

TROPHEE ILE PELEE

European University Sailing Cup
European Cup and France University Sailing Championship
Habitable Sailing Fleet Racing J80
From 11 to 24 March 2026 in Cherbourg in Cotentin

SAILING INSTRUCTIONS

INCLUDING NOTICE 1

The notation [NP] (No Protest) in a rule means that a boat cannot protest another boat for breaking that rule. This changes RRS 60.4(a).

The notation [DP] (Discretionary Penalty) in a rule means that the penalty for a breach 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 for all risks, but a deductible of €1,500 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 €1,000 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 changed by:
 - the World Sailing Appendix UF (see attached),
 - the general regulations of the FFSportU,
 - FFVoile regulations,
 - handling boat rules (see attached)
 - J 80 class rules do not apply.
- 1.2. In the event of a conflict in the translation, the French text shall 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 sport associations, a City, Academy or League selection after agreement with the Regional University League concerned.

- Crews can be male, female or mixed.

- swaps between substitute and crew is left to the skipper's initiative.

The crew list must be submitted to the Race office, 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. No later than 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) (this changes RRS 77 and Appendix G of the RRS).

This number will be used to assign boats to teams.

5. BOATS [NP] [DP]

The event will be run on J80 boats without lifelines. 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 schedule which will be posted before 20h the day before it takes effect.

6.2. Changes to SI may also be made on the water. They will be signalled by displaying 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 boats handling must be submitted in writing to the protest committee, no later than Thursday 15 March before 08:30.

7.3. The VHF channel used will be 77.

8. CODE OF CONDUCT

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

- 8.2. [DP][NP] Competitors and support 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 its operation.

9. SIGNALS MADE ASHORE

- 9.1. Signals made ashore will be sent to the official masts located in front of the club.
9.2. When Flag AP is displayed ashore, the warning signal cannot be made less than 30 minutes after flag AP has been removed (this changes Race Signals).

10. RACE FORMAT AND SCHEDULE [NP]

- 10.1. [DP] Skippers shall attend all briefings. **Only skippers are invited to the briefing (do not come with your crew).**
- 10.2. [DP] The entire team shall attend:
o the Opening Ceremony
o the award ceremony.
- 10.3. The format of the Trophée Ile Pelee will consist of a qualification series (13 scheduled flights) and a final series (of 4 races maximum). The Pairing List of the boats will be displayed on the official notice board and communicated during the briefing on Thursday 15 March 2026 at 08:30. Each day during the briefing, the provisional schedule for the day will be announced to the crews.
- 10.4. The minimum number of flights in the qualification series is 3. The final series will take place on the last day of the competition, unless the schedule is changed 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 for the qualifying series has been reached.
- 10.5. The top four teams from the qualifying series advance to the final series.
- 10.6. Points from the qualifying teams' ranking will be carried over to the final series with points equal to the team's final ranking in the qualifying series. The winner of the qualifying stage will be awarded a bonus of one win for the final series.
- 10.7. Final series
- 10.7.1. The top four teams will be awarded boats or draw lots for the boats in the final series 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 Racing Rules of Sailing, including the overall score of the qualification series according to SI 10.5. No score will be excluded.
- 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 Racing Rules of Sailing, will be the sum of its scores in the final series, including the score of the qualification series in accordance with SI 10.5. No score will be excluded.
- 10.8. On the last day of racing, no warning signal for a flight will be given after approximately 15h30 and no warning signal for a race will be given after approximately 16h30.

11. RACE 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. COURSE [NP]

- 12.1. The course is described in the course appendix which specifies the order in which the marks must be rounded and the required side of each mark.

- 12.2. The race committee will be able to adjust the course. If possible, it will announce this change by VHF.

13. MARKS

- 13.1. The start, course, change of course and finishing marks are defined in the course appendix.
 13.2. A boat from the race committee signalling a change of course is a mark.
 13.3. If one of the marks of a gate is missing and it is not possible to replace this mark, the remaining mark must be rounded and left on port.

14. DEPARTURE

- 14.1. RRS 26 is changed as follows:

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

- 14.2. To warn boats that a race is about to start, an orange flag will be displayed with a sound signal, at least two minutes before the warning signal.
 14.3. The starting line will be between the mast with an orange flag on the race committee boat at the starboard end and the course side of the starting mark at the port end.
 14.4. A boat that does not start within 2 minutes after its starting signal will be scored DNS. This changes RRS A5.
 14.5. The race committee will announce by VHF the hull number of any boat OCS that did not return to the pre-start side of the starting line within the two minutes, as well as the hull number for any boat UFD or BFD. This boat shall leave the race area. If a boat does not leave the race area, she may be disqualified by the umpires under rule UF 3.5(c).

