



TROPHEE ILE PELEE 2024

European University Sailing Cup
Coupe d'Europe et Championnat de France Universitaire de voile
Fleet Racing J80
March 13-16, 2024, in Cherbourg en Cotentin

SAILING INSTRUCTIONS

[NP] (No Protest) in a race instruction (IC) rule means that a boat cannot protest against another boat for breaking that rule. This modifies RRS 60.1(a). [DP] (Discretionary Penalty) in an IC rule means that the penalty for a rule infringement may, at the discretion of the jury, be less than a disqualification.

Preamble:

INSURANCE

Boat Insurance: Regarding boats provided by the organization, they are fully insured, but a deductible of €1500 applies in case of a claim. No insurance claim will be processed below this amount, so the crew will be billed for repair costs up to the deductible. Insurance does not cover damage to sails.

FFVoile License Insurance: The FFVoile insurance covers users during the activity. It also covers damages caused to another boat in case of an accident, but here too, a deductible of €1000 applies. This deductible can be reduced to €0 if the skipper of the boat at fault has subscribed to the FFV deductible waiver (which we strongly recommend). Foreign competitors must have liability insurance with a minimum coverage amount of €2 million or the equivalent in the currency of the competitor's nationality. They may also obtain an FFV license.

1. RULES

1.1 The regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS) modified by:

- the World Sailing UF Addendum (see annex),
- the general regulations of FFSportU,
- the regulations of FFVoile,
- the rules for boat usage (see annex),
- J 80 class rules do not apply.

1.2 In case of conflict in translation, the French text shall prevail.

2. COMPOSITION, CREW WEIGHT, AND NUMBER OF CREWMEMBERS

Each crew consists of 4 to 6 people with a maximum total weight of 350 kg. For each team, the number of crew members must remain constant throughout the event.

Crews may be formed as AS, City selection, Academy, or League selection upon agreement of the concerned Regional University League. Crews can be male, female, or mixed.

The interchange between substitute and crew member is at the skipper's discretion.

The crew list must be submitted to the race committee no later than during the day's briefing. No addition or removal of crew members during the day will be allowed, except with special authorization from the Race Committee.

TIP 2024

Representatives of the National Mixed Sailing Commission of the FFSU reserve the right to resolve crew composition issues.

3. SKIPPER

By the time of the first briefing, each crew must designate a skipper.

4. IDENTIFICATION

Boats will be identified by their hull number with color (from 1 to 12) (modification of RRS 77 and annex G of RRS). A number (from 1 to 12) will be assigned to each boat (sticker on the bow) and will be used for assigning boats to crews.

5. BOATS (DP)

The race will be held on J80 boats. The sails to be used will be assigned by the OA and must remain on board each boat during the race.

6. MODIFICATIONS TO THE RACE INSTRUCTIONS

6.1 Any modification to the SI will be posted no later than one hour before the first warning signal of the day it takes effect, except for any changes in the race program, which will be posted before 8 p.m. the day before it takes effect.

6.2 Modifications to the SI may also be made on the water. They will be signaled by sending Substitute 3 with three sound signals. A race official or a member of the OA will communicate them orally or in writing.

7. COMMUNICATIONS WITH COMPETITORS.

7.1 Notices to competitors will be posted on the official information board located on the club's window and on the competition website, in the "Race Documents" section > <https://tropheeilepelee.org>.

7.2 All questions from competitors regarding boat usage must be submitted in writing to the jury no later than Thursday, March 14th, before 8:30 a.m.

8. CODE OF CONDUCT

8.1 [DP] [NP] Competitors and accompanying persons must comply with justified requests from race officials.

8.2 [DP] [NP] Competitors and accompanying persons must handle the advertising provided by the organizing authority with care, like good sailors, in accordance with usage instructions and without hindering its operation.

9. SIGNALS MADE ON LAND

9.1 Signals made on land will be sent to the official masts located in front of the club.

9.2 When the Preparatory flag is hoisted on land, the warning signal cannot be given less than 30 minutes after the Preparatory flag is lowered (this modifies Race Signals).

