



June 04-11/2023

14th Edition

# SAILING INSTRUCTIONS

Updated on June 1st 2023

**Including amendment#1 published on 26th May**

Changes are shown in red in the text

Modificationx :

- Modification of appendix 2-Coordinates of the restricted start area
- Addition of appendix 8 Audiovisual

**Including amendment#2 published on June 1<sup>st</sup>**

Changes are shown in blue in the text

Modifications :

- SI 10.7.1
- SI 10.8
- SI 17.1.3 and 17.1.4
- Appendix 3 course
- Add Appendix 9

**Including amendment#2 published on June 1<sup>st</sup>**

- **Changes are shown in blue in the text**
- **Modifications :**
- **SI 5**
- **SI 10.3 and SI 10.6**
- **Appendix 3 course**
- **SI 14.1.2**

*The notation [NP] in a rule means that a boat cannot protest for an infringement to this rule. (This changes RRS 60.1(a))*

*The notation [DP] in a rule means that the penalty for a breach of the rule may, at the protest committee '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 Sporting events are above all a space of exchange and sharing accessible to all. As such, competitors and support persons are asked to behave in all circumstances, on land and on water, in a courteous and respectful manner regardless of the origin, gender or sexual orientation of the other participants or support person. A competitor or support person who does not respect these principles may be penalized according to RCV 2 or 69."
- 1.3 The National prescriptions applying to foreign competitors are defined in the Notice of race
- 1.4 Regulations of the FFVoile,
- 1.5 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)
- 1.6 The Offshore Special Regulations Cat 2Mo
- 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.
- 1.9 [DP] A breach of RRS 28.1 will be a discretionary penalty (This change RRS A5.2)
- 1.10 [DP][NP]. For all sections of Traffic Separation Scheme (TSS) that are not defined as Forbidden areas (SI 9), RRS 56.2 applies

## 2. RACE OFFICE

- 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 Office is open from **09.00 on Wednesday, May, 31<sup>th</sup> 2023**.  
Opening times are:
  - from 09.00 to 13.00 and 14.00 to 18.00, until Saturday June 03<sup>rd</sup> 2023
  - On Sunday June 04<sup>th</sup> 2023, opening times are from 08.00 to 09.00. Thereafter, the opening times are from 09.30 to 18.00, until the prize giving
- 2.3 The official notice board is available online only: <https://normandy-race.com/en/runners-space/>
- 2.4 **Mobile phones strictly reserved for competitors and security:**

<b>Race Director/</b>	<b>Christophe Gaumont</b>	<b>+33 (0)6 60 04 81 02</b>
<b>Assistant race Direction :</b>	<b>Vanessa Boulaire</b>	<b>+33 (0) 6 61 59 06 15</b>

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 08h00 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 describe the new course to be sailed with marks added or removed. 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
- 3.3 List of marks where the course may be changed
  - Iles St Marcouf
  - Isle of Wight
  - Wolf Rock Lighthouse
  - Tuskar Rock

- Fastnet Rock
  - Alignment Longship/Wolf Rock
  - Isle of Guernesey
- And any mark added in the course

#### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag mast located at the race office.
- 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 (NP)

5.1

Date	Time	
Wednesday 31 <sup>st</sup> May	2000 hrs	Deadline for boats to arrive in the Bassin Saint-Pierre in Caen
From Thursday 01 <sup>st</sup> June to Saturday 03 <sup>rd</sup> June	0900 – 1800 hrs	Scrutineering and registration confirmation
Saturday 03 <sup>rd</sup> June	1000 hrs	Safety briefing École Supérieure d'Arts & Médias de Caen/Cherbourg (ESAM), 3 minutes walk from the village Adresse : 17 cours Caffarelli – 14000 CAEN
Sunday 04 <sup>th</sup> June		Dock out Caen at 0940 hrs, Starting signal at 1400 offshore of Ouistreham
Friday 09 <sup>th</sup> and Saturday 10 <sup>th</sup> June		Arrival of the boats; the boats must make for the Bassin Saint-Pierre in Caen as soon as possible after their finish off Ouistreham and remain there till the prize-giving

#### 6. CLASS FLAG

The class flag will be the Class40 flag.

#### 7. THE COURSE

- 7.1 Courses are described in appendix 3
- 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 3.

