

21st MAY / 1st JUNE 2025
16th Edition

SAILING INSTRUCTIONS

Including Amendment #1 - Published 19th May 2025 at 1800

Changes in red to the following SI:

- 2 Race Office
- 5 Schedule
- 12 Safety – Communications
- 27 Prize-giving
- Appendix 4 – Prohibited areas – TSS/ DST

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Including Amendment #2 - Published 24th May 2025 at 18h

Changes in blue to the following SI:

- 10.3 Starting line
- 10.6.2
- Appendix 3 : Course n°5
- Appendix 4 : Prohibited areas – TSS/ DST – Seven stones & Tuskar
- Appendix 6 : change to the time limit

The notation [NP] denotes a rule that shall not be grounds for protest by a boat. (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 Jury's discretion, be less than disqualification

[SP] denotes a rule for which the race committee or technical committee may apply a standard penalty without a hearing or a discretionary penalty may be applied by the international jury after a hearing. However, the race committee or technical committee may protest a boat if it considers a standard penalty is inappropriate.

Geographical coordinates: the coordinates of the points given are based on the WGS 84 geodesic system and their positions are not grounds for redress (this changes RRS 61).

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 penalised according to RCV 2 or 69.
- 1.3 The national prescriptions translated for foreign competitors are appended to the NOR
- 1.4 Regulations of the FFVoile,
- 1.5 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) between sunset and sunrise;
- 1.6 The Offshore Special Regulations (OSR) Cat 2 Mo,
- 1.7 In case of translation of these SI, the French text shall prevail,
- 1.8 All times given in these SI, in any amendments and on the official noticeboard are in local French time: **UT + 2.**
- 1.9 [DP] A breach of RRS 28 will be a discretionary penalty (this changes RRS A5.2)
- 1.10 [DP] [NP. For all sections of Traffic Separation Schemes (TSS/ DST) that are not defined as prohibited areas (SI 9), RRS 56.2 applies.

2 RACE OFFICE

- 2.1 The offices of the Event's General Organisation, Race Direction, the Race Committee, the Technical Committee, the International Jury and the press office are located at:
Le Pavillon, 10 Quai François Mitterrand - 14000 Caen
The phone numbers will be posted on the official noticeboard.
- 2.2 The Race Office is open from 0900 on Wednesday 21st May 2025.
Opening times:
 - From 0900 to 1300 and from 1400 to 1800, until Saturday 24th May 2025,
 - From 0700 to 0800 on Sunday 25th May 2025
 - Thereafter, the race office will be open from 0930 to 1800, up until the prize-giving.
- 2.3 The official noticeboard is online only at:
<https://normandy-race.com/espace-coueurs/>
- 2.4 Mobile phone contacts for competitors and safety:
Race Director: Miranda Merron +33 6 75 58 91 70
+44 7714 300 440 (whatsapp)
~~2nd safety phone number: Vanessa Boulaire +33 6 17 13 51 80~~
Deputy Race Director: Pierre Hays +33 6 98 31 48 78

RD EMERGENCY NUMBER – provided in the note regarding beacon registration sent on the 13th May 2025.

Competitors that wish to send a confidential email to Race Direction, the Race Committee, the Technical Committee and/or the Jury shall send it to race@sirius-events.com

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Changes before the start.
Changes to the SI will be published on the official noticeboard at 0800 at the latest on the day of the start.
- 3.2.1 The Race Director, in agreement with the Race Committee, may change the course. The change of course will be signalled before the first boat is at 15 nautical miles from the mark, gate or line that begins the leg to be changed.
- 3.2.2 Race Direction will signal a change of course to all boats by text message/ e-mail, and then repeated, if possible, by oral instructions. The message will describe the new course, the order in which marks are to be passed or rounded and the side on which each mark is to be left. This changes RRS 33.

3.2.3 Competitors 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
 - Island of Guernsey
- And any mark added in the course.

4. SIGNALS MADE ASHORE

There will be no signals made ashore. This changes « Race Signals »

Boats will be notified via the official noticeboard defined in SI 2.3.

5. SCHEDULE (NP)

5.1 Event schedule

Date	Time	
Wednesday 21st May	1400 2000	Start of equipment inspections Date and time limit for boats to arrive in Bassin Saint-Pierre in Caen (200€ financial penalty for late arrival – see NOR 11 and NOR 14)
From Thursday 22nd to Saturday 24th May	0900 1800	Equipment inspections and registration confirmation
Saturday 24th May	1000	Safety briefing
Sunday 25th May	0830 1400	Leave Caen for Ouistreham Race start off Ouistreham
Friday 30th and Saturday 31st May		Boats expected to finish; boats must make for the Bassin Saint-Pierre in Caen as soon as possible after their finish off Ouistreham, and remain there until Sunday 1st June at 1700 1500

5.2 Social programme

Date		
From 21st May to 1st June		Welcome in the skippers' bar / Open bar / Music
Saturday 24th May	1600	Official presentation of the skippers in the village
Sunday 1st June	1200	Prize-giving following arrivals in Caen in the village.