10. FORMAT AND RACE PROGRAM

10.1 [DP] Skippers must attend all briefings [DP] The full team must attend:

- At the opening ceremony
- At the awards ceremony.

10.2 The format of the Trophée Ile Pelée will consist of a qualifying phase (16 scheduled flights) and a final (up to 4 races). The pairing list of boats will be posted on the official information board and transmitted

TIP 2024

during the Briefing on Thursday, March 14, 2024, at 8:30 a.m. Each day during the briefing, the day's provisional program will be announced to the crews.

10.3 The minimum number of flights in the qualifying phase is 3. The final will take place on the last day of the competition. The start of the final will be announced by VHF by the race committee after any race if the minimum number of flights in the qualifying phase has been reached.

10.4 The top four teams from the qualifying series advance to the final phase.

10.5 The points from the ranking of the qualified teams will be transferred to the final phase with points equal to the final ranking of the team in the qualifying phase. The winner of the qualifying phase will be granted a bonus of one win for the final series.

10.6 Final Phase

10.6.1 The top four teams will be allocated boats or draw for boats for the final phase as decided by the OA . There will be no change of boat between races.

10.6.2 The Trophée Ile Pelée ends when a team has achieved a total of two wins. This means that between one and four races will be contested in the final phase.

10.6.3 The team that scores two wins will be the winner of the Trophée Ile Pelée 2024. The other teams will be ranked using the minimum points system of Appendix A of the Racing Rules of Sailing, including the overall score from the qualifying phase according to IC10.5. No score will be excluded.

10.6.4 In the event that the regatta ends before a team wins two races, the final score of each team, calculated using the minimum points system of Appendix A of the Racing Rules of Sailing, will be the sum of their scores in the final phase, including the score from the qualifying phase according to IC10.5. No score will be excluded.

10.7 On the last day of racing, no warning signal for a flight will be given after 3:30 p.m., and no warning signal for a race will be given after 4:30 p.m.

10.8 To inform boats that a race or race sequence is about to start, an orange flag will be hoisted with a sound signal, at least one minute before the warning signal is given.

11. RACING AREA

The various courses will be located in the large harbor of Cherbourg. Maritime traffic (cargo ships and ferries, etc.) has priority over all race boats. (See course area addendum).

12. COURSES

12.1 The course is described in the course addendum, which specifies the order in which marks must be passed and the required side of each mark.

12.2 For each start, no later than the minute before the start, the race committee will signal the color of mark 1 by hoisting a flag of the same color (yellow, red, or green). The flag will be flown at least until the start signal.

12.3 The race committee may adjust the course. If possible, it will announce this modification via VHF.

13. MARKS

13.1 Starting marks, course marks, course change marks, and finishing marks are defined in the Course annex.

13.2 A race committee boat signaling a change of a leg of the course is a mark.

13.3 In the absence of one of the marks of a gate and without the possibility of replacing this mark, the remaining mark must be rounded leaving it to port.

14. THE START

14.1 RRS 26 is modified as follows:

Minutes before the starting signal	Visual signal	Sound signal	Meaning
3	J80 flag	One	Warning signal
2	P flag	One	Preparatory signal
1	P flag removed	One long	One minute
0	J80 flag removed	One	Starting signal

14.2 The starting line will be between the mast displaying an orange flag on the race committee boat at the starboard end and the course side of the starting mark at the port end.

14.3 A boat that does not start by the latest 2 minutes after its starting signal will be scored DNS (this modifies RRS A5).

15. CHANGING THE NEXT LEG OF THE COURSE

15.1 To change the next leg of the course, the race committee will indicate by hoisting the C flag and the flag of the color of the new mark to leave to port. Signals will be made by a boat near the mark preceding the new leg by a race committee boat or OA .

15.2 Except at a gate, boats must pass between the boat signaling the change of the next leg and the nearest mark, leaving it on the required side. This modifies RRS 28.

16. THE FINISH

The finish line will be between the mast displaying a blue flag on the arrival boat and the course side of the finishing mark defined in the course annex.

