

THE OCEAN RACE 2021-22

FOR IMOCA 60 & VO65 CLASS BOATS

NOTICE OF RACE

Version F1, 14th December 2018

**ORGANISING AUTHORITY:
Atlant Ocean Racing Spain S.L.U.**

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1. RACE DEFINITIONS

1.1 The Ocean Race is the successor event to the Volvo Ocean Race and the Whitbread Round the World Race. The definitions are contained in the Race Dictionary and apply to all Documents and Agreements in the Ocean Race 2021-22. Where a definition is not mentioned in the Dictionary the definitions within the applicable document shall be used. The Dictionary is posted on the Noticeboard.

(a) Noticeboard:

<https://publish.smartsheet.com/67aec1386bac46e9bdf7f5ca0bb585c>

(b) Public Noticeboard: <https://www.theoceanrace.com>

2. THE DOCUMENTS AND RULES

2.1 The Ocean Race 2021-22 will be governed by the rules as defined in the 2021-2024 Racing Rules of Sailing RRS. Other documents under RRS Definition: Rule G include:

(c) The Equipment Rules of Sailing (ERS).

(d) The Notice of Race (NOR).

(e) The Sailing Instructions and their addendums (SI).

(f) The IMOCA 60 Class Rules for Fully Crewed Racing.

(g) The VO65 Class Rules.

(h) The Commercial Partnership Agreement (CPA).

(i) The Calendar.

(j) The Branding and Identity Rules.

(k) The Sustainable Race Team Code of Conduct

2.2 The Organising Authority (OA) has applied to World Sailing for Special Event Status and permission to delete; RRS 88.1 and 88.2 and replace with; 'The prescriptions of national authorities will not apply'. The Organising Authority is applying to World Sailing for permission under RRS 86.2 to change the racing rules. The approval will be posted on the Noticeboard.

2.3 The following RRS will be changed, the changes will appear in full in the SI's: 32, 32.2, 41, 47.2, 50.3, 51, 52, 55, 60.2, 61.1 (a), 64.1, 76.1, 78.1, Appendix A 2, 4, 7, 8.1 & 9, Appendix N 2.2, Addendum Q. The changes will appear in the SI's. The SI's may also change other rules, including other rules of the RRS.

2.4 English is the language of the Race and if there is a conflict between languages the English text shall take precedence.

3. ENTRY AND FEES

3.1 As a prerequisite to access the application form to enter the Race Teams shall complete the Registration form and pay the Registration Fee.

3.2 Subject to the completion of the requirements in NOR 3.1, Teams shall complete the Application to Enter the Race and enter into the CPA with the OA and pay, per its

terms, the Entry Fee, Refundable Deposit and the Services and Equipment Contribution.

4. SUSTAINABILITY

- 4.1** The Ocean Race is committed to supporting sustainable development, and to restoring the health of our oceans. All on water and on shore operations shall comply with the sustainability guidelines provided.
- 4.2** All Participants, Persons In Charge (PICs), Crew, On Board Reporters (OBRs) and their Management shall sign the Team Sustainability Charter which incorporates specific pledges and commitments and shall comply with the Sustainable Race Team Code of Conduct.
- 4.3** The OA reserves the right to install scientific equipment onboard the Boats related to the measurement of ocean health. Teams shall cooperate with the operation of the scientific equipment.

5. RACE SCHEDULE

- 5.1** All dates and timings will be contained in the Calendar.
- 5.2** Boats shall participate in a Prologue Race, visiting multiple venues, commencing in Europe in September 2021, with a duration of two to four weeks.
- 5.3** Boats and Crews shall attend the Assembly period in Alicante three weeks before the Race Start. The Assembly Period will include Crew safety, technical and medical training and Boat scrutineering.
- 5.4** The In-Port Series and the first Leg will start in Alicante, Spain in late Autumn 2021. The Race will finish in Europe in early Summer 2022.
- 5.5** The course will be eastbound around the World with a number of Legs and will leave Cape of Good Hope and Cape Horn to port.
- 5.6** A stopover will include Skipper briefings, Press Conferences, Team Guest Sailing, Pro-Am Races, In-Port Race, Awards Night and a Leg start usually, with some notable exceptions, all held in the last six days of the stopover in IMOCA 60 and VO65 Boats. Teams shall take part in all these activities.