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. When a green flag is displayed, the mark is to be rounded to starboard. If no flag is displayed, the mark is to be rounded to port (this changes Race Signals).

7.4 Official ranking at a mark

The Race Committee may shorten the race under RRS 32.1 at one of the marks or lines listed below, ranking boats according to their order of passage based on YB data:

- Tuskar Rock
- Fastnet Rock
- or alignment 201°T of the Longship/Wolf Rock lighthouses.

Boats shall record their time when passing these marks or lines, and make available, if required, a record of their track. Boats will be informed of the Race Committee's decision as soon as possible.

8. MARKS

8.1 The start marks and offset marks are red cylindrical marks.

8.2 The finish marks are a Red cylindrical buoy to be left to port and a Green mark to be left to starboard.

8.2 The other course marks are described in Appendix 3.

9. PROHIBITED AREAS – Traffic Separation Schemes (TSS/ DST)-(DP)

Boats shall not sail in the prohibited areas set out in Appendix 4 when racing.

10. THE START

10.1 Declarations (DP)

The list of sails embarked must be sent to the Technical Committee no later than 1400 on Sunday 18th May 2025.

All boats shall deliver to the Race Office no later than 1000 on Saturday 24th May 2025:

- Their emergency contact form available at the Race Office,
- The non-routing declaration (Appendix 1)

10.2 Starting area: 2.5 NM NNW of Ouistreham.

The Race Committee may change the position of the starting area by notifying competitors by **VHF 72** of the new position of the starting vessel.

10.3 ~~The starting line shall be between a mast displaying an orange flag on the committee vessel at the starboard end of the line and the course side of the start mark at the port end of the line.~~

The starting line shall be between 2 red cylindrical marks. Race signals will be from the committee boat located to the west of the starting line.

10.4 The race will be started using RRS 26 with the warning signal 10 minutes before the starting signal.

10.5 Starting penalties

10.5.1 The World Sailing DR21-01 ALTERNATIVE STARTING PENALTY will apply:

Under DR21-01, the definition Start is changed as follows:

Start: A boat starts when her hull having been entirely on the pre- start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either:

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

10.5.2 A boat is OCS when she starts in accordance with SI 10.5.1 b). She shall not return to the pre-start side of the line, and the starting penalty shall be: a 1 hour time penalty according to the provisions set out in SI 14.5. After having crossed the longitude of 001°17.000 W to the north of the Isle of Wight, the boat shall cross it again 1 hour later. This changes A4 and A5.

- 10.5.3 The Race Committee will broadcast the names or sail numbers of boats penalised at the start (OCS and 10.6.2) as soon as possible on VHF 72. Failure to broadcast or receive VHF communication shall not be grounds for redress. This changes RRS 61.1(a).
- 10.5.4A boat that has not crossed the starting line more than 45 minutes after the starting signal will be scored DNS. The boat may become a late starter if her request is submitted to Race Direction.
- 10.6 Courses for late starters and boats returning to Ouistreham with or without outside help
- 10.6.1 A boat that has not started 45 minutes after her starting signal may only start once Race Direction has given written permission to that effect, and no earlier than the time indicated by the Race Committee.
- 10.6.2 For all late starters, the race time will be calculated from the starting signal of the race.
- The starting line will be a virtual line due east of the East Ouistreham cardinal mark, leaving this cardinal to port.
- For courses n° 1 or 2, **or 5** the rest of the course for a late starter will be as follows:
Leave ~~mark 5~~ Iles St Marcouf to starboard and then continue the course.
- For courses n° 3 or 4, the rest of the course for a late starter will be as follows:
Leave mark 7 (Isle of Wight) to port and then continue the course.
- 10.7 A boat that has returned to Ouistreham after having started:
A boat that, after having started, has returned to the port of Ouistreham with or without outside help, and wishes to sail the race, will be considered a late starter. She shall comply with SI 10.6

11. THE FINISH

- 11.1 The finishing line will be on the course side of an inflatable red mark and a green mark.
- 11.2 If the Race Committee is not on station when a boat finishes, she shall notify the Race Committee of her finishing time and the names and sail numbers of boats finishing immediately ahead and behind as soon as reasonably possible.
- 11.3 If possible, at night or in case of poor visibility, the finishing marks will display a strobe light.
- 11.4 Return to Caen
After finishing, each boat shall pass through the Ouistreham lock as soon as possible and on to the Bassin Saint-Pierre in Caen.
Contact Ouistreham Port on **VHF 74** for lock times.
A boat that does not return to Caen before the prize-giving shall be disqualified by the Race Committee without a hearing, unless they have prior written permission from Race Direction (this changes RRS 60.5(b)).
- 11.5 Time limit
Boats that fail to finish the course by 1800 on Sunday 1st June 2025 will be scored DNF (this changes RRS 35 and A5).