## 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 4

## 10. THE START

### 10.1 declarations form (DP)

Not later than 10.00 on Saturday June 03rd 2023 at the briefing, all the competitors shall have lodged at Race office:

- ✓ Their emergency contact form available at the Race Office
- ✓ Non-routing declaration (Appendix 1),
- ✓ The list of the embarked sails for the race given by the Technical Committee

10.2 Starting area: 2,5 NM in the NNW 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 2 inflatable red marks

The race committee boat will display race signals from the north of the starting line

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.10.8.

10.5 The start will be done in application of RRS 26 with a warning signal 10 minutes to the start.

### 10.6 Starting the Race. Starting Penalties.

**10.6.1** A boat that does not cross the starting line as required by rule 28.1, may exonerate herself from that breach by taking a 1-hours penalty according to the provisions set out in SI 14.5

**After having crossed the a longitude 001°17,000W in the North of Isle of Wight, the boat shall cross it again 1 hour later. This changes rules A4 and A5.**

**10.6.2** RRS 28.1 is deleted and replaced with

A boat shall cross the starting line after having been entirely on the pre-start side at or after her starting signal and sail the course described in the sailing instructions and finish.

While doing so, she may leave on either side a mark that does not begin, bound or end the leg she is sailing. After finishing she need not cross the finishing line completely.

**10.6.3** RRS 28.2: delete the first sentence and replace with:

'A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to cross it until she finishes shall, when drawn taut,'

**10.6.4** RRS 29.1 is deleted and replaced with:

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line, she shall not return to the pre-course side. Instead she shall take the penalty indicated in SI 10.6.1. The race committee will inform her of her breach as soon as possible.

**10.6.5** 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 2 or 5, 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 or 4, 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 (Isle of Wight) to be rounded on port and then continue the course

#### 10.7.2 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

- 10.8 Each competitor shall wear a personal flotation device except when briefly while changing or adjusting clothing or personal equipment from the entrance in the lock in Ouistreham until 20.00 the day of the start.

It is then mandatory for the entire race when a competitor is outside the boat (in the cockpit or on the deck).

### 11. THE FINISH

- 11.1 The finishing line will be between a staff displaying a blue 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 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).

- 11.5 Time limit

Boats that failing to finish within 36 hours after the first VINTAGE (or 36h00 after the 10<sup>th</sup> 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 (DP/NP)

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

- 12.2.2 Media calls: **From Monday, June 03<sup>rd</sup> 2023**, a daily media call will be done for the 3 first ranked from **12h00 to 13h00** and the fort half of the fleet in alphabetic order (boats names) until the finishing of the first boat.

- 12.3 Positioning beacon (DP/NP)

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

#### 12.4 AIS (DP/NP)

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

#### 12.5 Retirement:

12.5.1 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

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

### 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, Wetterwelt.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 will be considered as a breach of Part 2 of the RRS. (This changes RRS 44.1).

14.1.2 The penalty turns of 2 laps is replaced by a penalty of 1 lap. This changes RRS 44.2.

After having taken a penalty according to RRS 44.2 described above, the boat shall notify race management within the time limit for protests (see SI 15.3).

14.1.3 A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of his breach may ask the committee for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). The request must be made as soon as possible before the protest time limit specified in SI 15.3.

#### 14.2 Penalty or redress decided by the committee after a hearing

14.2.1 The penalty for breaking a rule will be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 14.5 below. Discretionary penalties will be decided upon by the Jury in accordance with the "Normandy Channel Race Penalties Guide" (Appendix 7).

##### 14.2.2 Jury's discretionary power:

- (a) For minor breaches, 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.

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



**14.3** For the breach of a rule other than a competition rule, penalties will financials to be paid to the organizing authority (OA). Such penalties will be awarded by the OA. If a new breach is found after a financial penalty, the jury may open a hearing from a protest of the technical committee

**14.4 Accidentally broken seal noted by the chairman of the technical committee.**

In the event of the chairman of the technical committee noting during an inspection or of a competitor states that a seal has been damaged or broken and that in his opinion the break is accidental, via the technical committee, the Jury may ask the competitor if he wishes to accept a standard penalty without a hearing. (This changes RRS 63.1).

For a broken propeller shaft seal: penalty 50 minutes.

For another broken seal: penalty 20 minutes.

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

**14.5 Taking a penalty when racing**

As soon as possible after having made its decision, the Jury, via race management, shall inform the boat concerned by the penalty. Race management will then indicate to the competitor a zone or a time limit within which the penalty is to be taken.

When a competitor is getting ready to take his penalty, he 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.

