



2026

1200 Miles Single-handed

April 21 to 30, 2026
1st Edition

NOTICE OF RACE

Start in Quiberon Bay : Friday, April 24, 2026

Entry Deadline : April 1, 2026

ORGANIZING AUTHORITY (OA)

The TRIN'40 is organized from April 21 to 30, 2026, by the **Société Nautique de La Trinité-sur-Mer (SNT)** in partnership with the **Class40 Association**.

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

PREAMBLE: Prevention of violence and uncivil behavior

The FFVoile reminds that sporting events are above all a space for exchange and sharing, open and accessible to all. As such, competitors and support persons are required to behave in all circumstances, on land and on the water, in a courteous and respectful manner, regardless of the origin, gender, or sexual orientation of other participants.

1. RULES

The event will be governed by:

1.1 The rules as defined in **The Racing Rules of Sailing (RRS)**.

1.2 Part B of the International Regulations for Preventing Collisions at Sea (**COLREGs**) when it replaces the rules of RRS Chapter 2: day and night, COLREGs shall apply, except in the following areas where COLREGs shall apply only between sunset and sunrise:

- On the day of the start, from the starting area up to 30 miles from the starting line.
- On the day of arrival, within a 30-mile circle centered on the finish line.

1.3 Personal Flotation Devices: Wearing personal flotation equipment is mandatory on the deck of the boat from the moment of leaving the dock until the return to the race pontoon. The deck is defined as the entire outer shell of the boat. This means a life jacket must be worn whenever the skipper is not protected by a coachroof or cockpit.

1.4 The Regulations of the Fédération Française de Voile (FFVoile); the link will be published in the SIs.

1.5 The FFVoile prescriptions translated for non-French speakers in Appendix 2.

1.6 The World Sailing **Special Offshore Regulations (OSR)**, Category 2 Monohulls.

1.7 In accordance with RRS 86.1(b), RRS 52 (Manual Power) is modified as follows: boats are authorized to use power other than manual for the use of an autopilot and for operating the ballast system.

1.8 Appendix WP - Waypoint Rules (available at: <https://arbitrage.ffvoile.fr/media/agmpfbxo/annexe-wp-re-gles-pour-waypoints-2025.pdf>).

1.9 An alternative starting penalty will apply according to **World Sailing Development Rule 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 ten seconds (10 s) before her starting signal.* When a boat starts in accordance with point (b), she may return to the pre-start side to comply with point (a), but if she fails to do so, the penalty shall be **one hour (1 h)** added to her elapsed time.

1.10 All penalties for a breach of a rule will be time penalties, unless the jury decides to disqualify the boat or apply financial penalties. This changes RRS 64.2 and A5.

1.11 In case of translation of this NoR, the **French text shall prevail**.

2. ADVERTISING [DP]

2.1 In application of World Sailing Regulation 20 (Advertising Code), as modified by the FFVoile advertising regulations, boats shall be required to display advertising chosen and provided by the OA.

2.2 Competitors are required to display the markings provided by the OA:

2.2.1 Race Flags: Every boat entered in the race will receive two race flags upon arrival, which must be flown from the shrouds on each side of the boat from registration until the prize-giving ceremony, on shore and at sea, under conditions set by the SIs.

3. ELIGIBILITY AND ENTRY

3.1 The event is open to monohulls in compliance with the class rules and regulations of the **Class40** (2026 membership and certificate). **3.2** The race is sailed **single-handed**. Any boat shall have, at all times, only one person on board, subject to RRS 1.1 and 41. **3.3 Competitors holding a FFVoile license must present at registration:**

- Valid FFVoile "competition" Club license with medical certificate.
- Authorization to display advertising (if necessary).
- Measurement or compliance certificate.
- Valid World Sailing Course Certificate (Survival and First Aid).
- Restricted Radiotelephone Operator's Certificate (**ROC/CRR**). **Foreign competitors not holding a FFVoile license must present:**
- Proof of membership in a National Authority member of World Sailing.
- Measurement or compliance certificate (for the skipper).
- Valid Third-Party Liability insurance (min. **€1.5 million**).
- Medical certificate (less than 1 year old, in French or English) and parental authorization for minors. **Non-French skippers must hold:**