12 SAFETY - COMMUNICATIONS

- 12.1 Each competitor shall wear a personal flotation device prior to entering the Ouistreham lock, and thereafter for the entire race when they are on deck (cockpit included).
- 12.2 The race channel is **VHF 72**.
The channel for the canal and the Port of Ouistreham **VHF 74**.
- 12.3 Satellite telephone (DP/NP)
- 12.3.1 For safety reasons, boats shall have their satellite phone switched on with an audible ringtone and their VHF on listening watch on VHF16 for the entire duration of the race. A hand-held satellite telephone in the grab bag is optional. All satellite telephones on board which can be used must be declared during the equipment inspection.
- 12.3.2 Media calls: From Monday 26th May 2025, there will be a daily media call to the first 3 boats between 1200 and 1300, followed by half the fleet in alphabetical order (boat names), and so on up until the first boat finishes.

12.4 Tracker beacons (DP/NP)

Each boat is equipped with a YB 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 to 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:

YB Tracking Ltd. - Unit 8, Fulcrum 2,
Whiteley, Fareham-PO15 7FN - United Kingdom

12.5 AIS (DP)

Boats shall have their AIS on (transmission and reception) from 0800 on the day of the start until they cross the finishing line.

12.6 Retirement (DP/NP)

12.6.1 A boat retiring from the race shall do his/her best to inform Race Direction and then confirm in writing

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

12.7 EPIRBs and PLBs :

All Cospas-Sarsat beacons (EPIRB and PLB) on board for the race must be officially registered with the notation « Normandy Channel Race 2025 » and with the emergency name and number for RD which is in the note regarding beacon registration sent to you on 13th May 2025

Please send us proof of registration along with the beacons' hexadecimal code(s) by the 21st May 2025 at the latest.

13 OUTSIDE HELP / NON-ROUTING (DP)

Competitors may only gather the following weather data:

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

Access to digital or graphic information is authorised 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 organisations, 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 therein. At the request of Race Direction, each competitor shall be able to provide the access details and any software required for the visualisation and use of the data. Race Direction 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 When part B of section II of the IRPCAS applies, RRS 44.1 Penalties at the time of an incident applies to incidents between boats (this changes RRS 44).

14.1.2 Turns penalty:

The Two-Turn penalty is replaced by a One-Turn penalty. This changes RRS 44.2.

After having taken a penalty according to RRS 44.2, the boat shall notify Race Direction within the protest time limit (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 her breach may ask the Jury 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 Jury after a hearing

- 14.2.1 The penalty for breaking a rule shall be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. The « Normandy Channel Race Penalty Guide » (SI Appendix 7) applies.
- 14.2.2 Jury's discretionary power:
 (a) For minor breaches, the Jury may reduce the penalty to no penalty at all.
 (b) For serious, deliberate or repeated breaches, the Jury may increase the penalty, including up to disqualification
- 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 be financial, to be paid to the Organising Authority. Such penalties will be awarded by the Organising Authority. After an initial financial penalty, the Jury pay protest a further breach in accordance with SI 14.2.1.
- 14.4 Accidentally broken seal
 When the Technical Committee decides, following an inspection, or from a report from the boat's crew, that a seal been damaged or broken accidentally, the Jury, through the Technical Committee, may propose a standard penalty without a hearing in accordance with RRS 60.5(b)(3).
 - For a broken engine seal: penalty 45 minutes.
 - For another broken seal: penalty 15 minutes.
 If the boat does not accept the standard penalty, the Jury will open a hearing for the protest lodged by the Technical Committee.
- 14.5 Taking a penalty when racing
 The Jury, via Race Direction, shall inform a boat of any penalty as soon as reasonably possible. Race Direction will inform the boat of the zone or a time limit within which the penalty is to be taken.
 Before taking her penalty, the boat shall contact Race Direction who will agree a proposed waypoint and start timing the penalty. RD will designate a 3 nm long segment perpendicular to the course, centred on the waypoint.
 Once the penalty is complete, and confirmed by the Race Committee, the boat shall recross the segment before continuing racing.

15 PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS

Preamble: For incidents occurring at sea, part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures for a hearing provided for under RRS 60.2(b), 60.3 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 60.2(a)(1)). The protestor shall notify the Jury at the same time via Race Direction.
- 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 boats to inform them in accordance with RRS 60.2(d). Notification will be via VHF on the race channel or by email (this changes RRS 60.2(d)).
- 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 Jury via Race Direction in accordance with the procedure set out in 15.1.1 above.
- 15.2 Content of a protest
 An intention to protest, announced by VHF at the time of the incident, shall be confirmed in writing (email) as soon as is reasonably possible.
- 15.3 Time limits
- 15.3.1 For protesting
 The time limit to lodge a 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 from a boat will be accepted beyond three hours after her finish.