**15 PROTESTS, REQUEST FOR REDRESS AND FOR 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 phase), 61.2, 61.3 and 63 shall apply.

**15.1 Informing the protestee:**

**15.1.1** A boat that is racing and that intends to make 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 will 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 via VHF on the race channel or by email. (This changes RRS 61.1(b)).

**15.1.3** A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat in accordance with 15.1.1 above.

**15.1.4** A boat that requests redress must submit its request to the protest committee, via race management, in accordance with the procedure set out in 12.1.1 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 it is reasonably possible.

**15.3 Time limits**

**15.3.1** For making a protest

The time limit to lodge protest for a boat racing, for the race committee, the technical committee or the jury, is six hours after having learnt about the incident concerned by the protest.

No protest of a competitor will be accepted any later than three hours after his having finished the race.

**15.3.2** For requesting redress

The time limit for a request for redress for a boat that is racing, for the race committee, the technical committee or the jury, is six hours after having learnt about the incident concerned by the request. The same time limit shall apply to a request for redress regarding 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 has been displayed on the official noticeboard. (This changes RRS 62.2).

#### **15.3.3 For requesting a re-opening**

For protests and requests for redress judged at sea in the parties' absence, a request for a re-opening shall be made within the six hours after the decision has been communicated to the parties. (This changes RRS 66).

For protests and requests for redress judged ashore in the parties' presence, a request for a re-opening shall be made within the two hours after the decision has been communicated to the parties. (This changes RRS 66).

**15.3.4** The jury may extend the time limit if it considers that it has good reason to do so.

### **15.4 hearing and decisions**

**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 taking the circumstances into account. (This changes RRS 63.2).

**15.4.2** The obligation to have communication instruments on board that are in working order, 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 by any other 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 SI 15.4 shall apply only with regard 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 does not comply with RRS N1.

**15.4.5** The jury's decision will be displayed on the official noticeboard and communicated by the parties and to 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.

Site: [ftp.geovoile.net](http://ftp.geovoile.net) - Login: FTPncr\_TEAMS - Password: Ze-Uue3p35yp

### **17. EQUIPMENT AND MEASUREMENT CHECKS (DP/NP)**

**17.1.1** Measurement inspections will be made before the start, **from 14:00 Thursday May 31<sup>st</sup> until 18:00 Saturday June 03<sup>rd</sup>**. 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 shall contain the following items:](#)

- 2 orange smokes, 4 red hand flares,
- 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** According to Class Rule 2.7.1 the maximum quantity of embarked drinking water and drinkable liquid is [49](#) litres, in the fixed tanks of the boat and/or in containers of not more than [10](#) liters.

In addition, a jerry can containing 9 liters of emergency drinking water is mandatory onboard



This volume is not included in the 49 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 6 "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:
- Replace the seal as soon as it is safe to do so, using a seal provided by the technical committee.
  - 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.
  - 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 Stopovers
- Stopovers during the race are authorized by respecting the following procedure:
- The skipper must inform the race direction (VHF, Inmarsat C, M, telephone).
  - After agreement of the race direction on the place of the stop, the boat can put its engine to enter and / or leave the port or the anchorage agreed with the race direction and over an agreed distance provided that it can be proved that the overall result of the running with the motor did not favor the progression of the boat towards the finish line.
  - The boat may break its engine seal and must reload its engine after the stopover by transmitting to the race director, as soon as possible, a photo of the new seal in position according to IC 17.3.2c).
  - In accordance with RC 2.11, the minimum stopover time will be 2 hours.
- 17.5 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.
- 17.6 A boat shall be fully compliant with all rules of the event on leaving the basin at Caen on Sunday, May, 15th until the boat is inspected on return to Ouistreham once she has finished the race.
- 17.7 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 technical committee 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 (NP/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. SUPPORT TEAM VESSELS (STV)**

- 20.1 The pilots of support vessels shall register at the race office to take their accreditation flag.
- 20.2 The support boats will be permitted to sail into the zone reserved for competitors defined in appendix 2 until 15 minutes prior the start
- 20.3 Double watch 16/72 is mandatory for all support boats
- 20.4 STV shall carry on board:
- Life jackets / buoyancy aid for all passengers and the driver worn at all times when afloat;
  - First-aid kit ;
  - VHF radio ;
  - device for making a sound signal;
  - Compass ;
  - adequate anchor and tackle for conditions and depth;
  - tow rope (minimum 15m long and 10mm thick);
  - operational engine kill cord (also known as a safety lanyard or automatic engine immobiliser);
  - Knife
- 20.5 It is **mandatory that the kill cord is used** at all times when the engine is running.
- 20.6 At all times, the registered driver(s) of a STV shall comply with directions given by a Race Official. In particular, this includes assisting in rescue operations when requested to do so.
- 20.7 STV shall comply with local harbor and marina regulations, in particular speed limits.

