



NORMANDY CHANNEL RACE 2015

CAEN-OUISTREHAM

6th edition

From 21st to 31st May 2015

Start on sunday 24 May 2015

SAILING INSTRUCTIONS

20th April 2015 edition



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These English sailing Instructions are only for guidance, in the event of any difference, the French version prevail.

1. REGLES

The race is governed by the following rules :

1.1. The rules as defined in the Racing Rules of Sailing 2013–2016 (RRS),

1.2. The Class 40 class rules and appendix to class rules :

According to appendix to class rules 2.6.1 and 2.6.2 :

The course length is 1000 miles, it is a double handed race, so **the maximum quantity of embarked drinking water and drinkable liquid is 45 litres**, which may comprise 40 litres of drinking water in the fixed tanks of the boat and/or in containers of not more than 5 liters. .

The minimum quantity of diesel fixed as 40 litres as per Measurement Rule 306, shall be held **only in the fixed tank**. As the capacity of the principal fixed tank is enough, **no additional diesel container** is allowed on board except a container of 5 litres of diesel that will be sealed in place and sealed closed before the start, corresponding with **the minimum of 5 litres of diesel at the finish** as per OSR 3.28.3.

1.3. The Offshore Special Regulations (OSR), category 2 monohulls, as modified by the Class 40 rules and the modification to 5.01.1 : add « 1 spare cylinder and 1 spare activation head for gas inflatable life jackets shall be on board »

1.4. Part B, section II, of the International Regulations for Preventing Collision at Sea (IRPCAS), which replaces RRS Part 2, between the official time of sunset and sunrise

1.5. The prescriptions of the French Sailing Federation (FFVoile), applying to all the competitors, see appendix 6 their English translation

1.6. The regulations of the French Sailing Federation (FFVoile).

1.7. **The French language is the official language**. In case of conflict with a translation, the French version shall prevail.

1.8. 1.8 All the time given in these Sailing Instructions, in the amendments or on the official noticeboard are French local time : GMT+2.

2. RACE HEADQUARTERS

2.1. The offices of the Event's General Organisation, the Race Direction, The Race Committee, the Jury and the press centre are located in the Pavillon de Normandie, 14 Quai Cafarelli 14000 – CAEN. Their various phone numbers will be posted on the official Notice boards.

2.2. The Race Headquarters office is open from 09.00 Thursday 21 May 2015.

Opening times are from 09:00 am to 1:00 pm and 2:00 to 6:00 pm, until Saturday 23 May 2015. On Sunday 24 May, 2015, opening times are from 08:00 to 10:00. am Thereafter, the opening times are from 09:30 to 6:00 pm, until the prize giving

2.3. The official notice board is located at the Race Committee office and on the website of the race www.normandy-race.com

2.4. Mobile phones strictly reserved for competitors and security:

Race Director : **Sylvie Viant** + 33 (0) 6 60 90 65 05

Manfred Ramspacher + (33) (0)6 08 16 98 29

Competitors that wish to send confidential email to the Race Direction, Race Committee, and/or the Jury shall send it to sviant@orange.fr

3. CHANGES TO SAILING INSTRUCTIONS

3.1. Changes before to start:

Any amendments to the Sailing Instructions will be posted on the official notice board not later than 10:00 on Sunday 24 May 2015 with flag L being displayed on the official flag pole, with a sound signal.

3.2. Changes at sea : Change of course after the start announced by the Race Direction

3.2.1. Arising from 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. This information will be transmitted by the Race Director to the competitors via a text message on the boats' emails, and then repeated, if possible, by oral instructions by satellite or mobile phone. The procedure described in RRS 33 will not be used. The message will give the new course with marks chosen in the list of Appendix 3.c. This course will have to be sailed from the mark where the change of course has been made.

3.2.3. Each boat shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course

4. SIGNALS MADE ASHORE

The official flagpole for signals made ashore is located on the terrace of the Race Headquarters.

Flag AP displayed ashore means: the start is postponed, and competitors shall remain at the quay. This changes the Race Signals.

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

5. SCHEDULE

See schedule published in NOR 6 :

There will be a briefing on **Saturday 23 May 2015 at 10:00 at the Race Office.**

Reminder : Skippers and Co-Skippers shall be present at the Official Presentation on the official Race Village in Caen, at 3:00 pm on Saturday 23 May 2015.

On **Sunday 24 May 2015**, the exit of the boats will be as the following schedule:

- 11.30 am: The Class40 leave the St Pierre Basin in Caen, and wait in the Nouveau Basin. All boats shall be in compliance with all relevant rules when leaving the basin – see SI 13.4 and 13.5.
- From 12.00 noon: at the Race Officer's VHF signal on channel 72, down the Canal following the War Ship ELAN. Double watch VHF 72/74 is recommended
- 1:45/2:30 pm: Ouistreham lock
- 2:45 pm: Out of the lock to join the starting area after the landing of the ferry
- 3.52 pm: Warning signal displayed.
- 4.00 pm: Start of the race

Details of the other events or meetings will be posted on the official notice board.

6. COURSE

6.1. Courses

See Appendix 3.d

6.2. Forbidden areas: Traffic Separation Scheme (TSS)

Whatever is the course, it is forbidden to competitors to sail during the entire race in the areas described in Appendix 3.b and called TSS.

The forbidden areas are polygons as defined in Appendix 3.b.

If a competitor breaks this rule, the Jury will give her a time penalty up to disqualification.

