

GUYADER



bermudes

1000 | RACE

BREST > BREST

Open 60' IMOCA monohull

Double handed.

May 3 – 14i 2023

Start: Sunday, May 7, 2023, at 14:00h

Organised by: SEA TO SEE with the support of IMOCA Class
Modifications for Amendment No.1 to the Notice of Race dated 27/03/2023

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The notation [NP] in a rule means that a boat cannot protest (No protest) against another boat when infringing this rule. This changes RRS 60.1(a).

The notation [DP] in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

PREAMBLE

The Guyader - Bermudes 1000 Race is a race open to IMOCA Class boats and is part of the IMOCA GLOBE SERIES Championship 2021 – 2025.

The race is a course of about 1200 nm DOUBLE handed with a compulsory media man on board starting from Brest and arriving in Brest.

Prevention of violence and incivility.

The FFVoile recalls that sporting events are above all a space for exchanges and sharing open and accessible to all. As such, competitors and accompanying persons are required to behave in all circumstances, ashore and on board, in a courteous and respectful manner regardless of the origin, gender or sexual orientation of other participants.

Ukraine crisis

Following the aggression in Ukraine, the FFVoile decided on March 2, 2022 not to allow the entry of Russian and Belarussian competitors in events throughout the French territory.

1. ROLE AND RESPONSIBILITY

1.1 ORGANISONG AUTHORITY

The Guyader – Bermudes Race is organised by the Sea to See society ob conjunction with the IMOCA Class.

1.2 RACE DIRECTION

This event takes place under the aegis of the Fédération Française de Voile and in compliance with its sports regulations. The race direction (RD) is headed by Hubert Lemonnier, Pierre Hays et Jacques Caraës.

The RD manages the sports and safety fields of the race. It works in direct relation with the French Sailing Federation (FFVoile), the race committee, the technical committee, the jury and the medical committee.

Any incident/accident shall be communicated as a matter of priority to the RD.

1.3 THE RACE OFFICIALS TEAM

The race officials are appointed by the FFVoile in accordance with the regulations. When judges are not physically present, but can be reached by telephone or Skype, Email, VHF or any other radio.

1.4 REFERENT DOCTOR

A referent doctor will be chosen by the OA, with the approval of the FFVoile, to study the medical file of each skipper, and his/her co-skipper, in accordance with Appendix 3 of the FFVoile medical regulations, http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reqlt_medical_annx3.pdf

2. RULES

The regatta is governed by:

- 2.1 the Rules as defined in *The Racing Rules of Sailing* (RRS),
- 2.2 the National prescriptions translated for foreign competitors and specified in "Prescriptions" appendix
- 2.3 The skipper acknowledges being aware of the FFVoile Prescription (RSO - FFVoile n°3 Bis 2022/23): RSO 3.02: The decision to conduct or have conducted an inspection as described in Appendix L of the RSO is the sole and entire responsibility of the skipper.
- 2.4 Part B, Section II of the International Regulations to Prevent Collisions At Sea (IRPCAS) when it replaces RRS Part 2 rules.
- 2.5 the Special Offshore Regulations (SOR) Category 1 DOUBLE, an extra media man crew will be compulsory.
- 2.6 the IMOCA class rules,
- 2.7 the 2021-2025 IMOCA Globe Series Championship rules,
- 2.8 2023-year IMOCA Championship,
- 2.9 Qualifying race for the Transat Jacques Vabre 2023
- 2.10 The official time for the event is the local French time,
- 2.11 In case of translation of the official documents, the French text shall prevail.
- 2.12 Rules changes:

The following RRSs are changed:

