

# TROPHEE ILE PELEE

European University Sailing Cup  
European Cup and France University Sailing Championship  
*Habitable Sailing Fleet Racing J80*  
From 19 to 22 March 2025 in Cherbourg in Cotentin

## SAILING INSTRUCTION

*The mention [NP] (No Protest) in a Sailing Instructions (IC) rule means that a boat cannot claim against another boat for breaching that rule. This amends RRS 60.4(a). The mention [DP] (Discretionary Penalty) in a SI rule means that the penalty for a violation of the rule may, at the discretion of the jury, be less than a disqualification.*

### Preamble:

#### Boat insurance:

As for the boats provided by the organization, they are insured all risks, but a deductible of 1500€ is applicable in the event of a claim, no insurance procedure will be made below this amount, **the crew will therefore be charged the amount of repairs for each incident, within the limit of the deposit.**

The insurance does not cover damage to the sails.

#### FFVoile License Insurance:

The FFVoile insurance covers the practitioners during the activity, it also allows in the event of a disaster with another boat, to cover the damage caused to this other boat. A deductible of €1000 applies to unlock this coverage. This deductible can be €0 if the skipper of the boat in question has subscribed to the FFV's deductible buy-back (which we strongly recommend).

### 1. RULES

- 1.1. The regatta will be governed by the rules as defined in the Racing Rules of Sailing as amended by:
  - the World Sailing UF Addendum (see annex),
  - the general regulations of the FFSportU,
  - the regulations of the FFVoile,
  - the rules for the use of vessels (see annex)
  - J 80 class rules do not apply.
- 1.2. In the event of a conflict in the translation, the French text will prevail.

## **2. COMPOSITION, WEIGHT OF CREWS AND NUMBER OF CREW**

**Each crew is composed of 4 to 6 people with a maximum total weight of 350 Kg.**

For each team, the number of team members must be constant for the duration of the event.

- Crews can be formed as an AS, a City, Academy or League selection after agreement with the Regional University League concerned.
- Crews can be male, female or mixed.
- the swapping between substitute and crew is left to the skipper's initiative.

The crew list must be submitted to the Race HQ, at the latest during the day's briefing.

No change of crew member during the day will be authorised, except in the event of exceptional authorisation from the Race Committee.

The representatives of the FFSU National Joint Sailing Commission reserve the right to resolve the problems of the composition of the crews.

## **3. SKIPPER**

- 3.1. At the latest at the time of the first briefing, each crew will have to appoint a skipper.
- 3.2. The skipper may not be changed during the event without written permission from the race committee.

## **4. IDENTIFICATION**

Boats will be identified by their hull number with colour (from 1 to 10) (amendment of RRS 77 and Annex G of the RRS).

This number will be used to assign boats to crews.

## **5. BOATS [NP] [DP]**

The event will be run on J80 boats. The sails to be used will be allocated by the OA and must remain on board each boat during the event.

## **6. CHANGES TO SAILING INSTRUCTIONS**

- 6.1. Any changes to the SI will be posted no later than one hour before the first warning signal on the day on which it comes into effect, except for any change in the race programme which will be posted before 8pm the day before it takes effect.
- 6.2. Changes to SI can also be made on the water. They will be signalled by the dispatch of the 3rd Substitute with three sound signals. A race official or OA member will communicate them orally or in writing.

## **7. COMPETITOR COMMUNICATION**

- 7.1. Notices to competitors will be posted on the official information board located on the club's window and on the Competition Website, under the heading "Race Documents": <https://tropheeilepelee.org>
- 7.2. All questions from competitors relating to the use of the boats must be submitted in writing to the jury, no later than Thursday 20 March before 08:30.
- 7.3. The VHF channel used will be 77.

## **8. CODE OF CONDUCT**

- 8.1. [DP][NP] Competitors and accompanying persons must comply with the justified requests of the referees.

- 8.2. [DP][NP] Competitors and accompanying persons must place the advertising provided by the organising authority with care, in a good manner, in accordance with the instructions for use and without interfering with the 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 Preview Flag is sent ashore, the warning signal cannot be made within 30 minutes of the Preview being lowered (this changes the Race Signals).

