

NOTICE OF RACE 2010

Preamble

- 1 - General organisation
- 2 - Regatta organisation
- 3 - Courses
- 4 - Schedule
- 5 - Yachts - Entry
- 6 - Crew
- 7 - Rules
- 8 - Equipment- Fittings - Technical Assistance - Insurance
- 9 - Sails
- 10 - Measurement
- 11 - Time limit
- 12 - Scoring
- 13 - Prizes and Trophies
- 14 - International Jury
- 15 - Time
- 16 - Official language
- 17 - Position reports during racing
- 18 - Organizers, partners and participants' responsibilities
- 19 - Copyright regarding the "TOUR DE France a LA VOILE" logo

Appendix 1 - The course in detail

Appendix 2 - Reminder of class rules for offshore races

Appendix 3 - Reminder of safety equipment requirements for offshore races

Appendix 4 - Environmental Code of Conduct – Blue Flag Engagement

PREAMBLE

*The Tour de France a la Voile is an event in the French Crewed Sailing Championship 2010
a sporting event to promote one design offshore racing.
The event is classified category 3 under the ISAF Offshore Racing Regulations*

1 - GENERAL ORGANISATION

The event is organised by les EDITIONS LARIVIERE, under the Authority of the French Sailing Federation (FFV) and the support of the Yacht Club de France (YCF).

2 - REGATTA ORGANISATION

The regatta organisation of the event will be managed by the Director of the Tour de France a la Voile with the assistance of:

- The Federation Francaise de Voile (FFV)
- The French FARR 30 Class Association (ACPM), for the definition of class measurement procedures for Farr 30's.

3 - COURSES

3.1 Type of courses

The event will include offshore races, short costal races and windward-leeward course races. The courses will be finalised in the sailing instructions.

3.2 Races coefficients

The coefficients of the race are decided according to the type and length of the race. The coefficients will be stated in the race files.

3.3 Change of course

If sailing conditions are particularly unfavourable, the organisers may, in agreement with the Race Committee and Jury, decide to modify or cancel a leg of the race. The manner in which yachts proceed to the next port will be determined according to what is deemed safe for the competitors.

4 - SCHEDULE

4.1 Host city for the start of the event: DUNKERQUE

4.1.1 **Wednesday June 23 9.00am:** Time limit for boats to arrive in Dunkerque

4.1.2 **Wednesday June 23 9.00am:** Start of measurement

4.1.3 **Friday June 25 6.00pm:** End of the measurement and safety inspections

6.00pm: Yachts must be moored in the harbour "Quai des Hollandais"

6.00pm: Skippers' and team managers briefing

4.1 4 **Friday June 26 at 10.30am: Practice race followed by the Prologue**

The event begins with a compulsory inshore race sailed in DUNKERQUE.

Prizes may be awarded for the Prologue but results will not count for the series.

The Prologue is a practice race and determines the allocation of the spinnakers for the first race of the event.

A yacht that does not attend the Prologue race will be penalized 20 points, unless specially exempted by the International Jury.

The prologue uses the same scoring system as the one defined in article 12.

4.2 **Races: the program is detailed in Appendix 1**

The schedule of the races is estimated. The actual schedules will be confirmed in the race files.

Depending on the weather forecast, the Race Committee may decide to modify the scheduled starting time for an offshore race.

Competitors will be warned **no later than 18.00 the day before the start of the race** on the official notice board.

4.3 Postlogue participation

Participation in the Postlogue race July 25, in la Seyne sur Mer is mandatory.

5 YACHTS AND ENTRY

5.1 Yachts

The event will use one design FARR 30 yachts.

5.2 Seaworthy condition

Yachts shall be in seaworthy condition. In case of doubt as to the seaworthiness of a yacht, the organiser may prevent the yacht from starting or continuing to race until the organisers are satisfied the yacht is seaworthy.

5.3 One design

Yachts shall comply with the FARR 30 French Association rules, 2010 edition, present a valid measurement certificate and comply with the additional rules for offshore races set out in Appendices 2 and 3 of this Notice of race.

Each skipper shall belong to the French FARR 30 Class Association (ACPM). The skippers that are members of the FARR 30 Association in their country of registration shall pay a membership fee to the ACPM of 1€.

5.4 Entry

Participation in the 2010 Tour de France a la Voile is subject to invitation by the organizer and conditional upon payment of an entry fee.

The entry fee for the 2010 Tour de France a la Voile is 9000 or 9500€ including VAT taxes, dependent upon the mode of entry chosen.

5.4.1 Pre-registration

Entry forms should be sent to Tour de France à la Voile, Les Editions Larivière ,12 rue Mozart, 92587 CLICHY - FRANCE, with a cheque for 500€ or the total amount of 9000€ before March 1. The remaining balance of the entry fee shall be paid in accordance with article 4.1 (Entry) of the Competition Format (Cahier de Charges TDF 2010).

5.4.2 Confirmation of Entry

Entry is definitive once the team has satisfied all rules and presented all documents to the event organisers.

5.4.3 Race Files

The race files will be available on the Tour de France a la Voile website from June 1.
<http://www.tourvoile.fr>

5.4.4 Sailing Instructions

Sailing instructions, race files and amendments will be given to competitors at registration on Wednesday June 23.

