawn from) the race, including insurance to cover liabilities towards third parties for an amount at least equal to the international conventions currently in force.
 - The competitor, the owner/charterer (if different) and the competitor's partners agree that it is reasonable for the race organisers (Pen Duick), and for all those involved in the organisation, reject any liability in so far as permitted under the law, and that they be held harmless in respect of all claims.

21- TIME LIMIT

Any boat which has not crossed the finishing line in Pointe à Pitre within the time limit shall be classified DNF (amendment to RRS 35).

All competitors must finish the race within **10 full days** after the first monohull has crossed the line. It may be necessary to add to that 10 day limit a time bonus which the International Jury may award to a boat.

The Race Management may exercise its discretion to extend the time limit, if necessary.

22- ISAF NTERNATIONAL JURY

An International Jury shall be set up with the authorisation of the FFV. There shall be no right of appeal from the International Jury's decisions.

The composition of the Jury shall be provided in the Sailing Instructions.

23- TIMES

All times stated in the Notice of Race and the Sailing Instructions shall be in local time, thus for Saint Malo, UT +1 and for Guadeloupe : UT - 4.

24- APPLICABLE TEXTS

The French text shall prevail for the Notice of Race and the Sailing Instructions, the IMOCA Measurement Rule, the ORMA Measurement Rule and for the FICO Rules. The English text shall prevail for the OSR Rules and the ISAF Rules.

25- ENTRY

Skippers who enter the race undertake to accept the provisions set out above, in full and free from any reserves.

26- USE OF AUDIOVISUAL RIGHTS

The audio-visual appendix shall be communicated no later than 1st July 2006.

Drawn up by the UNCL for
PROMOVOILE,
on 30th November 2005

The Organiser reserves the right to amend this Notice of Race should it appear that amendments are necessary in the interest of safety and/or sporting fairness of the race.

The French text shall prevail