17. PENALTY SYSTEM

The penalty system is defined in the UF Appendix of World Sailing. (See Annex)

18. TARGET TIME AND TIME LIMITS

18.1 The target time is 12 to 15 minutes for each race. Failure to meet this target time cannot lead to a request for redress by a boat (this modifies RRS 60.1 and 62.1(a))

18.2 Boats not finishing within 5 minutes after the first boat completing the course and finishing will be scored DNF. This modifies RRS A5 and 35.

19. RANKING

19.1 The number of races to be validated to validate the Trophée Ile Pelée is 1 race validated per team.

19.2 (a) The score of each team in the qualifying phase will be the total of their scores obtained in all races (no races will be discarded). This modifies RRS A.2.

(b) The score of each team in the final phase is defined in IC 10.6.

19.3 A boat DNC, DNS, OCS, DNF, RET, DSQ will receive 11 points during the qualifying phase or 5 points during the final phase. This modifies RRS A.5.

19.4 If at the end of the event or the qualifying phase, not all teams have raced the same number of races, the teams missing a race will score the equivalent number of points, rounded to the nearest tenth of a point (0.05 rounded up to the nearest tenth), of their points in all their series races.

19.5 From the overall ranking, 3 rankings will be validated:

The overall ranking will be the European University Cup ranking.

The first French male or mixed team will win the French University Championship, "OPEN" category.

The first French female team (entirely female crew) will win the French University Championship, "female" category.

20. SAFETY RULES

20.1 The boats will be equipped by the OA in accordance with the "Boat Usage Rules" addendum.

20.2 20.2 While racing, each crew must have a functioning portable VHF radio. [DP]

21. EQUIPMENT CHECKS

A boat or its equipment may be checked at any time to verify compliance with the rules of boat usage defined in the addendum.

22. ADVERTISING [DP]

22.1 Since boats and their equipment are provided by the OA, article 20.4.2 of World Sailing's advertising code applies. Each boat must display the advertising provided by the OA.

22.2 A flag displaying the Trophée Ile Pelée logo, a number, and the nationality of the crew will be provided by the OA to each team. This flag must be displayed using the provided support from the team's arrival on the boat until the team leaves the boat.

23. OFFICIAL BOATS

Official boats will be identified as follows:

Committee and organization boats: Trophée Ile Pelée Flag

Umpire boats: Yellow Jury Flag

24. ACCOMPANYING PERSONS [DP]

Accompanying persons must stay out of the areas where boats race from the warning signal until all boats have finished or the race committee signals a delay, a general recall, or a cancellation.

25. WASTE DISPOSAL [DP]

Boats must not throw their waste into the water. Waste may be placed on board official boats.

26. PRIZES

Trophies will be awarded to the top three rankings, and the most "fair-play" crew.

Designated Race officials:

Chair of the Race Committee: Claire Bocquet

Chair of the Jury/Chief Umpire: Baptiste Verniest

Judges/Umpires: Eric Humeau, Rémy Laurent, Bernard Jubert, Sylvie Harlé

Chair of the Technical Committee: Eric Le Roi

APPENDIX UF

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.3 Rule 14 is changed to:

14 AVOIDING CONTACT

14.1 A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one sailing within the room or mark-room to which she is entitled need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room or mark-room.

14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident following the guidance in RRS 14.2.

Damage type	Damage definition	Interpretation of damage	Penalty in Qualification Phase	Penalty in Final Phase
Level A Minor damage	The value, general appearance, or normal functioning of the boat are not significantly altered	The boat can continue to race even if some surface work may be required after the event. Normally requires less than one hour of work	No penalty point	No penalty point
Level B Damage	The general appearance and/or value of the boat are altered	The damage does not prevent the normal use of the boat in this race even if some (temporary) work is required before its departure. Requires more than one hour of work but should not normally take more than three hours.	1 penalty point	0,5 victory
Level C Dommage Majeur	The normal use of the boat is compromised, and its structural integrity may be affected	The boat will need to be repaired before it can race again. Requires more than three hours of work.	DSQ	1 victory

Deduction from the Damage Deposit

The assessment of damage is only used to determine the penalty and has no relation to the amount deducted from the competitor's deposit. The penalty will be based on the damage assessment made on the water. This penalty in points, given on the water, will not be changed even if a different assessment, whether greater or lesser, of the damage is made later after a more thorough inspection of the boat.