15. CHANGE OF THE NEXT EDGE OF THE COURSE

- 15.1. Course changes will be made by laying a change of course mark 1'.
 15.2. RRS 33(a) and (b) are changed as follows:
 Flag C and a colour flag mean: "The windward mark has been replaced by a mark of the colour of the flag".
 15.3. The race committee may signal a change of course with the preparatory signal by displaying flag C, a color flag (yellow or green) with repetitive sound signals. In that case, the windward mark to be rounded will be the mark of the colour of the flag displayed with flag C. In this case, mark "inner" is not a course mark anymore.
 15.4. A change of course after the start will be signalled before the first boat starts the new leg, even if the new mark is not yet in position.
 15.5. Except at a gate, boats must pass between the boat signalling the change of the next leg and the nearest mark, leaving the mark on the required side. This changes RRS 28.

16. FINISH

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

17. PENALTY SYSTEM

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

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 be grounds for a request of redress by a boat (this changes RRS 61.4(b)(1)).
- 18.2. Boats that have not finished within 5 minutes after the first boat to sail the course and finish will be scored DNF. This changes RRS A5 and 35.

19. SCORING

- 19.1. The number of races that must be completed to validate the Trophée Ile Pelee is 1 completed race per team.
- 19.2. Scoring
 - 19.2.1. The score of each team in the qualifying series will be the total of its scores obtained in all races (no scores will be excluded). This changes RRS A2.1.
 - 19.2.2. The score of each team in the final series is defined in SI 10.7.
- 19.3. A boat scored DNC, DNS, OCS, DNF, RET or DSQ will receive 10 points in the qualification series or 5 points in the final. This changes RRS A5.
- 19.4. If at the end of the event or qualifying series, all teams do not have sailed 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 upwards), of their points in all their races in the series.
- 19.5. From the general ranking, 3 rankings will be established:
 - o The general ranking will be the ranking of the **European University Cup**.
 - o The first French men's or mixed team will win the **France University Championship, "OPEN" category**.
 - o 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 "Boat handling Rules".
- 20.2. While racing, each crew shall 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 boat handling rules defined in appendix.

22. ADVERTISEMENT [DP] [NP]

- 22.1. As 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 displayed by means of the support provided for this purpose from the arrival of the team on the 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:

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

24. SUPPORT PERSONS [DP]

Support persons 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 abandonment.

25. TRASH DISPOSAL [DP]

Boats must not throw their trash into the water. Trash may 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**
 - Judges: **Thibault Gridel, Bertrand Calvarin, Robin Desserouer, Laurent Remy**
- Chairman of the Technical Commission: Eric Le Roi**

APPENDIX UF

Version: May 2025

Edition Trophée de l'Île Pelée 2026

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 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:

1. Max fleet size of 25 boats
2. Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.
3. If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior FFVoile race officials committee approval. Requests are to be sent to: cca@ffvoile.fr.

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

An Organising Authority whose fleet exceeds these limits may choose to use semi-direct judging. Standard sailing instruction language for this is available at www.sailing.org/racingrules and <https://arbitrage.ffvoile.fr>.

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 to rule 2: 'When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.'

UF1.3 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.'

UF1.4 Renumber text of rule 14 to 14.1 and add

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. The minimum penalty to be applied in such a case is 1 point in the qualification stage and 0.5 win in the final stage.

UF1.5 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.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules

- (a) The definition *Mark-Room* is changed to:
Mark-Room Room for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.
- (b) Reserve
- (c) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 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:

31 TOUCHING A MARK

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 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 injury or serious damage), rule 31 or rule 42. However,

- (a) when a boat 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;
- (b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire'

UF3.2 A penalty in rule 44.2 is a One-Turn Penalty.

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) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying 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,
 - (6) breaks a boat handling rule

(7) breaks rule 49 related to crew position

(8) ~~breaks SI 14.6~~ breaks SI 14.5

an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). 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 their 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 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- (c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

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) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 After boats have finished, the race committee will inform competitors about the results by posting them on the official notice board.

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 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

Does not have to display a red flag or hail protest, and shall inform the race committee as soon as reasonably possible after *finishing*.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

UF5.5 The technical committee will only protest a boat 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 in the equipment regulations of the event.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 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 parties 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) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). 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.'

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 Rule 61.4(b)(1) is deleted.

APPENDIX DAMAGES

If the umpires act under rule 14.2 (see UF 1.4), they will use the table below to decide the penalty:

Level	Extent	Effect	Penalty in the qualification stage	Penalty in the final stage
Level A Minor damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.	No penalty	No penalty
Niveau B Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	1 penalty point	0,5 win
Niveau C Major damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.	DSQ	1 win

APPENDIX HANDLING OF BOATS

1. GENERAL

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 **€1,500** 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 Withholding on the damage deposit

The damage assessment provided for in Annex UF serves only to determine the penalty and has no bearing on the amount withheld from the competitor's deposit.