## **21. 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.

## **22. DIVING EQUIPMENT AND PLASTIC POOL (DP)**

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

## **23. COMMUNICATION (NP/DP)**

- 23.1 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](mailto:contact@sirius-events.com)
- 23.2 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](mailto: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.

## **24. CODE OF CONDUCT (NP/DP)**

- 24.1 Competitors and support persons shall comply with any reasonable requests from the Race Officials.
- 24.2 Competitors and support persons shall carefully and in a seamanlike manner display the advertising provided by the organizing authority, in accordance with the handling instructions and without interfering with its functioning.

## **25. DATA PROTECTION**

- 25.1 Right to image and appearance: By participating in this competition, the competitor and his legal representatives authorize the OA, the FFVoile and their sponsors to use his image and name free of charge, to display at any time (during and after the competition) moving or static photos, films or television recordings, and other reproductions of himself taken during the competition, and this on any medium and for any use related to the promotion of their activities

**25.2 Use of participants' personal data:** By participating in this competition, the competitor and his legal representatives consent and authorize the FFVoile, its sponsors, as well as the organizing authority to use and store their personal data free of charge. These 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 Regulations (GDPR), any competitor who has communicated personal data to the FFVoile can exercise his right of access to data concerning him, have them rectified and, depending on the situation, delete or limit them, and oppose it, by contacting dpo@ffvoile.fr or by mail to the office of the French Sailing Federation, specifying that the request relates to personal data

## **26 RISK STATEMENT**

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

## **27 PRIZE GIVING**

If possible, the prize giving will be held in Caen on Sunday, May, 15th 2022 at 12h00 on the village.

Unless otherwise stated by the OA 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).

### **Race Officials :**

- |                                 |                   |
|---------------------------------|-------------------|
| - Race committee chairman:      | Patrick Perrault  |
| - Technical committee chairman: | Jean Luc Gauthier |
| - Jury Chairman:                | Georges Priol     |

### **Organizing committee**

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

### **Direction de course**

- |                             |                    |
|-----------------------------|--------------------|
| - Race Director             | Christophe Gaumont |
| - Assistance race direction | Vanessa Boulairé   |

**ANNEXE 1. /APPENDIX 1.**  
**Déclaration de non routage / NON-ROUTING DECLARATION**

NOM DU BATEAU (Name of the 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 CIC-NORMANDY CHANNEL RACE 2023, notamment AC 13 et IC 13.**

***declare upon our honor that we, the skipper and co-skipper, will abide by rule of non-routing on the CIC-NORMANDY CHANNEL RACE 2023, NOR 13 and SI 13.***

Fait à ....., le .....2023  
*Location....., Date .....*

Signature du skipper  
*Skipper's signature*

Signature du co-skipper  
*Co-skipper's signature*

## APPENDIX 2 – STARTING AREA

A zone restricted to the competitors and accredited support boats will be set, according to the decision of the maritime Authorities

- 15 before the start, accredited boats (with the exception of safety, Race committee and OA's media vessels) shall leave the restricted areas
- This area will be limited with 4 green marks, located at the following positions:

Waypoint	Position
Point A	<b>49°20,500 N 000°16,450 W</b>
Point B	<b>49°20,500 N 000°18,000 W</b>
Point C	<b>49°19,500 N 000°18,000 W</b>
Point D	<b>49°19,500 N 000°16,450 W</b>



## APPENDIX 3 : Course

### COURSE N°1: Numeral pennant 1 displayed 15 minutes to the warning signal

Ordre	Waypoint		Côté	Position
1	Start NCR (Port RED Mark ROUGE)			IC 10.3
*	RED offset mark			IC 7.3
2	Card E Luc	To be rounded	Même côté requis que la bouée de dégagement	49°20,750 N 000°18,620 W
3	Card E Ouistreham	To be rounded	Trib,	49°20,420 N 000°14,810 W
4	Gate port RED Mark of the starting line and a race committee vessel	pass	trough	
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 Isle of Wight and continue the course