## **10. RACE FORMAT AND PROGRAM [NP]**

- 10.1. [DP] The presence of skippers is mandatory at all briefings.  
10.2. [DP] The presence of the entire team is mandatory:
  - At the Opening Ceremony
  - At the award ceremony.
- 10.3. The format of the Trophée Ile Pelee will consist of a qualification phase (13 scheduled flights) and a final (of 4 races maximum). The Pairing List of the boats will be displayed on the official information board and transmitted during the Briefing on Thursday 20 March 2025 at 08:30. Each day during the briefing, the provisional programme for the day will be announced to the crews.
- 10.4. The minimum number of flights in the qualification phase is 3. The final will take place on the last day of the competition, unless the programme is modified due to the weather and decided in advance by the race committee. The start of the final may be announced by VHF by the race committee after any race if the minimum number of flights of the qualifying phase has been reached.
- 10.5. The top four teams from the qualifying series advance to the finals.  
10.6. Points from the qualifying teams' ranking will carry over to the final phase with points equal to the team's final ranking in the qualifying phase. The winner of the qualifying phase will be awarded a bonus of one win for the final series.
- 10.7. Final phase
  - 10.7.1. The top four teams will be awarded boats or draw lots for the boats in the final phase as decided by the OA. There will be no boat changes between races.
  - 10.7.2. The Trophée Ile Pelee ends when a team has reached a total of two wins.
  - 10.7.3. The remaining teams are ranked using the minimum points system in Appendix A of the Sailing Racing Rules, including the overall score of the qualification phase according to IC 10.5. No score will be withdrawn.
  - 10.7.4. 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 in Appendix A of the Sailing Racing Rules, will be the sum of its scores in the final phase, including the score of the qualification phase in accordance with IC 10.5. No score will be withdrawn.
- 10.8. On the last day of racing, no warning signal for a flight will be given after approximately 3:30 p.m. and no warning signal for a race will be given after approximately 4:30 p.m.  
10.9. To warn boats that a race or sequence of races is about to start, an orange flag will be sounded with an audible signal, at least one minute before the warning signal is sent.

## **11. RUNNING AREAS**

The different courses will be located in the large harbour of Cherbourg. Maritime traffic (cargo ships and ferries, etc.) has priority over all the boats in the race. (See the race zone appendix).

## **12. CAREER [NP]**

- 12.1. The path is described in the path appendix which specifies the order in which the marks must be bypassed and the required side of each mark.
- 12.2. **For each start, at the latest one minute before the start, the race committee will signal the colour of mark 1 by sending a flag of the same colour** (yellow, red or green). The flag will be flown at least until the starting signal. This amends RRS 27.1.
- 12.3. The race committee will be able to adjust the course. If possible, he will announce this change by VHF.

### **13. BRANDS**

- 13.1. The start, course, change of course and arrival marks are defined in the Route appendix.
- 13.2. A boat from the race committee signalling a change in the edge of the course is a mark.
- 13.3. If one of the marks on a door is missing and it is not possible to replace this mark, the remaining mark must be bypassed by leaving it on the port side.

### **14. DEPARTURE**

- 14.1. RRS 26 is amended as follows:

Minutes before the starting signal	Signal visuel	Signal sonore	Signification
3	J80 flag UP	one	Warning signal
2	Papa flag UP	one	Preparatory Signal
1	Papa flag DOWN	a long	One minute
0	J80 flag DOWN	one	Start signal

- 14.2. The start line will be between the mast flying an orange flag on the race committee boat at the starboard end and the course side of the start mark at the port end.
- 14.3. A boat that does not start no later than 2 minutes after its starting signal will be classified as DNS. This modifies the RRS A5.

### **15. CHANGE OF THE NEXT EDGE OF THE COURSE**

- 15.1. Course changes will be made by wetting a replacement 1' mark.
- 15.2. RRS 33(a) and (b) is amended as follows:
- 15.3. Flag C and a flag or colour chart signify: "The wind mark has been replaced by the flag colour mark".
- 15.4. A change of course after the start will be signalled before the first boat starts the new tack, even if the new mark is not yet in position.
- 15.5. Except at one gate, boats must pass between the boat signalling the change of the next tack and the nearest mark, leaving the latter on the required side. This amends RRS 28.

## 16. ARRIVAL

The finish line will be between the mast flying a blue flag on the finish boat and the course side of the finish mark defined in the course appendix.