6 - CREW

6.1 Skipper

The skipper represents the team and is responsible for communications with the event organisers, the Race Committee, the media and organisation press office.

The name(s) of the skipper(s) appear on the official results of the 2010 Tour de France à la Voile.

The skipper is responsible for his team on the water. His name appears on the crew list, which is given to the Race Committee secretary before each start.

Reminder of the French law :

"Under the provisions of maritime law the skipper is the captain of the ship. He is responsible for the boat and the actions of the crew. He must ensure that the boat and all equipment required are in seaworthy condition, that the crew has the knowledge and ability required to sail and manoeuvre the boat.

He must decide whether or not to start a race or to take shelter when circumstances may jeopardize his boat and his crew's safety".

6.2 Crew composition

- 6.2.1 For each race, the crew shall comprise between **5 and 8 members** including the skipper. **It is strongly recommended that the skipper ensure a member of the crew is qualified to provide first aid assistance.**

<p>The skipper must ensure at all times that at least one member of the crew holds a valid ISAF crew safety at sea certificate (maximum validity period 5 years) The list of crew members holding valid certificates must be presented at registration.</p>

The skipper and his crew must understand and have practiced man overboard manoeuvres.

6.2.2 Total Crew Number

A minimum of 12 crewmembers per boat shall sail **at least 3 races (excluding the prologue and postlogue races)** during the event.

Crew members sailing only one or two races will not be included in the minimum crew number count.

Yachts infringing this rule shall receive a penalty of 20 points for each missing crewmember.

6.2.3 Change of crew

When changing members of the crew, at least three crewmembers must remain on board, that have already completed one race of TFV 2010 or the Prologue.

Notwithstanding the above, a complete change of crew is allowed at the start of the first race in the Mediterranean.

6.2.4 Crew or skipper racing on another yacht

No skipper or crewmember is allowed to race on another yacht, except when permitted in exceptional circumstances by the International Jury.

6.3 Crew weight

The total crew weight shall not exceed **525 kg**. Crew weights may be checked at any time during the event by the measurer. (A tolerance of 200gr / crew member will be granted). Any excess in crew weight will attract a penalty as defined in the sailing instructions.

6.4 Federal licences and medical certificates

French crew or French resident crew must hold a French sailing licence in accordance with the prescriptions of FFV. The licence shall be stamped by a medical practitioner to show the crewmember is fit to sail during 2010. These documents must be presented at registration or at the race office prior to participation, during the event.

Foreign crew shall comply with article 1.2 of the Competition Format (Cahier de Charges TDF 2010).

Eligible crew members must have at least 16 years of age as of January 1, 2010. Crew members under the age of 18 years shall provide written parental authorization, which identifies a legally responsible adult that will be present during the entirety of the event.

Each team must sail at all times with at least one member over the age of 21 years

6.5 Prologue and Postlogue races

Competitors can take their sponsors onboard for the Prologue and Postlogue, provided a minimum of 3 members of the crew, officially registered on the crew list shall remain onboard. The use of temporary sailing licenses is allowed for coefficient 0 races. The total number of crew members

must not exceed 8 and the crew weight will not be controlled. Crews may be requested to sail with a person from the event organisation (journalist or sponsor).

6.6 Guests on board

- 6.6.1** No more than twice, **during the event and only during coefficient 1 races**, each yacht is allowed to invite a “guest” crew member chosen by the skipper: An official cameraman, a journalist with valid press card, a VIP or a sponsor. This guest must be an ISAF category 1 sailor.
The guest must be a different person each time.
- 6.6.2** The organisation may ask each skipper to take on board a cameraman from the organisation or a cameraman of another TV station or a journalist, outside of the crew 's weight limit, on any race but only once on each yacht.
- 6.6.3** A request for permission to embark a “guest” or a journalist/cameraman (outside of the crew 's weight limit) shall be made in writing to the Race Committee either by the skipper or the management of TFV, no later than 24 hours before the race.

7 - RULES

- 7.1** The event will be organised in accordance with the following:
- a)** ISAF Racing Rules of Sailing 2009-2012 (RRS) and the FFV prescriptions and rules.
 - b)** In accordance with Paragraph 20 of the ISAF Advertising Code, subject to modification by the FFV, competitors must carry publicity supplied by the event organisers. French competitors shall hold an annual advertising license 2010.
 - c)** The COLREG's may apply under certain conditions defined in the sailing instructions.
 - d)** The FARR 30 French Class rules – Edition 2010, with the special provisions for offshore races contained in Appendix 2 and 3 of this Notice of Race.
 - e)** The ISAF Sailors' Classification Code, for the amateur classification.
 - f)** The competition format (cahier de charge TFV 2010).
 - g)** This Notice of Race and any amendments (numbered and dated and signed by the Race Director) and mailed to competitors at their registered addresses during the months prior to the event.
 - h)** The French Crew Sailing Championship 2010 rules.
 - i)** The races files.
- 7.2** Only the documents named in 7.1 above and written notices signed by the President of the Race Committee and/or the President of the International Jury are official documents.
- 7.3** No outside assistance is allowed; in particular weather routing is forbidden (RRS 41).
- 7.4** **Accepting the racing rules: The organisers remind all competitors of fundamental RRS 3 “By participating in a race conducted under the RRS, each competitor and boat owner agrees:**
- **a) to be governed by the rules;**
 - **b) to accept penalties imposed and other actions taken under the rules, subject to the appeal and review procedures provided in them, as the final determination of any matter arising under the rules, and**

- c) with respect to such determinations, not to resort to any court of law or any tribunal not provided in the rules.”