- Valid World Sailing Approved certificates (Survival and First Aid) as per OSR 6.01 and 6.05.2. All documents in 3.3 must be sent to the OA by **April 1, 2026**. **3.4** Minimum age: 18 (unless waiver granted by OA). **3.5** Hull and machinery insurance certificate is mandatory. **3.6** Registrations: <https://snt-voile.org/regates/event/trin40-2026>. Deadline: **April 1, 2026**. **3.7** The OA reserves the right to accept or refuse an entry (RRS 76.1).



4. FEES

4.1 Registration fees are **€800** between the date of publication and April 1, 2026, payable in two parts:

- **€500** to the SNT (via website).
- **€300** directly to Class40.

The OA reserves the right to accept entries after April 1st, with a **20% surcharge**.

4.2 In case of withdrawal, no refund will be made unless the cancellation insurance is purchased. No refund or credit will be made for cancellations due to force majeure. Cancellation insurance (Meetch) is offered during the booking process for 4% of the entry fee. A refund will be made for any individual, justifiable, unpredictable event beyond the user's control. Subscription is only possible up to 72 hours after registration. Without insurance, the amount remains with the OA.

5 SCHEDULE

5.1 Event schedule :

Date	Time	Event
Mon. April 20	10:00 - 17:00	Start of Equipment Inspection(La Trinité-based boats)
	18 :00	"Arrival authorization for 'external' boats
Tue. April 21	09:00 - 18:00	Arrival of boats & Equipment Inspection
	20:00	Deadline for arrival at Port de La Trinité
Wed. April 22	09:00 - 17:00	Equipment Inspection
	18 :00	Safety Briefing
Fri. April 24	14:00	START (Quiberon Bay)
Apr. 29 - 30	-	Estimated Arrivals
Fri. May 1st	Time (See Chapter 20)	Prize-giving Ceremony

5.3 The schedule may be modified without notice by the OA depending on weather conditions or any other technical or sporting constraint, the start may be moved forward by 24h.

5.4 The OA may, for reasons of force majeure or if the safety of the participants requires it, decide to cancel the event. A cancellation for reasons of force majeure or for any reason independent of the organizer's will, will not result in any refund of registration fees or compensation. This may be the case in particular, but without this list being exhaustive, in the event of exceptional weather conditions, armed conflict, requisition, fire, flood, strike, administrative ban linked to the security context or blocking of facilities whose origin is foreign and totally independent of the organizer's will.

6. BOAT INSPECTION

Measurement and safety equipment checks will be carried out from **Monday, April 20 to Thursday, April 23**, and at any other time without notice by the measurement committee.

7. MANDATORY SAFETY EQUIPMENT

7.1 One immersion suit per person on board, at least NF EN ISO 15027-1 standard and whose thermal insulation without fleece underwear must be at least 0.75 clo immersed.

7.2 Skippers must be reachable on board 24 hours a day, by email and telephone (Number verified upon confirmation of registrations) TRIN'40 race information will be broadcast by email and by the race WhatsApp group. 7.3 A satellite phone in the safety container. 7.4 Mandatory paper charts (OSR 4.11.1): at a minimum SHOM 7211 Bay of Biscay and SHOM 7311 The English Channel (western part).

8. SAILING INSTRUCTIONS (SIs)



SIs will be sent to registered competitors no later than **April 10, 2026**.

9. COURSE

9.1 Distance: **1200 miles**. Start in Quiberon Bay.

9.2 Additional marks and course changes may be added in the SIs.

10. RANKINGS

10.1 Real-time ranking by order of arrival (within time limit).

10.2 Separate ranking extraction for "**Sharp**" boats.

11. BOAT PRESENCE [DP]

Boats must be in La Trinité from **April 21 (20:00)** until the start on April 24. External boats may not arrive before **April 20 (18:00)**. Penalty for delay: **€200/day** (to SNSM). After the race, boats must stay until April 30 (12:00)

12. SKIPPER PRESENCE [DP]

Skippers must attend the **Safety Briefing (April 22, 18:00)** and the **Prize-giving (May 1st)**.