- RRS Part 2: RRS Part 2 apply up to 30 miles after the starting line and 30 miles before the finishing line. They are replaced by Part B (helm and route rule) of the International Regulations for preventing collisions at sea (IRPCAS) for these parts of the course sailed at night and for the rest of the course.
- RRS 41 (Outside Help) and 45 (Hauling out; Making fast; Anchoring).
- RRS 51 (Movable ballast): delete the first 2 sentences and replace with: "Any movement of weight for the purpose of changing the setting or stability is permitted within the following limits: inside the boat, with the exception of batteries, all other heavy elements that may damage the vessel or injure the crew shall be securely fastened at all times, except when they are moved. Food, water and fuel cans, safety equipment (except life rafts and/or leaded equipment in position), fittings and spare parts can be stored in boxes and moved if these boxes are securely tied to the boat. The sails can be moved freely. Sail bags must not be able to retain water."
- RRS 55.2 (Spinnaker Poles; Whisker Poles): Does not apply.
- RRS 54 (Forestay and headsails tacks): Does not apply.
- The following RRSs will be modified in the SIs: RRS 44.1 (Taking a Penalty); RRS 61 (Protest Requirements); RRS 62 (Redress); RRS 63 (Hearings); RRS 64 (Decisions) and RRS 66 (Reopening a hearing).

The OA reserves the right to amend this notice of race if changes prove desirable for the safety and/or the sportively of the race.

Entry in the **Guyader Bermudes 1000 Race** entails the full and unreserved acceptance of all the provisions of this notice of race.

3. SAILING INSTRUCTIONS (Sis)

They will be published on the race website at the latest on **April 20, 2023**, and sent by email to the registered competitors at that date. <http://www.guyaderbermudes1000race.com/>

4. COMMUNICATION

The online official notice board is at www.guyaderbermudes1000race.com.

[DP] When racing, except in an emergency, a boat while racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

5. ELIGIBILITY

The regatta is open to IMOCA-class boats in good standing with their national authority.

5.1 The event is DOUBLE handed, 1 skipper, 1 co-skipper and a media man crew will be mandatory.

5.2 **The skipper and the co-skipper** shall be members of the IMOCA Class.

5.3 The event is open to competitors who will have completed their 18th year of age on May 6, 2023.

5.4 The skipper shall be in possession of a measurement certificate for the Guyader Bermudes Race 2023.

5.5 **The skipper and the co-skipper** shall present a valid World Sailing Survival Training certificate.

~~5.6 **The skipper and the co-skipper** shall present a certificate proving that they have successfully completed the compulsory medical training course for category SOR 1 of the FFVoile medical regulations.~~

5.7 The skipper shall present a certificate of his insurances and any exclusion clauses and indemnities to any third party with whom he may have to come into contact in connection with the race or events.

5.8 The skipper must present his 2023 advertising authorization card issued by the FFVoile if necessary, (competitors with an FFVoile license only).

5.9 **The skipper and the co-skipper** shall be in possession of:

- Their valid Club FFVoile mention "competition" license
- or
- The Club FFVoile license mention "membership" or "practice" accompanied by a medical certificate of no contraindication to the practice of sailing in competition dating back less than a year.
- For each competitor who does not have an FFVoile license, whether a foreigner or of French nationality living abroad,
 - proof of their membership of a national authority member of World Sailing,
 - a valid proof of insurance in civil liability with a minimum coverage of two million euros

5.10 Referent doctor for the race

The referent doctor for the race recalls that it is the responsibility of the **Skipper and his co-skipper**:

- to ensure that their medical and physical conditions are compatible with the constraints of the race,
- to loyally inform the referent doctor of any pathology, of which they are aware, likely to affect their safety or that of third parties during the event.

The **Skipper and his co-skipper**: (the media man is not concerned)

- must provide a report of a cardiac echograph,
 - must provide the report of a stress test less than 4 years old,
 - must provide the completed medical form and including the date, the stamp and the signature of the doctor guaranteeing the requested information as well as the date and signature of the Skipper.
- The medical form is available on the race website: www.guyaderbermudes1000race.com

The absence or insufficiency of the requested information leads to the non-eligibility of the competitor to the race. The name and contact details of the referent physician will be communicated as soon as possible. All these medical documents concerning the skipper and co-skipper must be sent to the referent doctor on his personal email before March 07, 2023, midnight at the "Association Médicale de La Course Au Large" amcalteam@gmail.com.

5.11 Media man or "équipier média"

Definition: A person designated by the skipper and approved by the IMOCA Sports Committee when it is convinced that the skills of this person meet the expectations of this rule.