8 - EQUIPMENT – FITTINGS - TECHNICAL ASSISTANCE – INSURANCE

8.1 Yacht equipment

Each yacht shall carry onboard the equipment detailed in Appendix 3 of the Notice of Race, for the duration of the event.

No equipment shall be added or taken ashore during the event without the Race Committee or Measurers written authorization. Exceptions to this rule are food, repair materials, diverse electronic equipment and clothing.

8.2 Engine

The motor is part of the safety equipment for the crew and yacht.

A malfunctioning motor is unsafe and subsequently will attract penalties. It is strongly recommended to have the motor serviced before the start of the TVF, especially if the boat is chartered.

The boats shall be fitted with a “Flex-O-Fold” propeller.

A manual handle to start the motor by hand must be carried onboard at all times during the event.

The skipper of a boat that requests to recharge his batteries less than 5 hours after the start of an offshore leg may be called before the Jury. The Jury may request the skipper to change the batteries or service the boats electrical wiring.

8.3 Hauling out

Yachts shall not be hauled out after the start of the Prologue except for transportation between the Atlantic and Mediterranean.

Heeling the yacht over in order to make repairs or for any other reason is forbidden and will attract the penalty prescribed in the Sailing Instructions.

The use of a diver to clean the hull at each stopover is authorised.

Each skipper must ensure compliance with diver safety regulations, in particular that the equipment (cylinder and pressure reducer) has a valid annual safety check. Nobody shall dive without supervision or when diving is forbidden by law.

The use of any products (eg detergents, paint removers, solvents) at sea or in port, that damage flora and fauna is prohibited.

A team may protest against another team that it deems in non compliance.

8.4 Hull, deck and keel

Throughout the event, changing any part of the hull, deck or keel is forbidden, except when there is no alternative, in which case written authorisation from the Chairman of the Race Committee and the Measurer must be obtained.

8.5 Mast

Only one mast is allowed during the whole event, unless accidental dismasting occurs or if a risk of dismasting has been reported to the Race Committee, a change of mast may be allowed subject to the Race Committee’s or Measurer’s written authorisation.

8.6 Technical assistance

Repairs ashore by anybody other than the crew are permissible subject to the Race Director’s and/ or Race Committee and/or Jury written authorization.

Competitors shall complete the form for technical assistance available at race office.

8.7 Insurance

The boat owner is responsible for the insurance of his boat against damage and third party claims for the entire period of the event. He must provide an original document from his insurer mentioning the name of the event to the Organisers before June 23, 2010.

The absence of third party liability insurance does not engage the responsibility of the organisers or their partners in any way.

8.8 Diverse equipment

Appendix 3 defines the presence and position of diverse equipment:

- For boats fitted with DSC VHF systems
 - The VHF radio should be coupled with an integrated GPS system
 - The VHF license for the boat (including MMSI) will be requested at registration.
- A functioning mobile telephone, placed in a transparent waterproof sleeve. The stowage position is free. The telephone number shall be provided to the organisers at registration. Only one number for the duration of the event is permitted.
- For the offshore leg from Dieppe to Pleneuf-Val Andre:
The race crosses into English waters. The boats must therefore carry international signal flag "Q" and each crew member must carry valid identity documents (eg national identity card or passport).

9 - SAILS

9.1 Only one set of sails is allowed

for the whole event in accordance with the FARR 30 class rules with restrictions set out in Appendix 2.

Changing sails during the event is not allowed.

Removing sails from yachts during the event is only allowed subject to written authorisation from the Measurer or Race Committee.

9.2 Sails measurement

Measurement of sails will take place in Dunkerque from 9.00am Wednesday June 23 to 18.00 Friday June 25 by the event Measurer.

All sails must be premeasured by an approved class Measurer (except for the masthead spinnaker provided by the organisers). Sails must be presented to the event Measurer for measurement and stamping.

It is the skipper's responsibility to make sure that his sails are stamped. In case of non compliance, penalties will be applied as prescribed in the Sailing Instructions.

9.3 Spinnakers

Only 2 spinnakers are allowed for the event:

- the masthead spinnaker provided by the organisation and
- one white, fractional symmetrical spinnaker (free of any logo) provided by the crew.

Three visual bands extending inward from the luff a maximum of 80cms are permitted on each side of the fractional spinnaker.

It is forbidden to add markings to the spinnakers other than sail numbers to the fractional spinnaker.

9.4 Damage to a sail

9.4.1

In case of loss and/or damage to a sail, any replacement is subject to a penalty as defined in the sailing instructions. Only the Race Committee and Measurer can authorise, in writing, the replacement of a sail.

