



SAILING INSTRUCTIONS

11TH ISSUE

START ON SUNDAY 13TH SEPTEMBER AT CAEN

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

1. RULES

The regatta will be governed by:

- 1.1 The rules as defined in The Racing Rules of Sailing (RRS),
- 1.2 The National prescriptions applying to foreign competitors are defined in the Notice of race
- 1.3 Regulations of the FFVoile,
- 1.4 From sunset to sunrise, the rules of part 2 of the RRS are replaced by part B, section II of the IRPCAS (International Regulations for Preventing Collisions at Sea)
- 1.5 The Offshore Special Regulations Cat 2Mo
- 1.6 according to Class40 class rule B11, there is no minimal duration for a technical stopover
- 1.7 In case of translation of these Sailing Instructions, the French text shall take precedence.
- 1.8 All the time given in these Sailing Instructions, in the amendments or on the official noticeboard are French local time: GMT+2.

2. RACE HEADQUARTERS

- 2.1 The offices of the Event's General Organisation, the Race Direction, The Race Committee, the Jury and the press centre are located in Le Pavillon, 10 Quai François Mitterrand 14000 - CAEN. Their different phone numbers will be posted on the official Notice boards.
- 2.2 The Race Headquarters office is open from **09.00 on Thursday, September 10th 2020**. Opening times are from 09.00 to 13.00 and 14.00 to 18.00, until Saturday September 12th 2020. On Sunday September 13th, 2020, opening times are from 09.00 to 15.00. Thereafter, the opening times are from 09.30 to 18.00, until the prize giving
- 2.3 The official notice board is located at the Race Committee office, The Pavillon and on the website of the race
www.normandy-race.com
- 2.4 **Mobile phones strictly reserved for competitors and security:**
Race Director/ Christophe Gaumont +33 (0)6 60 04 81 02
Assistant race Direction: Vanessa Boulaire +33 (0) 6 61 59 06 15
Competitors that wish to send confidential email to the Race Direction, Race Committee, Technical Committee and/or the Jury shall send it to **christophe.gaumont@ffvoile.fr**

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes before the start
Amendments to the SI will be posted on the Official Notice Board at the latest at 12h00 the day of the start.
- 3.2.1 Depending on the weather forecast for the course received during the race by the Race Direction, the Race Director in agreement with the Race Committee may inform the competitors of a change of the course not later than before the arrival of the first competitor at 15 miles from each mark of the course. The course may be changed several times.
- 3.2.2 To signal the change of course, the Race Direction will send to every boat a written message on the boat's email, and then repeated, if possible, by oral instructions by satellite or mobile phone. The message will give the new course with marks in preference chosen in the list of Appendix 5. This course will have to be sailed from the mark where the change of course has been made. This change RRS 33.
- 3.2.3 Each boat shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag mast located at the race headquarter.
- 4.2 When AP Flag is displayed ashore, the start is postponed, and boats shall say ashore. This change race signals. (DP)

- 4.3 The removal of flag AP means: competitors may leave the quay and follow the Race Direction's instructions on VHF channel 72.

5. SCHEDULE

- 5.1 In addition to NOR 5 Modification et complément de l'AC 5

Date	Heure	
Wednesday, September 9th	20h00	Time limite to berth in Bassin St Pierre
From Thursday September 10th to Saturday September 12th	09h00-18h00	Safety checks and registration
Saturday, september 12th	10h00	Safety and Start Briefing – Auditorium médiathèque Caen
Sunday, September 13th	15h00	VHF 72 watch mandatory 1st boat leave the Bassin St Pierre
	17h00	Ouistreham lock in
	18h52	Warning signal
	19h05	Starting signal of the NCR
Friday 18th and Saturday 19th		Estimate finishing time. Boats shall the Bassin Saint-Pierre in Caen as soon as they can after crossing the finishing line in Ouistreham and stay there to Sunday, september 20 th at 17h00

6. CLASS FLAG

The class flag will be the Class40 flag.

7. THE COURSE

- 7.1 Courses are described in appendix 4
- 7.2 No later than 15 minutes before the warning signal, the race committee will display the course to be sailed
- 7.3 The race committee will display a "D" flag if the course includes an offset mark. He will display a green flag to signal that the mark is to be rounded on starboard. Absence of green flag means that the offset mark is to be rounded on port (this changes Race Signals).
- 7.4 Official ranking at a mark
The race Committee may stop a race in the cases listed in the RRS 32.1 and valid the finishing order by taking the ranking from Yellowbrick at the last rounding mark at one of the following marks: Tuskar Rock, Fastnet Rock and Alignment 201°M Longship/Wolf Rock Light houses. Each boat shall record her passing time at the longitude of these 2 points and being able to provide their recorded track.
The Race committee will inform the boats as soon as possible.
Anything that may be ground for protest happening after the last official rounding order will not be taken in consideration, and no boat can be penalized, except for an action taken under a fundamental RRS or RRS 69.