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

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 was 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 displayed or within 3 minutes of boarding its boat, whichever is latest, a team may display a **white flag** to report to the technical commission any breakdown 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 commission. This boat must immediately inform the technical commission by VHF, specifying the nature of the breakdown and head as soon as possible to the leeward side of the race committee 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 displayed, a race will not be delayed or abandoned due to breakdown, unless the damage was reported in accordance with boat handling rule 1.8.1.

2. PROHIBITED ITEMS AND ACTIONS

Except in cases of emergency or to avoid damage or injury, or if instructed differently by a race official 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 commission.

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 Hauling out a boat without the express permission of the race committee or clean surfaces below the waterline.

2.9 Put telltails on the spinnaker.

2:10 Pierce the sails, even to put telltails.

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. Change the tension of the lifelines.

2.14 Omitting any headsail car or turning block before sheeting onto a winch.

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 permanent ink.

2.17. Using the deck 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 hiking position.

2.20 The use of the shrouds (including the lower shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid in the projection of a crew member outboard.

2.21 The use of the Cunningham line and the vang behind the main cleat to aid in the projection of a crew member outboard.

2.22 After the starting signal, and while sailing close-hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor and the vang.

2.23 A boat taking a penalty shall have the spinnaker head below the boom gooseneck from the time she passes head to wind until she is on a close-hauled course.

2.24 Use the spinnaker on the leg between mark 3 and the finishing line

2.25 A breach of boat handling rules 2.19, 2.20, 2.21, 2.22, 2.23 or 2.24 may not be grounds for protests by boats. This changes RRS 60.

2.26 Cross winching foresail sheets.

3. PERMITTED ACTIONS AND ITEMS

The following is authorized:

3.1 Carry the following equipment:

- (a) The usual tools,
- (b) adhesive tape (except Grey tape),
- (c) ropes or rubber bands of 4 mm in diameter or less,
- (d) watches, stopwatches,
- (f) shackles,
- (g) velcro tape,
- (h) spare flags,
- (i) Go Pro type video camera

3.2 Use the equipment listed in 3.1 to:

- (a) prevent the ropes, 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. It must have two strands and be attached to the gooseneck, pass through the mainsail eyelet provided for this purpose and pass through the cleat fixed on the mast.

3.4 Makeshift repair, provided that authorized repair equipment is used and that the repair is carried out in a "seamanlike way" and does not entail any risk of further deterioration.

3.5 Limitation on the bowsprit :

After the warning signal, the bowsprit should not be extended until the boat is on a course that is more than 90° from the true wind and should be retracted at the first reasonable opportunity when the spinnaker is no longer handled. The bowsprit can only be extended when the spinnaker is being used, set or removed. A breach of this rule cannot be grounds for protest 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 been fully retracted 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 boat in the same condition as when it was first boarded 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 signals, when departing or returning to mooring or dock