- 9.4.2** If repairs are necessary to the masthead spinnaker, the Race Committee and Measurer may allow the skipper to use another spinnaker lent by the organisation without penalty, provided the time delay is considered reasonable.
- 9.4.3** If the logo of the masthead spinnaker is damaged as a result of repairs, the organisers may ask the skipper to replace the spinnaker with a new one provided by the organisers. The change of sail will attract the penalties prescribed in the sailing instructions (SI 9.4.1).
The organiser may request payment for the cost of a new spinnaker.
- 9.4.4** If sails are replaced during the event the organisers will provide new sponsors stickers for the replacement sails

10 - MEASUREMENT – EQUIPMENT SEALING - HARBOUR BERTHS

10.1 Pre race inspections

10.1.1 Measurement planning schedule

The order of measurement of sails and safety equipment for competitors will be determined by the organisers according to the order of registration/ arrival in Dunkerque.

As soon as the sails have been stamped, the advertising stickers supplied by the organization should be attached.

The organisers will provide one set of stickers per competitor. Further stickers supplied may attract a charge.

10.1.2 Measurements checks

From 9.00am Wednesday June 23, 2010, the Measurer will start measurement checks (sails, hull, appendages, rig, safety equipment, seals, etc...).

At least one person responsible for the yacht shall be present during the duration of the measurement.

Sail measurement checks and the placement of sponsors stickers on sails must be finalised prior to 18.00 Friday June 25, 2010.

10.1.3 Late arrival (boat or sails) in Dunkerque

Unjustified late arrival of yachts and sails in Dunkerque, 9.00am June 23, 2010, may attract a penalty from the Race Director or the Jury (a maximum penalty of 20 points per 24hr delay may be applied).

10.2 Measurement checks during the event

The Measurer or a person appointed by the Measurer may carry out measurement checks at any time during the event (before the start of a race, during a race, or after the finish of a race). Any yacht found not to be in compliance with articles 9 ; 11 ; 12 ; 15 of the French FARR 30 class rules 2010, will be disqualified for one or more of the races already sailed and may not be permitted to continue racing.

10.3 Equipment to be sealed in position

Certain equipment will be fixed in position with a seal as defined in Appendix 3:

It is the responsibility of the skipper to ensure the seals remain intact. Yachts will be subject to spot checks and any yachts found to be in non compliance will be penalised and/or disqualified as prescribed in the Sailing Instructions.

10.4 Harbour moorings

From 6.00pm on Friday June 25, 2010, all yachts shall be moored at the “**Quai des Hollandais**” in Dunkerque and shall not leave the mooring area of each harbour before the time indicated in the race files for racing, unless Race Committee written authorization is obtained. Any infraction will be penalised as prescribed in the sailing instructions.

11 - TIME LIMIT

The time limit of each race is set out in the race files for each leg. It may be modified by amendment.

12 - SCORING

12.1 Scoring system

The scoring system used will be the low point scoring system (Annexe A RRS 2009 -2012).

12.1.1 Coefficient multiplication factor

To allow for the length and difficulty of a race, each offshore race is attributed a coefficient multiplication factor. The coefficient multiplication factor is a whole number that may not be increased, but may be reduced if the race is shortened.

The coefficient multiplication factors for each race are detailed in the race files.

The coefficient multiplication factors work in the following manner:

- A coefficient 1 race, counts for one race in that finishing position
- A coefficient 2 race, counts for two races with identical finishing positions
- A coefficient 3 race, counts for three races with identical finishing positions

12.1.2 Scoring

Throughout the event the overall scoring will be established by the addition of points scored in the races (taking into account the coefficient multiplication factors described above) and discarding:

- her 2 worst results, once 10 races have been sailed and scored
- her 4 worst results, once 20 races have been sailed and scored
- her 5 worst results, once 30 races have been sailed and scored

Once all races are completed, the “winner’s” of the Tour de France a la Voile 2010 – Overall, Amateur and Student are the yachts that have the lowest number of points in their respective categories, calculated using the method defined above.

12.1.3 Spinnakers for the leader of each category

The leader of each category – Overall, Amateur and Student shall use the respective leader’s spinnaker provided by the organisers.

12.2 Conditions of entry for Student and Amateur Categories.

Yachts not in compliance with paragraph’s 12.2.1 and 12.2.2, particularly if declarations are found to be false, will be disqualified DNE for each race sailed in non compliance.

12.2.1 AMATEUR category

The entire team must consist of sailors from the ISAF sailor category 1, with the exception of one crew member onboard from ISAF category 3.

In order to qualify for registration in the amateur category, the skipper must provide, no later than May 1, 2010, a complete crew list with the following information for each crew member:

- the ISAF Sailor number
- the ISAF Sailor’s Classification group
- the profession and/or activity
- the sailing CV for the last 5 years.

All other requests may be refused or subject to penalty by the Jury.

Reminder:

The process of obtaining an ISAF sailor classification may take some time. Each crew member must ensure his request to ISAF is made early enough to provide the necessary information to the organisers of the Tour de France a la Voile before the May 1 deadline.