- 15.3.2 For requesting redress
The time limit for requesting redress for a boat racing, for the Race Committee, for the Technical Committee or for the Jury is six hours after having learnt about the incident concerned by the request. The same time limit applies to a request for redress relating to a decision from the Jury, from the time that the decision is received. When competitors are ashore, the time limit will be two hours after the Jury's decision has been posted on the official noticeboard. (This changes RRS61.2).
- 15.3.3 For requesting the reopening of a hearing
For protests and requests for redress judged at sea in the parties' absence, a request for a reopening shall be made within the six hours after the decision has been communicated to the parties (This changes RRS 63.7).
For protests and requests for redress judged ashore in the presence of parties, a request for a reopening shall be made within the two hours after the decision has been communicated to the parties. (This changes RRS63.7).
- 15.3.4 The Jury may extend the time limit if it considers that it has good reason to do so.
- 15.4 Hearings 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 63.1).
- 15.4.2 The obligation to have communication equipment on board in working order, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.1).
- 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 63.4).
- 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 email to the parties and to all competitors as soon as reasonably possible after the hearing has ended.
- 15.4.6 The Jury's decisions are final in accordance with RRS 70.3(a).

16. SCORING

- 16.1 Boats will be ranked in the order in which they finish, after allowing for any penalties or redress.
- 16.2 Intermediate rankings and positions during the race
Intermediate rankings are scheduled every hour and published on the website.
Positions (Posreport) and rankings can be accessed via the FTP (Posreport).
Site: [ftp.geovoile.net](ftp:geovoile.net) - The login and password will be provided to competitors

17. EQUIPMENT AND MEASUREMENT INSPECTIONS, SEALS (DP/NP)

- 17.1.1 Pre-start equipment and measurement inspection will take place from 1400 on Wednesday 21st May until 1800 on Saturday 24th May 2025. A boat that does not comply with the rules governing the event shall be excluded from the event.
- 17.1.2 At least one of the two crew shall be present during the inspection of the boat. Boats shall remain in the Bassin Saint-Pierre in Caen during the inspections. No boat shall leave the port without the written permission of Race Direction.
- 17.1.3 The grab bag as defined in OSR 4.21 shall contain the following items:
- 2 orange smoke flares and 4 red hand flares,
- a watertight hand-held VHF, or with a waterproof cover with spare battery
- a watertight strobe light 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 litres. In addition, a jerrycan containing 9 litres of emergency drinking water is mandatory onboard. This volume is not included in the 49 litres authorised above.
- 17.1.5 Navigation lights shall be exhibited between 1900 and 2300 on Thursday 22nd and Friday 23rd May 2025.
- 17.2 **Seals**
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 equipment 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 affixed and are in compliance with the event.
- 17.3 **Engine seals**
- 17.3.1 The engine seal of the forward and reverse gear is mandatory and shall be fitted according to the procedure defined in Appendix 6 « Auto-sealing procedure ». The engine seal shall not be broken or removed without authorisation.
- 17.3.2 If a boat needs to use her engine for propulsion or when an engine seal is broken, the skipper shall first inform Race Direction, and then she shall:
- a) Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.
 - b) Submit a report as soon as possible to the Race Committee, stating the time and position of the incident, and the time and position when the seal was replaced, and if possible, the time during which the engine was used for propulsion and the reason for doing so.
 - c) Send a photo of the seal before breaking it as soon as possible to Race Direction (in the case where the skipper decides to break the seal) and send a photo of the new seal in position. Both photos are to feature a piece of paper showing the code provided by Race Direction.
- 17.4 **Mandatory paper charts (OSR 4.11.1): at least**
- SHOM 7040-INT 1070 – English Channel 1/560 000
 - SHOM 7210-INT 1063 – Approaches to the English Channel- Celtic Sea 1/500 000
 - GB 1410 – St Georges Channel 1/200 000
- Or equivalent
- 17.5 **Pitstops**
Pitstops during the race are authorised. The procedure is as follows:
- The skipper shall inform Race Direction (VHF, email, telephone).
 - Race Direction will approve the pitstop location and define conditions for the use of the boat's engine.
 - The boat may remove the engine seal and replace it after the pitstop. SI 17.3.2c shall apply
 - The minimum pitstop time will be 2 hours (Class Rule 2.11).
- 17.6 **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 dock in Caen. At this time, the boat shall be in race configuration until she is inspected on her return to Ouistreham after finishing.
- 17.7 A boat shall be fully compliant with all rules of the event on leaving the Bassin St Pierre in Caen on Sunday 25th May 2025 until her inspection in Ouistreham after finishing.
- 17.8 After finishing: boats may be inspected by the Technical Committee. Race Direction, and/or the Race Committee and/or the Jury may request an inspection.
- After finishing, engine seals can only be removed by the Technical Committee, or by the crew with the authorisation of Race Direction and according to the procedure described in SI 17.3.2c: Race Direction will provide a code, and the crew shall take a photo of the unbroken seal with the code next to it.
- 18. EVENT ADVERTISING (DP/NP)**
- Boats shall display event advertising supplied by the OA, as per NOR 2.2
In addition to NOR 2.2, each boat shall display in her rigging the 2 race flags she will receive on arrival in the port of Caen until 2 hours after the start, and again 2 before finishing until the prize-giving.

