



**2013**

**CAEN – CAEN**

*Start Sunday 14 April 2013 at Caen / Hermanville*



## **SAILING INSTRUCTIONS**

These are the official sailing instructions, in English, and they prevail over the French version (which is for guidance) in the event of any difference

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## 1. RULES

The race is governed by the following rules :

1.1 The Racing Rules of Sailing 2013-2016, referred to as the “RRS”

1.2 The Class 40 measurement rules and regulations,:

**According to RULE 104 and Class rules 2.6.1 and 2.6.2 :**

The number of miles in the race is 1000 miles, it is a double handed race, so **the maximum quantity of embarked drinking water is 45 litres**, at least 40 litres in the fixed tanks of the boat.

**The minimum quantity of diesel fixed as 40 litres** as per Rule 306, shall be held only in the fixed tank.

**No diesel container additional to the fixed diesel tank is allowed on board during the race, this changes rule 104.**

At the finish, **a minimum of 5 litres of diesel** shall remain in the tank as per OSR 3.28.3.

1.3 The Offshore Special Regulations (OSR), category 2 monohulls, as modified by the Class 40 rules

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

1.5 The regulations of the French Sailing Federation (FFVoile) applying to foreign competitors, see appendix 6 “Prescriptions”

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

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

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 INFORMATION FOR COMPETITORS

2.3 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. Here are their various phone numbers :

Organisation / Race direction +33 (0)2 31 84 13 50

Organisation / FAX +33 (0)2 31 84 14 47

Reception +33 (0)2 31 84 15 21

Press +33 (0)2 31 84 15 44

2.2 The Race Headquarters office is open from 09.00 Thursday 11 April 2013. Opening times are from 09.00 to 13.00 and 14.00 to 18.00, until Saturday 13 April 2013. On Sunday 14 April, 2013, opening times are from 08.00 to 10.30. Thereafter, the opening times are from 09.30 to 18.00, until the prize giving

2.3 The official notice board is located at the Race Committee office and on the website of the race [www.normandy-race.com](http://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 Ramsbacher + (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](mailto:sviant@orange.fr)

### **3 CHANGES TO SAILING INSTRUCTIONS**

#### **3.1 Changes before the start :**

Any amendments to the Sailing Instructions will be posted on the official notice board not later than 10:00 on Sunday 14 April 2013 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.

**3.2.2** This information will be transmitted by the Race Director to the competitors **via a text message on the boats' emails**, it may also be repeated by oral instructions by satellite phone. The procedure described in RRS 33 will not be used.

**3.2.3** Depending on the change, the message will be sent no later than :

**3.2.3.1** Before the arrival of the first competitor to longitude 005°12.12W (Lizard Point):

**3.2.3.1.1** either to delete Tuskar Rock from the course,

**3.2.3.1.2** or to change the order of rounding the 2 course marks : round Fastnet Rock to starboard then round Tuskar Rock to starboard.

**3.2.3.1.3** or to delete the 2 marks Tuskar Rock and Fastnet Rock, and to replace by Wolf Rock lighthouse round to port.

**3.2.3.2-** Before the arrival of the first competitor **at 30 miles from the Tuskar Rock**, to delete the Fastnet Rock.

**3.2.3.3-** Before the arrival of the first competitor **at 30 miles from the Fastnet Rock**, to delete the **Tuskar Rock** (if the order of rounding of the 2 marks (Tuskar and Fastnet) has been reversed).

**3.2.4 Each boat shall confirm receipt of this information.**

**3.2.5** It is the competitors' responsibility to check for any possible change of course :

- before crossing the longitude **005°12.12W**,
- 30 miles before the Tuskar Rock,
- 30 miles before the Fastnet lighthouse.

### **4 SIGNALS MADE ASHORE**

The official flagpole for signals made ashore is located on the quay near the boats

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. The time of the display of the warning signal will allow for the constraints of the ports of Caen and Ouistreham.