13. POSITIONING AND ROUTING

13.1 Each boat must be equipped with a Yellow Brick positioning tracker (not provided by the OA) and must provide its ID number no later than April 21, 2026.

13.2 Routing is prohibited in accordance with RRS 41 (Outside Help) and Class Rules. A Statement of honor (*déclaration sur l'honneur*) must be signed by the skipper during the confirmation of registration at the SNT.

14. PENALTY SYSTEM

14.1 RRS 44.1 is modified so that the two-turn penalty is replaced by a one-turn penalty.

14.2 A breach of rules other than those of Chapter 2 and rules 28 and 31 of the RRS may, after a hearing, be sanctioned by a time penalty up to disqualification.

14.3 The jury's decisions will be final as provided by RRS 70.5. The FFVoile authorization will be posted on the official information board.

15. BERTHING [DP]

Boats will be welcomed free of charge at the Môle Caradec in La Trinité sur Mer. Boats are no longer authorized to leave the port except with written authorization from the race direction and the race committee from Tuesday April 21, 2026 at 20:00. In an unfavorable weather situation, present or developing, at the port of La Trinité-sur-mer (in particular strong winds and swell from the south to south-east sector), we remind that the decision for a skipper to come and moor and/or to stay at the dock is their sole responsibility..

16. LIMITATION ON HAULING OUT [DP]

From Wednesday April 22, 2026, 20:00, boats must not be hauled out of the water except subject to and according to the terms of prior written authorization from the race director or the race committee.

17. RADIO COMMUNICATIONS [DP]

Phone check-ins with Race HQ may occur (details in SIs).

18. TIME LIMIT

Boats not finishing within 36 hours after the first boat of their category (general ranking / sharp ranking) having completed the course and finished will be ranked DNF. This modifies RRS 35, A4 and A5.

18.1 Time limit at stopovers: The duration of the stopover must not be less than four hours. The cumulative time of the stopovers will not exceed twenty hours. After this time of 20 hours, the competitor will be declared DNF without a hearing for the leg.

18.2 Boats may put in at any place and at any time after having informed the race direction. Once anchored or moored in a port, people may access the boat, provisioning and repairs can be carried out. The skipper can go ashore. However, a boat may use its engine or be towed only when it is less than 1.5 miles from a port, after having



informed the race director, and provided that the use of the engine or the towing does not make it progress towards the finish line of the leg. This modifies RRS 41, 45.

18.3 Boats may take on spare equipment, with the exception of new sail(s), during the race subject to written authorization from the Technical Committee.

19. DATA PROTECTION

19.1 Right to image/likeness: Authorized for OA/FFVoile/Sponsors.

19.2 By participating in this competition, the competitor and their legal representatives consent to and authorize the FFVoile, its sponsors, and the Organizing Authority to use and store their personal data free of charge. This data may be subject to publication by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors, may use this data for software development or for marketing purposes. In accordance with the General Data Protection Regulation (GDPR), any competitor who has communicated personal data to the FFVoile may exercise their right of access to the data concerning them, have it rectified and, depending on the situation, delete it, limit it, and oppose it, by contacting dpo@ffvoile.fr or by mail to the registered office of the Fédération Française de Voile, specifying that the request relates to personal data.

20. PRIZES

The prize-giving ceremony will take place on **Friday, May 1st**, at *La Marée Douce*, 34 cours des quais, 56470 La Trinité-sur-Mer. The time will be specified by an amendment; the date may be modified depending on arrivals. Prizes will be awarded, and a lucky draw will be held.

21. LIABILITY OF THE ORGANIZER AND THE COMPETITORS

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

21.2 Skippers participate in the event at their own risk and under their own responsibility. It is the responsibility of each skipper to judge, based on their knowledge, the equipment available to them, the wind strength, weather forecasts, etc., the appropriateness of starting or continuing the race. Any information that any member of the OA may provide before or during the event, such as a gale warning, shall constitute one element among others on which the skipper may base their decision, without this engaging the liability of the OA.