6. BOATS, SAILS, APPENDAGES AND TRAINING

- 6.1** Boats shall race in separate Classes:
- IMOCA 60 for the Ocean Race Trophy.
 - VO65 for the Ocean Challenge Trophy.
 - Teams may enter a Boat in both Classes.
 - Teams that own or have control over two IMOCA 60 Boats launched after 1st November 2019 shall enter both Boats in the Race.
- 6.2** IMOCA 60 Boats shall have:
- An IMOCA 60 Class Measurement Certificate that is valid for the Ocean Race 2021-22.
 - Solid Steel Fin keel.
 - Foils (appendages that mainly produce lift).
 - IMOCA 60 Class Standard Wing Mast

- Race Sails, Rigs, Appendages and Equipment shall only be in accordance with the IMOCA 60 Class Rules for Fully Crewed Racing, the NOR and the SI's
 - An OA designated autopilot limited to heading only, without wind input.
 - All OA specified safety equipment onboard throughout a Leg
- 6.3** After November 1st 2020 IMOCA 60 Teams shall only fit or use a maximum of three pairs of foils on the boat, The OA may require foils to be fitted with identification chips.
- 6.4** On the Assembly Date, IMOCA 60 Teams shall nominate one pair of the foils permitted in NOR 6.3 as the primary foils. Only the primary foils shall be carried or used on the Boat after the Assembly Date. If a primary foil suffers serious damage that cannot be repaired before a Leg start, the Team may apply to the OA for permission to fit a secondary set of the foils permitted in NOR 6.3. If after inspection of the damage by the OA, permission is approved, the Team shall receive a fixed penalty of one point.
Primary and secondary foils may be repaired during the Race to the same design and specification that was presented at the Assembly period.
If a Team has suffered loss or damage beyond repair to both a primary and secondary foil, they may apply to the OA to use a further replacement pair of foils permitted in NOR 6.3. If after inspection of the damage by the OA, permission is approved, the Team shall receive a fixed penalty of four points.
- 6.5** On the Assembly Date, IMOCA 60 Teams shall nominate up to fourteen sails plus one storm jib. Where an IMOCA Team does not nominate the full fourteen sails at the Assembly Date, it shall nominate the remaining sails before 1st March 2022. Only these nominated sails and sail bags shall be carried, hoisted or used on the Boat at any time after the Assembly Date.
- 6.6** In addition to the sails permitted under NOR 6.5 IMOCA 60 Teams shall only carry, hoist or use a maximum of ten additional sails on the Boat after November 1st 2020. Sail used by an IMOCA 60 competing in the Vendee Globe 2020 – 2021 are not included in the limit of ten additional sails in NOR 6.6.
- 6.7** An IMOCA 60 Boat shall carry a maximum of seven sails plus a Storm Jib on every Leg. An IMOCA 60 Boat shall carry a maximum of seven sails on an In-Port Race, but shall not change the sails on board after leaving her mooring immediately before the In-Port Race.
- 6.8** VO65 Boats shall have:
 - A VO65 Class measurement certificate that is valid for the Ocean Race 2021-22.
 - Race Sails, Rigs, Appendages and Equipment shall only be in accordance with the VO65 Class Rules, the NOR and the SI's.
 - All OA specified safety equipment onboard throughout a Leg.
- 6.9** On the Assembly Date, VO65 Teams shall nominate a maximum of one complete suit of sails plus up to six additional sails. Only one mainsail shall be nominated. Only these nominated sails and sail bags shall be carried, hoisted or used on the Boat at any time after the Assembly Date.
- 6.10** In addition to the sails permitted under NOR 6.9 VO65 Teams shall only carry, hoist or use and a maximum of seven additional sails on the boat after November 1st 2020.
- 6.11** VO65 Boats shall carry a maximum of one sail of each code on a Leg.
- 6.12** VO65 Boats shall carry a maximum one sail of each code on an In-Port Race, but

shall not change the sails on board after leaving her mooring immediately before the In-Port Race.

- 6.13** Position monitoring, security and tracking equipment will be installed by the OA and shall remain onboard the Boat. Once installed it shall remain powered on and shall not be modified or removed except by or with the prior written approval of the OA. The OA may use the information received from the position monitoring equipment to verify compliance with the Rules or for developing and testing tracking or other OA software. A Team wanting to turn their position monitoring equipment off must apply in writing to the OA; the OA's decision will be posted on the Noticeboard.
- 6.14** Boat System (Telemetry, Network, Multimedia, Cameras and Satellite Communication) equipment and cameras shall be fitted on the Boat by the OA, before the Prologue Event. Internet and e-mail access shall be restricted by the OA. Teams shall grant Technical Staff employed by the OA access to the Boat at every stopover to maintain and check the systems.
- 6.15** Boats cannot claim redress for failure of any equipment supplied or serviced by the OA. This changes rule 62.1(a)

7. CREW MEMBER CERTIFICATION.

7.1 The Team shall ensure its Crew Members meet the requirements under this section 6, providing the OA with all the applicable documents that the OA deems necessary to certify compliance.