- UF1.4** When rule 20 applies, the following arm signals are required in addition to the hails:
- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
 - (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 Test rules

- (a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail her proper course to round or pass the mark on the required side.

However, *mark-room* for a boat does not include *room* to tack unless she is *overlapped* inside and to *windward* of the boat required to give *mark-room* and she would be *fetching* the *mark* after her tack.
- (b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

SAILING THE COURSE

28.2 A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:

TOUCHING A MARK

31. While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, 'a penalty' will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2.

UF3.2 The first sentence of rule 44.1 is changed to: "A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31".

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail **'Protest'** and conspicuously display a **red** flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire,
 - (6) fails to comply with boat use's rules
 - (7) breaks rule 49 on the crew's position or
 - (8) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,

- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 NOT USED

UF5.3 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall inform the race committee in the following way: hail the race committee before or during the display of flag B.

UF5.4 The time limit defined in rule UF5.3 also applies to protests under rule UF5.9, UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.

UF5.6 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.

Rule 62.1(a) is deleted.

UF5.7 The first three sentences of rule 64.2 are changed to: 'When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.'

UF5.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to “A *party* to the hearing under this appendix may not request a reopening.”

ADDENDUM BOAT USAGE RULES

1. GENERAL

Class rules do not apply.

All efforts are made to ensure that the boats are identical, any variations cannot be repaired (this modifies RRS 62).

1.1 To remain eligible, the crew must deposit a damage deposit of **€1500** payable to ASSUCherbourg.

1.2 The damage deposit is the limit of responsibility for each skipper for each incident. If a deduction is made from the deposit, the skipper will be required to restore the full amount of the deposit every day before 8 pm to maintain eligibility.

1.3 Each skipper is responsible for the damage or loss of their boat, except for other determined liability by the jury.

1.4 The set of sails to be used will be communicated orally by the race committee or umpires or organizing committee.

1.5 The Race Committee will decide on the boats used for each race, and if it decides that a boat should not be used, the skipper who was allocated that boat will temporarily use another boat.

1.6 The Race Committee may authorize the use of a replacement boat when it is certain that the original boat is damaged, and the repair time will be too long.

1.7 BREAKDOWN AND TIME FOR REPAIR

1.7.1 Before the hoisting of the orange flag of a race or within 3 minutes after boarding their boat, whichever is later, a team may hoist a white flag to signal to the technical committee on the water a breakdown or damage to the boat, its sails, or an injury to a crew member, and claim a delay for the next start, which must be confirmed to the race committee by the technical committee. This boat must immediately inform the Technical Commission via VHF, specifying the nature of the breakdown, and proceed as soon as possible to the leeward side of the race committee boat and stay there, unless otherwise instructed by the technical committee.

1.7.2 The time allowed for repairs will be at the discretion of the race committee/technical committee.

1.7.3 After the warning signal is made, a race will neither be delayed nor canceled due to a breakdown, unless it has been reported in accordance with usage rule 1.7.1.

1.7.4 Unless the conditions of RRS 62.1(b) are met, failure to carry out repairs within the allotted time or breakdowns occurring after the hoisting of the orange flag cannot be repaired. This modifies RRS 62.

2. PROHIBITED ITEMS AND ACTIONS

Except in cases of emergency or to prevent damage or injury, or in the case of different instructions from a referee or a member of the organizing authority, the following actions are prohibited:

2.1 Any addition, omission, or modification of the provided equipment.

2.2 The use of any equipment for a purpose other than its original purpose.

2.3 The replacement of any equipment without the consent of the Technical Committee.

2.4 Handling the boat in such a way that significant damage can reasonably be foreseen.

2.5 Moving equipment from its initial storage position, except when it is in use.

2.6 Boarding a boat without prior authorization.

2.7 Leaving the dock or anchorage without having replenished the full amount of the damage deposit, or without the authorization of the Race Committee.