Approval or non-approval shall not be grounds for a request for redress.

The media man is not allowed to take part in the navigation or performance of the boat in any way.

The media man's candidacy, submitted no later than March 15, 2023, will be validated by the IMOCA sports committee.

In addition, the media man is not allowed to take a watch for the skipper or co-skipper or alert him in any way with regard to the behavior and performance of the boat.

The media man must have his FFVoile "compétition" or "practiquant" license. He shall present his medical certificate of non-contraindication of the sports practice of sailing if mention "practiquant" only.

He shall provide free of publication: images, sounds, texts or videos (2 minutes per 24 hours or 4 minutes in total in two shipments: 1 per 24 hours) to the OA.

In accordance with RCV 76.1, the OA may refuse or cancel a registration. If necessary, it may, in agreement with the race director, consult the jury and a committee composed of experts of its choice in order to decide on the final admission or exclusion of a boat or a competitor.

6. REGISTRATION

Eligible competitors can register by completing the attached form in APPENDIX 2 and sending it with the required registration fee to **Sea to See** – 11, passage de la poste – 29 100 Douarnenez, no later than March 15, 2023 midnight. After March 15, 2023, the OA reserves the right to accept or refuse a new registration.

The number of places in the Marina du Château de Brest being limited, the first 18 pre-registered (completed form + signature + payment of registration fees) will have a mooring in the Marina du Port du Château and on the Quai Malbert. The following registered will have their moorings in a port of the Rade Brest.

The Race Direction reserves the right to ask **a skipper, his co-skipper and his registered boat**, to sail an observation course whose modalities will be agreed in due course with the race direction.

To be considered registered for the event, a boat shall meet all registration requirements and pay all required registration fees within the time described in AC 7. (Proof of payment needed).

It is up to each competitor to follow the evolution of his file and to provoke in good time the interventions of the organizing teams.

7. FEES

The entry fee is 4320 euros (3600 excl. VAT) per boat at the date of registration in the **Guyader – Bermudes Race**. In case of cancellation after April 20, 2023, fees will not be refunded except in case of force majeure duly justified. Payment by cheque (postmarked) or by bank transfer (see APPENDIX 2 – Registration form) to

inscription@sea-to-see.com

Race NAME of the boat compulsory in the transfer.

8. RUNS

Speed runs will be organized on Friday May 5, 2023, in the Rade de Brest.

In addition to the times of the runs organized as part of the **Guyader Bermuda 1000 Race and the Pom 'Potes Challenge**, the **Speed Base of Brest** will record the times over 500 meters to participate in the ranking of the year 2023. For this, each boat will have to provide a file either gpx, fit, sbn, sbp, oao or csv.

Crew for the “Runs” contest:

The “Runs” sailed with a crew of up to 8 people, including one person chosen by the organiser.

The race Direction may change the number of crew members due to weather conditions.

Participation in sports competitions organized or authorized by FFVoile is not subject to the presentation of a medical certificate for 5A, 5B and 5C events. A FFV license is still mandatory.

For each run, the crew list shall be provided by e-mail to the race direction no later than 4 May 2023 17.00. A copy of every FFVOILE 2023 “competition”, “practicing” or temporary license must be sent with the crew list for each run. Sea To See can sell FFVoile annual or temporary licenses (contact Natalia inscriptions@sea-to-see.com Natalie Delemar: 06 62 92 06 60).

9. EVENT ADVERTISING [DP]

Boats shall display the advertisement chosen and provided by the OA. If this rule is infringed, World Sailing 20.9.2 Regulation applies.

The positioning of the markings is under the skipper’s responsibility until the prize giving.

Identification and marking of the OA will be defined in the sailing instructions (Sis).

10. SCHEDULE [DP] [NP]

Official time for the event is local time.

Boats and competitors (or competitor representative) shall be at the OA’s disposal at the latest on **Thursday, May 4, 2023**, in Port du Château in Brest or in the Rade de Brest, according to the spreading.