19. OFFICIAL VESSELS

Race Committee vessels and race steward boats will display the race flag.
The Technical Committee vessel will display a blue flag with JAUGE written in yellow.
The Jury vessel will display a yellow flag with JURY written in blue.

20 SUPPORT TEAM VESSELS (DP/NP)

- 20.1 The drivers of STV shall register at the race office to get their accreditation flag.
- 20.2 Accredited STV may enter into the zone reserved for competitors defined in appendix 2 until 15 minutes before the starting signal.
- 20.3 Dual watch on VHF 16/72 is mandatory for all STV.
- 20.4 STV shall comply with Division 240
- 20.5 The kill cord shall be attached to the driver at all times when the engine is running
- 20.6 STV drivers shall comply with all instructions given by a Race Official or representative of the Organising Authority, including any request to provide search and rescue assistance.
- 20.7 STV shall comply with local rules, in particular speed limits.

It should be noted that in accordance with the law, support team vessels are required to provide assistance, if necessary, to any boat, competitor, spectator or passenger.

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 Race Committee.

22. DIVING EQUIPMENT AND PLASTIC POOL (DP)

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

23. COMMUNICATION (DP/NP)

- 23.1 Competitors are required to make regular contact with the Press Office by phone to provide content for the event.
Each night, competitors shall send a message providing information about their race to the following address: contact@sirius-events.com
- 23.2 Multimedia communications
The OA has put in place multimedia communication tools to promote the race and the skippers and co-skippers. News will be broadcast via the website, Facebook and Twitter.
In order to enhance the multimedia communications, competitors shall regularly send photos, videos, and reports to:
contact@sirius-events.com, and send multimedia content to the ftp, the address of which will be provided at the briefing, or via whatsapp +33 6 46 36 40 02.
The success of these multimedia communications depends on the involvement of the competitors and on the content that they will be providing.

24. CODE OF CONDUCT (DP/NP)

- 24.1 Competitors and support persons shall comply with any reasonable requests from the Race Officials.
- 24.2 Competitors and support persons shall display the advertising provided by the organising authority carefully and in a seamanlike manner, 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/her legal representatives authorise the OA, the FFVoile and their sponsors to use his/her 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/herself 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/her legal representatives consent and authorise the FFVoile, its sponsors, as well as the organising 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/her right of access to data concerning him/her, have them rectified and, depending on the situation, delete or limit them, and oppose it, by contacting the head office of the French Sailing Federation at dpo@ffvoile.fr or by post, 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 1st June 2025 at 1200 in the Race Village. The crew of all boats that have finished shall attend, unless permitted by the OA to be absent. Boats shall remain in the Bassin St Pierre in Caen until ~~1700~~ 1500. The Race Village closes at 1800.

Race Officials

- | | |
|---------------------------------|-------------------|
| - Race Committee Chairman: | Patrick Perrault |
| - Technical Committee Chairman: | Jean-Luc Gauthier |
| - Chairman of the Jury: | Georges Priol |

Organising Committee

- | | |
|---------------|--------------------|
| - Director: | Manfred Ramsbacher |
| - Assistant: | Robin Mauvais |
| - Operations: | Mathieu Bentz |

Race Direction

- | | |
|--------------------------------|------------------|
| - Race Director: | Miranda Merron |
| - Deputy Race Director | Pierre Hays |
| - Assistant to Race Direction: | Vanessa Boulaire |

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 above boat*

déclarons sur l'honneur que nous respecterons la règle de non-routage sur la CIC-NORMANDY CHANNEL RACE 2025, notamment AC 13 et IC 13.

declare upon our honour that we, the skipper and co-skipper, will abide by rule of non-routing on the CIC-NORMANDY CHANNEL RACE 2025, NOR 13 and SI 13.

Fait à, le2025
Location....., Date

Signature du skipper
Skipper's signature

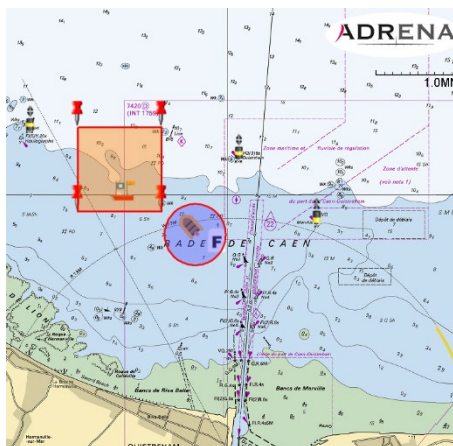
Signature du co-skipper
Co-skipper's signature

APPENDIX 2 – STARTING AREA

A restricted area for competitors and vessels that are accredited by the Organiser will be established in accordance with the decree issued by the Préfet Maritime.