- 7.1.1** All Crew Members shall attend a training course arranged by the OA covering the use of the specialist navigation, AIS, radar and other systems on the Boats.
- 7.1.2** All VO65 Crew Members under the age of 30 on 30 June 2022 shall have a valid RYA/MCA Yachtmaster Coastal qualification or an equivalent nationally recognised qualification approved by the OA.
- 7.1.3** Crew Members shall comply with any statutory Crew qualification requirements of the Authorities of Port of Registration of the Boat.
- 7.1.4** A minimum of two Crew Members shall undertake a medical training course approved by the OA and shall be onboard as the nominated Medics while the Boat is racing on a Leg.

Following the medical course the nominated medics shall be able to demonstrate the following skills: They are able to competently manage an airway, apply simple strapping and plaster casts, undertake skin suturing, insert intravenous cannula and give intravenous fluids, give both intra-muscular and intravenous injections, and apply a temporary dental filling. They shall also provide the documentation showing that they have been assessed in these skills by a recognised medical practitioner and have proven to be of an acceptable standard.

- 7.1.5** All Crew Members shall have undergone a medical and dental examination no more than six months before the start of the Race. Medical and Dental certificates, available from the OA, shall be completed and signed by the examining doctor or dentist. Any changes to the medical condition of a Crew Member shall be notified to the OA before the start of every Leg.
- 7.1.6** All Crew Members shall have a nationally recognised first aid certificate, acceptable to the OA, which shall be valid until the 30 June 2022. The certification shall include cardio-pulmonary resuscitation

- 7.2** The Team agrees to pay the accommodation, travel and all other subsistence costs or expenses of Team Members attending any training course (as stated in this NOR) as instructed or requested by the OA.

8. QUALIFICATIONS TO RACE.

- 8.1** Prior to the Assembly Date, each Boat entered in the Race shall complete the Prologue Race in NOR 5.2.
- 8.2** In addition to the requirements on NOR 8.1 VO65 Teams shall complete a non-stop passage of at least 1,500 nautical miles before the Prologue Race.
- 8.3** Crews onboard for NOR 8.1 and NOR 8.2 shall be at least 50% (rounded down) of the Crew Members for Leg 1. The 50% shall contain at least the Person in Charge and Reserve Person in Charge.
- 8.4** The Prologue Race may contain the following: dock-out ceremonies and arrivals ceremonies, fitting and sailing with the emergency steering, deploying the rescue kite, completing a man overboard recovery, and other tasks as may be specified by the Race Committee (RC). These tasks shall be recorded on video and other forms of media and transmitted back to race control.
- 8.5** Should a Boat entered in the Race be unable to complete any one of the races or passages in NOR 8.1 or 8.2 or any of their requirements she shall complete a race or passage or fulfil requirements as directed by the OA before she starts in the Race. Teams that fail to comply with NOR 8.1 shall be reported by the RC to the International Jury who may award a points penalty.
- 8.6** The Team shall supply a crew list to the OA for the race(s) or passage(s) in NOR 8.1 and 8.2 at least 48 hours before they start each event.

9. CREW MEMBERS ONBOARD WHILE RACING

- 9.1** No Guest or person shall be onboard a Boat while racing without the approval of the RC.
- 9.2** The OA may withhold this approval for any reason.
- 9.3** A PIC (sea) or reserve PIC (sea) shall be onboard for all IMOCA 60 and VO65 sailing activities.
- 9.4** For all Legs and In-Port Races in the IMOCA 60 Class the Crew (excluding the OBR) onboard shall be as follows:
- Five Crew of which at least one shall be female, or
 - Six Crew of which at least four shall be female.
- 9.5** For all Legs and In-Port Races in the VO65 Class the maximum total number of Crew (excluding the OBR) onboard shall be ten and shall include the following:
- Three Crew, approved by the OA with significant previous Volvo Ocean Race or equivalent offshore race experience, which shall include the Southern Ocean,
 - A minimum of seven Crew under the age of 30 on 30 June 2022,
 - A minimum of three Crew under the age of 26 on 30 June 2022,
 - At least three of the Crew shall be female,