## 17. PENALTY SYSTEM

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

## 18. TARGET TIME AND TIME LIMIT

- 18.1. The target time is 12 to 15 minutes for each race. Failure to meet this target time will not give rise to a request for repair by a vessel (this modifies RRS 61.4(b)(1)).
- 18.2. Boats that have not finished within 5 minutes of the first boat to complete the course and finish will be classified as DNF. This modifies RRSs A5 and 35.

## 19. RANKING

- 19.1. The number of races that must be validated to validate the Trophée Ile Pelee is 1 validated race per team.
- 19.2. Score
  - 19.2.1. The score of each team in the qualifying phase will be the total of its scores obtained in all races (no races will be withdrawn). This modifies RRS A2.1.
  - 19.2.2. The score of each team in the finals is defined in CI 10.6.
- 19.3. A DNC, DNS, OCS, DNF, RET or DSQ boat will receive 11 points in the qualification phase or 5 points in the final. This modifies the RRS A5.
- 19.4. If at the end of the event or qualifying phase, all teams have not run the same number of races, the teams missing one race will score the number of points equivalent to the average, to the nearest tenth of a point (0.05 rounded up), of their points in all their races in the series.
- 19.5. From the general classification, 3 classifications will be validated:
  - The general ranking will be the ranking of the **European University Cup**.
  - The first French men's or mixed team will win the **France University Championship, "OPEN" category**.
  - The first French women's team (all-female crew) will win the **France University Championship in the "women" category**.

## 20. SAFETY RULES

- 20.1. The vessels shall be equipped by the OA in accordance with the annex "Rules for the use of vessels".
- 20.2. While racing, each crew will need to be in possession of a working portable VHF. [DP]

## 21. EQUIPMENT CONTROL

A boat or its equipment may be checked at any time to verify compliance with the rules for the use of boats defined in the appendix.

## 22. ADVERTISEMENT [DP] [NP]

- 22.1. As the boats and their equipment are provided by the OA, Article 20.4.2 of the World Sailing Advertising Code applies. Each boat will be required to display the advertising provided by the OA.
- 22.2. A flag bearing the Trophée Ile Pelee logo, a number and the nationality of the crew will be provided by the OA to each team. This flag must be flown by means of the support provided for this purpose from the arrival of the team on its boat until the departure of the team from the boat.

- 22.3. At the end of each day of racing, the crews are required to place the advertising flags provided by the OA for each boat, in accordance with the instructions communicated by the OA.

### **23. OFFICIAL BOATS**

The official boats will be identified as follows:

- Committee and organization boats: Trophée Ile Pelee Flag
- Umpire boats: Yellow Jury Flag

### **24. COMPANIONS [DP]**

Guides must stay out of the areas where boats are racing from the warning signal until all boats have finished or the race committee reports a delay, general recall or cancellation.

### **25. LITTER DISPOSAL [DP]**

Boats must not throw their rubbish into the water. Litter can be placed on board official boats.

### **26. PRICE**

Trophies will be distributed to the first of the three rankings, and to the most "fair play" crew.

#### Appointed arbitrators :

- President of the Race Committee: **Claire Bocquet**
- President of the Jury/Chief Umpire: **Baptiste Verniest**
- President of the Jury: **Christophe Schenfeigel**
- Judges: **Thibault Gridel, Thierry Poirey, Laurent Remy, Adrienne Burgi Panisset, Ronan le Dret, Antoine Bazin**

Chairman of the Technical Committee: Eric Le Roi

## APPENDIX UF

*Fleet races judged on the water shall be run in accordance with the Sailing Racing Rules as amended by this Appendix. The races will be judged on the water. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b), on the condition that only the proposed options are used. This appendix applies only when referred to in the Notice of Race and is available to all competitors.*

### UF1 AMENDMENTS TO DEFINITIONS, RULES IN CHAPTERS 1 AND 2, AND RULE 70

**UF1.1** Add to the definition of *normal route*: "A vessel carrying a penalty or manoeuvring to carry a penalty is not sailing on a *normal route* ".

**UF1.2** Add a new Rule 7 to Chapter 1:

#### 7 LAST POINT OF CERTAINTY

"The umpires will assume that the state of a boat or its relationship to another boat has not changed, until they are certain that this state has changed."