- 15 minutes before the start, accredited vessels shall leave the restricted area (with the exception of safety vessels, Race Committee vessels and the Organiser's media production team).
- The restricted area will be marked by 4 GREEN buoys in the following positions:

Waypoint	Location
Point A	49°20,800 N 000°16,220 W
Point B	49°19,800 N 000°16,220 W
Point C	49°19,800 N 000°17,750 W
Point D	49°20,800 N 000°17,750 W



APPENDIX 3 THE COURSE

COURSE N°1: Numeral pennant 1 displayed 15 minutes before the warning signal at the latest

Order	Waypoint		Side	Position
1	Start NCR (Port RED mark)			SI 10.3
*	RED offset mark			SI 7.3
2	E Luc Cardinal	Round	The same side as required for the offset mark	49°20,750 N 000°18,620 W
3	E Ouistreham Cardinal	Round	Starboard	49°20,420 N 000°14,810 W
4	Gate : RED port-hand mark from the starting line and a Race Committee boat		between	
5	Iles St Marcouf	Leave	Starboard	
6	W Saint Marcouf Cardinal	Round	Starboard	49°29,700 N 001°11,950 W
Then proceed to mark 7 Isle of Wight and continue the course				

COURSE N°2: Numeral pennant 2 displayed 15 minutes before the warning signal at the latest

Order	Waypoint		Side	Position
1	Start NCR			SI 10.3
2	N Essarts de Langrune Cardinal	Round	Port	49°22,600 N 000°21,340 W
3	Iles St Marcouf	Leave	Starboard	
4	W Saint Marcouf Cardinal	Round	Starboard	49°29,700 N 001°11,950 W
Then proceed to mark 7 Isle of Wight and continue the course				

COURSE N°3: Numeral pennant 3 displayed 15 minutes before the warning signal at the latest

Order	Waypoint		Side	Position
1	Start NCR			SI 10.3
*	RED offset mark	Round		SI 7.3
Then proceed to mark 7 Isle of Wight and continue the course				

COURSE N°4: Numeral pennant 4 displayed 15 minutes before the warning signal at the latest

Order	Waypoint		Side	Position
1	Start NCR (Port RED mark)			SI 10.3
*	RED offset mark			SI 7.3
2	E Luc Cardinal	Round	The same side as required for the offset mark	49°20,750 N 000°18,620 W
3	E Ouistreham Cardinal	Round	Starboard	49°20,420 N 000°14,810 W
4	Gate : RED port-hand mark from the starting line and a Race Committee boat		Between	
Then proceed to mark 7 Isle of Wight and continue the course				

COURSE N°5 : Numeral pennant 5 displayed 15 minutes before the warning signal at the latest

Waypoint		Côté	Position
Start NCR (RED inflatable marks)			SI 10.3
Mark 1 ORANGE	Round	Port	Approx. 49°22.000 N 000°15.000 W
Mark 2 YELLOW	Round	Port	Approx 49°22.500 N 000°15.000 W
Card E Luc	Round	Starboard	49°20,750 N 000°18,620 W
Iles St Marcouf	Laisser	Starboard	
Card W Saint Marcouf	Round	Starboard	49°29,700 N 001°11,950 W
Then proceed to mark 7 Ile of Wight and continue the course			

THE REST OF THE COURSE

Order	Waypoint		Side	Position
7	Isle of Wight	Round	Port	
8	Wolf Rock Lighthouse	Leave	Port	49°56,700 N 005°48,500 W
9	Tuskar Rock	Round	Port	52°12,150 N 006°12,400 W
10	Fastnet Rock	Round	Port	51°23,300 N 009°36,200 W
11	Alignment 201°T of the Longship/Wolf Rock lighthouses	Cross		
12	Island of Guernsey	Round	Port	
13	E Ouistreham Cardinal	Round	Starboard	49°20,420 N 000°14,810 W
14	Finish			49°19,300 N 000°15,200 W

APPENDIX 4 - -PROHIBITED AREAS – TSS/ DST

SI 9 Prohibited areas: Whatever the course, competitors are forbidden from entering the following areas during the entire race

These prohibited areas are defined by straight rhumb lines joining the points below:

ZI Parc Eolien du Calvados AVURNAV 1095/25	
A	49°30.090 N,000°36.170 W
B	49°30.040 N,000°33.600 W
C	49°29.500 N,000°32.800 W
D	49°29.400 N,000°29.800 W
E	49°28.700 N,000°27.200 W
F	49°25.400 N,000°24.400 W
G	49°26.200 N,000°32.300 W
H	49°29.220 N,000°36.210 W