The five first IMOCA in the scoring shall stay in Brest harbour until **Sunday May 14, 08:00 hrs**, except on exceptional derogation from the Race Direction.

Weeks 16 and 17:

Safety controls will be made in the mooring ports and upon appointment.

A table showing the dates and times of appointments will be distributed.

Thursday, May 4

12:00: Time limit for arrival of the boats either in Port du Château, Brest, or in the Rade de Brest according to the allocation.

- 18:30 hrs: Briefing for the pilots of the Teams’ support ribs - Compulsory presence of the pilot of support rib

- 19:30 hrs: Welcome cocktail - Compulsory presence of the competitors

Friday, May 5:

- 09:00 hrs: Briefing for the skippers - Compulsory presence of the competitors

- 13:30 to 16:30: Runs in Brest Bay “Défi Pom’Potes” – Mandatory, don’t count in final scoring of the **Guyader**

Bermudes 1000 Race.

This period does not include the transfer to the “runs” area.

18:30 hrs: Prize-giving for the Défi Pom’Potes – speed runs - Compulsory presence of the competitors

Saturday, May 6:

- 16:00 hrs: OnBoardReporter briefing, race video/photo device.

17:30: Official photography. Mandatory presence for competitors.

-18:00 hrs: Briefing for the skippers + Pilots of the Teams’ support ribs – Compulsory presence of the competitors and for the pilot of support rib

Sunday, May 7

14:00: Start of the – Guyader - Bermudes 1000 Race

Saturday May 13

19:00 hrs: Prize-giving – Compulsory presence of the skipper, co-skipper and OnBoardReporter

At the latest on May 06, 2023, 18:00 h, the skipper and co-skipper shall have handed out their start declaration duly filled in and signed. The start declaration will be attached to the Sis.

Any other changes to the programme will be announced to the skippers by an amendment published at the latest the day **before 8 pm**.

11. THE COURSE [DP]

The offshore type course, DOUBLE handed with a media man crew, of about 1200 NM will be described in the Sis. Start and finish will be around the Brest roadstead.

Several course options are possible:

- Either a loop to the Fastnet and a waypoint off the Azores and back to the finish.
- Either two loops celtic triangle type between the Fastnet and A Coruña.

The choice and direction of the course will be announced at the latest during the skippers briefing on May 6.

Routing is prohibited:

A declaration confirming compliance with this rule shall be signed by each competitor in Brest before the start of the race.

Reminder of the rules:

Routing is prohibited for IMOCA World Championship races: Routing means any development of an optimal route on a given course considering weather forecasts, currents, waves, and any other parameters related to the performance of the boat.

The routing must be carried out by the skipper and his cos skipper in one of the following ways:

-In complete autonomy (without any information provided by a source outside the boat).

-Independently through the acquisition of raw meteorological data (as published by meteorological agencies and not modified, prepared, or appraised) containing images from observation satellites, observation and forecast maps, digital data files.

-Thanks to any information provided by a source outside the boat via computer servers or third parties.

12. BEACONS

The race will use the autonomous on-board beacon of each IMOCA.

Trackers may be used for the runs.

13. TIME LIMIT FOR FINISHING

The time limit for finishing after the first boat sails the course and finishes is 50% of the racing time of the first boat added to her racing time.

14. PENALTY SYSTEM

RRS 44.1 is changed so that the two-turns penalty is changed to a one-turn penalty.

Time penalties may be taken at sea. The procedure will be explained in the Sis.

15. SCORING AND PRIZES

One race is necessary to validate the event.

The race will score **factor 1** in the Globe Series IMOCA Championship.

Scoring will be calculated in real time, taking account of the potential penalties or bonuses.

Several intermediate scorings will be published daily and made available for the competitors and media.

Scorings will be available every round hour.

Gifts and prizes may be awarded to competitors at the discretion of the OA.