### COURSE N°2: Numeral pennant 2 displayed 15 minutes to the warning signal

Ordre	Waypoint		Côté	Position
1	Start NCR			IC 10.3
2	Card N Essarts de Langrune	Round	Port	49°22,600 N 000°21,340 W
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 Isle of Wight and continue the course

**COURSE N°3: Numeral pennant 3 displayed 15 minutes to the warning signal**

Ordre	Waypoint		Côté	Position
1	Start NCR			IC 10.3
*	RED inflatable Offset mark	To be rounded		IC 7.3
2	Card E Ouistreham	To be rounded	Trib,	49°20,420 N 000°14,810 W
Then proceed to 7 <b>Isle of Wight</b> and continue the course				

**COURSE 4 Numeral pennant 4 displayed 15 minutes to the warning signal**

Ordre	Waypoint		Côté	Position
1	Start NCR (Port RED Mark ROUGE)			IC 10.3
*	RED inflatable offset mark			IC 7.3
2	Card E Luc	To be rounded	Same side as the offset mark	49°20,750 N 000°18,620 W
3	Card E Ouistreham	To be rounded	Trib,	49°20,420 N 000°14,810 W
4	Gate port RED Mark of the starting line and a race committee vessel	To be crossed		
Then proceed to 7 <b>Isle of Wight</b> and continue the course				

**COURSE 5 Numeral pennant 5 displayed 15 minutes to the warning signal**

Ordre	Waypoint		Côté	Position
1	Start NCR			
2	Inflatable Red Dives sur mer	To be rounded	Port,	49°19,980 N 000°06,500 W
3	Card E Ouistreham	To be rounded	Starb,	49°20,420 N 000°14,810 W
4	Iles St Marcouf	To be left	Starb	49°29,840 N 001°08,760 W
5	Card W Saint Marcouf	To be rounded	Starb	49°29,700 N 001°11,950 W
Then proceed to 7 <b>Isle of Wight</b> and continue the course				

**Course to be continued**

Ordre	Waypoint		Côté	Position
7	Ile de Wight	To be rounded	Port,	
8	Phare Wolf Rock	To be left	Port,	49°56,700 N 005°48,500 W
9	Tuskar Rock	To be rounded	Port,	52°12,150 N 006°12,400 W
10	Fasnet Rock	To be rounded	Port,	51°23,300 N 009°36,200 W
11	Alignement au 201°M Longship/Wolf Rock lighthouses	To be crossed		
12	Ile de Guernesey	To be rounded	Port,	
13	Card E Ouistreham	To be rounded	Starb,	49°20,420 N 000°14,810 W
14	Arrivée			49°19,300 N 000°15,200 W

**APPENDIX 4 FORBIDDEN AREAS - TSS**

**SI 9 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:

ZI Parc Eolien du Calvados		
1	Parc Eolien Calvados A	49°30,265 N 000°36,575 W
2	Parc Eolien Calvados B	49°30,265 N 000°33,315 W
3	Parc Eolien Calvados C	49°29,700 N 000°32,635 W
4	Parc Eolien Calvados D	49°29,625 N 000°29,585 W
5	Parc Eolien Calvados E	49°28,875 N 000°26,905 W
6	Parc Eolien Calvados F	49°25,100 N 000°23,890 W
7	Parc Eolien Calvados G	49°25,975 N 000°32,540 W
8	Parc Eolien Calvados H	49°29,090 N 000°36,575 W

FFVoile-TSS Les Casquets		
1	TSS Casquets A	50°08,650 N 002°28,100 W
2	TSS Casquets B	49°51,200 N 002°21,100 W
3	TSS Casquets C	49°46,100 N 002°50,300 W
4	TSS Casquets D	50°03,400 N 002°57,400 W

FFVoile-TSS Ouessant		
1	TSS Ouessant A	49°02,050 N 005°36,700 W
2	TSS Ouessant B	48°48,600 N 005°25,000 W
3	TSS Ouessant C	48°37,200 N 005°11,850 W
4	TSS Ouessant D	48°29,350 N 005°22,050 W
5	TSS Ouessant E	48°35,000 N 005°42,500 W
6	TSS Ouessant F	48°42,500 N 006°03,100 W
7	TSS Ouessant G	48°56,400 N 005°51,600 W

FFVoile-TSS South Scilly		
1	TSS South Scilly A	49°46,050 N 006°16,550 W
2	TSS South Scilly B	49°35,540 N 006°16,400 W
3	TSS South Scilly C	49°35,550 N 006°34,100 W
4	TSS South Scilly D	49°46,030 N 006°29,550 W