To obtain or update a classification go to <http://www.sailing.org/classification.php>

12.2.2 STUDENT category

To participate in the student category, the entire team must consist of students, with the exception of two crew members aboard, who may be from any ISAF sailor classification.

On registration, crew members shall provide their student cards and a student certificate signed by the schools or the university's Principal. Each student crewmember shall sign a declaration confirming that he/she has been undertaking the course of study as described on the student certificate.

13 - PRIZES AND TROPHIES

Free entry for the TFV 2011 will be attributed to the winners of the Tour de France a la Voile 2010. The conditions for registration for the 2011 event will be detailed in the 2010 Competition Format document (Cahier de Charge TFV 2010) and the entries will be presented to the teams at the prize giving ceremony.

The presentations will be made under the responsibility of the LARIVIERE ORGANISATION.

Trophies may also be allocated.

14 - INTERNATIONAL JURY

With the authorization of FFV, an international Jury will be present during the entire event. The composition of the Jury will be detailed in the Sailing Instructions.

15 - APPLICABLE TIME ZONE

All times given in the Notice of Race, the Sailing Instructions and the amendments are given in local time.

16 - OFFICIAL LANGUAGE

The official language is French.

The race documents will be translated in English.

17 - POSITION REPORTS DURING RACING

The organisation has the right to install a positioning beacon on each yacht to transmit yachts' positions while they race. Competitors shall respect operating instructions provided by the race organisers to avoid the risk of penalties that may be imposed by the Jury.

18 - RESPONSIBILITY OF THE ORGANISERS, THEIR PARTNERS AND THE PARTICIPANTS

18.1 The race organisers and their partners' responsibilities are limited to maintaining the sporting quality of the event.

All other responsibility assumed by the organiser will be explicit and contractual. In particular:

- The inspections made by the Measurer, either at his own initiative or on request by the Race Director, Race Committee or Jury or by another authority, will be for the sole purpose of ensuring that the rules, Sailing Instructions and their amendments are respected.
- The radio watch system the organisers may set up is intended to be for general interest in the race and, in no instance, should be considered a supplementary safety measure upon which the yachts should depend.
- Requests made to a member of the organisation will not legally bind the responsibility of the organisation in general, unless the latter explicitly accepts the responsibility either itself or by one of the staff officially accredited to do so. This particularly applies to various requests for assistance and assistance/ rescue at sea.

18.2 The TOUR DE FRANCE A LA VOILE 2010 is a sporting event. Regardless of the links between the owner of the yacht and the skipper, only the skipper registered on the entry form will be considered as the valid representative in all contact with the organisers. He/she may appoint a member of his crew to represent him in certain circumstances.

This appointment shall be official, explicit and sent in writing to the organiser by any appropriate means. The organiser may refuse to accept the nomination of the person appointed. In such case, the appointed skipper has the responsibility of appointing another person until accepted by the organiser.

18.3 Skippers and crew are reminded under fundamental RRS 4, they enter this race at their own risk, and under their own responsibility.

Any advice or information that any member of the organisation may give before or during the event, - (for example the information that a storm is forecast)- is purely one element amongst others, upon which the skipper may base his/her decisions and in no circumstances will engage the responsibility of the race organiser and/or its partners.

18.4 Skippers of the yachts are personally responsible for all accidents or materials and/or human damage that may occur either to themselves, the yachts or to a third party or to the property of a third party. It is their responsibility to obtain the appropriate insurance to cover all the above risks and responsibilities.

18.5 RRS 69, the skipper or his representative is responsible for his/her crew's behaviour during the whole event, including the final prize giving.

18.6 Competitor's attention is drawn to fundamental RRS 1.1 requiring all yachts to render all possible assistance to another yacht or person in danger.

19 - COPYRIGHTS CONCERNING THE TOUR DE FRANCE A LA VOILE LOGO

The use of the TOUR DE FRANCE À LA VOILE logo is at the sole discretion of Les Editions Larivière.

After studying a written request Editions Larivière will refuse or approve the use of their logo and define the conditions of use.

20 - ENVIRONMENTAL CODE OF CONDUCT – BLUE FLAG ENGAGEMENT

Each competitor shall respect and encourage others to respect, as far as possible, the Environmental Code of Conduct – Blue Flag Engagement detailed in appendix 4.

APPENDIX 1: SCHEDULE

Eventual modifications to this schedule will be posted on <http://www.tourvoile.fr/fr/2010/la-course/documents-de-course/documents-de-course.html>