8 MARKS

- 8.1 Starting mark, course and offset marks, and finishing marks are cylindrical red
- 8.2 Other marks are described in appendix 4 and 5

9. FORBIDDEN AREAS-TRAFFIC SEPARATION SCHEME (TSS) [DP]

Whatever is the course, it is forbidden to competitors to sail during the entire race in the areas described in Appendix 3

The Fastnet TSS is not a forbidden zone, but competitors have to respect RRS 48.2

10. THE START

- 10.1 **Start declaration form — Non-Routing declaration form (appendixes 1 and 2) (DP)**
Not later than 10:00 on Saturday September 19th 2020 at the briefing, all the competitors shall have lodged at Race Headquarters:
- ✓ Their start declaration form (Appendix 1) duly completed and signed
 - ✓ Non routing declaration (Appendix 2),

- ✓ The list of the embarked sails for the race
- 10.2 Starting area: 2,5 NM in the NW of Ouistreham
The race committee may change the position of the starting area by notifying competitors by VHF channel 72 of the position of the starting vessel
- 10.3 The starting line will be between a staff of the race committee boat displaying an orange flag on starboard and the course side of the port-end starting mark.
- 10.4 Any competitor who fails to start within 45 minutes after the starting signal, shall be considered as not having started the race. She may be considered as a late starter if the skipper applies for it to the Race Committee as per S.I.10.7. If she not do so, she will be scored DNS. This change RRS A4 and A5)
- 10.5 The start will be done in application of RRS 26 with a warning signal 8 minutes to the start.
- 10.6 The race committee boat will display the names or sail numbers of the OCS boats as soon as possible after the start on VHF72.
Failure to broadcast or receive VHF communication shall not be grounded for redress. This change RRS RCV 60.1(b).
- 10.7 Courses for Late starters and for Competitors back to Ouistreham with or without outside help**
- 10.7.1 A late starter is one who does not cross the starting line 45 minutes after the starting signal. Late starters are not permitted to cross the usual starting line and have to go to or remain in Ouistreham harbor. They shall only leave the harbor once the Race Direction has given written permission to that effect; they shall leave no earlier than the time indicated by the Race Committee.
For all boats, the elapsed time will be always calculated from the starting signal.
- In case of course n° 1 or n° 2, the course for a late starter will be as follows:
- Crossing the virtual starting line facing East from the Cardinal East Ouistreham, leaving this mark to port, and then go to Mark 5 (Iles St Marcouf) to be left on starboard and then continue the course
- In case of course n° 3, the course for a late starter will be as follows:
- Crossing the virtual starting line facing East from the Cardinal East Ouistreham, leaving this mark to port, and then go to Mark 7 (No man's land fort) to be rounded on port and then continue the course
- 10.6.2 Competitors back to Ouistreham after having started:
- Courses above will also apply to competitors which, having started return to Ouistreham with or without outside help who wish to sail the race
- 11. THE FINISH**
- 11.1 The finishing line will be between a staff displaying an orange flag and the course side of the finishing mark
- 11.2 If the race committee is not on station when a boat finishes, she shall notify the race committee her finishing time and her ranking compared to the boats in the vicinity as soon as reasonably possible.
- 11.3 If possible, at night or in case of poor visibility, the Committee-Boat will have a stroboscopic light and the mark a strobe light on the buoy
- 11.4 Competitors shall then call the Race Committee on **VHF channel 72** about 15 minutes before their estimated time of crossing the finishing line.
- 11.5 Return to Caen
After crossing the finishing line, each competitor shall go directly to the Ouistreham lock then to the Saint Pierre Basin in Caen, as soon as possible. For all information about the time of the lock of Ouistreham, call the harbormaster on **VHF channel 74**. A competitor who has finished the race and who does not return to Caen before the prize giving shall be disqualified without a hearing, except with the Race Director's written authorization (This changes RRS 63.1).
- 11.6 Time limit
Boats that failing to finish within 36 hours after the first VINTAGE (or 36h00 after the 10th boat if no Vintage is registered)boat having sailed the course and finished) will be scored DNF. This change RRS35, A4 and A5.

12 SAFETY – COMMUNICATIONS

12.1 VHF radio

The VHF race channel is 72. The reserve channel is **69**.
The channel of the harbor and canal of Ouistreham is **74**.

12.2 Satellite phone

12.2.1 For safety reasons, competitors shall have their satellite phone switched on with an audible ringtone and their VHF on double watch 16/72 throughout the race.

12.2.2 Media calls: **From Monday, September 14th 2020**, a daily media call will be done for the 3 first ranked from **12h00 to 13h30** and the fort half of the fleet in alphabetic order (boats names) until the finishing of the first boat.

12.3 Positioning beacon

Each boat is equipped with a Yellow Brick beacon, which ensures boat tracking.
Each crew shall provide a deposit cheque for **800 Euros** made out to SIRIUS EVENEMENTS.
This cheque will not be cashed, and will be given back upon return of the beacon and the finish declaration at the Race Office in Caen after finishing, or as soon as possible after retiring, in which case the skipper is required to send the beacon back at his/her own expense, to the following address:

YELLOW BRICK – UNIT 8, Fulcrum 2
Whiteley, Fareham PO15 7FN - UNITED KINGDOM

12.4 AIS: Competitors shall have their AIS in operation (transmission and reception) from 14:00 the day of the start until they cross the finishing line (DP)

12.5 Retirement: a boat retiring from the race shall do his/her best to inform the Race Direction then send a written confirmation of the boat retiring the race [DP]

12.5.2 Any competitor who activates his Sarsat-Cospas beacon shall switch it off once the boat and crew are safe and sound.(DP)

13 OUTSIDE HELP - NON-ROUTING [DP]

Competitors are allowed to gather the following weather data:

- Satellite images,
- Meteorological charts, of observed and forecast data,
- Digital data files.