- An individual Crew Member may satisfy more than one of the criteria above.
- 9.6** During an In-Port Race all of the Crew Members shall have sailed the previous Leg (or for the Alicante In-Port Race, The Prologue Race) or will sail the next Leg of the Race.
- 9.7** During a Pro-Am Race in IMOCA 60s or VO65s there shall be a minimum of four Crew and a maximum of six Crew onboard while racing, two of which have sailed the previous leg or will sail the next leg of the course.
- 9.8** During a Leg: at least 50% (rounded down) of the Crew Members who start each Leg of the Race shall have participated in the approved Prologue Race or passage or a Leg of a Volvo Ocean Race since 2014 or at the discretion of the OA other events in similar boats.
- 9.9** A Crew Member may leave the Boat during a Leg due to an emergency or other reason approved by the RC, having left they shall not return or be replaced during that Leg. The departure of the Crew Member shall be immediately reported to race control. This changes RRS 47.2
- 9.10** While racing and during designated prologue events: in the event the OBR is unable to perform their duties a Crew Member shall take over the duties under the guidance of the OBR manager until either the OBR is able to resume their duties or the Boat arrives to port. The substitute OBR is not restricted to non-performance tasks onboard, however all circumstances surrounding the substitution shall be immediately communicated to race control.

10. ONBOARD REPORTER

- 10.1** In addition to the Crew in NOR 9 every Team shall supply an Onboard Reporter (OBR).
- 10.2** The OBR shall have suitable media experience and shall be approved by the OA. Approval will not normally be given to a professional sailor or performance specialist.
- 10.3** An OBR shall not have the same functions as a Crew Member. Their role is to communicate the story of the Race.
- 10.4** An OBR shall be onboard a Boat for all racing activities.
- 10.5** The OBR shall attend four weeks of specialist training provided by the OA
- 10.6** When an OBR has completed their media tasks they can assist in limited non-performance tasks onboard. A list of the OBR's permitted and prohibited tasks can be found in SI attachment 5. The OBR shall not be required to carry out any more cooking and cleaning duties than other individual Crew Members
- 10.7** While racing and during designated qualification events: in the event the OBR is unable to perform their duties a Crew Member shall take over the duties until either the OBR is able to resume their duties or the Boat finishes. The substitute OBR is not restricted by NOR 10.6 however all circumstances surrounding the substitution shall be immediately communicated to race control.

11. BRIEFINGS AND CREW TRAINING

- 11.1** All Crew Members need to be approved by the OA.

On the dates and at the times listed in the Calendar all Crew Members shall:

- (a) Attend the three day safety course organised by OA at an advanced training facility which shall include basic life support training, positions will be allocated to official entrants on a first come-first served basis, the session dates will be in the Calendar.
 - (b) Attend two communications and media training sessions each of approximately two hours to be scheduled before and/or during the Race.
 - (c) All crew members, together with team management and shore crew, shall attend a three hour session of training on Ocean Health, plastic pollution and other sustainability programmes relevant to the Race
- 11.2** In addition all Boats must be able to demonstrate at any time from the Assembly Date until the finish of the Race, emergency drills including MOB recovery in different weather conditions, the operation of safety equipment and the operation of all communications equipment onboard, including the making of distress calls, if possible these requirements will be tested prior to or during the sailing of the qualifying races.
- 11.3** As a minimum; two of the Crew Members referred to in NOR 7.1.4 shall attend a two-day medical briefing to be held during the Assembly Period. They or their replacements may further be required to attend a refresher course to be conducted at a Port during the Race.
- 11.4** The PIC (sea), Reserve PIC (sea) and navigators shall attend a half-day briefing covering emergency procedures with members of the Maritime & Coastguard Centre (UK) during the Assembly Period.
- 11.5** The PIC (sea), navigator, technical shore manager, team manager and the teams communications manager, shall attend a briefing on the OA crisis management plan during the Assembly Period.
- 11.6** Crew Members who fail to attend scheduled briefings or training days or who join a Boat after these briefings or training days shall prior to racing be required to attend similar briefings at a time and to a standard to be determined by the OA. The costs associated with attending the briefing or training shall be borne by the Team. As the OA will not approve any crew who have not met the training or certification requirements it is strongly recommended that planned substitute Crew Members or OBRs attend the original briefings or training sessions.
- 11.7** Crew Members shall attend additional safety briefings that may be scheduled by the OA throughout the Race.
- 12. DOCUMENTS AND DECLARATIONS REQUIRED TO RACE**
- Each Team or its representative shall sign the CPA immediately on becoming an official entry.
- 12.1** On the dates and at the times listed in the Calendar each Team shall have arranged with the OA and had signed the following documents. All documents must be supplied and signed before a Boat competes in any part of the Race:
- (a) A PIC (sea) signed in front of a member of the OA or their representative by the PIC.
 - (b) A Reserve PIC (sea) signed in front of a member of the OA or their representative by the Reserve PIC.
 - (c) A completed Boat Information Form.