6.3. Course for late starters and for boats returning to Ouistreham with or without outside assistance.

6.3.1. Late competitors

A late starter is one who does not cross the starting line before it closes (30 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 harbour.

They shall only leave the harbour 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 chosen course n°1 or n° 2, the course for a late starter is as followed :

Start by crossing an imaginary line bearing 90° from Ouistreham east cardinal buoy leaving this buoy to port

- Saint Marcouf Islands (Channel)	leave to starboard
- Saint Marcouf West buoy (49°29.7N 001°11.9W)	leave to starboard
- No Mans Land Fort	leave to port
- Isle of Wight	round to port
- Wolf Rock	leave to port
- Tuskar Rock (Ireland) (52°12.2N .006°12.4W)	round to port
- Fastnet Rock (Ireland) (51°23.2N 009°36.1W)	round to port
- Guernsey Island	round to port

Finishing line in accordance with SI 8.1

In case of chosen course n°3, the course for a late competitor is as followed :

Start by crossing an imaginary line bearing 90° from Ouistreham East cardinal buoy leaving this buoy to port

- No Mans Land Fort	leave to port
- Isle of Wight	round to port
- Wolf Rock	leave to port
- Tuskar Rock (Ireland) (52°12.2N .006°12.4W)	round to port
- Fastnet Rock (Ireland) (51°23.2N 009°36.1W)	round to port
- Guernsey Island	round to port

Finishing line in accordance with SI 8.1

6.3.2. Competitors returning to Ouistreham after a normal start

SI 6.3.1 will also apply to competitors which, having started at the normal time, return to Ouistreham with or without outside help.

7. THE START

7.1. Start declaration form – Non-Routing declaration form (appendixes 1.a and 1.b)

Not later than 10:00 am on Saturday 23 May 2015, at the briefing, all the competitors shall have lodged at Race Headquarters:

- Their start declaration form (Appendix 1.a.) duly completed and signed (person to call in case of emergency).
- Undertaking with regard to routing (Appendix 1.b.)
- The list of the embarked sails for the race.

7.2. Starting area

North of Hermanville, in a square whose coordinates of the corners are given in Appendix 3.a.

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. In that case Appendix 3.a will not apply.

7.3. Starting line

Between the mast of the Committee boat displaying an orange flag and an inflatable red cylindrical buoy.

7.4. Windward mark

Depending on the weather conditions, the Race Committee may decide to lay a windward mark, whose distance and bearing will be posted on the Committee boat. This mark will be an inflatable red cylindrical buoy.

Flag D displayed on the Committee boat at least 15 minutes before the starting signal means there is a windward mark. No flag D means no windward mark.

A green flag displayed on the Committee boat with flag D means "leave the windward mark to starboard". This changes RRS Race Signals. If there is no green flag on the Committee boat, it means leave the windward mark to port.

7.5. Closure of the starting line

Unless otherwise decided by the Race committee, any competitor who fails to start within 30 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.6.3.1..

7.6. Starting signals

The starting signals will be displayed on the committee boat.

The warning signal is the Class 40 flag.

T - 8 Warning signal Class 40 flag displayed

T - 4 Preparatory signal P or I flag displayed

T - 1 P or I flag removed

T Start Class 40 flag removed

7.7. Individual recall

The OCS boats may be hailed as soon as possible either on VHF race channel, and/or from a race steward boat (this changes RRS 29.1).

8. THE FINISH

8.1. Finishing line

The finishing line is 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 orange flag on the Committee boat, the orientation of the finishing line will be approximately perpendicular to the last leg of the course.

At night, the Committee-Boat will have a **stroboscopic light** and the Race Committee will try to install a strobe light on the buoy.

Competitors shall advise the Race Director by phone or SMS at least 2 hours before their estimated time of arrival.

Competitors shall then call the Race Committee on VHF channel 72 about 15 minutes before their estimated time of crossing the finishing line.

8.2. 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 harbour-master 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).

8.3. Finish declaration form (appendix 2)

As soon as the boat has finished, and no later than within 24 hours after the boat has arrived in the Saint Pierre Basin in Caen, each skipper shall provide the Race Headquarters with the Finish Declaration form, signed by him or her and the Co-Skipper, certifying that they have sailed the race in accordance with the applicable rules.

8.4. Time limit

Boats that do not finishing within 36 hours after the first boat to sail the course and finish will be scored DNF. This change RRS35.

9. SAFETY AND COMMUNICATIONS

9.1. VHF radio

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

9.2. Satellite phone

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

9.2.2. Chat sessions

From Monday 25 May 2015, a daily chat session is to be held, the organization calling the boats :
from 12:00 noon to 1:30 pm, the 3 first boats at the 11.00 rankings and half of the fleet in alphabetic order of boats'names, and so on until the finish of the first boat.

9.3. Positioning beacon

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

YELLOW BRICK - UNIT 2 - Eastlands Boatyard - Coal Park Lane
Swanwick, Southampton, SO31 7 GW - UNITED KINGDOM

9.4. AIS

Competitors shall have their AIS in operation (transmission and reception) from 10:00 the day of the start until they cross the finishing line.

9.5. Retirement

9.5.1. Any competitor retiring from the race shall do his/her utmost to inform the Race Direction then send a written confirmation of the boat retiring the race (sviant@orange.fr).

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

10. HELP OUTSIDE – NON ROUTING

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.