Access to digital or graphic information is authorized only if:

- It is accessible to all competitors, with or without payment, and there exists no exclusive arrangement between a data supplier and a competitor or a group of competitors.
- the information is “raw”, that is to say, as published by the weather organizations, and not modified, prepared or interpreted for a competitor or a group of competitors.

Access to this digital or graphic information is allowed only if it is provided, directly or indirectly, by an official weather organisation: Météo France, Met Office, ECMWF, NOAA, NCEP, Wetterweld.de, Météo Consult.

However, the data may be reformatted to facilitate or accelerate access, so long as this reformatting does not modify the weather information contained within.

At the request of the Race Management, each competitor shall be able to provide the Race Management with the access details and any software required for the reading and use of the data.

The Race Management reserves the right to prohibit a competitor’s access to data which in its judgement would contravene the letter or the spirit of the rules of the race.

14 PENALTY SYSTEM AND REDRESS

14.1 Penalty at the time of the incident

14.1.1 With regard to RRS 44.1, a breach of Part B of Section II of the COLREGS in an incident between competitors, shall be considered as a breach of Part 2 of the RRS. (This changes RRS 44.1).

14.1.2 Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management within the time limit for protests. (See SI 15.3).

14.1.3 Any skipper who fails to take the penalty in accordance with RRS 44.2 but immediately recognises that he/she has having breached the rules when the Jury contacts him/her for a hearing, may be penalised at the Jury's discretion. **[DP]**

14.1.4 A skipper that causes injury or serious damage or obtains a significant advantage in the race as a result of his/her breach may ask the Jury for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). This request must be made as soon as possible before the time limit for protests set out in SI 15.3 has expired. **[DP]**.

14.2 Penalty or redress decided by the Jury following a hearing

14.2.1 For the breach of a rule of sportsmanship having been established after a hearing, the penalty shall be a time penalty, unless the boat is disqualified. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 14.2.2 below. Discretionary penalties will be decided by the Jury in line with the "Normandy Channel race Penalties Guide" (SI Appendix 8).

14.2.2 Taking a time penalty when racing

As soon as possible after having made its decision, the Jury will notify the competitor concerned by the penalty via Race Management. Race Management will then inform the competitor of an area or of a time limit within which the penalty is to be taken.

When preparing to take the penalty, the competitor shall contact Race Management who will then time the penalty from a segment it will have indicated to the competitor.

Once the penalty has been taken, if it has been taken and confirmed by the Race Committee, the competitor must go back across the segment before continuing the race.

14.2.3 A decision of redress granted by the Jury after a hearing, unless there are exceptional circumstances, will be a time advantage.

14.2.4 Penalties for breaches set out in SI 15.2.2, including those for damaged seals, will be at the discretion of the Jury. **[DP]**

14.2.5 Accidental breakage of a seal noted by the President of the Technical Committee

In the event that the President of the Technical Committee should note, during an inspection, or if a competitor who is racing says as much, that a seal has been damaged or broken and that in his/her opinion the breakage is accidental, the Jury may, via the Technical Committee, ask if the competitor wishes to accept a standard penalty without a hearing. (This changes RRS 63.1).

For a broken propeller shaft seal : penalty 50 minutes.

For a other broken seal : penalty 20 minutes.

If the competitor refuses this standard penalty, he/she will be called to a hearing.

14.2.6 Jury's power of discretion

(a) For breaches deemed minor, the Jury may reduce the penalty or award no penalty at all.

(b) For serious, repeated or deliberate breaches, the Jury may increase the penalty or disqualify the competitor.

14.3 Penalties awarded by the Organising Authority

For the breach of a rule unrelated to sportsmanship, the penalties will take the form of fines to be paid to the Organising Authority. Such penalties will be awarded by the Organising Authority.

15 PROTEST, REQUEST FOR REDRESS AND REOPENING

Preamble: For incidents occurring at sea, Part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.

15.1 Informing the protestee:

15.1.1 A boat that is racing and has the intention of making a protest shall inform the other boat at the first reasonable opportunity by VHF on the race channel or by email. No red flag is necessary. (This changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Management.

15.1.2 Notices of protests from the Race Committee, the Technical Committee and the Jury shall be displayed on the official noticeboard and sent to all competitors to inform them in accordance with RRS 61.1(b).

They will be sent by VHF on the race channel or by email. (This changes RRS 61.1(b)).

15.1.3A boat ashore that intends to make a protest against another boat in the race shall inform the boat in accordance with SI 15.1.1 above.

15.1.4A boat that requests redress shall make this request to the Jury, via Race management, in accordance with SI 15.1.1 above.

15.2 Content of a protest

15.2.1 An intention to make a protest, announced by VHF at the time of the incident, shall be confirmed in writing (email) as soon as reasonably possible.