**UF1.3** Rule 14 Avoid Contact is amended as follows:

14.1 Where reasonably practicable, a vessel shall:

- (a) avoid contact with another boat
- (b) not cause contact between vessels, and
- (c) Do not cause contact between a boat and an object to be avoided.

However, a boat with priority or sailing in the *place* or in *the place at the mark* to which it is entitled, does not need to act to avoid contact until it is clear that the other boat is not *keeping clear* or giving the *place* or *place to the mark*.

14.2 Where contact causes damage or the umpires decide that a boat has breached Rule 14 and damage has resulted, they may impose a points penalty without instruction on any boat involved in the incident in accordance with the guide provided for in 14.2.

Type of damage	Definition of damage	Interpretation of Damage	Penalty in the qualifying phase	Final penalty
Level A Minor Damage	The value, general appearance and normal operation of the boat are not significantly altered	The boat can continue to race even if some surface work may be necessary after the event. Normally requires less than an hour of work	No penalty points	No penalty points
Level B Too bad	The overall appearance and/or value of the boat is changed	The damage does not prevent the normal use of the boat in this race, even if some (temporary) work is necessary before its departure. Requires more than an hour of work but should not normally take more than three hours.	1 penalty point	0.5 wins
Level C Major damage	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.	QHR	1 win

**UF1.4** Where Rule 20 applies, the following arm signals are required, in addition to voice calls:

(a) for "Place to Turn", point clearly and repeatedly to windward, and

(b) for "Tack", point clearly and several times towards the other boat and move the arm to windward.

**UF1.5** Rule 70 is deleted.

### **UF1.6 Experimental Rules**

(a) The definition of *Brand Place* is amended as follows:

**Place** for a boat to follow its normal course to go around or pass the mark on the required side.

However, the *place at the mark* for a boat does not include *room* to tack unless it is *engaged* inside and *windward* of the boat required to give *room to the mark* and if it *parries* the mark after it has tacked.

(b) Rule 17 is deleted.

## **UF2 AMENDMENTS TO OTHER RULES**

**UF2.1** Rule 28.2 is amended as follows:

### **28 RUNNING RACE**

28.2. A boat may correct any mistake made while *completing the course*, as long as it has not rounded the next mark or *finished*.

**UF2.2** Rule 31 is amended as follows:

### **31 TOUCHING A BRAND**

While *racing*, neither the crew nor any part of the hull of a boat shall touch a start mark *before starting*, a mark that *begins, delineates or ends the edge of the course on which it is sailing*, or a finish mark *after finishing*. In addition, while in *the race*, a boat must not touch a boat of the race committee which is also a *brand*.

## **UF3 WATER CLAIMS AND PENALTIES**

**UF3.1** In this Schedule, a "penalty" means the following:

A **one-lap penalty** carried out in accordance with Rule 44.2.

**UF3.2** The first sentence of Rule 44.1 is amended as follows: "A boat may take a penalty where it is likely to have breached one or more of the rules of Chapter 2 in an incident while in the race (except Rule 14 where it has caused damage or injury), Rule 31 or Rule 42.

However, where he is likely to have breached a rule of Chapter 2 and Rule 31 in the same incident, he does not need to carry out the penalty for the breach of Rule 31."

### **UF3.3 Claims on the Water by Boats and Penalties**

(a) While racing, a boat may claim against another boat under a Chapter 2 rule (except Rule 14) or under Rule 31 or Rule 42; however, a boat may claim under a Chapter 2 rule only for an incident in which she was involved. To do this, he must, for each complaint, hail "**Protest**" and ostensibly fly a **Red Flag** at the first reasonable opportunity. It must lower the flag forward, or at the first reasonable opportunity after a boat involved in the incident has spontaneously carried out a penalty or after a decision to umpire.

(b) A vessel claiming as provided for in rule UF3.3(a) shall not be entitled to instruction. Instead, a boat involved in the incident can admit to breaking a rule by spontaneously taking a penalty. An umpire can penalise any boat that has broken a rule and has not been exempted, unless the boat has spontaneously carried out a penalty.