11. PENALTIES AND REDRESS

Penalties for breaking any rule governing the event, and redress, will be at the discretion of the International Jury, and will normally be in the form of added or reduced time. However, the International Jury may decide not to penalize for a minor rule breach, and it may decide to disqualify a boat for a major breach.

A boat that causes injury or serious damage or gains a significant advantage by her breach need not retire (changing rule 44.1(b)). A discretionary time penalty will be designated DPI in the results.

12. PROTESTS/REDRESS/HEARINGS/DECISION/REOPENING

12.1. Part 5 Section A of the RRS: Protest and redress

12.1.1. Protest requirements:

a. Informing the protestee

a.1. The race committee or international jury intending to protest a boat shall inform her as soon as reasonably possible, by a notice on the official notice board, and also, if she is racing, by email or on VHF 72 (this changes RRS 61.1(b)).

a.2. While racing

A boat intending to protest, when she is racing, shall do so by informing the other boat and the Jury, through the Race Direction, as soon as possible by email or on VHF 72 (this changes RRS 61.1(a)), and it is not necessary to show the red flag

a.3. Ashore after the finish

The protest time limit is 2 hours after the finish of the protestor.

He shall lodge the written protest form on the pontoon at Ouistreham to the Jury or to the Race Direction.

b. Protest time limit to lodge a protest

b.1. While racing

The time limit for a boat to lodge a protest will be 6 hours after the protestor learns about the incident giving rise to the protest.

b.2. Ashore after the finish

The protest time limit is 2 hours after the finish of the protestor.

He shall lodge the written protest form on the pontoon at Ouistreham to the Jury or to the Race Direction.

12.1.2. Request for redress

a. While racing

The time limit to lodge a request for redress for a competitor is 6 hours after an incident in which the boat is directly involved or 6 hours after learning of a decision of the jury.

b. Ashore after the finish

The time limit for a boat to lodge a request for redress is 2 hours after the finish of the boat.

The skipper shall report his intend to lodge a request for redress by VHF to the Race Committee or by phone to the Race Director, then he shall lodge the written request for redress form to the Jury or to the Race Direction at the pontoon at Ouistreham.

The day of the prize giving, the time limit to lodge a request for redress following the decision of the International Jury is 30 minutes after the decision has been published on the official Notice Board (this changes RRS 62.2).

12.2. Part 5 Section B of the RRS : **Hearings and decisions**

12.2.1. The hearing may take place as soon as the Jury has been informed of the protest, using any means of communication that is suitable for the circumstances. Competitors have the obligation to have on board and in working order communication systems such as the satellite phone or other means of communication. Competitors involved in the protest will be considered as present in the hearing if they are in communication with the jury (this changes RRS 63.3).

The details provided by a competitor when making the hearing and any questions from the Jury and their answers provided by phone, by email, VHF or any other means of communications shall be considered as representing a hearing. (this changes RRS 63.6).

12.2.2. Ashore after the finish

When the Jury decides to hold a hearing ashore, it will advise the time of the hearing on the official notice board. The hearing may also take place without formal notice on arrival at Ouistreham.

The hearing may take place using any means of communication that is suitable for the circumstances.

If the protestee is still racing, the details provided when making the hearing of the protest and any questions from the Jury and their answers provided by phone, by email, VHF or any other means of communications shall be considered as representing a hearing. (this changes RRS 63.6).

When the members of the International Jury are not physically present, but can be contacted by phone, video conference, Skype, E mail, VHF or other means of communications, it shall be considered that Appendix N 1.5 of the RRS has been adhered to and that protests and requests for redress may be heard and decided in this way.

12.2.3. Taking a time penalty WHILE RACING :

A penalty and the delay to do it decided by the Jury will be sent to the penalised skipper through the Race Direction, who will set the segment where the penalty shall be taken.

When the boat has reached that segment, the skipper shall call the Race Director to confirm her position and for the Race Committee to time the penalty.

When the time has elapsed and confirmed by the Race Committee, the race direction inform the skipper, the boat shall sail through the same segment before resuming her course.

12.3. Infringements to the following Notice of Race (NOR) and Sailing Instructions (SI) :

A boat shall not protest for breaches of the following:

- Schedule
- Seals and inspections
- Advertising (NOR and SI)
- Communications
- Obligation for presence for Skipper and Co-Skipper

This changes RRS 60.1(a).

12.4. The time limit in RRS 66 for asking for a hearing to be reopened

a) While racing

Six hours after the requesting party has been informed of the decision of the jury (This changes RRS 66).

b) Ashore after the finish

30 minutes after the requesting party has been informed of the decision of the jury (This changes RRS 66).

The time and place of the hearing of the request to reopen will be posted on the Official Notice board.

12.5. Protest forms are available at the Jury office located in the Race Headquarters and at the finish in Ouistreham.

13. SCRUTINEERING, ENGINE SEAL, EQUIPMENT, RACE TRIM

13.1. Before the start

13.1.1. Measurement inspections will be made before the start, from 09:00 Thursday 21 May until 16:00 Saturday 23 May.. Any boat failing to comply with the rules governing the event will not be allowed to start the race.

13.1.2. 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.

13.1.3. The grab bag as defined in OSR 4.21.3 will be sealed in location as defined in the Class rules. It shall contains the following items :

- 2 red parachute and 2 red hand flares and cyalume-type chemical light sticks,
- a watertight hand-held EPFS (GPS) with spares batteries,
- a SART (radar or AIS),
- a watertight hand-held VHF or with a waterproof cover with spare batteries,
- a watertight flashlight with spare batteries and bulb,
- 2 survival blankets,
- a signaling mirror.