## 5. SCHEDULE

See schedule published in NOR 6 :

There will be a briefing **on Saturday 13 April 2013 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 15.00 on Saturday 13 April 2013.**

**On Sunday 14 April 2013**, the exit of the boats will be as the following schedule :

**12.00 :**            **The Class40 leave the St Pierre Basin in Caen, and wait in the Nouveau Bassin.** All boats shall be in compliance with all relevant rules when leaving the lock - see SI 13.6.

**From 12.30 :**     at the Race Officer's VHF signal, down the Canal following the *Vulcain*

**14.00 / 15.00 :**   Ouistreham lock

**16.52 :**            Warning signal displayed, procedure for 17.00 start begins

**17.00 :**            **start of the race**

Details of the others meetings and events will be posted on the official notice board.

## 6 COURSE

### 6.1 Normal course

**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
◆ Isle of Wight	leave to port
◆ Tuskar Rock (Ireland) (52°12.2N .006°12.4W)	leave to port
◆ Fastnet Rock (Ireland) (51°23.2N 009°36.1W)	leave to port
◆ Guernsey Island	leave to port

**Finishing line** in accordance with SI 8.1

### 6.2 Forbidden area of the Traffic Separation Scheme of the Casquets (TSS)

It is forbidden to sail during the entire race in the Traffic Separation Scheme of Les Casquets. The forbidden area is a rectangle A,B,C,D of which the vertices have the following coordinates :

Point A : 50° 02.65 N ; 002° 57.01W

Point B : 50° 07.70 N ; 002° 27.80W

Point C : 49° 51.80N ; 002° 21.24 W

Point D : 49° 46.80 N ; 002°50.41 W

If a competitor breaks this rule, the Jury will give her a penalty of minimum 12 hours up to 24 hours.

**Reminder RRS 48.2 concerning other TSSs : Competitors shall comply with IRPCAS rule 10, Traffic Separation Schemes (see appendix 7).**

## **6.3 COURSE FOR LATE OR DELAYED STARTERS AND FOR BOATS RETURNING TO OUISTREHAM WITH OR WITHOUT OUTSIDE ASSISTANCE**

### **6.3.1 Late competitors**

A late competitor is one who does not cross the starting line before it closes (30 minutes after the starting signal). Late competitors 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.

The course for a late competitor is as follows :

Start by crossing an imaginary line bearing 90° from the Rade de Caen 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 |
| ◆ Isle of Wight                                | leave to port      |
| ◆ Tuskar Rock (Ireland) (52°12.2N .006°12.4W)  | leave to port      |
| ◆ Fastnet Rock (Ireland) (51°23.2N 009°36.1W)  | leave to port      |
| ◆ Guernsey Island                              | leave 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 09:00 on Saturday 13 April 2013, **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 with the centre located at 49°20.00N 000°16.94W, The coordinates of the corners of this square are given in appendix 3.

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 will not apply.

### **7.3 The Starting line :** between the mast of the Committee boat displaying an orange flag and an inflatable red 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.

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. This changes RRS Race Signals.

#### 7.5 Closure of the starting line

Unless otherwise specified 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 with the Race Committee as per S.I.6.3.1.

#### 7.6- STARTING SIGNALS

**Starting signals** : The starting signals will be displayed on the committee boat.  
The warning signal is the Class 40 flag.

<b>T – 8</b>	<b>Warning signal</b>	<b>Class 40 flag displayed</b>
<b>T – 4</b>	<b>Preparatory signal</b>	<b>P or I flag displayed</b>
<b>T - 1</b>		<b>P or I flag removed</b>
<b>T</b>	<b>Start</b>	<b>Class 40 flag removed</b>

#### 7.7 INDIVIDUAL RECALL

The OCS boats may be hailed either on VHF race channel, and or from a race steward boat This hail will be done as soon as possible. This changes RRS 29.1.