### **UF3.4 Penalties and Claims at the Initiative of an Umpire**

(a) When a boat

- (1) contravenes Rule 31 and does not impose a penalty,
- (2) violates Rule 42,
- (3) obtains an advantage despite a penalty incurred,
- (4) commits an offence of sportsmanship, or
- (5) fails to comply with UF3.6 or fails to impose a penalty when required to do so by an umpire,
- (6) violates a rule on the use of boats
- (7) breaches Rule 49 on crew position, or
- (8) does not comply with rule UF2.1 (rule 28.2), an umpire must disqualify him under rule UF3.5(c),

An umpire can penalize him without a claim from another boat. The umpire may impose one or more penalties, each of which is reported in accordance with rule UF3.5(b), or disqualify him in accordance with rule UF3.5(c), or report the incident to the jury for further action. If a boat is penalized under rule UF3.4(a)(5) for failing to take a penalty or for failing to perform it correctly, 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 violated a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the jury to take further action under rule 60.1. However, he will not inform the jury of an alleged violation of Rule 14 except in the case of damage or injury.

### **UF3.5 Umpires Signals**

An umpire will signal a decision as follows:

- (a) a green and white flag with a long audible signal means "no penalty"
- (b) a red flag with a long audible signal means "a penalty has been given or remains outstanding". The umpire will hail or identify each boat in this case
- (c) a black flag with a long beep signal means "a boat is disqualified". The umpire will hail or identify the disqualified boat.

### **UF3.6 Penalties Assessed**

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

## **UF4 ACTIONS OF THE RACE COMMITTEE**

**UF4.1** After the boats have finished, the Race Committee will inform the competitors of the results on the official information board.

## **UF5 COMPLAINTS; REQUESTS FOR REPAIR OR REOPENING; CALLS; OTHER PROCEDURES**

**UF5.1** No proceedings of any kind may be instituted in connection with the action or lack of action of an umpire.

**UF5.2** Unused option.

**UF5.3** A vessel intending to

- (a) claim against another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),

- (b) claim against another boat under Rule 14 if there has been contact causing damage or injury, or
- (c) Seek redress

shall inform the race committee as soon as reasonably possible after *finishing*.

**UF5.4** The time limit set out in Rule UF5.3 shall also apply to claims under Rules UF5.9, UF5.10 and UF5.11 where such claims are permitted. The jury must extend this time limit if there is a good reason to do so.

**UF5.5** The race committee shall promptly inform the Jury of any claim or request for compensation made under rule UF5.3.

**UF5.6** Rule 60.2(a)(1) is amended as follows: "if the claimant is a ship, he shall hail "Protest" and conspicuously fly a red flag, at the first reasonable opportunity for each of these actions"; Rule 61.4(b)(1) is deleted.

**UF5.7** The first and last sentences of Rule 60.5(c) are amended as follows: "Where the Jury decides that a boat which has been a party in a protest instruction has breached a rule, it may impose a penalty other than disqualification, and it may make any other arrangements for the results it considers fair. If a boat breaks a rule when it is not racing, the jury must decide whether to apply a penalty in the race closest in time to that incident or to make any other arrangements."

#### **UF5.8** Instructions

Except for a Trial under Rule 69.2

- (a) Claims and requests for redress need not be made in writing.
- (b) The jury may inform the claimant and schedule the trial in any manner it deems appropriate and may communicate this orally.
- (c) The jury may take evidence and conduct the trial in any manner it deems appropriate and may communicate its decision orally.
- (d) If the Jury decides that a breach of a rule has not affected the result of the race, it may impose a penalty in points or fractions of points or make such other arrangements as it considers fair, which may be to impose no penalty at all.
- (e) If the jury penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be notified of the change in the score of the penalized boat.

**UF5.9** The race committee shall not protest against a boat.

**UF5.10** The jury may protest against a boat under rule 60.1. However, he shall not claim against a boat for a breach of rule UF3.6 or rule 28, or any rule listed in rule UF3.3(a), or rule 14 except in the case of damage or injury.

**UF5.11** The Technical Committee shall protest against a boat only under Rule 60.1 when it decides that a boat or personal equipment does not comply with the Class Rules, Rule 50, or the Rules for the Operation of Boats. In this case, the technical committee must claim.

**UF5.12** Rule 63.7(b) is amended to read "A party in the direction under this Annex may not request a reopening".

## APPENDIX RULES FOR THE USE OF VESSELS

### 1. GENERALITES

Class rules do not apply.