FFVoile-TSS West Scilly		
1	TSS West Scilly A	50°01,070 N 006°32,750 W
2	TSS West Scilly B	49°52,300 N 006°36,600 W
3	TSS West Scilly C	49°52,400 N 006°53,700 W
4	TSS West Scilly D	50°03,950 N 006°48,450 W

TSS Seven Stones Spécial NCR		
1	TSS Seven Stones NCR A	50°08,000 N 005°49,500 W
2	TSS Seven Stones NCR B	50°00,970 N 005°49,600 W
3	TSS Seven Stones NCR C	50°00,970 N 006°05,000 W
4	TSS Seven Stones NCR D	50°08,000 N 006°04,980 W

FFVoile-TSS The Smalls		
1	TSS The Smalls A	51°50,240 N 005°43,700 W
2	TSS The Smalls B	51°40,000 N 005°48,549 W
3	TSS The Smalls C	51°40,000 N 006°02,010 W
4	TSS The Smalls D	51°52,450 N 005°56,300 W

TSS Tuskar Spécial NCR		
1	TSS Tuskar A	52°12,734 N 005°54,695 W
2	TSS Tuskar B	52°06,050 N 005°58,350 W
3	TSS Tuskar E	52°10,920 N 006°09,370 W
4	TSS Tuskar F	52°15,300 N 006°07,020 W

FFVoile-TSS Fastnet		
1	TSS Fastnet A	51°22,900 N 009°27,400 W
2	TSS Fastnet B	51°17,150 N 009°24,600 W
3	TSS Fastnet C	51°15,400 N 009°33,900 W
4	TSS Fastnet D	51°21,300 N 009°36,700 W

TSS Pas de Calais Spécial NCR		
1	Marque Spéciale CS 3	50°52,100 N 001°02,200 E
2	Card N Vergoyer N	50°39,600 N 001°22,100 E
3	Card W Vergoyer SW	50°26,987 N 001°00,010 E
4	Pas de Calais S	50°16,250 N 000°03,300 E
5	Marque Spéciale CS 1	50°33,700 N 000°03,900 W
6	Marque Spéciale CS 2	50°39,100 N 000°32,600 E

## APPENDIX 5: LIGNE D'ARRIVEE/FINISHING LINE



**SI 11.1**

The finishing line is located, between an inflatable red cylindrical buoy laid at the charted position of the former SRCO buoy (49°19.3N; 000°15.2W) and the mast displaying the BLUE 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 6: ENGINES SELF-SEALING PROCEDURE

SUM UP OF THE SEALS	
<b>Liferaft</b>	<b>In position</b>
<b>Additional Gasoil jerrycans if needed</b>	<b>In position</b>
<b>Heavy mooring line</b>	<b>In position</b>
<b>Safety Water</b>	<b>Closed and in position</b>
<b>Emergency fuel tank</b>	<b>Closed and in position</b>
<b>Fixed water tanks 40l</b>	<b>In position</b>

### 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 no later than 16h00hrs** on the day of the start, **with the boat's name**: Race Director, [christophe.gaumont@ffvoile.fr](mailto:christophe.gaumont@ffvoile.fr)
- 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

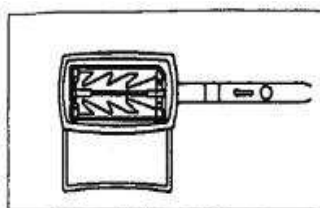


Diagram A

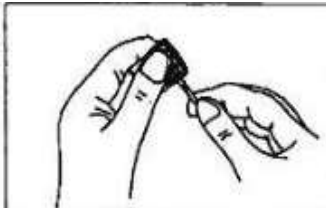


Diagram B

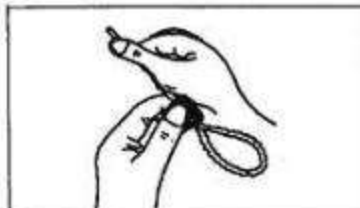


Diagram C

<p><b>Step 1</b> Make sure the seal flap is placed with the front side facing the user as shown in diagram A</p>	<p><b>Step 2:</b> hold the seal flap with one hand and with the other insert the cable in the hole (follow the arrow for guidance) as shown in diagram B</p>	<p><b>Step 3:</b> after inserting, pull the strip tight till the maximum and ensure there is no gap left after sealing as shown in diagram C</p>
--	--	--

### Appendix 7 – Penalties guideline Normandy Channel Race

For breaches of the rules for which another penalty is provided for, 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. The penalties must be adjusted and justified in order to maintain homogeneity of decisions.