### 8 THE FINISH

#### 8.1. FINISHING LINE

The finishing line is between the SRCO buoy (49°19.3N;000°15.2W) and the mast displaying the orange flag on the Committee boat moored to the South West of this buoy (see appendix 4 diagram).

At night, the Committee-boat will have a **stroboscopic light** and try to illuminate 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 harbourmaster on **VHF channel 74.**

#### 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.

### **9 SAFETY – COMMUNICATIONS**

#### **9.1 VHF RADIO**

The VHF race channel is 72. The reserve channel is 69.

#### **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 session** : From Monday 15 April 2013, a daily chat session is to be held, the organization calling the boats :

- from 12.00 to 13.30, 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 last participant.

#### **9.3 Inmarsat C**

For the race, the organizer has set up a procedure whereby the boats will be plotted by the Satcom C system via polling.

**All competitors shall put their Satcom C on standby mode from 10.00, Thursday 11 April 2013 and throughout the whole duration of the race.**

For the duration of the race, the Inmarsat C terminal must be set on the East Atlantic satellite to allow polling. The "Preferred Ocean" option must be : Atlantic EAST.

#### **9.4 AIS**

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

#### **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 OUTSIDE HELP - 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, *Wetterweld.de*, *Météo Consult*.

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

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

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

## **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 AND REOPENING**

### **12.1 PART 5 SECTION A OF THE RRS : PROTESTS 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, Inmarsat C message 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, Inmarsat C message 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**

A boat that has finished the race intending to protest a boat shall as soon as possible inform the boat :

- directly as required by RRS 61.1 if the protested boat has finished,
- by mail, Inmarsat message or VHF 72 if the protested boat is still racing (this modifies RRS 61.1 (a)).

**(b) Protest time limit**

**(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 6 hours after the finish of the competitor that wants to lodge a protest. The protest must be lodge between 09.30 to 18.00 at the Race Headquarters.

However, for boats finishing between 17.00 and 06.00 French time, the protest time limit will be 1 hour after the opening of the Race Headquarters

**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 to lodge a request for redress for a competitor is 6 hours after the boat has finished the race.

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 and Satcom C, 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 decided by the Jury will be sent to the penalised skipper through the Race Direction, who will set the waypoint where the penalty shall be taken.

When the boat has reached that waypoint, 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 boat shall sail through the same waypoint before resuming her course.

### **12.3 Infringements to the following Sailing Instructions :**

A boat shall not protest for breaches of the following:

- Schedule
- Seals and inspections
- Advertising (NOR and SI)
- Safety rules
- 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.

## **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 11 April until 16:00 Saturday 13 April.. Any boat failing to comply with the rules governing the event will not be allowed to start the race.

**13.1.2** 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 contain 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 ou 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 signalling mirror.

### **13.2 Seal for the engine**

The seal for the engine is mandatory and will be fitted according to the procedure defined in Appendix 5 "AUTO-SEALING PROCEDURE".

### **13.3 Discarding Equipment**

Equipment shall not be disembarked 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.

#### 13.4 Readiness to Race

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

13.5 **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.

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

##### 14.1 Competing 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.

##### 14.2 Committee boat, race steward boats. 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 3 hours : 02:00, 05:00, 08:00, 11:00, 14:00, 17:00, 20:00 and 23:00 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://www.trackwave.fr> Login : ncr2013 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 COMMUNICATION MEDIA

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 : [tanguy.blondel@tbpress.fr](mailto:tanguy.blondel@tbpress.fr)

17.2 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: [tanguy.blondel@tbpress.fr](mailto:tanguy.blondel@tbpress.fr)  
The success of those multimedia communications depends on the involvement of the competitors and on the content that they will be providing.