15.2.2 Breaches of the Rules set out below may not be the subject of a protest by a boat. (This changes RRS 60.1(a)):

- Programme
- Measurement and equipment inspections
- Advertising
- Skippers' obligation
- Evacuation of waste
- RRS 48.2
- Communications

15.3 Time limits

15.3.1 For making a protest

The time limit for making a protest against a boat in the race, the Race Committee, the Technical Committee or the Jury is twelve hours after having learnt about the incident prompting the protest.

No protest by a competitor will be accepted any later than eighteen hours after he/she has finished the race.

15.3.2 For requesting redress

The time limit for a request for redress for a boat that is racing, the Race Committee, the Technical Committee or the Jury will be twelve hours after having learnt of the incident prompting the protest. The same time limit shall apply to a request for redress concerning a decision of the Jury, from the time when the decision was received. When the competitors are ashore, the time limit will be two hours after the Jury's decision is displayed on the official noticeboard. (This changes RRS 62.2).

15.3.3 For requesting a reopening

For protests and requests for redress judged at sea in the absence of the parties, a request for a reopening shall be made within twelve hours of the communication to the parties of the decision. (This changes RRS 66).

For protests and requests for redress judged ashore in the presence of the parties, a request for a reopening shall be made within the two hours following the communication to the parties of the decision. (This changes RRS 66).

15.3.4 The Jury shall extend the time limit if it has good reason to do so.

15.4 Hearing and decision

15.4.1 A hearing may begin as soon as the Jury has been informed of the protest, which may be made by any appropriate means of communication given the circumstances. (This changes RRS 63.2). 9

- 15.4.2 The obligation to have working communication instruments on board, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.3.)
- 15.4.3 The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email, Inmarsat message or any other radio means shall be considered as forming the hearing. (This changes RRS 63.6).
- 15.4.4 In accordance with the preamble of SI 15, the procedure provided for in this hearing 15.4 shall apply only with regards to protests or requests for redress when competitors are racing. However, depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges present does not comply with RRS N1.
- 15.4.5 The Jury's decision will be displayed on the official noticeboard and communicated by email to the parties and all of the competitors as soon as reasonably possible after the hearing has ended.
- 15.4.6 The Jury's decisions are final, in accordance with RRS 70.5.

16. SCORING

- 16.1 The final result will be done from the elapsed time of each boat, increased or reduced by any penalties or redress.
An additional ranking will be established for boats defined as Vintage by the Class40 if there are at least 3 registered
- 16.2 Intermediate rankings and positions during the race:
Rankings are scheduled every 15 minutes and published on the Website.
More information will be given by an amendment to the SIs

17. EQUIPMENT AND MEASUREMENT CHECKS [DP]

- 17.1.1 Measurement inspections will be made before the start, **from 09:00 Thursday September 10th until 18:00 Saturday September 12th**. Any boat failing to comply with the rules governing the event will not be allowed to start the race.
- 17.1.2 At least one of the 2 skippers shall be present during the inspection of the boat. The boats are required to be present in the Saint-Pierre basin in Caen during the inspections. It is forbidden for the boats to leave the basin without the written permission of the Race Direction.
- 17.1.3 The grab bag as defined in OSR 4.21.3 will be sealed in location as defined in the Class rules. It shall contain the following items:
- 2 orange smokes, 4 red hand flares and cyalume-type chemical light sticks,
- A watertight hand-held VHF or with a waterproof cover with spare batteries,
- A watertight flashlight with spare batteries and bulb (Except for LEDs),
- 2 survival blankets,
- Fluorescein sachets
- 17.1.4 The maximum quantity of embarked drinking water and drinkable liquid is 54 litres, in the fixed tanks of the boat and/or in containers of not more than 5 liters.

In addition, a jerry can containing 9 liters of emergency drinking water is mandatory onboard
This volume is included in the 54 liters authorized above
- 17.2 The items listed in Class40 rules 2.2 shall be sealed. The seals shall not be removed or broken until after the boat is inspected after finishing. An inspector will seal any unsealed item, will replace any existing seal at the competitor's request and will check that all seals are in place. It is the competitor's responsibility to verify that all seals are properly attached and are adequate for the event:
- 17.3 Seal of the engine
- 17.3.1 The seal for the engine is mandatory and will be fitted according to the procedure defined in Appendix 7 "AUTO-SEALING PROCEDURE". The seal shall not be broken or taken off before the inspection after the finish.
- 17.3.2 If a boat needs to use her engine for propulsion or when a propeller shaft seal is broken, the skipper shall first inform Race Director, and then he shall:
a) Replace the seal as soon as it is safe to do so, using a seal provided by the race committee.

- b) Report this as soon as possible to the race committee, giving the time and her position where it was broken, the time and her position when it was replaced and, if applicable, the time during which she used her engine for propulsion and the reason for doing so.
- c) Transmit to the race manager as soon as possible a picture of the seal before the break (if it is the skipper's decision to break the seal) and a picture of the new seal in position, both pictures showing a code on paper given by the race direction.

17.4 Embarking and Disembarking Equipment

Equipment (including water, other drinks and diesel) shall not be embarked, disembarked (except fenders) or jettisoned from the time of leaving the quay in Caen until the boat is inspected on return to Ouistreham once she has finished the race.