13.2. Seals

The items listed below shall be sealed to fixed points before the boat leaves the Bassin St Pierre. Some items will also be sealed closed. 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 :

- Liferaft sealed in position,
- Emergency drinking water sealed in position and sealed closed,
- the 40- litre drinking water tanks sealed in position,
- the heavy anchor sealed in position,
- the 2 extinguishers sealed in position,
- Grab bag or survival container sealed in position and not sealed closed
- the 5 litre fuel jerrycan, sealed in position and sealed closed.

13.3. Seal for the engine

13.3.1. The seal for the engine is mandatory and will be fitted according to the procedure defined in Appendix 5 "AUTO-SEALING PROCEDURE". The seal shall not be broken or taken off before the inspection after the finish.

13.3.2. 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 :

1. Replace the seal as soon as it is safe to do so, using a seal provided by the race committee.

2. 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.

3. 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 manager.

13.4. Embarking and disembarking equipment

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

13.5. Readiness to race

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

13.6. At the finish: the Official Measurer may carry out checks either on his own initiative or at the request of the Race Direction and/or the Race Committee and/or the International Jury.

After the finish, the engine seals will be cut off only by :

1. the official measurer or,

2. the skippers with the Race manager's authorization and according to the procedure described in SI 13.3.2.3 : the Race manager will give a code to the skippers who will have to take a picture before cutting off the seals, the picture shall show the paper with the code written.

14. IDENTIFICATION: COMPETING BOATS/RACE COMMITTEE/LINE BOAT/RACE STEWARD BOAT/JURY

14.1. Competiting boats

Race flags, dodgers , stickers in Main Sail (logo of the race): see NOR 3.2

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 (Modification of NOR 3.2)

In case of infringement, the competitor may receive a penalty at the discretion of the International Jury.

14.2. Committee boat/Race steward boat/Jury boat

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.

15. RESULTS

The **final result** will be done from the elapsed time of each boat, increased or reduced by any penalties or redress.

Intermediate rankings and positions during the race:

Rankings are scheduled every hour and published on the Website.

On request, boats will receive the rankings by email.

A FTP website will be at the disposal of the competitors with the positions of all the boats and the intermediate ranking excel files.

Address of the FTP : <ftp://213.246.60.29/> Login : ncr2015 Password : vt720p

16. DISCLAIMER OF LIABILITY

Competitors participate in the race entirely at their own risk (see fundamental RRS 4). The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race (see fundamental RRS 3).

17. PRESS COMMUNICATION

17.1. 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

17.2. Multi média communication

The Organizing authority has implemented multimedia communication tools in order to promote the race and the competitors.

A Website, a page on Facebook and a Twitter account will relay the information.

In order to enrich the content of those multimedia tools, the competitors must send pictures, videos and information to this address : contact@sirius-events.com

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

18. PRIZE GIVING

Modification to NOR 6.01 : The prizegiving ceremony will be held in Caen on Sunday 31 May 2015 at 12.00 noon on the Official Village, followed by a BBQ.

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

Boats shall stay in the Basin Saint-Pierre in Caen until 18.00 the closing of the Official Village (Modification to NOR 12.1).

19. NOMINATED RACE OFFICERS

International Jury

Georges Priol (FRA) président, IJ

Trevor Lewis (GBR), IJ,

Gordon Davies (IRL), IJ

Céline Elminger (CH), NJ

Samir Saydjari (CH), NJ

Chief Race Officer

Roland Galliot, IRO

Race Official Measurer

Jean Luc Gauthier, IM

Equipment inspectors

Daniel Merle

Monique Manchez

Organizing Committee

Manfred Ramspacher : Directeur Général
Elise Martin : Chef de projet – Organisation générale
Élie Poutignat : Stagiaire – Logistique et production
Mathieu Bentz : Régisseur Général

Race Direction

Sylvie Viant : Directrice de Course, agréée par la FFVoile
Vanessa Boulaire : Assistante Direction Course

20. CONTACT

SIRIUS EVENEMENTS
5 rue de l'Amiral Hamelin
75016 PARIS
Tel : (33) 1 47 04 61 14
Email : contact@sirius-events.com
Site internet : www.normandy-race.fr



Normandy Channel Race



@NormandyRace

APPENDICES

ANNEXE 1.a./ APPENDIX 1.a.

DECLARATION DE DEPART / START DECLARATION

Nom du Bateau (Name of the Yacht) :

N°

Je soussigné(e) / I undersigned,

chef de bord du yacht ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « NORMANDY CHANNEL RACE 2015 » de mon plein gré, en acceptant sans restriction ni réserve les règles de l'ISAF, l'Avis de Course de l'épreuve, les règlements de sécurité et les Instructions de Course, ainsi que tout avenant rendu nécessaire.

Skipper of the above Yacht declare on my honour that I have entered the « NORMANDY CHANNEL RACE 2015 » race by my free will, and I agree totally and without restriction to be bound by the International Sailing Rules, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.

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

I understand that yacht racing can be dangerous.