2.8 Hoisting a boat without express authorization from the race committee or cleaning surfaces below the waterline.

2.9 Attaching streamers to the spinnaker.

2.10 Piercing sails, even to attach streamers.

2.11 Radio transmissions (including mobile phones), except in cases of emergency or to report damage or respond to a request from the Race Committee.

2.12 Adjusting or modifying the tension of the standing rigging. (Except for the backstay)

2.13 Modifying the tension of the lifelines.

2.14 Not passing through the tracks or pulleys of the headsail before trimming.

2.15 The use of electronic instruments (including GPS and phones) other than watches, chronometers, or video cameras.

2.16 Directly marking the hull, deck, and ropes with indelible ink.

2.17. Using the cabin top winch for the mainsail halyard.

2.18. No crew member shall climb the mast without a harness or approved mast chair.

2.19. No line, sheet, cable, strap, or other material may be attached to the shrouds to extend, improve, or facilitate the crew's hiking position.

2.20 The use of the shrouds (including lower shrouds) above the lower turnbuckles to facilitate tacking or gybing, or to assist in projecting a crew member off the boat, is prohibited.

2.21 After the starting signal, and while sailing close-hauled for several seconds, the position of the mainsail boom must not be controlled other than by the main sheet with the pulley fixed at the bottom of the cockpit and the mainsail outhaul.

2.22 An infringement of Article 2.19, 2.20, or 2.21 of this appendix cannot be protested by the boats. This modifies RRS 60.1(a).

3. ACTIONS AND ALLOWED ITEMS

The following are permitted:

3.1 Carrying the following equipment:

- (a) Main tools,
- (b) adhesive tape (except Grey tape),
- (c) lines or elastics of 4 mm diameter or less,
- (d) watches, stopwatches,
- (f) shackles and snap hooks,
- (g) velcro,
- (h) flags: Replacement flags,
- (i) video camera like Go Pro.

3.2 Using the items listed in 3.1 to:

- (a) prevent lines, sails, and sheets from tangling,
- (b) prevent sails from being damaged or falling overboard,
- (c) mark adjustment points,
- (d) perform minor repairs and authorized adjustments.

3.3 Using a cunningham. It must have two lines and be attached to the tack fitting, pass through the mainsail's grommet provided for this purpose, and pass through the cleat fixed on the mast.

3.4 Temporary repairs, provided that authorized repair materials are used and that the repair is carried out in a "seamanlike" manner and does not entail any risk of further deterioration.

3.5 Limitation on the spinnaker pole:

After the warning signal, the spinnaker pole shall not be extended until the boat is on a course more than 90° to true wind and shall be retracted at the earliest reasonable opportunity when the spinnaker is no longer being handled. The spinnaker pole may only be extended when the spinnaker is being hoisted, set, or lowered. A breach of this rule cannot be protested by a boat but may be acted upon by the umpires. The umpires will attempt to warn competitors before penalizing them in case the spinnaker pole is not retracted at the earliest reasonable opportunity.

4. MANDATORY ITEMS AND ACTIONS

The following are mandatory:

4.1 Carrying the following items:

- (a) Winch handle,
- (b) VHF radio.

4.2 Completing a written damage report before leaving the boat and submitting it to the Race Committee and the Technical Commission, even if the damage or loss is not recorded. Reports must include evidence that the items may damage or disadvantage the boat in subsequent races.

4.3 At the end of each day of sailing:

- (a) Rinse the boat, fold and store the sails in bags and in their designated place as requested,
- (b) Leave the boat in the same condition as when first boarded earlier that day,
- (c) Clean the boat (interior and deck), remove all waste.

4.4 Complying with all rules, including speed limitations and navigation marks, when departing or returning to anchorage or mooring.

4.5 Securing the sails on the mast using the equipment provided by the organizer.

4.6 Adjusting the headsails using only the sheet used to adjust the sail.

4.7 In the event of a temporary repair, it is mandatory to inform the technical commission as soon as possible and before the next race for rectification.