17.5 A boat shall be fully compliant with all rules of the event on leaving the basin at Caen on Sunday, September 13th until the boat is inspected on return to Ouistreham once she has finished the race.

17.6 After finishing: controls may be carried out by the event measurer either on his own initiative or at the request of the race director, and / or the race committee, and / or the international jury.

After the finish, the seals of the engine can be cut only by the test measurer or by the skippers with the authorization of the race director and according to the procedure described in SI17.3.2; the race direction will give a code to the skippers who will have to make a picture of the seal before breaking the seal, the picture showing a paper where this code appears.

18. EVENT ADVERTISING [DP]

Competitors shall display event advertising supplied by the organizing authority, according to NOR 2.2.

In addition, each boat shall, as soon as possible, display in her rigging the two race flags she will receive on arrival in Caen, shall keep them displayed until 2 hours after the start, and shall display them again from two hours before finishing until the prize giving. The supplied dodgers and the mainsail race logo shall be in place between their being fitted and the prize giving

19. OFFICIAL BOATS

The Committee boat and race steward boats will display the race flag.
The measurement boat will display a blue flag with JAUGE written in yellow.
The Jury boat will display a flag with marked JURY.

20. HAUL-OUT RESTRICTIONS [DP]

Boats shall not be hauled out during the regatta, except with and according to the terms of prior written permission of the technical committee.

21. DIVING EQUIPMENT AND PLASTIC POOL [DP]

Their use will be submitted to local regulations (harbour area, etc).

22. COMMUNICATION [DP]

22.1 Competitors are required to make regular contact with the Press Office by satellite phone or Satcom C to provide content for the Event.

Each night, competitors shall send a message providing information about their race to the person in charge at the following address: contact@sirius-events.com

22.2 Competitors are required to make regular contact with the Press Office by satellite phone or Satcom C to provide content for the Event.

Each night, competitors shall send a message providing information about their race to the person in charge at the following address: contact@sirius-events.com

And post on a ftp the media documents

The Ftp adress will be given later in Caen:

The success of those multimedia communications depends on the involvement of the competitors and on the content that they will be providing.

23. PRIZE GIVING

The price giving will be held in Caen on Sunday, September 20th 2020 at 12h00 on the official village and will be followed by a BBQ.

All the crew of the boats that have finished shall attend.

Boats shall stay in the Basin Saint-Pierre in Caen until 17.00 (the closing of the official village at 18h00.

24. DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone. Consequently, accepting to participate in a race or to continue racing, the competitor disclaims the organizing authority of any liability for damage (material and/or personal injury).

Race Officials :

- Race committee chairman: Patrick Perrault
- Technical committee chairman: Nathalie Monier
- Jury Chairman: Romain Gauthier

Organizing committee

- General Manager: Manfred Ramspacher
- Assistance Robin Mauvais
- Stage manager Mathieu Bentz

Direction de course

- Race Director Christophe Gaumont
- Assistance race direction Vanessa Boulaire

**ANNEXE 1. – APPENDIX 1
DECLARATION DE DEPART / START DECLARATION**

1 DECLARATION DE DEPART / START DECLARATION

Nom du Bateau (*Name of the boat*) :

N°

Je soussigné(e) / *I undersigned,*

chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « **NORMANDY CHANNEL RACE 2020** » de mon plein gré, en acceptant sans restriction ni réserve les Règles de Course à la Voile, l'avis de course de l'épreuve, les règlements de sécurité et les instructions de course, ainsi que tout avenant rendu nécessaire.

*Skipper of the above boat declare on my honour that I have entered the « **NORMANDY CHANNEL RACE 2020** » race by my free will, and I agree totally and without restriction to be bound by the Racing Rules of Sailing, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.*

Je sais que la course à la voile peut être dangereuse.

I understand that yacht racing can be dangerous.

Je déclare savoir que la sécurité de mon bateau relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que mon équipier et moi-même connaissons la manière de nous en servir.

I declare that I know that the safety of my boat is my sole and inescapable responsibility, that I have prepared the boat to sail in adverse weather conditions, that there is on board of the boat all the proper safety gear and that my crew and myself know how to use it.

En cas d'urgence et/ou pour déclencher des recherches éventuelles, je désigne à la direction de course la personne suivante joignable 24h/24 :

*I designate to the Race Director **the following person** who is entitled to ask that search for my boat be undertaken or in case of emergency, **may be joined 24h/24:***

Nom (Name) :

Tel portable :

Tél domicile :

Tél bureau :

Mobile phone :

Phone home :

Phone office :

Si la personne est différente pour le co-skipper/*if it is a different person for the co-skipper*

Pour le co-skipper, Nom (Name) :

Tel portable :

Tél domicile :

Tél bureau :

Mobile phone

Phone home :

Phone office :

Je déclare enfin que je prendrai, avant le départ, connaissance des prévisions météorologiques et qu'il m'appartient de prendre ou non le départ de l'épreuve, ou de la continuer.

I declare that I will, prior to the start, get hold of the weather forecast and that it is my sole decision, to start or not the race, or to continue racing.

Je décharge de toute responsabilité les organisateurs, SIRIUS Evénements, la direction de course, les arbitres désignés par la FFVoile et toute autre personne physique ou morale participant à l'organisation de cette épreuve à quelque titre que ce soit.