16. STOPOVER, ASSISTANCE [DP]

During the race, a boat may call at a port or anchor and receive assistance under the following conditions:

- A technical stopover in a port or moored on a buoy or alongside a ship anchored or docked in a port or shelter, may not be less than 4 hours.
- The competitor shall make a request to the race direction.
- After agreement of the race management on the location of the stop, the boat may be towed or run its engine to enter and / or leave the port or anchorage agreed with the RD, over a distance agreed with the RD, provided it can be proved that the overall result of such towing or motoring did not favour the boat's progress towards the finish line.
- The skipper will have to write a detailed report for the PRO

17. POWER SUPPLY [DP]

REMINDER OF RRS 42.1:

Except when permitted in rule 42.3 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed.

CHANGE OF RRS 52

Boats are allowed to use energy other than manual energy to use an autopilot acting only on the heading of the boat. This energy can be used to maneuver the ballast and/or keel tilt system.

18. MOORINGS IN HABOURS

IMOCAs will be moored in Port du Château in Brest, quai Malbert or in a harbour in Brest roadstead.

19 HAUL-OUT RESTRICTION [DP]

Boats shall not be hauled out during the event except according to the terms of a prior authorisation from the race direction.

20. RADIO COMMUNICATION

The OA asks skippers to send 2 emails a day, or to call the red number, to give information from aboard. These emails can be received as a video and or photo as well. Failure to send will not be subject to penalties.

21. DECISION TO RACE

RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue **racing** is hers alone". By participating in this event, each competitor accepts and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather conditions, equipment failure, errors in boat maneuver, poor sailing of other boats, loss of balance on an unstable surface, and fatigue, resulting in an increased risk of injury. The risk of material damage and / or bodily injury is therefore inherent in the sport of sailing.

The decision of a competitor to participate in a race or to stay in the race is his sole responsibility. Consequently, by agreeing to participate in the race or to remain in the race, the competitor releases the OA from any liability in the event of damage (material) and / or injury.

22. OA, PARTNERS, AND PARTICIPANTS RESPONSIBILITY

Sailing is a risky sport and a potentially dangerous activity. Anyone considering participating in the race, whether as an entrant or otherwise, must do so while accepting the risks inherent in such participation and knowing that such participation could result in damages or losses.

The responsibility of the OA and its partners is limited to ensuring the operational conduct of the event. Any other liability that the OA may accept can only be contractual and explicit.

In particular:

The watch, and especially the radio, telephone and boat tracking with positioning beacons and / or by Inmarsat C, which the Race Direction could ensure, must be considered by the competitors as optional and random, and in no case as additional security on which they can rely.

Any request made to a member of the OA can only be civilly binding on the OA if it has explicitly accepted responsibility for it, either itself or by one of its servants, officially accredited for this purpose. This is particularly the case with requests for various aids and even assistance at sea.

The event is a sporting event. Any sports dispute will be judged in accordance with the applicable rules. The fact of filing an undertaking implies that the competitor and his successors in title waive any jurisdiction other than sports for sports disputes. No claim for damages and interest can be founded (Fundamental RRS 4). Therefore, the OA will not accept any liability for breach of contract implied by customary law, written or otherwise, or for negligence, and will not be liable for any loss or injury (regardless of cause or occasion), breach of duty, distortion or otherwise. Whatever the legal relationship between the owner(s) of the boat, the shipowner and the skipper, only the skipper officially indicated on the registration form is the responsible interlocutor vis-à-vis the OA. Each skipper participates in the race at his own risk and acknowledges that his decision to participate was made under his sole responsibility. It is the sole responsibility of each participant to decide to participate in the race based on their competence, the condition of the boat and its rigging, the weather conditions expected or suffered during the race, their own physical and medical condition, and so on. Any advice or information provided by the OA, for example a weather report or advice following inspections of the boat, is given for information purposes only and it remains the sole responsibility of each participant to check the likely weather conditions, and his equipment. Neither the AO nor their associates accept any responsibility for any such advice or information they may be required to provide. (Fundamental RRS 3.)