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

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

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

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

Nom (Name) :

Tel portable :

Mobile phone :

Tél domicile :

Phone home :

Tél bureau :

Phone office :

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

Pour le co-skipper, Nom (Name) :

Tel portable :

Mobile phone

Tél domicile :

Phone home :

Tél bureau :

Phone office :

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

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

Je décharge de toute responsabilité les organisateurs, SIRIUS Evénements, la Direction de Course, le Jury International, le Comité de Course, et toute autre personne physique ou morale participant à l'organisation de cette épreuve à quelque titre que ce soit.

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

Fait à/at :, le / on : 2015 (date)

Signature du Chef de bord / Skipper's signature

DECLARATION DE NON-ROUTAGE/ NON-ROUTING DECLARATION FORM

NOM DU BATEAU (*Name of boat*):

N°

Nous, soussignés / *We, the undersigned*

.....,
Skipper

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

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

déclarons sur l'honneur que nous respecterons la règle de non-routage sur la NORMANDY CHANNEL RACE 2015, notamment AC 14.2 et IC 10

Specifically, we declare upon our honor that we, the skipper and crew, will abide by rule of non-routing on the NORMANDY CHANNEL RACE 2015, NOR 14.2 and SI rule 10

Fait à, le2015

Location....., Date

Signature du Skipper
Skipper Signature

Signature du Co-Skipper
Co-Skipper Signature

DECLARATION D'ARRIVEE / FINISH DECLARATION

Nom du Bateau / *Name of the Yacht* :

N° de course / *Race number* :

Nous, soussignés / *We, the undersigned*

.....,
Skipper

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

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

déclarons sur l'honneur / *certify upon our honor*

- Avoir effectué régulièrement le parcours de l'épreuve.
- *Having completed normally the course of the race.*

- Avoir respecté les règles de l'Avis de course et des Instructions de Course de l'épreuve, notamment la règle de non-routage AC 14.2 et IC 10
- *Having followed the rules of the Notice of Race and the Sailing Instructions. Specially the non-routing rule NOR 14.2 and SI 10.*

- Avoir franchi la ligne d'arrivée :

- Having finished :

le à TU. (heure/min/sec)

on at GMT (hour/min/sec)

Nous signalons au Comité de Course les incidents suivants :

The following incidents occurred :

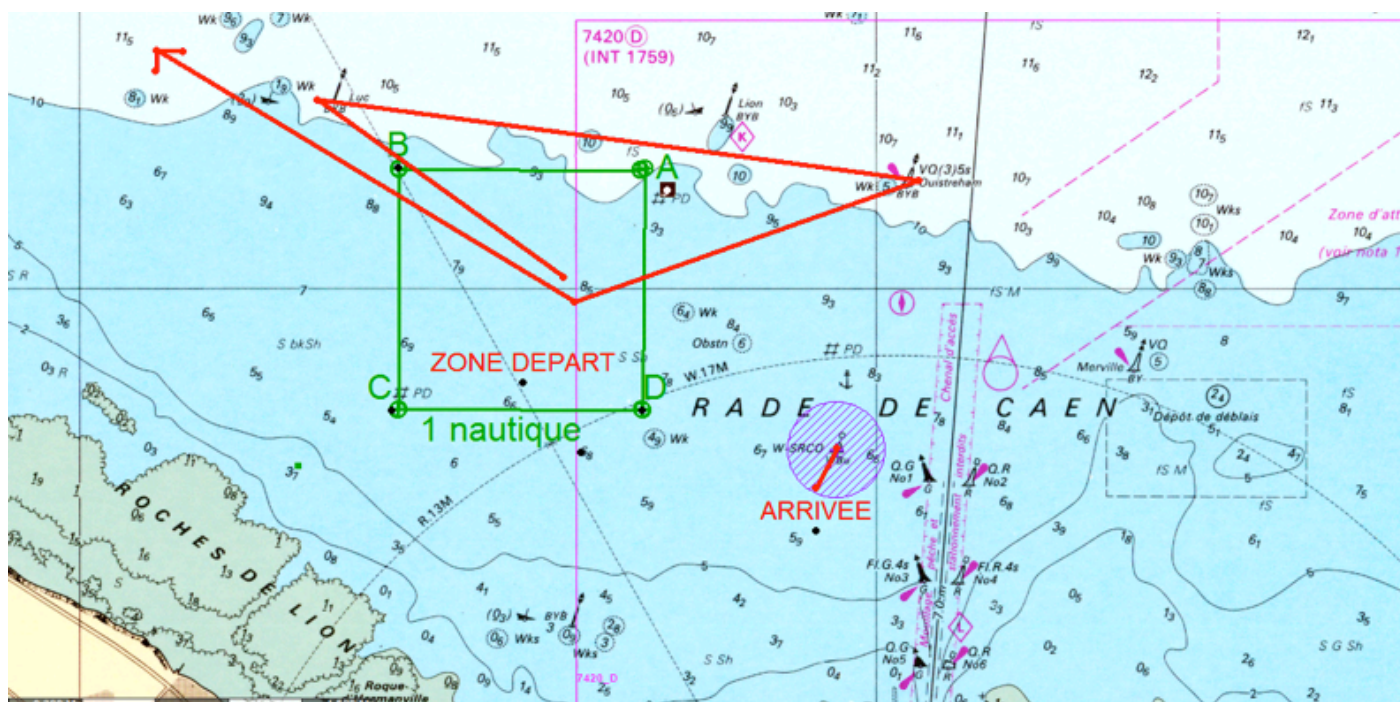
Fait à Caen, le 2015

At Caen, on 2015

Signature du Chef de bord :
Skipper's signature :