ZI Parc Eolien du Calvados AVURNAV 69/25 1305/25	
1	49°30.260 N,000°36.000 W
2	49°29.700 N,000°31.100 W
3	49°29.080 N,000°29.930 W
4	49°28.800 N,000°27.560 W
5	49°27.210 N,000°25.510 W
6	49°26.910 N,000°25.210 W
7	49°25.430 N,000°24.390 W
8	49°24.950 N,000°25.000 W
9	49°25.840 N,000°32.830 W
10	49°27.440 N,000°34.890 W
11	49°27.690 N,000°34.920 W
12	49°29.150 N,000°35.900 W
13	49°29.200 N,000°36.280 W

ZI St Marcouf		
1	ZI St Marcouf A	49°29,850 N 001°09,335 W
2	ZI St Marcouf B	49°29,665 N 001°08,825 W
3	ZI St Marcouf C	49°29,280 N 001°09,120 W
4	ZI St Marcouf D	49°29,465 N 001°09,635 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 Seven Stones

1	DST Seven Stones A	50°20,000 N 005°49,500 W
2	DST Seven Stones B	50°00,970 N 005°49,600 W
3	DST Seven Stones C	49°53,550 N 006°04,980 W
4	DST Seven Stones D	50°20,000 N 006°05,000 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

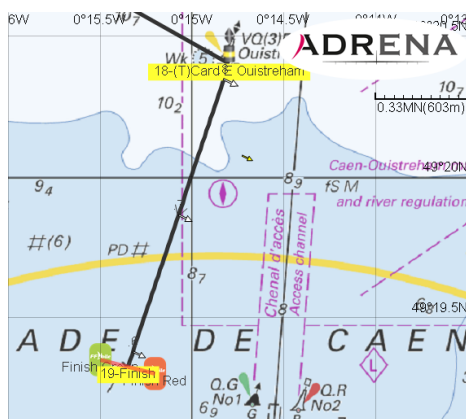
FFVoile-TSS Tuskar

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 C	52°01,650 N 006°07,500 W
4	TSS Tuskar D	52°07,900 N 006°15,700 W
5	TSS Tuskar E	52°10,920 N 006°09,370 W
6	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



IC 11.1

The finishing line shall be between the course side of the following inflatable marks:

Approximate position of the finishing line:

CIC NCR Finishing line		
Finish Red Mark	Bab,	49°19,300 N 000°15,200 W
Finish Green mark	Trib,	49°19,350 N 000°15,500 W

APPENDIX 6: ENGINE AUTO-SEALING PROCEDURE

SUMMARY OF SEALS	
Liferaft	Liferaft
Additional diesel jerrycan if needed	Additional diesel jerrycan if needed
Heavy anchoring equipment	Heavy anchoring equipment
Emergency water	Emergency water
Emergency fuel	Emergency fuel
Fixed 40l water tanks	Fixed 40l water tanks

ENGINE AUTO-SEALING

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

- The shore crew and/or the skipper shall define with the Technical Committee the best place to affix the sealing system on his/ her boat (ease of access and check for robust, reliable sealing).
- The numbered seal and the instructions will be given to the person responsible for the safety inspection.
- After having left the harbour, once the boat is at sea, the crew will affix the engine seal themselves.
- The crew shall take a digital photo clearly showing the seal in position (the end of the seal inserted in the right direction), the number on it being legible.
- This photo shall be sent by email **or text message** by ~~4500~~ **1600** at the latest on the day of the start, with the boat's name:
 - to: **Jean-Luc GAUTHIER jlgauthier72@gmail.com +33 6 81 26 20 91**
- *The Technical Committee will acknowledge receipt.*
- It is the skipper's responsibility to ensure that the photo has been received and that the Technical Committee is satisfied with it.
- If the photo is not received within the allotted time, 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.

• Instructions for engine sealing

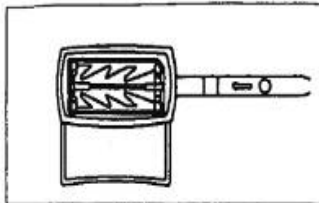


Diagram A

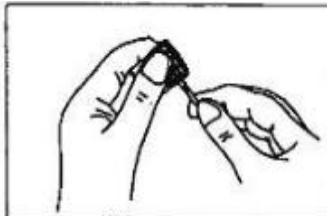


Diagram B

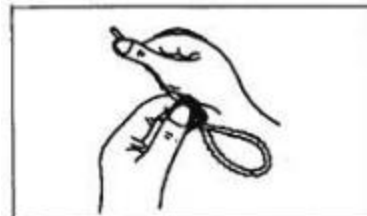


Diagram C

Step 1 Ensure 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 in the hole (follow the arrow) as shown in diagram B

Step 3 : after inserting, pull it totally tight and ensure there is no gap left after sealing as shown in diagram C