## **18 PRIZEGIVING**

The prizegiving ceremony will be held in Caen on Sunday 21 April at 17.00.  
**All the crew of the boats that have finished shall attend.**

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## **NOMINATED RACE OFFICERS**

### **International Jury :**

**Georges Priol (FRA) president, IJ**  
Trevor Lewis (GBR), IJ,  
Joep Straus (BEL), IJ  
François Catherine(FRA), NJ  
Gordon Davies (IRL), NJ

### **Chief Race Officer**

Roland Galliot, IRO

### **Race official measurer**

Jean Luc Gauthier, IM

### **Equipment inspectors**

Philippe Cousin  
Alain Lenoble  
Daniel Merle

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## **Organising Committee**

Manfred Ramspacher : General Manager  
Marine Kerduel : Project manager  
Elise Martin : Assistant manager  
Laëtitia Briand : in charge of public relations  
Mathieu Bentz : in charge of the Village  
Tanguy Blondel : in charge of press relations

### **Race Direction**

Sylvie Viant, Race Director, confirmed by the FFVoile  
Vanessa Boulaire, Assistant Race Direction

**NORMANDY CHANNEL RACE 2013**  
**ANNEXE 1.a. – APPENDIX 1.a.**

**DECLARATION DE DEPART / START DECLARATION**

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

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 2013 » 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.

*I the Skipper of the above Yacht declare on my honour that I have entered the « NORMANDY CHANNEL RACE 2013 » 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 the crew and I 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, **contactable at any hour, day or night.***

**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 Evénements, 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/Signed at :....., le /on :..... 2013 (date)

Signature du Skipper /*Skipper's signature*

**NORMANDY CHANNEL RACE 2013**

**ANNEXE 1.b./APPENDIX 1.b.**

**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 named above*

**déclarons sur l'honneur que nous respecterons la règle de non-routage sur la NORMANDY CHANNEL RACE 2013, notamment AC 14.2 et IC 10**

*Specifically, we declare upon our honour that we, the skipper and crew, will abide by rule of non-routing on the NORMANDY CHANNEL RACE 2013, NOR 14.2 and SI rule 10*

Fait à ....., le .....2013

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

Signature du Skipper  
*Skipper Signature*

Signature du Co-Skipper  
*Co-Skipper Signature*

NORMANDY CHANNEL RACE 2013

ANNEXE 2/APPENDIX 2

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 named above,

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

- Avoir effectué régulièrement le parcours de l'épreuve.  
- *Having sailed 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. Specifically the non-routing rule NOR 14.2 and SI 10.*
  
- Avoir franchi la ligne d'arrivée :  
- *Having finished :*  
le ..... à ..... (heure/min/sec)  
  
*on ..... at ..... (hour/min/sec)*

Nous signalons au Comité de Course les incidents suivants :  
*We notify the Race Committee of the following incidents :*

.....