DATES	OOV	COV	OVA	CVA	Towns Distance	Race schedule	Briefing skipper	Depart harbour	Arrive harbour	Price giving
						CHANNEL & ATLANTIC				
Tue 22/06					DUNKERQUE	Opening of the competitors village				
Wed 23/06				9.00 Start of measurement						
Fri 25/06				18.00 End of measurement 18.00 Skippers briefing						
Sat 26/06	8.00	20.00	11.00	22.00		10.30 Training & Prologue(HT 5.42-18.01)	8.00	8.30	17.30	18.00
Sun 27/06	8.00	20.00	11.00	22.00		10.30 one or more races(HT 6.22-18.40))	8.00	8.30	17.30	
Mon 28/06	8.00	20.00	11.00	22.00		10.30 one or more races(HT 6.59-19.51)	8.00	8.30	17.30	18.00
Tue 29/06	8.00	10.00				10.30 start of offshore race(HT 8.08-20.25)	8.00	8.30		
44kms										
Tue 29/06	10.00	20.00	11.00	20.00	CALAIS	Arrival in the afternoon (HT 19.51)			18.30	19.00
Wed 30/06	8.00	20.00	11.00	20.00		10.30 one or more races(HT 8.08-20.25)	8.00	8.30	18.30	19.00
Thu 01/07	8.00	20.00	11.00	20.00		10.30 start of offshore race(HT 8.41)	8.00	8.30		
172kms										
Fri 02/07	10.00	20.00	11.00	22.00	DIEPPE	Arrival in the afternoon				18.00
Sat 03/07	8.30	20.00	11.00	22.00		10.00 one or more races	8.30	9.00	17.30	
Sun 04/07	8.30	20.00	11.00	20.00		10.00 one inshore race 17.00 start of offshore race	8.30 15.30	9.00 16.00	12.00	15.00
392kms										
Mon 05/07	10.00	20.00	11.00	22.30	PLENEUF – VAL ANDRE	Arrival in the evening(HT 11.32)			22.00	
Tue 06/07	9.30	20.00	10.00	20.00		10.00 one or more races(HT00.05-12.30)	9.30	10.00	15.00	17.00
Wed 07/07	10.00	20.00	11.00	20.00		12.30 start of offshore race(HT 1.14-13.48)	11.00	11.00		
Thu 08/07 136kms										
Fri 09/07	10.00	20.00	11.00	21.00	LORIENT	Arrival in the afternoon				18.00
Sat 10/07	8.00	20.00	11.00	22.00		10.00 one or more races	8.00	8.30	17.30	
Sun 11/07	8.00	20.00	11.00	20.00		10.00 one or more races 20.00 Start of offshore race	8.00 18.30	8.30 19.00	14.00	18.00
284kms										
Mon 12/07	10.00	20.00	11.00	22.00	TALMONT ST HILAIRE	Arrival in the afternoon				18.00
Tue 13/07	8.30	20.00	11.00	22.00		10.00 one or more races	8.30	9.00	17.30	
Wed 14/07	8.30	20.00	11.00	21.00		10.00 one or more races 20.00 Start of the Race	8.30 18.30	9.00 19.00	16.00	18.00
156kms										
Thur 15/07	10.00	20.00	11.00	22.00	ROYAN	Arrival in the afternoon				18.00
Fri 16/07	8.30	20.00	11.00	22.00		10.00 one or more races 15.00 Start hauling out	8.30	9.00	15.00	18.00
Sat 17/07			11.00	22.00		ROAD TRANSPORT TO THE MED				
638kms										
MEDITERRANEAN										
Sun 18/07	10.00	20.00			PORT CARMARGUE	Hauling in				
Mon 19/07	10.00	20.00	10.30	22.00		12.00 Practice race followed by one or more races	10.30	11.00	17.30	18.00
Tue 20/07	10.00	20.00	10.30	22.00		12.00 one or more races 20.00 Start of offshore race	10.30 18.30	11.00 19.00	16.00	18.00
145kms										
MEDITERRANEAN SEA										
Wed 21/07	10.00	20.00	11.00	22.00	MARSEILLE	Arrival in the afternoon				18.00
Thu 22/07	10.00	20.00	10.30	22.00		12.00 one or more races	10.00	10.30	17.30	18.00
Fri 23/07						10.00 Start of offshore race	08.00	08.30		
61kms										
Fri 23/07	10.00	20.00	11.00	22.00	LA SEYNE SUR MER	Arrival in the afternoon				19.00
Sat 24/07	9.30	20.00	10.30	22.00		12.00 one or more races	10.00	10.30	18.30	
Sun 25/07	9.30	20.00	10.30	22.00		12.00 Postlogue race 18.00 prize giving ceremony	10.00	10.30	16.30	18.00

OOV: opening official village COV: closing official village OVA: opening village animation CVA: closing village animation

APPENDIX 2

FRENCH CLASSES OFFSHORE RACING RULES

Anything that is not explicitly permitted is forbidden

- 1) **Rules 1.2 and 1.3 and Appendix 4 do not apply. For rule 1.1, only the paragraph concerning French events applies.**
- 2) **Rule 2.6 Advertising: only the part concerning French events applies.**
- 3) **Application of appendix 7 :**
 - ♣ Main Sail blocks for fine tuning the mainsheet: in 30 position, two ratchet blocks are allowed instead of the blocks indicated in the deck gear,
 - ♣ Extra integrated clam cleats are allowed on the mainsail traveller car for trimming,
 - ♣ The mainsail trimmer footrests may be removed
 - ♣ 1:2 spinnaker sheets with an extra block at spinnaker clew are allowed
 - ♣ Ronstan block position 33 may be removed and replaced with Lewmar 1601 equivalent blocks to be located in position 40 padeye
 - ♣ When it is impossible to replace any deck gear as drawing # 101, it is allowed to replace it by a deck gear of another brand but with the identical characteristics.
- 4) **Rules 13.1 and 13.4 and Appendix 5 interpretation n°24:** For the TFV, the engine shall be equipped with a Flex-O-Fold propeller.
- 5) **Rule 19.11:**