APPENDIX 7: - Penalties Guide CIC 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 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 to 4H	2H to 8H	8H to 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	X			
Sailing Instructions					
SI 4.2 Stay at the dock		X			
SI 9 Prohibited area			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 penalty under RRS 44.1b				X	
SI 17.2 Broken seal		X			
SI 17.3 Broken propeller shaft seal			X		
SI 17.5 Embarking and Disembarking Equipment		X			
SI 18 Event Advertising	X				
SI 20 Support vessels	X	X			
SI 22 Diving Equipment		X			
SI 23 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?	
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

APPENDIX 8 : AUDIOVISUAL APPENDIX

The CIC NORMANDY CHANNEL RACE is enhancing the media coverage in 2025 with new elements in place:

L'EQUIPE TV :

- **LIVE COVERAGE OF THE START from 13.00 to 14.00** on Sunday 25th May
- a **daily** one minute news item **broadcast 4 times** from Saturday 24th May to Sunday 1st June, for a total of 9 news items X 4 = 36 broadcasts
- and 15" to 30" of images discussing the ranking each evening on **L'ÉQUIPE DU SOIR**
- the daily video broadcast each day on **www.lequipe.fr** (98 millions views / 442 millions pages read in July 2024) **and the group's social media.**

On FRANCE 3 NORMANDIE (+ FRANCE 3 PAS DE CALAIS / NORD for la minute) :

- **LIVE COVERAGE OF THE START from 13H00 to 14H00** on digital FRANCE 3:
commentator: Laurent Marville
- **la minute CIC NCR NORMANDY CHANNEL RACE** from Wednesday 21st May Sunday 1st June; 12 x 60" news items broadcast after the evening news.

The "STORY DU LARGE" (Tales from the Sea):

- daily content on social media using onboard images.

This important development has led us to formalise the video production's (Imagine In France) and photo service's (Jean-Marie Liot) expectations of **crews, who play an essential role in media coverage**, in addition to our own means of production.

1 / REQUESTS BEFORE THE EVENT:

- send a bank of video images to IMAGINE IN FRANCE
- send a photo bank to SIRIUS EVENEMENTS: contact@sirius-events.com

2 / REQUESTS DURING THE EVENT:

- **30" of daily images**
- **2 photos per day**

3/ SHOOTING RECOMMENDATIONS FOR YOUR ONBOARD IMAGES

3.1 / TECHNICAL FUNDAMENTALS

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

- Maximum video length: 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 flow: 4Mbits/sec

Image frequency: 25im/sec

Size: 1920*1080 (landscape)

4./ EDITORIAL CONTENT

4/1Video

- Set the scene with this memory aid: the 5 Ws
- Who (xxx on board xxx)
- What (on the Normandy Channel Race)
- When (2nd day of racing)
- Where (in the Solent)
- Why (We've got 25 knots, a big swell and we have just passed this boat)

- - Tell us about your sporting choices, your options, your technical problems, your repairs, the maritime traffic, etc.
 - Give us information about your strategy and your position in the fleet
- Ex: film VHF exchanges if you are within range of another competitor, Iridium exchanges with land ex: film your routings
- Give us ETAs for key points of the course, on the approaches to islands
 - Tell us about the different weather systems you encounter and describe the landscape.
- If possible, film the manoeuvres and comment on them
- Tell us about the moments of respite, meals, watch changes (if double), waking up, the music you listen to, etc...
- Film your encounters at sea: cargo ships, dolphins, fish, etc.
- Involve the crew or co-skipper.

4/2 Photo (advice from Jean-Marie Liot)

To illustrate the press articles and the Sirius social networks: on the technical side: photograph scenes of life with your co-skipper (chart table, sleeping, meals, any repairs), selfies alone or together. Get some sea spray (from the cockpit, for example, with a wave on the coachroof). Don't hesitate to use a pole to hold the GoPro (in photo mode) outboard. Try night scenes. If you are photographing something outside the boat (an encounter, another competitor, etc.) include a reference to your boat: lifelines, bow, cockpit. Send the sizes you want (at least 2000 pixels wide if possible). And keep the full-resolution photos on your computer so you can use them again later. Don't hesitate to give us a USB key or hard drive as soon as you arrive so that we can copy your media. We'll return everything to you directly afterwards.

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

—> Via WhatsApp +33 6 46 36 40 02

—> Via FTP

<ftp.cluster030.hosting.ovh.net>

Identifiant: ffquod-IIF14

Mot de passe: SkippersNCR2025

4 / RIGHTS

The transmission of images or photos as part of the event constitutes a transfer of rights as part of the media coverage of the CIC NORMANDY CHANNEL RACE 2025.

Contact Audiovisual Production

Thomas Fournier +33 6 46 36 40 02

thomas.fournier@imageinfrance.com

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 above boat*

« 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/her 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/her incapacitation.

Fait à, le2025

Location....., Date