- (d) A declaration signed by the Team stating compliance with the Team Insurance requirements of the CPA.
- (e) The signed Crew Member Agreement in front of a member of the OA or their representative by each Crew Member as appended in the CPA.
- (f) The completed Crew Medical Certificates for all Crew Members.
- (g) The completed Crew Personal Details forms for each Crew Member and the OBR (if applicable).
- (h) A copy of the Crew Members' qualifications.
- (i) The signed OBR agreement in front of a member of the OA.
- (j) A copy of first aid and medical competency certificates.
- (k) The satellite antenna safety instruction documents signed by each Crew Member and OBR.
- (l) A signed copy of the Anti Doping Rules declaration by each Crew Member.
- (m) The signed sustainable Race Team code of conduct.

13. GUESTS ONBOARD

- 13.1** The Team shall ensure Guests wear life jackets at all times while onboard and shall provide all other necessary safety equipment to the Guests and ensure the Guests use the same. The Team shall supply outer clothing and if necessary wet weather clothing that conforms to that worn by the Team's Crew Members (with the exception of names on the back).

Boat Tours

- 13.2** The Team shall make the Boat available for a minimum of two scheduled sessions of two hours each at each stopover for Boat Tours. The Team shall provide a suitably knowledgeable person from the Race Crew or Shore Crew to host these sessions. The Team may additionally include as many Boat Tours as part of the Guest Experience for their own Guests as needed. The forehatch of the Boat must be closed during all Boat Tours.

Pro-Am Races

- 13.3** During Pro-Am races, guests may take part in the sailing of the Boat.
- 13.4** During Pro-Am races guests shall comply with RRS 49.
- 13.5** The Team shall nominate 60%, rounded up, of the guests and the OA the remaining guests. If the Team fails to nominate bonafide guests 48 hours before the scheduled start time the unfilled places revert to the OA.
- 13.6** A minimum of five guest places shall be available on an IMOCA 60 for a Pro-Am Race
- 13.7** A maximum of ten guest places shall be available on a VO65 for a Pro-Am Race.
- 13.8** Teams are encouraged to interact with the Guests and allow guests to participate in

sailing (such as helming and grinding) in suitable conditions.

In-Port races

- 13.9** Unless otherwise instructed by the OA the Team shall carry three guests onboard during all In-Port Races.
- (a) The OA shall nominate one of the guests.
 - (b) The Team shall nominate one of the guests. If the Team fails to nominate a guest it shall promptly notify the OA and such unfilled place shall revert to the OA.
 - (c) The third guest will be a VIP or someone anticipated to bring significant extra media coverage to be agreed between the OA and the Team. The allocation of the third guest place shall be at a ratio of 60/40, rounded up between the Team and the OA. The Stopovers where a Team and the OA have their extra allocation shall be agreed between them prior to the Assembly Date.
- 13.10** During In-Port races, guests shall not take part in the sailing of the Boat, nor act to improve its performance in any way except that the PIC(sea) may allow a guest to helm the Boat on the last leg of the In-Port Race.
- 13.11** During In-Port races Guests shall comply with RRS 49.
- 13.12** During an In-Port race Guests shall remain aft of the helm on a VO65 and aft of the mast on an IMOCA 60.

Legs

- 13.13** During a Leg, up to two guests nominated by the PIC (sea) and with the written permission of the RC may be onboard at the Leg Start. The PIC (sea) shall submit the request to the RC in writing by 1800hrs on the day before the Leg start giving the Guest's name(s) and the anticipated location on the course where the Team Support RIB will collect the Guest(s).
- 13.14** One Guest nominated by the OA may be onboard for a predetermined period of no more than three hours after the start of a Leg.
- 13.15** During a Leg, when guests are not below decks they shall comply with RRS 49.

14. TESTING TRAINING

- 14.1** IMOCA 60 Teams shall not engage in testing involving two or more IMOCA 60s between 1st November 2020 and 30th April 2021.

Boats shall be considered to be testing if at any time they:

- (a) Exchange or compare performance information or data.
 - (b) Are sailing in a co-ordinated manner on parallel courses.
- 14.2** The following will not be considered as infringing NOR 14.1 when;
- (a) Participating in races, which have been approved or made compulsory by the OA, the OA may impose special conditions on those Teams that compete. The OA will publish a schedule of approved races on the Noticeboard.
 - (b) A Team has received written permission at least 14 days in advance of any race, sponsor/publicity or other event in which more than one Boat or Boats may take part; any permission may contain special conditions and will be posted on the

Noticeboard.

- (c) Taking part in OA approved organised training sessions where multiple Teams can and will participate. Any such training sessions must be approved in advance by the OA, the approval will be posted on the Noticeboard.

14.3 When Boats are in breach of NOR 14 they may be protested by the RC.

15. MODIFICATIONS, MAINTENANCE, REPAIRS AND MEASUREMENT

15.1 Following the Assembly Period, a Boat shall have a valid IMOCA 60 or VO65 Class Certificate before she starts any part of the Race.