Owners, shipowner or skippers are each, as far as they are concerned, personally responsible for all material and human accidents which may occur to themselves, to boats or which they may cause to any third party or to any property belonging to a third party. It is their responsibility to take out all the necessary insurance, whether for possible injuries, losses, damages or other. In addition, each participant undertakes to provide a certificate of these insurances and any exclusion clauses and compensation to any third party with whom he may come into contact in the context of the race or events. Otherwise, the skipper will not be allowed to run and start in the race and the registration fees of the boat will remain with the OA.

The OA shall not be liable for any actual or alleged indirect loss, on any occasion, suffered by any participant, shipowner, sponsor or otherwise, and such total absence of liability shall not be limited to the sole loss of profits, opportunities, business, publicity, reputation (or the opportunity to improve its reputation) or any financial loss whatsoever. The OA shall not be liable to participants in the race or otherwise for any actual or perceived loss, damage or expense resulting from force majeure, including (non-exhaustive list) any natural disaster, war, military intervention, accident, equipment failure, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning, pandemic, employer strike or social conflict, as well as any omission or refusal of permits by the government, national or international sailing bodies, the Ponts et Chaussées administrations, telecommunications or delay in the supply, manufacture, production or delivery by third parties, of information, goods or services.

The OA will have no obligation to organize rescue operations, whether on land or at sea. Participants are also reminded of the obligation to rescue another vessel or participant in distress (Fundamental RRS 1.1), as far as possible, as rescue and assistance at sea being governed by international conventions.

Registration entails the total and unreserved acceptance of all the provisions defined above.

23. AUDIO VISUAL RIGHTS

The image rights belong to the Sea to See Company and the IMOCA Class. By participating in this event, the competitor automatically grants without compensation of any kind to the Sea To See Company and its partners as well as the IMOCA Class the perpetual right to produce, use and show, at their discretion, in any broadcast relating to the **GUYADER - BERMUDES 1000 Race**, any image of himself or his boat, carried out during the period of the competition named **GUYADER - BERMUDA 1000 Race** in which the competitor participates.

Use of participants' personal data

By participating in this competition, the competitor and its legal representatives consent and authorize the FFVoile and its sponsors to use and store their personal data free of charge. This data may be published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors may use these data for software development or for marketing purposes. In accordance with the General Data Protection Regulation (GDPR), any competitor who has communicated personal data to the FFVoile may use his right of access to the data about him, have them rectified and, depending on the situation, deleted, limited, and oppose them by contacting dpo@ffvoile.fr or by mail at the head office of the French Sailing Federation specifying that the request relates to personal data.

24. CONTACT

For further information please contact:

Sea to See:

Gwen Chapalain: 06 85 32 39 70 - gwen@sea-to-see.com

Delphine Largenton : 06 86 14 82 71 – delphine@sea-to-see.com

Registrations: inscriptions@sea-to-see.com

Natalie Delemer : 06 62 92 06 60

APPENDIX 1: Prescriptions of the French Sailing Federation

APPENDIX 2: Registration form

Appendix 1: Prescriptions

PRESCRIPTIONS OF THE FEDERATION FRANCAISE OF VOILE - RACING RULES OF SAILING 2021-2024

(* FFVoile **Prescription to RRS 64.4** (Decisions on protests concerning class rules):

The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(* FFVoile **Prescription to RRS 67** (Damages):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a jury.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(* FFVoile **Prescription to RRS 70. 5** (Appeals and requests to a national authority):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(* FFVoile **Prescription to RRS 76** (Exclusion of boats or competitors)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(* FFVoile **Prescription to RRS 78.1** (Compliance with class rules; certificates):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

(* FFVoile **Prescription to RRS 86.3** (Changes to the racing rules):

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

(* FFVoile **Prescription to RRS 88** (National prescriptions):

Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed.

In such case, the prescriptions marked with an asterisk (*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(* FFVoile **Prescription to RRS 91(b)** (Protest committee):

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the Fédération Française de Voile. Such authorization shall be posted on the official notice board during the event.

FFVOILE Prescriptions - Applying when no international jury is designated on the event

FFVoile **Prescription to RRS 25** (Notice of race, sailing instructions and signals):

- For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published.

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

FFVoile **Prescription to APPENDIX R** (Procedures for appeals and requests):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile: <http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>