Fait à Caen, le ..... 2013

*At Caen, on ..... 2013*

Signature du Skipper:  
*Skipper 's signature :*

Signature du Co-Skipper  
*Co-Skipper 's signature*

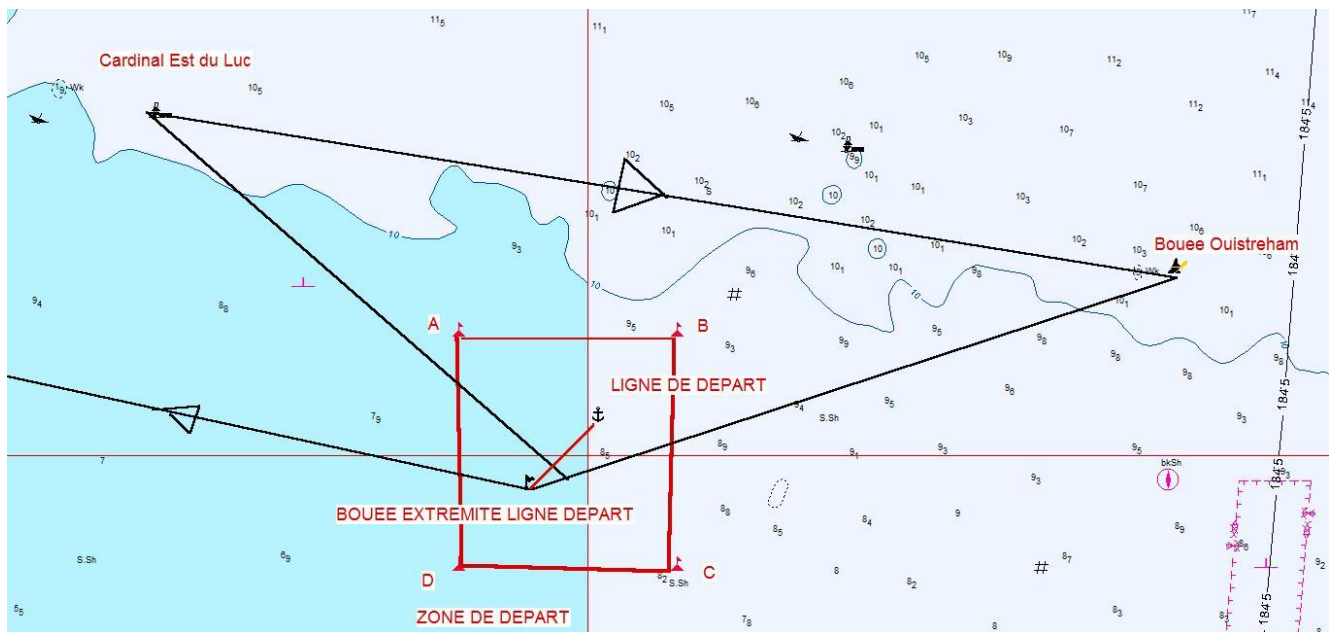


# NORMANDY CHANNEL RACE 2013

## ANNEXE 3/APPENDIX 3

Zone départ/Starting area

### ZONE DE DEPART/STARTING AREA



**Coordonnées géographiques des bouées de la zone d'exclusion/  
Geographical coordinates of the buoys of the exclusion zone :**

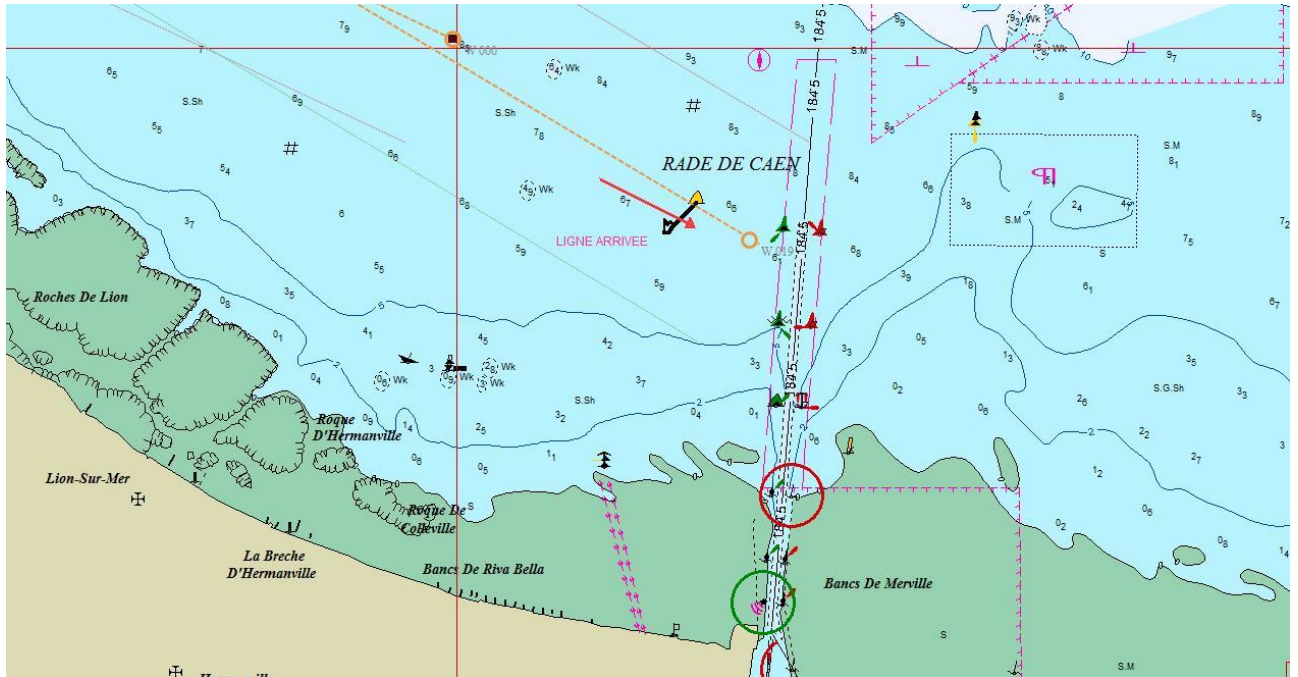
<b>BOUEE A (NW)</b>	<b>49°20.290 N</b>	<b>000°17.330 W</b>
<b>BOUEE B (NE)</b>	<b>49°20.290 N</b>	<b>000°16.550 W</b>
<b>BOUEE C (SE)</b>	<b>49°19.750 N</b>	<b>000°16.550 W</b>
<b>BOUEE D (SW)</b>	<b>49°19.750 N</b>	<b>000°17.330 W</b>