Signature du Co-Skipper
Co-Skipper's signature

ZONE DE DEPART/STARTING AREA



Coordonnées géographiques des bouées gonflables jaunes de la zone d'exclusion/
 Geographical coordinates of the inflatable yellow buoys of the excluded zone :

BOUEE A (NE)	49°20.50 N	000°16.45 W
BOUEE B (NW)	49°20.50 N	000°18.00 W
BOUEE C (SW)	49°19.50 N	000°18.00 W
BOUEE D (SE)	49°19.50 N	000°16.45 W

ANNEXE 3.b/ APPENDIX 3.b : FORBIDDEN AREA : TSS

1. Casquets TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 50° 02.65N 002° 57.01W
- Point B : 50° 07.70N 002° 27.80W
- Point C : 49° 51.80N 002° 21.24W
- Point D : 49° 46.80N 002° 50.41W

2. Bishop TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 49° 46.063 N 006° 29.503 W
- Point B : 49° 46.083 N 006° 16.572 W
- Point C : 49° 35.539 N 006° 16.480 W
- Point D : 49 35.577 N 006° 34.106 W

3. Scilly TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 50° 04.177 N 006 48.539 W
- Point B : 50° 01.248 N 006° 32.792 W
- Point C : 49° 52.429 N 006° 36.722 W
- Point D : 49° 52.420 N 006° 53.769 W

4. Seven Stones TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 50° 08.070 N 006° 05.071 W
- Point B : 50° 08.079 N 005° 49.587 W
- Point C : 50° 01.057 N 005° 49.563 W
- Point D : 49° 53.594 N 006° 05.100 W

5. Smalls TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 51° 52.395 N 005° 56.275 W
- Point B : 51° 50.176 N 005° 43.782 W
- Point C : 51° 40.011 N 005° 48.488 W
- Point D : 51° 40.003 N 006° 02.004 W

6. TUSKAR TSS

This forbidden area is a polygon defined by 6 point A, B,C,D,E,F whose coordinates are as follows :

- Point A : 52° 15.297 N 006° 07.018 W
- Point B : 52° 12.736 N 005° 54.691 W
- Point C : 52° 06.050 N 005° 58.347 W
- Point D : 52° 10.921 N 006° 09.371 W

7. Fastnet TSS

This forbidden area is a polygon defined by 4 point A,B,C,D whose coordinates are as follows :

- Point A : 51° 21.172 N 009° 36.604 W
- Point B : 51° 22.882 N 009° 27.379 W
- Point C : 51° 17.177 N 009° 24.590 W
- Point D : 51° 15.470 N 009° 33.886 W

8. Pas de Calais TSS

This forbidden area is a polygon defined by 7 point A, B, C, D, E, F, G whose coordinates are as follows :

- Point A : 50°33.590 N 000°03.810 E(bouée Cs1)
- Point B : 50°38.970 N 000°32.940 E (bouée Cs2)
- Point C : 50°52.000 N 001°02.380 E (bouée Cs3)
- Point D : 50°43.320 N 001°19.440 E (bouée Ridens SE)
- Point E : 50°39.640 N 001°22.200 E (bouée Vergoyer N)
- Point F : 50°26.570 N 001°00.405 E (bouée Vergoyer SW)
- Point G : 50°14.470N 000°04.170 E

APPENDIX 3.c : COURSE MARKS FOR CHANGING COURSE

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

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

Celtic sea et Ireland

- Lundy Island and its hazards
- Cork Buoy (Safe Water,racon) Crosshaven 51°42.92 N 008°15.59W
- Tuskar Rock (Irlande) (52°12.2N .006°12.4W)
- Fastnet Rock (Irlande) (51°23.2N 009°36.1W)

SW UK Coast

- Wolf Rock lighthouse, 49°56.71N 0005°48.50W
- Eddystone lighthouse, 50°10.83N 004°15.91W
- Fairway Buoy (Safe Water ,racon) Needles 50°38.23 N 001°38.97 W
- Nab Tower (Isle of Wight) 50°40.07 N 000° 57.15 W
- Owers Buoy (South Cardinal,racon) 50°38.58 N 000°41.08 W
- Royal Sovereign lighthouse white and red tower, 50°43.46 N 000°26.09 E

North Brittany coast

- Lizen Ven Ouest Buoy (west cardinal) 48°50.53N 004°33.60W
- The Septs Iles and their hazards including the Dervinis and the Noirs de Rouzic
- La Jument des Héaux Buoy, (North cardinal), 48°55.37N 003°08.04W
- La Roche Gautier Buoy , (West cardinal) 49°02.00N 002°54.70W
- Desormes Buoy (North to Jersey) (West cardinal) 49°18.93N 002°17.96W
- Guernsey Island
- Casquets lighthouse 49°43.31N 002°22.62W and its dangers especially rocks of L'Auquière and Noire Roque
- Basse Du Rénier Buoy (Barfleur) (North cardinal) 49°44.86N 001°22.14W

East Channel

- DI Buoy (off Dieppe) (East cardinal) 49°57.04N 001°01.23E
- A5 Buoy (Antifer channel) (West cardinal, racon) 49°45.76N 000°17.47W
- DA Buoy (Antifer channel) (Isolated danger) 49°40.97N 000°01.71E
- LHA Buoy (Le Havre) (Safe Water) 49°31.38N 000°09.86W
- Cusy Buoy (in Seine Bay) (West cardinal) 49°29.44N 000°43.01W