15.2 All Boats shall be available for measurement and inspection by the RC or an equipment inspector at any time.

15.3 When the Team requests measurement after completing a refit and before the Assembly Date: The Team shall be liable for any measurement costs incurred. The Team shall also be liable for any measurement costs as a result of replacements, additions, modifications, and repairs during the Race not undertaken in the Port or as the result of a protest.

16. SAILING INSTRUCTIONS

16.1 The General SIs will be available in Q2 2020. When available they shall be posted on the Noticeboard.

17. THE RACE

17.1 The Ocean Race 2021-22 will consist of up to 9 Ocean Legs, and up to 10 In-Port races.

17.2 There will be an In-Port race scheduled in all Stopovers, the dates and times shall be contained in the Calendar.

18. LEGS AND COURSES

18.1 The Race will start in Alicante and finish in Europe, with six to eight stop-overs in at least, but not restricted to, the following territories:

- South America
- Australia/New Zealand
- Asia
- USA
- Europe

18.2 The course for each Leg will be contained in its SI addendum.

18.3 The courses for In-Port and Pro-Am Races will be in the SIs.

18.4 Stopover designations are:

1. Haul out,
2. Non-Haul out,
3. Pit Stop.

19. ASSEMBLY AREAS

- 19.1** Boats shall be in the Assembly Areas on the dates and at the times listed in the Calendar.
- 19.2** Berthing and base positions will be determined by the OA. Any permission for a Boat to leave the Assembly Area will be at the discretion of the RC.
- 19.3** In all other Ports, Boats shall be in the Assembly Area unless the RC has given written permission to leave.
- 19.4** In a Haul out Stopover: following the maintenance period permission will not be granted for a Boat to leave the Assembly Area until three hours after the last Boat has been re-launched.
- 19.5** At a Non-Haul out stop or in exceptional circumstances the RC may issue a date and time when a Boat may leave the Assembly Area. At other times Boats may be absent from an Assembly Area during assembly periods with the prior approval of the RC.
- 19.6** On the day of a Pro-Am or In Port race Boats must return directly to the Assembly Area after finishing or retiring from that race unless prior permission to do otherwise is granted by the RC.
- 19.7** After finishing a Leg, Boats shall proceed directly to the Assembly Area unless prior permission to do otherwise is granted by the RC.
- 19.8** The SIs may contain further requirements for Boats when departing on race days or docking after finishing.

20. NON-HAUL OUT STOPOVERS AND PIT STOPS

- 20.1** When a Leg finishes at a Non-Haul-out Stopover a Team shall not use any machinery, systems, devices or other methods of removing the Boat from the water or the water from around the Boat and shall not use a crane or other method to remove or step the rig or any other item.
- 20.2** The mast shall not be removed from the Boat.
- 20.3** A diver may be used for underwater maintenance and repairs.
- 20.4** Should a Team request emergency work that would contravene either NOR 20.1 or 20.2, or 20.5 (a) or (b) they shall, prior to commencing the work: Apply to the RC for permission to carry out the work; the application shall contain information from outlining the problem and the suggested method of repair or replacement. If the RC grant permission they will specify what work may be done to the boat.
- 20.5** In addition during a Pit Stop the following conditions apply:
- (a) Repairs, replacements or modifications to the Boat shall only be carried out by a Crew Member who is on the Boat's crew list for the Leg and only using equipment and spares carried onboard for that Leg.
 - (b) All work carried out under NOR 20.5 (a); shall only be carried out onboard the Boat.
 - (c) Extra fuel, water, food and provisions shall not be taken onboard during the Pit Stop.

- (d) Crew Members may leave and return to the Boat during the Pit Stop.
- (e) Other than the clothing and personal items the Crew Member is wearing at the time or is required to have with them (watches passport etc) all other items including computers, gear bags etc. shall remain onboard during the Pit Stop.
- (f) Guests and media may go onboard for visits or interviews. While onboard they shall be accompanied at all times by a team member. The guests or media shall not bring bags onboard but may carry and use cameras and recording devices.

20.6 The SIs or their addendums may contain further restrictions or permitted activities.

21. PENALTY SYSTEM

21.1 Refer: SI 1.13 and RRS Addendum Q.

21.2 RRS 44.1 (b) is amended in that the penalty for causing injury, serious damage or gaining significant advantage by a breach shall be determined by the IJ.

21.3 RRS 44.2 is amended by adding: When on a Leg and Addendum Q does not apply or no longer applies; a Boat may take a penalty in accordance with RRS 44.1 by taking a One-Turns Penalty or Two Turns Penalty. A screen shot of the incident and the penalty turn(s) shall be sent to race control. The screen shot will be sent to the IJ.