**Les coordonnées du centre de cette zone sont environ/The geographical coordinates of the centre  
of this zone are about 49°19.20 N 000°16.84 W**

# NORMANDY CHANNEL RACE 2013

## ANNEXE 4/Appendix 4

### LIGNE D'ARRIVEE/FINISHING LINE



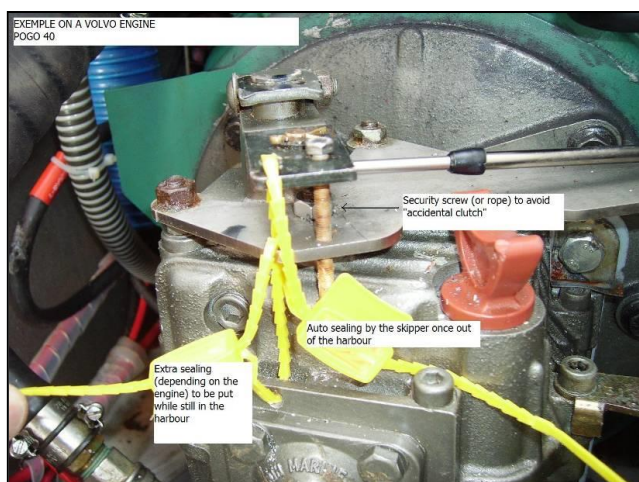
La ligne d'arrivée est située entre la bouée SRCO (49°19.3N;000°15.2W) et le mât arborant le pavillon ORANGE du bateau-comité mouillé dans le Sud Ouest de cette bouée.

*The finishing line is located between the 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.*