ANNEXE 3.d/APPENDIX 3.d : COURSE

COURSE N°1 : pennant n°1 displayed no later than 15 mn before the start signal

Starting line in accordance with SI 7.3

Possible Windward mark See SI 7.4

- | | |
|--|--------------------|
| - Luc East Cardinal buoy | round to starboard |
| - Ouistreham buoy | round to starboard |
| - Pin end buoy of the starting line | round to starboard |
| - Saint Marcouf Islands (Channel) | leave to starboard |
| - Saint Marcouf West buoy (49°29.7N 001°11.9W) | leave to starboard |
| - No Mans Land Fort | leave to port |
| - Isle of Wight | round to port |
| - Wolf Rock | leave to port |
| - Tuskar Rock (Ireland) (52°12.2N .006°12.4W) | round to port |
| - Fastnet Rock (Ireland) (51°23.2N 009°36.1W) | round to port |
| - Guernsey Island | round to port |

Finishing line in accordance with SI 8.1

COURSE N°2 : pennant n°2 displayed no later than 15 mn before the start signal

Starting line in accordance with SI 7.3

- | | |
|--|--------------------|
| - Possible Windward mark See SI 7.4 | |
| - Saint Marcouf Islands (Channel) | leave to starboard |
| - Saint Marcouf West buoy (49°29.7N 001°11.9W) | leave to starboard |
| -No Mans Land Fort | leave to port |
| - Isle of Wight | round to port |
| - Wolf Rock | leave to port |
| - Tuskar Rock (Ireland) (52°12.2N .006°12.4W) | round to port |
| - Fastnet Rock (Ireland) (51°23.2N 009°36.1W) | round to port |
| - Guernsey Island | round to port |

Finishing line in accordance with SI 8.1

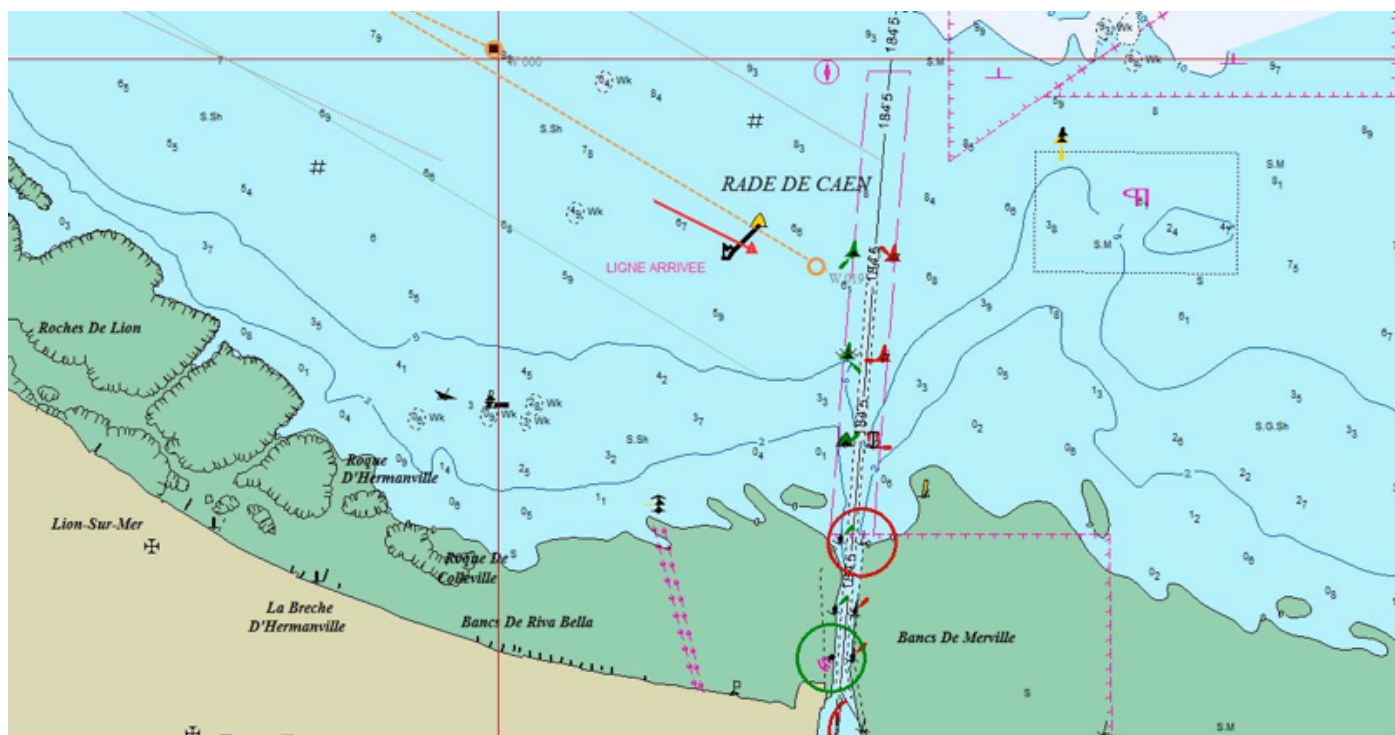
COURSE N°3 : pennant n°3 displayed no later than 15 mn before the start signal

Starting line in accordance with SI 7.3

- | | |
|---|--------------------|
| - Possible Windward mark See SI 7.4 | |
| - Ouistreham buoy | leave to starboard |
| - No Mans Land Fort | leave to port |
| - Isle of Wight | round to port |
| - Wolf Rock | leave to port |
| - Tuskar Rock (Ireland) (52°12.2N .006°12.4W) | round to port |
| - Fastnet Rock (Ireland) (51°23.2N 009°36.1W) | round to port |
| - Guernsey Island | round to port |

Finishing line in accordance with SI 8.1

LIGNE D'ARRIVEE / FINISHING LINE



I.C.8.1

La ligne d'arrivée est située entre une bouée gonflable cylindrique rouge située à l'emplacement cartographique de l'ex-bouée SRCO (déradée) (49°19.3N;000°15.2W) et le mât arborant le pavillon ORANGE du bateau-comité mouillé dans le Sud-Ouest de cette bouée.