21.3 The liability of the OA and its partners is limited to ensuring the smooth running of the event; any other liability that the OA might accept can only be contractual and explicit. Furthermore, any checks that the race committee may carry out are for the sole purpose of ensuring that the rules and race documents have been respected.

21.4 Monitoring, and especially telephone monitoring as well as fleet tracking that the OA may provide, shall be considered by the skippers as optional and unreliable, and in no case as a complementary safety measure on which they can rely. Any request made to a member of the OA shall only engage the liability of the OA if they have explicitly accepted this request, either themselves or through one of their officially accredited agents. This shall apply in particular to requests for various types of help, or even assistance at sea.

21.5 Skippers shall be personally responsible for all material and human accidents that may happen to themselves, their boat, other boats, or that they may cause to a third party or any property belonging to a third party. Skippers shall be responsible to the OA for taking out all necessary insurance to cover civil liability and damage for the race. The absence of third-party insurance shall not engage the liability of the OA or its partners.

21.6 Reminder of RRS 1.1: Every boat is obligated to give all possible help to any boat or person in danger if they are in a position to do so, in accordance with RRS 1.1 and current international provisions. In this case, and after diverting, the skipper must immediately provide the Race Direction with all elements allowing for a possible time redress by the Jury.

22. REFUNDS IN CASE OF CANCELLATION

In the event of the cancellation of the event for any reason, the organizer undertakes to ensure that the refund of the registration fees to the competitors is carried out as follows:



- In the event of cancellation due to elements falling under the responsibility of the organizer, the fees will be fully refunded;
- In the event of cancellation for reasons of force majeure as defined by law and jurisprudence, the organizer will refund 50% of the registration fees if the event contributing to the force majeure appeared more than one month before the departure date and will be released from this obligation to refund if the event appeared within a period less than this duration.

23. USE OF RIGHTS

The owner or user of the boat and any sponsor, by the sole fact of their participation, accept that the OA uses for promotional and other purposes everything related to their participation in the event in the form of text, photo or video for dissemination via press, television or internet (non-exhaustive list).

24 CONTACTS



Société Nautique de La Trinité sur Mer

Cours des quais
56470 LA TRINITE SUR MER
France
Tel : (33) 02 97 55 73 48
Mail : accueil@snt-voile.org
website : www.snt-voile.org