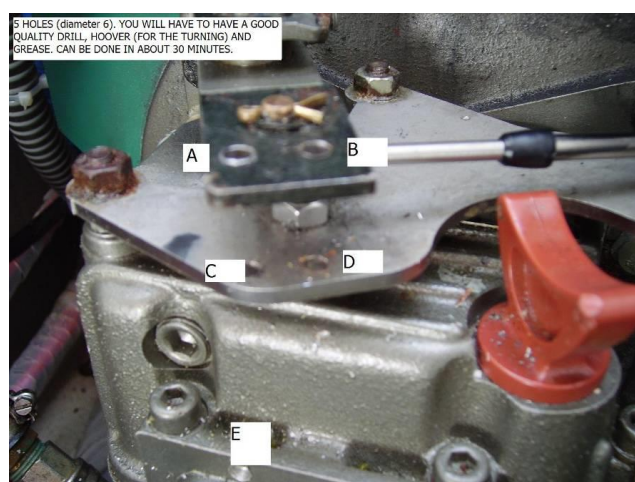
## NORMANDY CHANNEL RACE 2013

### APPENDIX 5 – AUTO-SEALING PROCEDURE

- 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.
- You will have to provide a digital photo (such as Photo 2) that will be added to the file with the other boat documents (liferaft certificate...).
- 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. The skipper must demonstrate that he/she has correctly understood how to auto-seal.
- Each auto-sealing system has a number. The seal will be provided at the skipper briefing.
- Once the boats are out of the harbour, the competitor will seal his/her engine, and then fly a flag (provided by the Class40 before the start) to show that the seal is in place. The seal must be easily accessible, so that it can be checked in less than 2 minutes and up to 15 minutes before the start (engine panels off, for example).
- Do not forget to fold the propeller blades before sealing.
- Up to this time before the start, and after the finish line, the seal may be checked by a scrutineer. A missing seal or one not properly installed may incur a penalty at the Jury's discretion.



**Photo 1**



**Photo 2**

# NORMANDY CHANNEL RACE 2013

## APPENDIX 6

FFVoile Prescriptions to RRS 2013-2016  
Applying to foreign 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](http://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.

**NORMANDY CHANNEL RACE 2013**  
***APPENDIX 7 Rule 10 Traffic separation schemes (TSS)***

- (a)** This rule applies to traffic separation schemes adopted by the Organization and does not relieve any vessel of her obligation under any other rule.
- (b)** A vessel using a traffic separation scheme shall:
  - (i)** proceed in the appropriate traffic lane in the general direction of traffic flow for that lane;
  - (ii)** so far as practicable keep clear of a traffic separation line or separation zone;
  - (iii)** normally join or leave a traffic lane at the termination of the lane, but when joining or leaving from either side shall do so at as small an angle to the general direction of traffic flow as practicable.
- (c)** A vessel shall, so far as practicable, avoid crossing traffic lanes but if obliged to do so shall cross on a heading as nearly as practicable at right angles to the general direction of traffic flow.
- (d)**
  - (i)** A vessel shall not use an inshore traffic zone when she can safely use the appropriate traffic lane within the adjacent traffic separation scheme.  
However, vessels of less than 20 metres in length, sailing vessels and vessels engaged in fishing may use the inshore traffic zone.
  - (ii)** Notwithstanding subparagraph (d)(i), a vessel may use an inshore traffic zone when en route to or from a port, offshore installation or structure, pilot station or any other place situated within the inshore traffic zone, or to avoid immediate danger.
- (e)** A vessel other than a crossing vessel or a vessel joining or leaving a lane shall not normally enter a separation zone or cross a separation line except:
  - (i)** in cases of emergency to avoid immediate danger;
  - (ii)** to engage in fishing within a separation zone.
- (f)** A vessel navigating in areas near the terminations of traffic separation schemes shall do so with particular caution.
- (g)** A vessel shall so far as practicable avoid anchoring in a traffic separation scheme or in areas near its terminations.
- (h)** A vessel not using a traffic separation scheme shall avoid it by as wide a margin as is practicable.
- (i)** A vessel engaged in fishing shall not impede the passage of any vessel following a traffic lane.
- (j)** A vessel of less than 20 metres in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.
- (k)** A vessel restricted in her ability to manoeuvre when engaged in an operation for the maintenance of safety of navigation in a traffic separation scheme is exempted from complying with this rule to the extent necessary to carry out the operation.
- (l)** A vessel restricted in her ability to manoeuvre when engaged in an operation for the laying, servicing or picking up of a submarine cable, within a traffic separation scheme, is exempted from complying with this rule to the extent necessary to carry out the operation