En cas de modification de parcours, l'orientation de la ligne d'arrivée sera approximativement perpendiculaire à la direction du dernier bord du parcours.

S.I.8.1

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 ORANGE flag on the Committee boat moored to the South West to 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.

ANNEXE 5/APPENDIX 5: AUTO-SEALING PROCEDURE

A.5.1. Each competitor will choose the best place to install the seal (easy to access and to check, secure in terms of solidity), see below the example on a Pogo40 engine.

A.5.2. The skipper will have to provide a digital photo (such as Photo 2 below) that will be added to the file with the other boat documents (liferaft certificate...).

A.5.3. A scrutineer will visit your boat to check where you plan to place the seal and demonstrate that it prevents going into forward and reverse. A simulation of the installation of the seals will be done and the skipper must demonstrate to the scrutineer that he/she has correctly understood how to auto-seal.

A.5.4. Two seals will be provided at the skipper briefing, one seal to install on the starting area. The second seal is to be fixed according to SI 13.3.2.3 if the first seal is broken during the race. If it is not used, it must be given back to the scrutineer when the boat is examined after finishing.

A.5.5. Once the boat has arrived on the starting area, the competitor himself shall seal the engine, not later than 30 mn before the start signal, he shall send immediately a picture of the seals by SMS or by mail to the Race Direction, with the name of the boat. This picture must allow the reading of the seal number and show that the seal is correctly in place.

A.5.6. The seal must be easily accessible, so that it can be checked in less than 2 minutes and up to 20 minutes before the start (engine panels off, for example).

A.5.7. Beware: Do not forget to fold the propeller blades before sealing and to put the engine controls in neutral before the seal clamp.

A.5.8. Beware : Put the seal in the right way (try with the scrutineer before leaving the pontoon).

A.5.9. Before the start, and after the finish line, the seal may be checked by a scrutineer. A missing seal or a broken seal or one not properly installed may incur a penalty at the Jury's discretion.

Photo 1

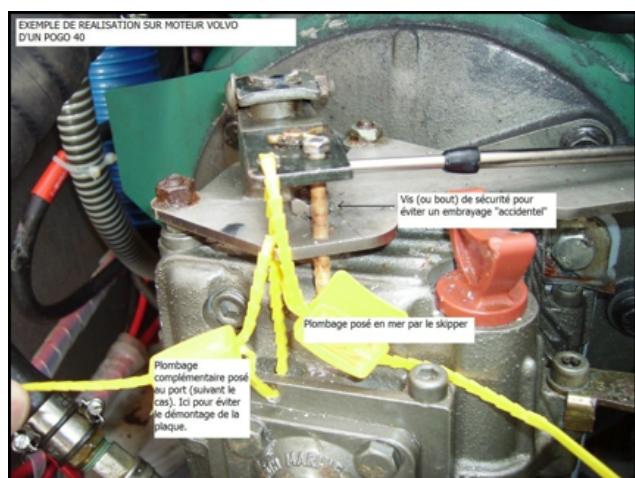
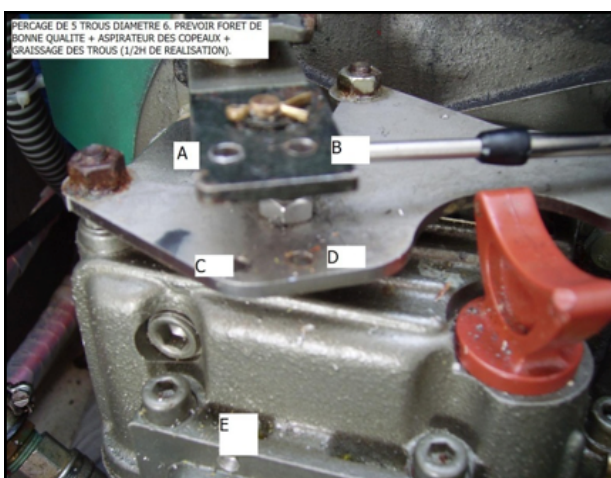


Photo 2



FFVoile Prescriptions to RRS 2013-2016 (English translation) Applying to competitors

RRS 64.3

FFVoile Prescription (*):

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

RRS 67

FFVoile Prescription (*):

Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and will not be dealt by the jury.

RRS 70. 5

FFVoile Prescription (*):

In such circumstances, the written approval of the Fédération Française de Voile shall be received before publishing the notice of race and shall be posted on the official notice board during the event.

RRS 78

FFVoile Prescription (*):

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

RRS 86.3

FFVoile Prescription (*):

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

RRS 88

FFVoile Prescription (*):

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

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

RRS 91

FFVoile Prescription (*):

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