ADDENDUM EQUIPMENT LIST

The following items, provided by the Organizing Authority and not fixed, must be carried at all times in their designated places during navigation. Any loss must be reported on the daily damage report.

SAILS AND EQUIPMENT

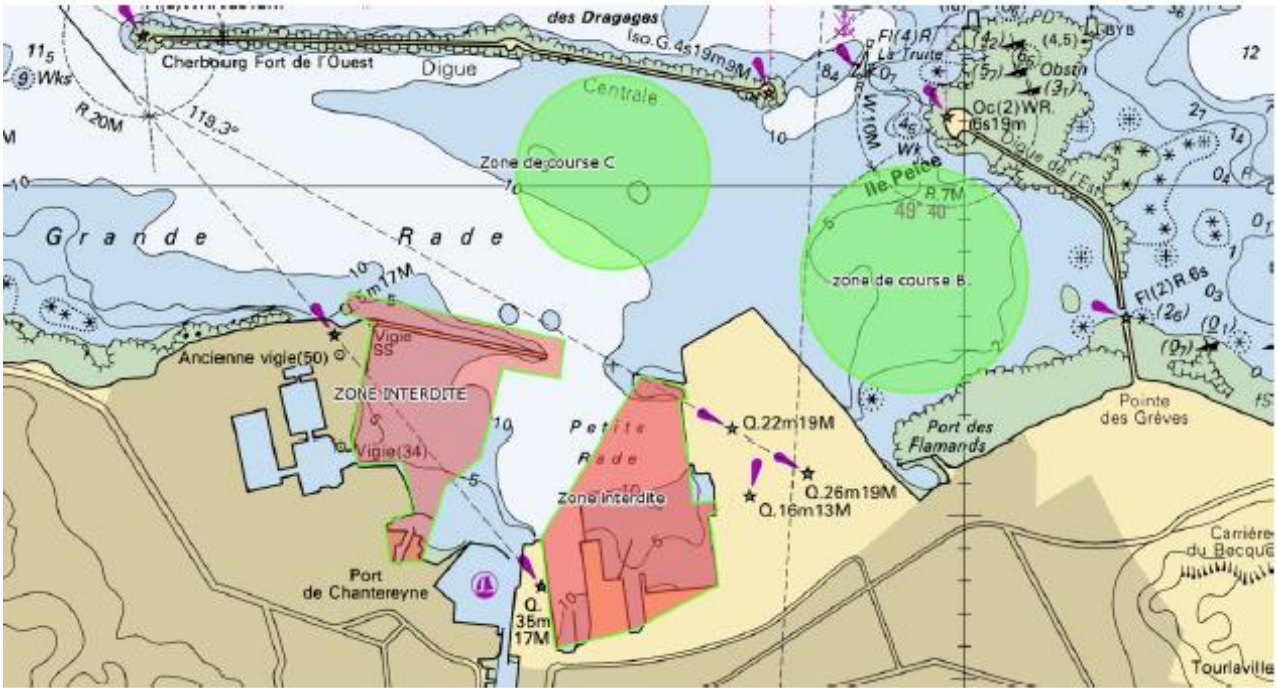
- Mainsail and battens
- Jib
- Spinnaker
- One spinnaker sheet
- Two jib sheets
- One mainsail sheet
- One tiller extension
- Genoa tracks
- Three shackles
- One winch handle
- One white flag
- One red flag

SAFETY EQUIPMENT

- 1 set of mooring lines
- 1 bucket
- 1 anchor line
- Bilge pump
- Two fenders

ADDENDUM SAILING AREA

Zone B or Zone C



Restricted Navigation Zones in the Small Harbor



Area

ADDENDUM COURSE

Marks :

The windward mark, visible from the starting line, is Mark 1, which is a cylindrical buoy colored red, yellow, or green. The color of the windward buoy will be indicated, no later than one minute before the start, by hoisting a flag of the corresponding color to the buoy to be rounded.

Gate 2 - 2' consists of tetrahedral buoys colored red.

The Start/Finish mark is a cylindrical buoy colored orange.

Course: Start - 1 - 2S/2P - 1 - 3 - Finish