I agree that organizers, SIRIUS Événements, The Race Direction, the Race officials appointed by the FFVoile and other organising persons and companies working for or on behalf of the above mentioned parties have no responsibility for loss of life or injury to crew members or others, or for the loss of, or damage to any vessel or property.

Fait à/at :, le /on : 2020(date)

Signature du Chef de bord /*Skipper's signature*

ANNEXE 2./APPENDIX 2.
DECLARATION DE NON-ROUTAGE/ NON-ROUTING DECLARATION FORM

NOM DU BATEAU (Name of boat):.....N°.....

Nous, soussignés/*We, the undersigned*

....., Skipper

.....
Et/*and* Co-Skipper

du bateau ci-dessus désigné/*of the boat designed above*

déclarons sur l'honneur que nous respecterons la règle de non-routage sur la NORMANDY CHANNEL RACE 2020, notamment AC 13 et IC 13

Specifically, we declare upon our honor that we, the skipper and crew, will abide by rule of non-routing on the NORMANDY CHANNEL RACE 2020, NOR 13 and SI 13

Fait à, le2020
Location....., Date

Signature du Skipper
Skipper Signature

Signature du Co-Skipper
Co-Skipper Signature

APPENDIX 3 FORBIDDEN AREAS - TSS

SI 6.2 Forbidden areas: Traffic Separation Scheme (TSS) : Whatever is the course, it is forbidden to competitors to sail during the entire race in the following areas called TSS :

The coordinates of the points are given in WGS 84, for guidance and their positions are not grounds for redress. (RRS 62 is modified).

These zones are defined by the points below:

1.

Forbidden area Casquets	
Waypoint	Location
TSS Casquets A	50°06,630 N 002°27,460 W
TSS Casquets B	49°52,210 N 002°21,560 W
TSS Casquets C	49°47,200 N 002°50,640 W
TSS Casquets D	50°01,620 N 002°56,650 W

2.

Forbidden area South of the Scilly Isles	
Waypoint	Location
TSS South Scilly A	49°44,550 N 006°16,490 W
TSS South Scilly B	49°36,550 N 006°16,500 W
TSS South Scilly C	49°36,550 N 006°33,700 W
TSS South Scilly D	49°44,550 N 006°30,150 W

3.

Forbidden area West of the Scilly Isles	
Waypoint	Location
TSS West Scilly A	50°03,840 N 006°47,060 W
TSS West Scilly B	50°01,660 N 006°35,020 W
TSS West Scilly C	49°52,460 N 006°39,140 W
TSS West Scilly D	49°52,420 N 006°52,150 W

4.

Forbidden area Seven Stones	
Waypoint	Location
TSS Seven Stones A	50°08,100 N 005°51,110 W
TSS Seven Stones B	50°00,300 N 005°51,110 W
TSS Seven Stones C	50°00,330 N 006°03,550 W
TSS Seven Stones D	50°08,100 N 006°03,550 W

5.

Forbidden area Smalls	
Waypoint	Location
TSS Smalls A	51°52,029 N 005°56,450 W
TSS Smalls B	51°50,240 N 005°43,700 W
TSS Smalls C	51°40,000 N 005°48,550 W
TSS Smalls D	51°40,000 N 006°02,010 W

6.

Forbidden area Tuskar	
Waypoint	Location
TSS Tuskar A	52°15,290 N 006°06,980 W
TSS Tuskar B	52°12,740 N 005°54,700 W
TSS Tuskar C	52°06,050 N 005°58,350 W
TSS Tuskar D	52°10,900 N 006°09,300 W

8

Forbidden area Pas de Calais	
Waypoint	Position
TSS Pas de Calais A (Bouée Cs3)	50°52,000 N 001°02,379 E
TSS Pas de Calais B (card N Vergoyer N)	50°39,640 N 001°22,200 E
TSS Pas de Calais C (Card W Vergoyer SW)	50°27,000 N 001°00,000 E
TSS Pas de Calais D	50°14,470 N 000°04,170 E
TSS Pas de Calais E (Spéciale Cs1)	50°33,590 N 000°03,810 W
TSS Pas de Calais F (Spéciale Cs2)	50°39,100 N 000°32,600 E

APPENDIX 4 COURSE

ZONE DE DEPART/STARTING AREA

COURSE N°1: Numeral pennant 1 displayed 15 minutes to the start

Ordre	Waypoint		Côté	Position
1	StartNCR			SI 10.3
*	Offset Mark			SI 7.3
2	Card E Luc	To be rounded	Same required side of the Offset Mark	49°20,750 N 000°18,620 W
3	Card E Ouistreham	To be rounded	Starb,	49°20,410 N 000°14,800 W
4	Bouée bâbord de la ligne de départ	To be rounded	Starb,	
5	Iles St Marcouf	To be left	Starb,	
6	Card W Saint Marcouf	To be rounded	Starb,	49°29,700 N 001°11,950 W
Then proceed to 7 No Man's Land fort and continue the course				