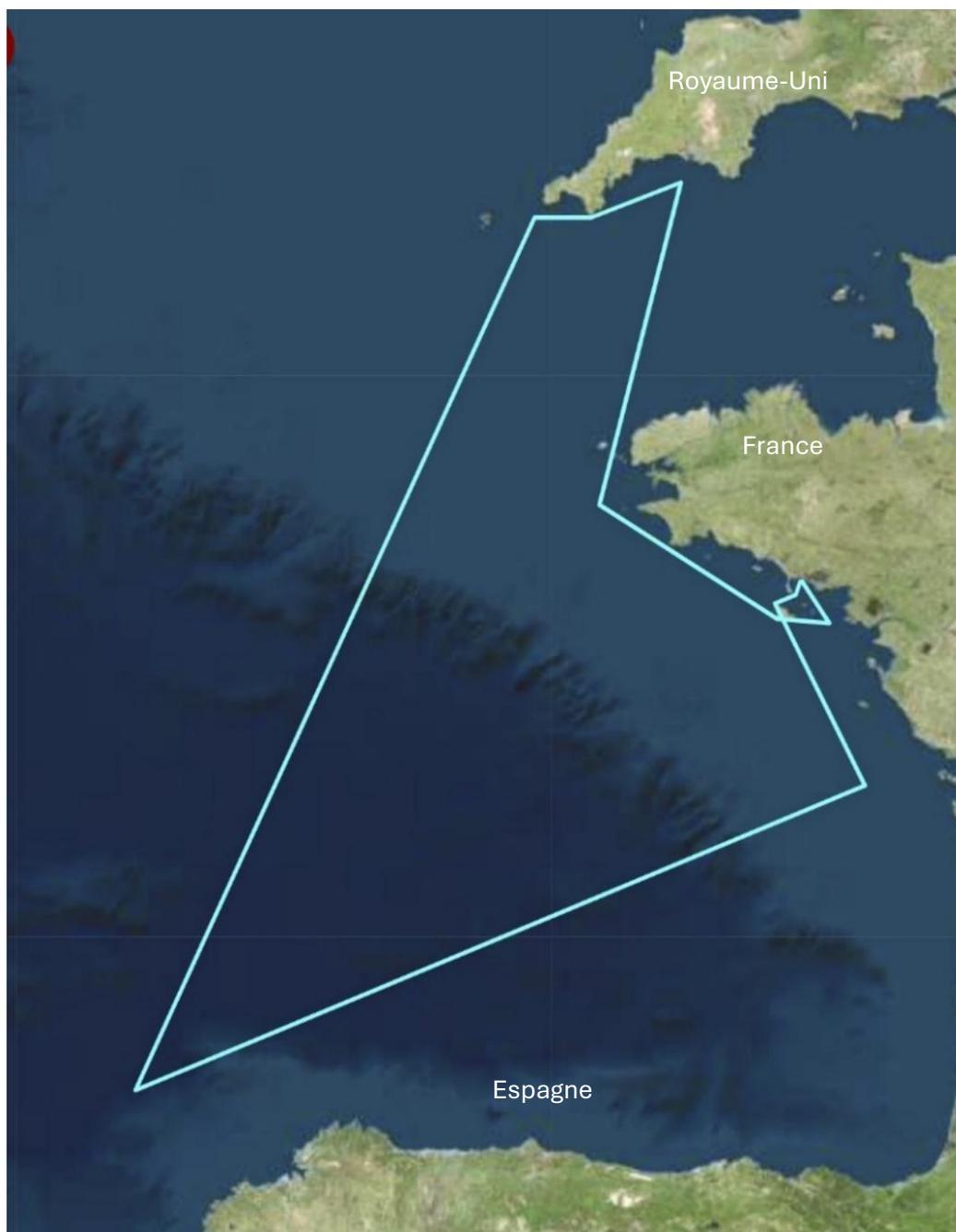


Association Class40

Centre de Formation aux Métiers de la Mer
Allée du frère Maximin
85100 LES SABLES D'OLONNE
France
Mail : class40@class40.com
website : <https://www.class40.com>



APPENDIX 1: THE COURSE



APPENDIX 2 – PRESCRIPTIONS OF THE FFVOILE - RACING RULES OF SAILING

Translated for foreign competitors

(* FFVoile Prescription to **RRS 64.4** (*Decisions on protests concerning class rules*):

The protest committee 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.

(* FFVoile Prescription to **RRS 67** (*Damages*):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(* FFVoile Prescription to **RRS 70. 5** (*Appeals and requests to a national authority*):

The denial of the right of appeal is subject to the written approval of the Fédération Française de Voile, received before publishing the notice of race. This approval shall be posted on the official notice board during the event.

(* FFVoile Prescription to **RRS 76.1** (*Exclusion of boats or competitors*)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(* FFVoile Prescription to **RRS 78.1** (*Compliance with class rules; certificates*):

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

(* FFVoile Prescription to **RRS 86.3** (*Changes to the racing rules*):

An organizing authority wishing to change a rule listed in RRS 86.1(a) 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 approval 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.

(* FFVoile Prescription to **RRS 88.2** (*Changes to prescriptions*):

Prescriptions of the FFVoile shall not be changed 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 not be changed 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)).

(* FFVoile Prescription to **RRS 91(b)** (*Protest committee*):

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 approval shall be posted on the official notice board during the event

APPENDIX 3 : AUDIOVISUAL APPENDIX

To be published later by amendment.

1. RIGHTS

The transmission of images or photos within the framework of the event constitutes a transfer of rights within the framework of the media coverage of the TRIN'40 2026.