For the TFV, a mainsail halyard without hook is mandatory (1:2 mainsail halyard with adapted system at the top of the mast). A spare main sail halyard is also allowed on board and **will be included in the replacement material weight allowance.**
- 6) **Article 19.17 b):** For French events, adjustment of the rigging is allowed for the offshore and short coastal races but not for windward-leeward races.
- 7) **Rule 19.18 and Appendix 3 b)**

A set of dual colour mast head lights shall be installed. Spares bulbs for navigation lights and a spare set of navigation lights of the same intensity must be carried. A tricolour mast head lights is allowed (the stern white light will be considered spare). The original dual colour lights on the FARR 30 bow may be the spare set of dual colour lights. Led navigation lights are allowed if they conform with COLREG's.
- 8) **Rule 25.1: Restriction on the number of sails:** only two spinnakers are allowed onboard: a masthead spinnaker provided by the organisation and a fractional symmetrical spinnaker which must be entirely white and without any logo.
- 9) **Rule 25.5: Sails limitations:** a new set of sails may be used during the TOUR DE FRANCE A LA VOILE. It is not mandatory to put buttons on the sails used during the TFV but sails shall be stamped by the TFV's Measurer.
- 10) **Rule 26.4 Main sail:** During the Offshore event (TFV) a set of spare battens in accordance with drawing 17D is allowed on board, without being included in the replacement material weight allowance.
- 11) **Rule 35.1:** For French events, it is forbidden to embark more than 30 litres of water in portable jerry cans. For the offshore races exceeding 100 miles, the allowed maximum volume will be of 40 litres of water in jerry cans and 10 litres of Diesel in a jerry can is mandatory. The maximum weight for personal effects and food is a total of 65 kg".

APPENDIX 3

Safety equipment required on board
for the duration of the TOUR DE FRANCE A LA VOILE 2010
<http://www.tourvoile.fr/ffv/web/services/RSO.asp>

ORR Category 3

All the equipment noted below shall be in good conditions and ready for use

Safety Equipment	Quantity	Rule	Stowing Position
Wooden plugs of appropriate size installed in the proximity of the paddlewheel and depth equipment.		4.03	Installed beside each of the hull's drain holes
Fire extinguisher (21B) 1 kg each	2	4.05.1	1 under the port bunk and 1 easily accessible from the cockpit.
Bucket of stout construction at least 9 litres capacity with a lanyard	2	3.23.5.f	free
Bilge pump capable of being operated with all hatches shut	1	3.25.5.d	
High intensity, waterproof torch with replacement batteries and globes	1	4.07.1	free
First aid kit and first aid manual It is highly recommended for the skipper to ensure at all times that a member of his crew is qualified in the application of first aid. First aid manual ISAF safety at sea qualified	1 1	4.08.2 4.08.4 4.08.1 Annexe G	free free At least one qualified person onboard at all times
Fog horn	1	4.09	Under the port bunk
Radar reflector of at least 2.5m ² on the rigging, during the entire event	1	4.10.1	Attached to the mast no lower than the first set of spreaders
Safety buoy with drogue equipment, reflective tape and a light, marked with the boat's name	1	4.22.1	Close to helmsman
Lifejackets (self-inflating buoyancy if possible) of European Standard, with whistle, reflective tapes, marked with the boat or crew members name. If self inflating, recently serviced.	1/crew member	5.01	Shall be worn by every crewmember during the offshore races and when "y" is flow during inshore racing.
Strobe light attached to the life jacket by a rope sufficiently long to use at arms length.	1 /crew member	AC	Shall be worn by every crewmember during the offshore races
Safety harness compatible with life jacket	6 to 8	5.02	free
A harness line for each crew member, compatible with the safety harness	6 to 8	5.02.3	free
Parachute flares Red handheld flares Floating orange smoke flares	4 4 2	4.23.1	Under the port bunk Under the port bunk 1 Free and 1Under the port bunk
A high intensity search light that can be connected or recharged by the onboard batteries and spare bulbs.	1	4.23.2 b	
A waterproof torche with spare batteries and bulbs	1	4.23.1 a	
National flag 40cm*30cm	1	AFF	Under the port bunk
Flags N et C	1	MAR	Under the port bunk
Round shape of 30 cm diameter and conic shape	1		Under the port bunk