COURSE N°2: Numeral pennant 2 displayed 15 minutes to the start

Ordre	Waypoint		Côté	Position
1	Start NCR			IC 10.3
*	Offset Mark			IC 7.3
5	Iles St Marcouf	To be left	Trib,	
6	Card W Saint Marcouf	To be rounded	Trib,	49°29,700 N 001°11,950 W
Then proceed to 7 No Man's Land fort and continue the course				

COURSE N°3 Numeral pennant 3 displayed 15 minutes to the start

Ordre	Waypoint		Côté	Position
1	Start NCR			IC 10.3
*	Offset Mark	To be rounded		IC 7.3
2	Card E Ouistreham	To be rounded	Starb,	49°20,410 N 000°14,800 W
Then proceed to 7 No Man's Land fort and continue the course				

Continuation of the course

Ordre	Waypoint		Côté	Position
7	No Man's Land Fort	To be rounded	Port,	50°44,400 N 001°05,710 W
8	Isle of Wight	To be rounded	Port,	50°46,300 N 001°17,700 W
9	Wolf Rock Light house	To be rounded	Port,	49°56,700 N 005°48,500 W
10	Tuskar Rock	To be rounded	Port,	52°12,150 N 006°12,400 W
11	Fasnet Rock	To be rounded	Port,	51°23,300 N 009°36,200 W
12	Alignment 201°M Longship/Wolf Rock Light houses	To be crossed		
13	Island of Guernsey	To be rounded	Port,	
14	Card E Ouistreham	To be rounded	Port,	49°20,412 N 000°14,799 W
15	Finish			49°19,300 N 000°15,200 W

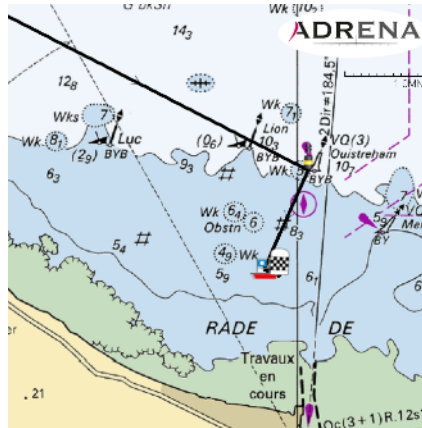
APPENDIX 5: COURSE MARKS FOR CHANGING COURSE

List of marks that may be used to replace any marks of the initial course according to SI 3.2.2:

The coordinates of the marks are given in WGS 84, for guidance and their positions are not grounds for redress. (This change RRS 62).

Mer Celtique et mer d'Irlande		
Safe waters Cork	51°42,900 N	008°15,600 W
Lundy Island	51°12,100 N	004°40,700 W
Côtes SW Royaume Uni		
Card S Owers	50°38,600 N	000°41,100 W
Card S Runnel Stone	50°01,182 N	005°40,359 W
Safe waters Fairway Needles	50°38,200 N	001°39,000 W
Eddystone	50°10,800 N	004°15,900 W
Nab Tower	50°40,100 N	000°57,100 W
Royal Sovereign	50°43,500 N	000°26,100 E
Wolf Rock	49°56,700 N	005°48,500 W
Nab Tower	50°40,100 N	000°57,100 W
Bretagne Nord		
Hanois lighthouse	49°26,100 N	002°42,800 W
Card N Basse Renier	49°44,900 N	001°22,100 W
Card N Jument des Héaux	48°55,340 N	003°07,940 W
Card W Desormes	49°18,900 N	002°18,000 W
Card W La Roche Gautier	49°02,000 N	002°54,700 W
Card W Lizen Ven	48°40,500 N	004°33,600 W
7 islands les Dervinis and les Noirs de Rouzic	48°52,700 N	003°29,399 W
Casquets lighthouse	49°43,300 N	002°22,600 W
Manche Est		
Safe waters LHA	49°31,400 N	000°09,600 W
Isolated danger DA (Antifer)	49°40,900 N	000°01,800 E
Card W A5 (Antifer)	49°45,700 N	000°17,300 W
Card E DI (Dieppe)	49°57,000 N	001°01,400 E
Card W Cusy (Baie de Seine)	49°29,400 N	000°43,000 W

APPENDIX 6: LIGNE D'ARRIVEE/FINISHING LINE



IC 11.1

La ligne d'arrivée est située entre une bouée gonflable cylindrique rouge située à l'emplacement cartographique de l'ex-bouée SRCO (déradée) (49°19.3N;000°15.2W) et le mât arborant le pavillon ORANGE du bateau-comité mouillé dans l'Ouest de cette bouée.
En cas de modification de parcours, l'orientation de la ligne d'arrivée sera approximativement perpendiculaire à la direction du dernier bord du parcours.