Every effort is made to ensure that the boats are identical.

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

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

**1.3** Each skipper is responsible for damage to or loss of his boat, unless otherwise determined by the jury.

#### 1.4 Levy on the Damage Deposit

The assessment of the damage provided for in Annex UF is used only to determine the penalty and has no relation to the amount of the withholding from the competitor's bond.

**1.5** The set of sails to be used will be indicated orally by the Race Committee or the umpires or the Organising Committee.

**1.6** The Race Committee will decide which boats will be used for each race and if it decides that a boat should not be used, the skipper who has been allocated that boat will temporarily use another boat.

**1.7** The Race Committee may decide to use a replacement boat when it is certain that the original boat is damaged and the repair time will be too long.

### 1.8 DAMAGE AND TIME TO REPAIR

**1.8.1** Before the Orange Flag is issued for a race or within 3 minutes of boarding its boat, whichever is later, a team may fly a **white flag** to report to the Technical Committee on the water any damage or damage to the boat, its sails or an injury to a crew member and request a delay for the next start which shall be confirmed to the Race Committee by the technical committee. This boat must immediately inform the Technical Commission by VHF, specifying the nature of the damage, and head as soon as possible to the leeward side of the race committee's boat and remain there, unless otherwise indicated by the Technical Commission.

**1.8.2** The time allowed for repairs will be at the discretion of the Race Committee/Technical Commission.

**1.8.3 After the warning signal has been sent, a race shall not be delayed or cancelled due to damage, unless the damage has been reported in accordance with the operating rule 1.8.1.**

**1.8.4** Except where the conditions of RRS 61.4(b)(1) are met, failure to carry out repairs within the allotted time or damage occurring after the Orange Flag has been sent shall not give rise to repair. This amends RRS 61.

### 2. PROHIBITED ITEMS AND ACTIONS

Except in cases of emergency or to avoid damage or injury, or if instructed differently by a referee or OA member, the following actions are prohibited:

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

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

**2.3 The replacement of any equipment without the agreement of the Technical Committee.**

**2.4** Handle the vessel in such a way that it can reasonably be foreseen that significant damage will result.

**2.5** Move equipment from its original stowed position, except when it is in use.

**2.6 Boarding a boat without prior authorization.**

**2.7** Leave the berth or anchorage without having replenished the total amount of the damage deposit, or without having had the authorisation of the Race Committee.

**2.8** Crane a boat without the express permission of the race committee or clean surfaces below the waterline.

**2.9 Put pennons on the spinnaker.**

**2:10** Pierce the sails, even to put pennons.

**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 Adjust or modify the tension of the standing rigging. (Except the backstay)**

2.13. Modify the tension of the sectors.

**2.14 Do not pass through the carriages or pulleys of the headsail before tacking.**

**2.15 The use of electronic instruments (including GPS and telephones) other than watches, stopwatches or video cameras.**

**2.16 Mark the hull, deck and ropes directly with indelible ink.**

2.17. Use the deckhouse winch for the mainsail halyard.

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

**2.19** No lines, sheets, cables, webbing or other materials may be attached to the shrouds to extend, improve or facilitate the crew's rappelling position.

**2.20** The use of shrouds (including the lower shrouds) above the lower turnbuckles to facilitate the tacking or gybing, or to assist in the throwing of a crew member out of the vessel is prohibited.

**2.21 The use of the Cunningham line and the Hale Bas behind the turret cleat to assist in the throwing of a crew member out of the boat is prohibited.**

**2.22** After the starting signal, and during upwind sailing for several seconds, the position of the main boom shall not be controlled other than by the mainsheet with the pulley fixed to the bottom of the cockpit and the downhaul.

**2.23 A boat carrying a penalty shall have the headboard of the spinnaker below the boom mule sail from the time she passes the windward position until she is on a close route.**

**2.24** A violation of section 2.19, 2.20, 2.21, 2.22 or 2.23 of this Schedule may not be claimed by vessels. This amends RRS 61.