22. BRANDING AND EVENT ADVERTISING

22.1 Teams shall comply with the Event Branding Rules set out in the CPA at all times.

22.2 Event advertising is contained in the Brand Identity Rules

23. SCORING

23.1 A modified RRS Appendix A shall apply to Legs and In-Port Races: They will be scored on a high points basis: The winner of each Class shall score points equal to the number of Race entries in that Class, 2nd shall score one point less than the number Race entries in that Class and each subsequent position shall score one point less than the position above. Boats that do not start or do not finish a Leg or In Port Race will score zero points. These points shall be doubled for the three West to East Trans-Ocean Legs.

23.2 Each Boat's score shall be her total for all Legs less any penalty points applied by the International Jury or under NOR 6.4. The boat with the highest series score wins and others shall be ranked accordingly. Ties on overall points, will throughout the race be broken in favour of the boat with the highest overall position in the In-Port Series.

23.3 Each Boats score for the In-Port series shall be her total for all In-Port races. The boat with the highest series score wins and others shall be ranked accordingly. Ties will be broken in favour of the boat with the best score in the final In-Port Race.

23.4 If an In-Port Race is sailed in flights the scores shall be combined and will only count as one race in the In Port series.

23.5 When an In-Port Race cannot be completed on its scheduled day the RC will use the in-port section of the leg start to determine that ports In-Port Race placing's. The Boat's placing when she passes through the final gate of that course will be used to calculate her In-Port Race points. When there is no in-port section then there will be no In-Port Race points awarded for that port.

24. PRIZES, TROPHIES AND PRIZEGIVINGS

24.1 Trophies:

- (a) The Ocean Race trophy shall be awarded to the IMOCA 60 with the highest total number of points scored after all Legs, second place is the next highest and so on.
- (b) The Ocean Challenge trophy will be awarded to the VO65 with the highest total number of points scored after all Legs, second place is the next highest and so on.
- (c) Trophies and or prizes shall be awarded for each Leg to the Boats placed first, second and third.
- (d) The In-Port Race trophy shall be awarded to the Boat in each Class with the highest total number of points scored after all in-port races, second place is the next highest and so on.
- (e) Trophies and or prizes shall be awarded for each In-Port Race to the Boats placed first, second and third in each Class

24.2 For Pro-Am race days a prize or trophy may be awarded to the Boats placed first, second and third in each race.

24.3 All Boats awarded first place in an In-Port Race, Leg, is leading overall or that had the longest great circle distance achieved in 24 hours for that Leg, shall be presented with a flag. These flags shall be flown on the forestay of the Boat while the mast is stepped.

24.4 Perpetual prizes or trophies shall also be given for:

- (a) The Boat having the shortest aggregated elapsed time measured, by crossing for the first time the Longitude of the Cape of Good Hope (18 28 20E) on to the finish in Australia/New Zealand and from leaving Australia/New Zealand to crossing the longitude of Cape Horn (67 16 20W) shall be awarded the Roaring Forties Trophy.
- (b) The Hans Horrevoets Rookie Trophy shall be awarded to the most outstanding Crew Member in the Race aged under 28 on 30th June 2022 and who has never participated in any Legs in any previous Races
- (c) The Boat with the shortest overall elapsed time (excluding the Prologue Race). Boats that do not finish a leg will be awarded the elapsed time of the last finisher of that leg plus 24 hours.
- (d) Other Trophies may be awarded

24.5 Prizes may be given for:

- (a) Communication by the Skippers and Crew Members, and overall media output for each Leg and overall.
- (b) The Boat that at the end of the Race has the highest number of In-Port Race points the In-Port Race series prize.
- (c) The Boat that at the finish of each Leg has the longest great circle distance sailed in 24 hours for that Leg.
- (d) The Boat that at the end of the Race had the longest Great Circle distance sailed

in 24 hours during the Race.

24.6 Other trophies may be awarded at the discretion of the OA.

25. PRIZEGIVINGS, DINNERS AND OFFICIAL FUNCTIONS

25.1 Unless otherwise notified prizegivings, awards nights and dinners will be held as follows. Dates and times shall be in the Calendar.

- (a) Pro-Am race day: venue to be advised; immediately after the last Pro-Am race of each day and following the Boats docking after racing is completed for the day. The skipper and crew from the day are to attend the prize giving.
- (b) In-Port race: main stage immediately after returning ashore all Crew Members and the OBR shall attend.
- (c) Each Legs: Awards dinner.
- (d) Final Race: Public prize giving.
- (e) Final: Awards dinner.