Daylight signalling mirror	1		Under the port bunk
Navigation lights (dual colour or tri-colour on the head mast 10 watts) with spares bulbs. Led navigation lights with are allowed provided they conform with European Standards and COLREG (red and green lights visible from 1 mile and white from 2 miles).	1 set	3.27	Fixed in position
Spare navigation lights of the same intensity with spare bulbs and an alternate source of energy (red and green lights visible from 1 mile and white from 2 miles).	1 set	3.27.4	Fixed in position
GPS	1	3.29.1.i	Fixed
A device to receive weather reports on board other than the VHF radio.	1	3.29.1.f	free
Equipment to calculate water depth	1	4.13.1	Under port bunk
Floating rope of 15 to 25 m accessible from the cockpit	1	4.24	Cockpit
Knife	1	4.25	Cockpit
Storm jib with hanks	1	4.26.4 F	free
Bunks (cushions optional)		3.19.2	Fixed
Thermos of minimum 75Cl (filled with warm drink)	2		free
Fresh water bag and pump system	1	3.21.1	Under port bunk
Maps and equipment to find a position and to plot a course, (excluding electronic maps and equipment).		4.11.1	free
A marine guide containing light and piloting information of the racing zone (eg Blockmarine Mediterranee et Atlantique)	1	4.11.1	
Plotting compass and compensation graph	1	3.24.1.a	free
Hand held compass	1	3.24.1.b	free
Equipment to calculate boat speed	1	4.14.	
A marine guide containing log book, tidal information, light and piloting information and the COLREG's (eg Blockmarine Mediterranee et Atlantique)		Aff Mar 4.11.1	free
A toolbox and replacement material (minimum weight 2.2 kgs and maximum weight of 5 kgs).		4.16	Free
An instrument to cut and separate the rig from the hull			Under port bunk
A waterproof list indicating the position of all safety equipment		4.12	In an easily visible position
Liferaft suitable for the number of crew onboard. Conforming to article 4.20.2.e of the French RSO regulation.	Minimum 35 kgs	4.20	Fixed as per class rules 2010
The liferaft service report and official paper for the boat	1	4.20.5.a	free
A survival blanket 100gr maximum gold or silver	1	Aff Mar	Under port bunk
VHF 25 watts with mast head antenna of minimum 3 db gain. (connected to GPS if DSC radio)	1	3.29.1.a	Fixed in position
1 VHF spare antenna	1	3.29.1.a	Under port bunk
Portable VHF transceiver 5 watts in waterproof cover (channel 72)	1	3.29.1.e	Free
Storm jib of maximum dimensions: surface 6,8m ² and LL 7,58 m. Coloured yellow or orange.	1		free
10 Litre Jerry can of fuel mandatory for offshore races greater than 100 miles		AC	Fixed as per class rules 2010
Anchor weighing between 10 Kg and 12 kg with 10m (+ or – 50 cm) chain(minimum diameter 8 mm), 20m of cable (+/- 50 cm) (minimum diameter 14 mm), total weight 25 kg (min), 30kg (max). Primary anchor.	1	4.06.1	Sealed under starboard bunk
Anchor weighing between 6 Kg and 8 kg, with 5m of chain, 8 mm diameter and 45 m to 100 m of rope (minimum diameter 10 mm) Secondary anchor.	1	4.06.1	Rear starboard storage trunk
Spare tiller of strong construction	1	4.15.1.a	Free
A method of steering the boat in case of losing the rudder.		4.15.1.b	
1 working portable telephone sealed in a transparent waterproof container.	1	AC	Free

A cagnard with the yachts sail number (sail numbers must be of same size as in mainsail)	1	4.01.2	Under port bunk
Deck safety lines	2	4.04.1 a)	Fixed
A manual handle suitable for starting the motor by hand	1	TFV	free
Replacement materials 5 kg maximum			free
Spare ropes 5 kg maximum			free
Companionway door permanently attached to the hull while at sea	1	3.08.4	Fixed

The following material will be sealed in position for racing:

- The primary anchor in the position determined by the class rules 2010
- The liferaft in the position determined by the class rules 2010
- The safety equipment, the fresh water bag and pump, will be sealed in the port bunk
- The 10 litre fuel jerry can in the position determined by the class rules 2010
- The toilet should be removed for the TFV 2010.

No waterproof bags or containers will be permitted onboard other than those sealed in position.

Reminder of ISAF Offshore Racing Regulation: The deck safety lines should be firmly fixed to the deck of the boat in compliance with article 4.04.1 a) of the ORR. The lines should be supported by the most aftward upright section of the pulpit and the forward most upright section of the pushpit. It is authorised for the lines to pass through the support on the 2nd stanchion (from the bow). Deck safety lines should be made of stainless steel cable of minimum 5mm in diameter or webbed strapping capable of withstanding equivalent load (20kN recommended by ORR 4.04.1).

APPENDIX 4

Environmental Code of Conduct – Blue Flag Engagement

As holder of the individual Blue Flag for boat owners, the Blue Flag Engagement requests that you respect the marine environment for future generation.

A promise to respect the marine environment

- The marine user understands that to dispose of garbage into the sea, river or along the coast is detrimental to the environment. For that reason he uses the waste disposal facilities located in our harbours.
- He is aware that he must preserve aquatic life and respect endangered species and breeding grounds.
- He knows that anchors can damage aquatic ecosystems. He uses sparingly intensive fishing methods.
- He knows that the sea and rivers are a common resource with multiple users. For that reason blue flag holders observe practices that are responsible and courteous towards other users.
- He is conscious of pollution and protective of aquatic environments. He will instantly report pollution and other violation of environmental regulations to the authorities.
- The blue flag holder is a relay of ideas that prevail throughout the chart. Through responsible behaviour he is an example to other users of our natural resources.

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