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the 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 8 hours
- Band 3: from 8 hours to DSQ
- Band 4: DSQ

The average penalty must be taken into consideration, then determine by questions whether it is appropriate to increase or decrease the penalty in the same range or to adopt another range.

**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.

	<b>BAND 0</b>	<b>BAND 1</b>	<b>BAND 2</b>	<b>BAND 3</b>	<b>BAND 4</b>
	<b>Financial</b>	<b>0H à 4H</b>	<b>2H à 8H</b>	<b>8H à DSQ</b>	<b>DSQ</b>
<b>Notice of Race</b>					
NOR 2 Advertising	<b>X</b>				
NOR 11 / 12 Obligations of presence	<b>X</b>				
NOR 13.2 Routing				<b>X</b>	<b>X</b>
NOR 15 Berthing	<b>X</b>	<b>X</b>			
NOR 16 / SI 20 Haul out limitation		<b>X</b>			
NOR 17 Media contacts	<b>X</b>	<b>X</b>			
<b>Sailing Instructions</b>					
SI 4.2 Stay at the dock		<b>X</b>			
SI 9 Prohibited area			<b>X</b>		
SI 10.1 Non-routing declaration		<b>X</b>			
SI 12.2.1 Phone VHF watch			<b>X</b>		
SI 12.4 AIS			<b>X</b>		
SI 13 Outside help				<b>X</b>	<b>X</b>
SI14 Breach of Chapter 2 or Col Regs		<b>X</b>			
SI 14.1.3 penalty under RRS 44.1b				<b>X</b>	
SI 17.2 Broken seal		<b>X</b>			
SI 17.3 Broken propeller shaft seal			<b>X</b>		
SI 17.5 Embarking and Disembarking Equipment		<b>X</b>			
SI 18 Event Advertising	<b>X</b>				
S& èa Support boats	<b>X</b>	<b>X</b>			
SI 22 Diving Equipment		<b>X</b>			
SI 23 Communication	<b>X</b>				

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?	
Absolutely 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

## AMENDMENT#1 SAILING INSTRUCTIONS

### APPENDIX 8: AUDIOVISUAL APPENDIX

The CIC NORMANDY CHANNEL RACE is developing its media coverage of the race with the implementation of several new features for the 2023 edition :

**On FRANCE 3 NORMANDIE ( + FRANCE 3 HAUTS DE FRANCE for the minute) :**

- **the minute CIC NCR NORMANDY CHANNEL RACE** from Wednesday, May 31<sup>st</sup> May to Monday 12<sup>th</sup> June; 13 stories of 1m30sec aired after the morning and evening news.
- **the live start** on Sunday 4<sup>th</sup> June from Caen from 10am to 10:30am and the start at sea from 2:45pm to 4pm in digital on FRANCE 3 networks (1 million listeners): commentators: Laurent Marville and Halvard Mabire
- **a 26 minutes live magazine** on Friday 2<sup>nd</sup> June as part of the program "Vous êtes formidables" with Anne Boétie
- a series of **4 programs** of 5minutes of the magazine "Mémoire vive" the week before the start from Monday 22<sup>nd</sup> May to Friday 25<sup>th</sup> May.

**On EQUIPE TV :**

- **a daily topic rebroadcast 4 times** of one minute from Saturday 3<sup>rd</sup> June to Sunday 11<sup>th</sup> June, that is to say 9 topics X 4 = 36 topics



- and 15minutes to 30minutes of images commenting on the day's results each evening in **L'ÉQUIPE DU SOIR**
- the video of the day on the website [www.lequipe.fr](http://www.lequipe.fr)

#### **On the "STORY OF THE SEA":**

- content on social networks on a daily basis via the images on board.

This important development leads us for the first time on the event to formalize the expectations that the video production (Imagine In France) and photo (Jean-Marie Liot) have towards the crews, essential actors of the coverage in addition to our own means of shooting.