### **3. PERMITTED ACTIONS AND ITEMS**

The following is authorized:

**3.1** Carry the following equipment:

- (a) The main tools,
- (b) adhesive tape (except Grey tape),
- (c) ends or elastic bands of 4 mm in diameter or less,
- (d) watch, stopwatches,
- (f) shackles and shackles,
- (g) velcro,
- (h) Flags: Replacement Flags,
- (i) Go Pro type video camera

**3.2 Use the elements listed in 3.1 to:**

- (a) prevent the ends, sails and sheets from becoming entangled,
- (b) prevent the sails from being damaged or falling overboard,
- (c) mark the adjustment marks,
- (d) perform minor repairs and authorized adjustments.

**3.3** Use a cunningham. This must have two strands and be attached to the mullet sail, pass through the eyelet of the mainsail provided for this purpose and pass through the cleat fixed on the mast.

**3.4** Makeshift repair, provided that authorised repair equipment is used and that the repair is carried out in a "good seaman" and does not entail any risk of further deterioration.

**3.5 Limitation on the bowsprit :**

After the warning signal, the bowsprit should not be taken out until the boat is on a course more than 90° from the true wind and should be brought in at the first reasonable opportunity when the spinnaker is no longer handled. The bowsprit can only be pulled out when the spinnaker is being sent, hoisted or being lowered. A breach of this rule cannot be the subject of a complaint by a boat, but can be the subject of an action by the umpires. The umpires will try to warn the competitors before penalizing them in case the bowsprit has not gone in at the first reasonable opportunity.

#### **4. MANDATORY ELEMENTS AND ACTIONS**

The following is mandatory:

**4.1** Carry the following:

- (a) Winch Crank
- (b) VHF

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

**4.3 At the end of each sailing day:**

- (a) rinse the boat, fold and store the sails in the bags and in their place, as requested,
- (b) leave the vessel in the same condition as when it was first embarked on the same day,
- (c) **Clean the boat (interior and deck), remove all garbage,**

**4.4** Comply with any rules, including speed limitations and navigation markings, when departing or returning to anchorage or wharf

**4.5 Grip the sails on the mast using the equipment provided by the organizer,**

**4.6** Trim the headsails using only the sheet used to trim the sail,

**4.7** In the event of makeshift repairs, it is mandatory to notify the technical commission as soon as possible and before the next race for a return to compliance.

## **APPENDIX LIST OF EQUIPMENT**

The following unsecured items provided by the OA must be taken on board at all times in their place during navigation. Any loss must be reported on the daily damage report.