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 jib sheets

Mainsheet

A tiller extension

Genoas chariots

Three shackles

A winch handle

A White Flag

A Red Flag

SAFETY EQUIPMENT

1 set of docking lines

1 bucket

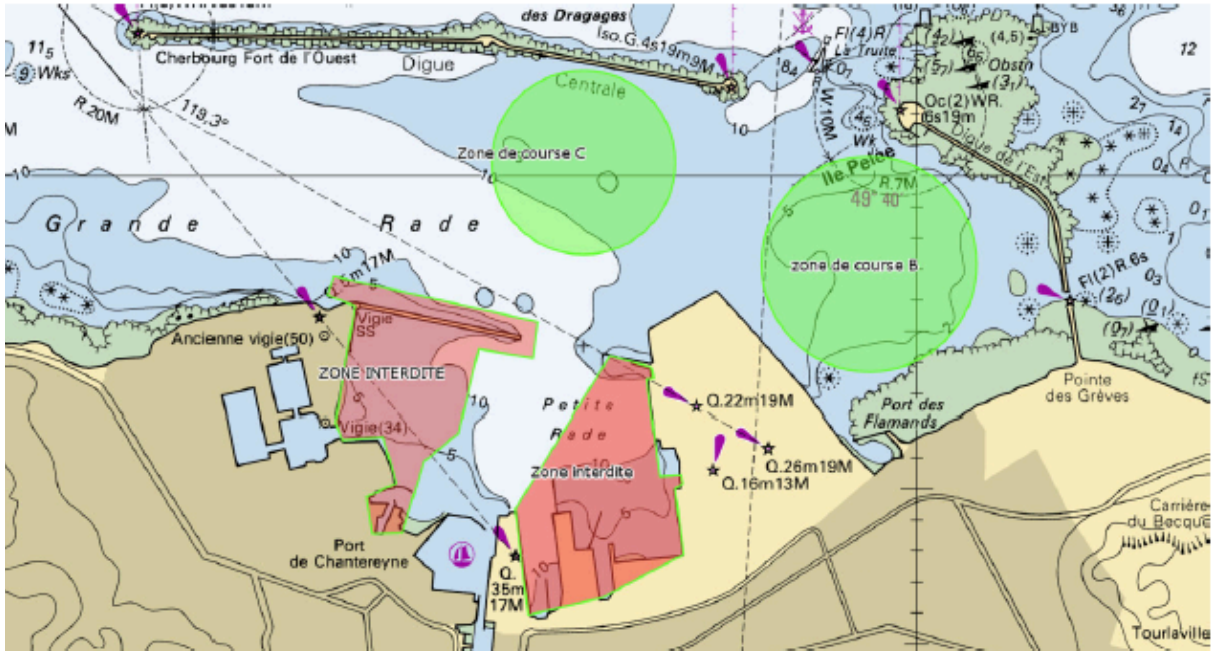
1 mooring line

Bilge pump

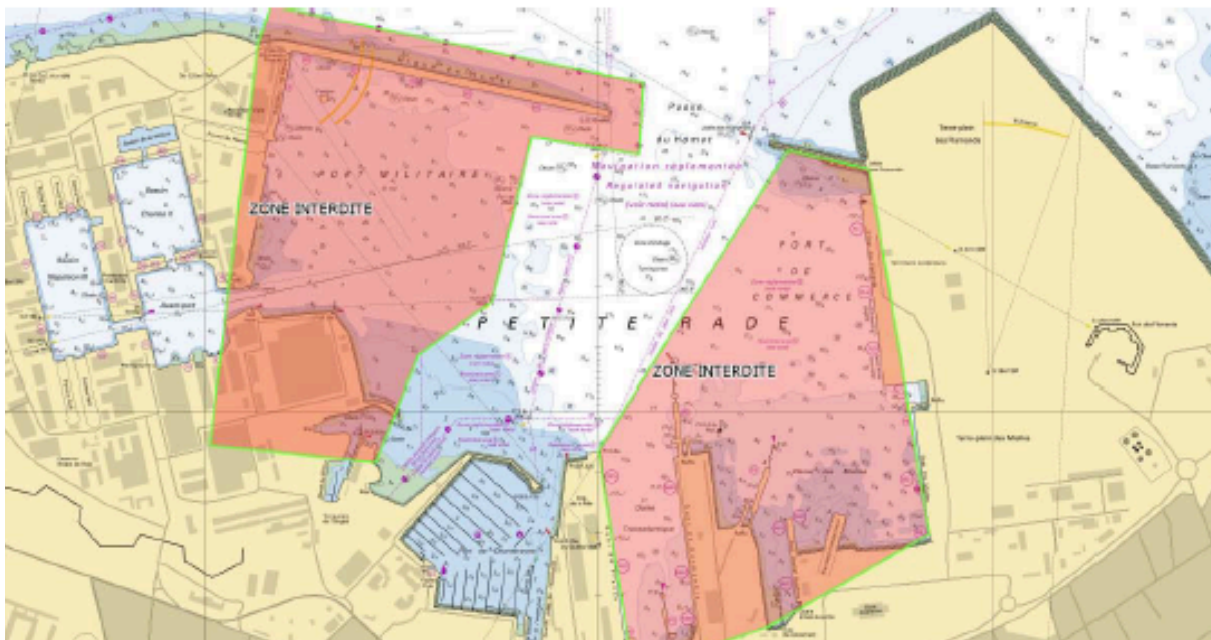
Two fenders

RACE AREA

Zone B or Zone C



Area Forbidden to Navigation in “Petite Rade”



APPENDIX COURSE

COURSE

NUMÉRAL PENNANT 1

START - INNER - MARK 1 - INNER - GATE (2 - 2') - INNER - MARK 1 - INNER - 3 - FINISH

MARKS SHALL BE ROUNDED AND LEFT ON PORT.

NUMÉRAL PENNANT 2

START - MARK 1 - GATE (2 - 2') - MARK 1 - 3 - FINISH

MARKS SHALL BE ROUNDED AND LEFT ON PORT.

Course marks:

Mark 1 is a cylindrical red buoy.

Inner Mark is a small cylindrical orange buoy.

Gate 2 - 2' is constituted of two tetrahedral red buoys. In case one of the buoys was missing, the remaining mark shall be rounded and left on port.

Change of course marks are cylindrical red or yellow buoys.

Starting mark is orange.

Finishing mark is a small cylindrical orange buoy.