#### **1 / REQUESTS : BEFORE THE EVENT :**

- sending a video image bank to IMAGINE IN FRANCE
- send a photo image bank to SIRIUS EVENTS: [contact@sirius-events.com](mailto:contact@sirius-events.com)

#### **2 / REQUESTS : DURING THE EVENT:**

- 30seconds of daily images sent
- 2 photos sent per day

#### **3/ SHOOTING RECOMMENDATIONS FOR YOUR ON-BOARD IMAGES**

##### **3.1 / BASIC TECHNICAL PRINCIPLES**

Be careful with the sound. Protect the microphone from the wind

- Maximum length of the video : 1 min 30
- Minimum duration of each shot : 5 sec
  - No sudden movements with the camera
  - No zoom
  - Sequence the video well: wide shots, tight shots, interviews

##### **3.2/ TECHNICAL SPECIFICATIONS**

Format type: MP4 - H264 - H265

Internal data rate : 4Mbits/sec

Frame rate : 25fps

size: 1920\*1080 (landscape)

##### **3. 3/ EDITORIAL CONTENT**

###### **Vidéo**

Set the scene with this memo : the 5 Ws

- Who (xxx on board xxx)
- What (on the Normandy Channel Race)
- When (2nd day of the race)
- Where (in the Solent)
- Why (we have 25 knots, big swell and we have just passed such boat)

- Tell us about your sports choices, your options, your technical problems, your repairs, the shipping traffic
- Give us information about your strategy, your position in the fleet  
ex: film the VHF exchanges if you are in range of another competitor, the Iridium exchanges with the ground Ex: film your routings
- Give us ETAs on the crossing points, on the approach to the islands
- Tell us about the different weather systems you encounter, describe the landscape

If possible, film the maneuvers and comment on them  
Tell us about the moments of respite, meals, shift changes (if double), waking up, the music you listen to, etc...  
Film encounters at sea: cargo ships, dolphins, fish  
Involve the crew or co-skipper.

### **Photo (advice Jean-Marie Liot)**

In order to illustrate the press articles and the Sirius SN : concerning the technique : photograph scenes of life with your teammate (chart table, sleeping, meals, eventual repairs), selfies alone or with two. Go for the spray (from the cockpit for example with a wave on the roof). Don't hesitate to use a pole to move the GoPro (in photo mode) away from the edge. Try night scenes. If you are photographing something outside of the boat (a meeting, another competitor...) put a reference of your boat: stem, bow, cockpit. Transmit the sizes you want, (if possible, at least 2000pixels wide). And keep in your computer the pictures in full definition in order to be able to reuse them later. Don't hesitate to give us a usb key or a hard drive as soon as you arrive to copy your media. We will return it to you directly afterwards.

### **3. 4/ HOW TO SEND US YOUR IMAGES AND PHOTOS**

-> Via WhatsApp on 06 46 36 40 02

-> Via FTP

<ftp.cluster030.hosting.ovh.net>

identifier: ffqduod-IIF14

Password : SkippersNCR2023

### **4 / RIGHTS**

The transmission of images or photos within the framework of the event is worth transferring the rights within the framework of the media coverage of the CIC NORMANDY CHANNEL RACE 2023.

#### **Contact Audiovisual Production**

Thomas Fournier 06 46 36 40 02

[thomas.fournier@imageinfrance.com](mailto:thomas.fournier@imageinfrance.com)

**AMENDMENT#2 TO THE SIs**  
**ANNEXE 9. /APPENDIX 9.**  
**Inspection de quille / Keel Inspection**

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

Nous, soussignés/*We, the undersigned*

SKIPPER : .....

CO SKIPPER : .....

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

« Le Skipper reconnaît avoir pris connaissance de la Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23) : RSO 3.02 : La décision de mener ou de faire mener une inspection telle que décrite dans l'annexe L des RSO relève de la seule et entière responsabilité du skipper.

RSO1.02.1 Selon la RCV 3, la décision d'un bateau de participer à une course ou de rester en course relève de sa seule responsabilité. La sécurité d'un bateau et de son équipage est la seule et inaliénable responsabilité de la Personne Responsable du bateau, qui doit faire son possible pour s'assurer que le bateau est gréé au mieux, parfaitement en état de naviguer, et mené par un équipage expérimenté ayant suivi un entraînement approprié et physiquement en forme pour faire face à du mauvais temps. La personne Responsable doit aussi nommer une personne pour prendre en charge cette responsabilité dans le cas où elle-même serait dans l'incapacité de le faire.

"The Skipper acknowledges having read the Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23): OSR 3.02: The decision to conduct or have conducted an inspection as described in the OSR Annex L is the sole responsibility of the skipper."

OSR 1.02.1 Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his incapacitation.

Fait à ....., le .....2023

Location....., Date .....