### **SAILS AND EQUIPMENT**

Mainsail and batten set

Jib

Spinnaker

A spinnaker sheet

Two sheets jib

Mainsheet

A stick

Genoese Chariots

Three shackles

A winch handle

A White Flag

A Red Flag

### **SAFETY EQUIPMENT**

1 set of mooring lines

1 bucket

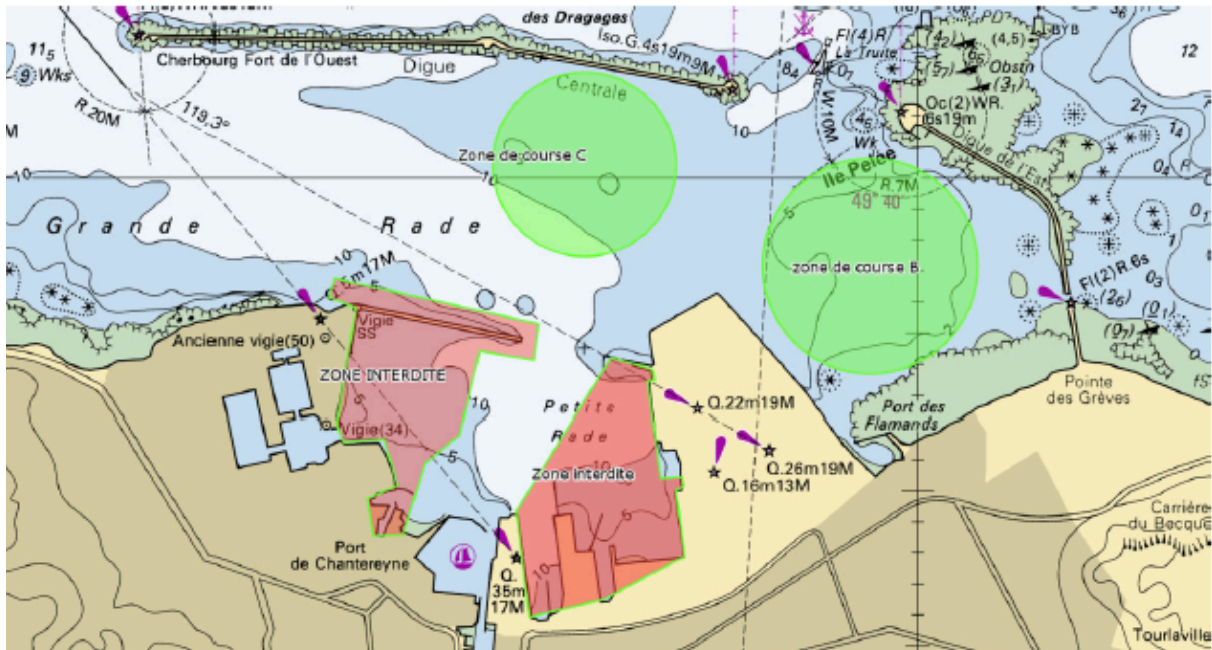
1 mooring line

Bilge pump

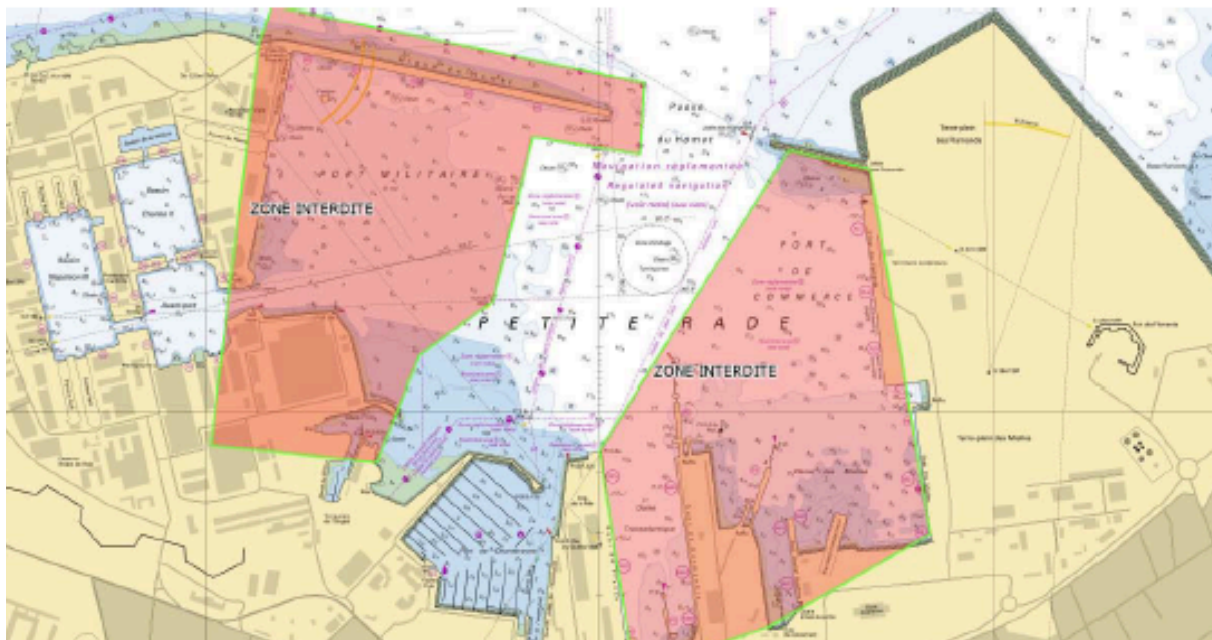
Two fenders

# RACE AREA

Zone B or Zone C



Area Forbidden to Navigation in “Petite Rade”



## APPENDIX COURSE

### Course markers:

Mark 1, windward, visible from the start line, is a cylindrical buoy in **red or yellow or green**.  
The colour of the windward buoy will be indicated, at the latest one minute before the start, by sending a coloured flag corresponding to the buoy to be bypassed.

Gate 2 - 2' is made up of red tetrahedral buoys  
The Start/Finish mark is an orange cylindrical buoy

Route: Start – 1 – 2S/2P – 1 – 3 – Finish