25.2 All PIC (sea)s, Crew Members and OBRs shall attend all prizegivings, awards nights, dinners and other official functions unless prior written approval for not attending is given by the OA.

25.3 When specific team members are required for functions they shall be contained in the Calendar.

26. TEAM SUPPORT BOATS

26.1 The Team shall supply a suitable RIB capable of carrying Guests on the scheduled Guest sailing days at each Stopover.

26.2 Team support boats shall be clearly identified with their team name and branding. There shall be a staff or pole at least 2.4m high to prominently display the Ocean Race

26.3 The allocated flag (or equivalent) with the team's abbreviated name, which shall be displayed whenever the tender is away from its mooring.

26.4 Each Boat may only have a maximum of one support boat in the racing area while any Boat is racing.

27. OA' S LIABILITY, RESPONSIBILITY

27.1 The OA's responsibilities in relation to Teams, Crew Members, OBRs, Team representatives and PIC are set out in the Rules as may be amended from time to time. The OA shall have no liability to any other individual involved in the Race or to any other individual involved in any manner in the Race for negligence and shall not be responsible for any loss, damage, or injury of whatsoever kind, howsoever arising, (other than for death or personal injury caused by the negligence of the OA, misrepresentation, breach of duty or otherwise to the maximum extent permitted by Law.

27.2 The OA shall not be liable to any other party for any loss of profits, loss of revenue, or any incidental, indirect, consequential or special damages of any kind or nature

arising under or relating to the NOR, whether such liability is asserted on the basis of contract, tort (including negligence or strict liability) or otherwise, save where the same is caused by the other party's wilful misconduct, or that of its employees, sub-contractors or agents.

- 27.3** Insofar as any of the other exclusions of liability set out in this NOR fail to exclude any liability the OA may have for injury, loss or damage suffered by any third party in respect of any activities undertaken by, or for the benefit of, any one Team, such Team shall indemnify the OA in respect of such liability and all costs and expenses attributable to such claim. Teams shall generally indemnify the OA for any loss or damage sustained by the OA as a result of Teams' breach of the Race Rules including without limitation those required by this NOR.
- 27.4** Teams and any others involved with the Race shall be deemed to have notice of these exclusions and indemnities and shall not make any claims or bring any proceedings of any nature in relation to or arising out of the Race against anyone involved in the organisation or management of the Race other than the OA and against the OA only in accordance with the Race Rules. Without prejudice to the generality of the foregoing the benefit of all exclusions and indemnities in the Race Rules shall apply not only to the OA but also to the individual members of the OA and RC and anyone else involved in the organisation or management of the Race from time to time and the term OA or Atlant Ocean Racing Spain S.L.U., in the Race Rules shall be construed accordingly.
- 27.5** Acceptance of these exclusions of liability and provision of these indemnities shall be a condition of entering or participating in the Race and shall be effective as against Teams and any others involved with the Race. It is the responsibility of Teams entering the Race to ensure that the above provisions are brought to the attention of anyone involved with the Team in connection with the Race including but not limited to team members and any others involved with the Race.
- 27.6** Force Majeure. The OA shall not be liable to any Team and any others involved with the Race who have notice of the provisions of this NOR for any actual or construed, loss or damage, costs, expenses or other claims for compensation arising as a direct or indirect result of any cause beyond the reasonable control of the OA including (without limitation) any act of God, war, military operations, terrorism, riot, accident, breakdown of plant or machinery, failure or shortage of power supplies, abnormally inclement weather, fire, flood, hurricane, drought, explosion, lightning, strike, lock out, trade dispute or labour disturbance, the act or omission of, or refusal of any licence or permit by any Government, national or international sailing authority, highway authority, public telecommunications operator or administrative or other competent national or international authority, or difficulty, delay or failure in provision, manufacture, production or supply by third parties of any information, goods or services.

28. CORRESPONDENCE

- 28.1** The Team shall permit the OA to access and/or view any correspondence in whatever form received by or sent by the Team to their boat during the Race Period for race management purposes. Any such correspondence of a personal or private nature shall be treated as confidential by the OA.

29. CODE OF CONDUCT

- 29.1** Teams, Persons in Charge, Reserve Persons in Charge, OBRs, Crew Members and other Team Members shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute. A breach of this NOR 29 may be

referred to the IJ by the OA the penalty may include exclusion from further participation in the event.

29.2 A Boat shall make a reasonable attempt to start, sail the course and finish all Practice, Pro-Am and In-Port races. Failure to do so may result in a protest by the RC. Any penalty given will be a points penalty applied to the nearest Leg.

30. INSURANCE

30.1 Each Boat shall be insured and remain insured in accordance with CPA Legal Terms and Conditions.

END.