SI 11.1

*The finishing line is located, between an inflatable red cylindrical buoy buoy laid at the charted position of the former SRCO buoy (49°19.3N;000°15.2W) and the mast displaying the ORANGE flag on the Committee boat moored to the West of this buoy.
In the case of a change course, the orientation of the finishing line will be approximately perpendicular to the last leg of the course.*

APPENDIX 7: ENGINES SELF-SEALING PROCEDURE

SUM UP OF THE SEALS	
Liferaft	In position
Grab Bag	In position
Heavy mooring line	In position
Safety Water	Closed and in position
Emergency fuel tanks	Closed and in position
Fixed water tanks 40l	In position

SELF-SEALING OF THE BOAT'S DRIVE SHAFT

The sealing of the boat's drive shaft shall be done once the boat is outside the port using a self-sealing procedure:

- Together with the President of the Technical Committee, the reference shore crew and/or the skipper will choose the best place to install the seal on the boat (easy to access and check, for robust, reliable sealing),
- The numbered self-sealing system and the instructions will be given to the person responsible for the safety check.
- Once the boat has exited the port and is out at sea, the crew will seal her drive shaft itself,
- The crew shall take a digital photo of the numbered seal, properly installed (locked in the right direction), **the number on it being legible.**
- **This photo shall be sent to Race Management via email or SMS no later than 23:00hrs** on the day of the start, **with the boat's name:** Race Director, christophe.gaumont@ffvoile.fr - +33 6 60 04 81 02
- Race Management shall acknowledge receipt.
- It is the responsibility of the skipper to ensure the photo has been safely received and that the President of the Technical Committee is satisfied with it.

If the photo is not received within the allotted time, the President of the Technical Committee will lodge a protest

An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.

Notice to seal the shaft – Forward and rear

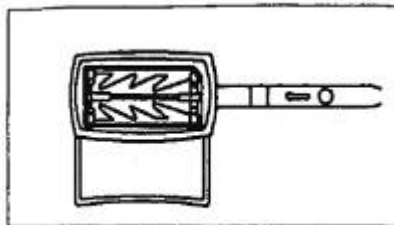


Diagram A

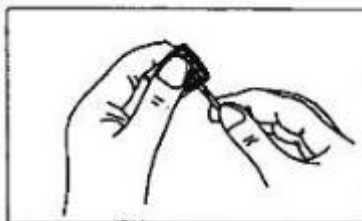


Diagram B

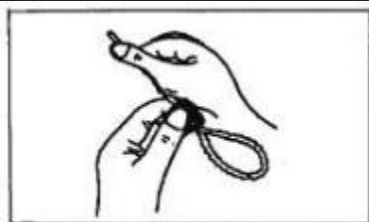


Diagram C

Step 1 Make sure the seal flap is placed with the front side facing the user as shown in diagram A

Step 2: hold the seal flap with one hand and with the other insert the cable at the hole (follow the arrow for guidance) as shown in diagram C

Appendix 8 – Penalties guideline Normandy Channel Race

For breaches of the rules for which there is a provision for a further penalty, the International Jury may award a penalty ranging from 0 to DSQ.

In deciding the penalty, the Jury will rely on this document.

Discretionary penalties are not simply a list of penalties. Penalties must be appropriate and justified to ensure there is a uniformity in the decision-making.

The overall concept behind it is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the particular circumstances.

This system offers penalty ranges for the most common breaches.

If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are split into 5 bands:

- Band 0 : Financial penalty
- Band 1 : from 0 to 4 hours
- Band 2 : from 2 to 12 hours
- Band 3 : from 12 hours to DSQ
- Band 4 : DSQ

The basic penalty shall be taken into consideration, then through questioning it shall be determined whether to increase or reduce the penalty within this band or to switch band entirely.

A positive answer to the questions below should lead to a reduction in the penalty time.

1. Was the breach accidental (or was it the result of exceptional circumstances)?
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper his/herself?
4. Did someone who is not part of the crew or support team contribute to the breach?

A positive answer to the questions below should lead to an increase in the penalty time.

1. Was the breach repeated?
2. Was the breach deliberate?
3. Was the breach is due to negligence or a lack of attention?
4. Was(were) there any attempt(s) to avoid carrying out the breach?
5. Did anyone suffer as a result of the breach?
6. Was the breach advantageous to the boat?

The Jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0H à 4H	2H à 12H	12H à DSQ	DSQ
Notice of Race					
NOR 2 Advertising	X				
NOR 11 / 12 Obligations of presence	X				
NOR 13.2 Routing				X	X
NOR 15 Berthing	X	X			
NOR 16 / SI 20 Haul out limitation		X			
NOR 17 Media contacts	X				
Sailing Instructions					
SI 4.2 Staying ashore		X			
SI 9 Prohibited area				X	
SI 10.1 Start declaration		X			
SI 10.1 Non-routing declaration		X			
SI 12.2.1 Phone VHF watch			X		
SI 12.4 AIS			X		
SI 13 Outside help				X	X
SI14 Breach of Chapter 2 or Col Regs			X		
SI 14.1.3 Failure to take a penalty		X			
SI 14.1.4 penalty under RRS 44.1b				X	
SI 17.2 Broken seal		X			
SI 17.3 Broken propeller shaft seal			X		
SI 18 Event Advertising	X				
SI 21 Diving Equipment		X			
SI 22 Communication	X				
Class Rules or OSR					
Class Rules or OSR infringements		X	X	X	

If the penalty is not listed in the table above, or if several bands apply for the same breach, the line of questioning below will accompany the initial questioning.

Could the breach compromise safety?	Band
No	1 or 2

Possibly but not certainly	2 or 3
Yes	3 or 4
Could the boat gain a competitive advantage?	
No, not possible	1 or 2
Possible but unlikely to affect positions	2 or 3
Almost certainly would affect finishing position	3 or 4
Could the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4