



# SAILING INSTRUCTIONS

Published on June, 6th 2022

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

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

## 1. RULES

The regatta will be governed by:

- 1.1 The rules as defined in The Racing Rules of Sailing (RRS),
- 1.2 The National prescriptions applying to the foreign competitors are defined in the Notice of race
- 1.3 Regulations of the FFVoile,
- 1.4 Part B of the COLREGS according to the provisions set out below,  
Part 2 of the RRS will only apply to the first 30 miles after the starting line, then again in the last 30 Miles before the finishing line, between sunrise and sundown. For the rest of the course, the RRS Part 2 rules are replaced by Part B (Steering and Sailing Rules) of the COLREGS,
- 1.5 Appendix 4 WPT Waypoints, attached in Appendix to the Sailing Instructions.
- 1.6 All the times
  - Ashore, given in the "Leg# particular SIs" (Leg#PSIs) are in local time
  - At sea, from the start to the finish are in UTC
- 1.7 In case of translation of these Sailing Instructions, the French text shall take precedence.
- 1.8 [DP][NP]. For all sections of Traffic Separation Scheme (TSS) that are not defined as Forbidden areas (SI 9), RRS 56.2 applies

## 2. RACE OFFICE

- 2.1 The offices of the Event's General Organisation, the Race Direction, the Race Committee, the Jury and the press centre are located as indicated in the Leg#PSIs.

- 2.2 The official notice board is available online only: <https://www.globe40.com/en/skippers-area/>
- 2.4 Mobile phones strictly reserved for the competitors and safety:  
**Red line 24/7-Race Director: Christophe Gaumont/Josh Hall +33 6 49 30 59 16**  
Assistant Race Management : Isabelle Journiac +33 6 78 77 37 84  
The competitors wishing to send confidential email to the Race Direction, Race Committee, Technical Committee and/or the Jury shall send it to [race.management@globe40.com](mailto:race.management@globe40.com)

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

- 3.1 Changes before the start  
Amendments to the SIs will be posted on the Official Notice Board at the latest at 08:00hrs the day of the start.
- 3.2.1 If an important event (climatic or other) were to occur during the race or if a piece of information having an impact on competitor safety were to be given by a competitor, a vessel, an aircraft, radars, satellites or any other source, the course may be changed during the race. (This changes RRS 33 and Race signals).  
The Race Management in agreement with the Race Committee will inform the competitors of a change of the course as soon as reasonably practical  
The course may be changed several times.
- 3.2.2 To signal the change of course, the Race Direction will send to every boat a written message on the boat's email, and then repeat it, if possible, by oral instructions, satellite or mobile phone. The message will describe the new course to be sailed with the marks added or removed. This course will have to be sailed from the mark where the change of course has been made. This change RRS 33.
- 3.2.3 Each boat shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course

### **4. SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will not be displayed but sent directly to the competitors via Text messages

### **5. SCHEDULE (NP)**

- 5.1 The schedule will be specified in the Leg#PSIs

### **6. CLASS FLAG**

The class flag will be the described in the Leg#PSIs

### **7. THE COURSE**

- 7.1 The course is an east-about circumnavigation with stopovers, as described in the NOR
- 7.2 For each leg, the specific course will be described in the Leg#PSIsSSIs
- 7.3 The Race Committee will display a "D" flag if the course includes an offset mark. He will display a green flag to signal that the mark is to be rounded on starboard. Absence of green flag means that the offset mark is to be rounded on port (this changes Race Signals).
- 7.4 Official ranking at a mark  
The Race Committee may stop a race in the cases listed in the RRS 32.1 and valid the finishing order by taking the ranking from Yellowbrick at any time,  
Each boat shall record her passing time at the longitude of these 2 points and be able to provide her recorded track.  
The Race Committee will inform the boats as soon as possible.  
Anything that may be ground for protest happening after the last official rounding order will not be taken in consideration and no boat can be penalized, except for an action taken under a fundamental RRS or RRS 69.

### **8 MARKS**

- 8.1 Starting mark, course and offset marks, and finishing marks are described in the Leg#PSIs

### **9. FORBIDDEN AREAS-TRAFFIC SEPARATION SCHEME (TSS) [DP]**

Whatever the course during the entire race, it is prohibited to sail in the forbidden areas described in the Leg#PSIs

## **10. THE START**

### **10.1 Declarations form (DP)**

No later than 18.00hrs local time on the day prior the start of each leg, all the competitors shall have lodged at Race office:

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

### **10.2 The starting area will be indicated in the Leg#PSIs**

The Race Committee may change the position of the starting area by notifying the competitors on VHF course channel.

### **10.3 The starting line will be between a staff of the race Committee Vessel displaying an orange flag on starboard and the course side of the port-end starting mark.**

### **10.4 Any competitor who fails to start within 60 minutes after the starting signal shall be considered as not having started the race. He may be considered as a late starter if the skipper applies for it to the Race Committee as per S.I.10.7.**

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

### **10.6 The Race Committee boat will display the names or the sail numbers of the OCS boats as soon as possible after the start on VHF.**

Failure to broadcast or receive VHF communication shall not be grounded for redress. This change RRS RCV 60.1(b).

### **10.7 Courses for late starters**

A late starter is a boat who does not cross the starting line 60 minutes after the starting signal. Late starters are not permitted to cross the usual starting line and have to go to or remain at the place ordered by the Race Management. They shall only leave this place once the Race Direction has given permission to that effect; they shall leave no earlier than the time indicated by the Race Committee.

For all the boats, the elapsed time will always be calculated from the starting signal.

## **11. THE FINISH**

### **11.1 The finishing line will be virtual, via Yellowbrick, and if possible a material finishing line between a staff displaying a blue flag on starboard and the course side of the finishing mark on port**

The geographic coordinates of the finishing line will be given in the Leg#PSIs

### **11.2 If the Race Committee is not on station when a boat finishes, she shall notify the Race Committee her finishing time and her ranking compared to the boats in the vicinity as soon as reasonably possible.**

### **11.3 If possible, at night or in case of poor visibility, the Committee boat will have a stroboscopic light and a strobe light on the mark.**

### **11.4 Time limit**

Boats failing to finish on the day and time of the start of the next leg will be scored DNF. This change RRS35, A4 and A5.

## **12 SAFETY – COMMUNICATIONS**

### **12.1 VHF radio**

The VHF race channel is indicated in the Leg#PSIs

### **12.2 Satellite phone (DP/NP)**

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

#### **12.2.2 Media calls: a media call will be done according to the schedule specific in the Leg#PSIs**

### **12.3 Positioning beacon (DP/NP)**

Each boat shall give access to her Yellowbrick tracker permanently powered as required by Class40 Class rules 2.16 and NOR Appendix 3

The OA will provide a spare YB tracker to each boat, which ensures boat tracking. Each crew shall provide a deposit cheque of 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 Lorient after finishing, or as soon as possible after retiring, in which case the skipper is required to send the beacon back at his/her own expense, to the following address:

YELLOW BRICK – UNIT 8, Fulcrum 2  
Whiteley, Fareham PO15 7FN - UNITED KINGDOM

#### 12.4 AIS (DP/NP)

The competitors shall have their AIS in operation (transmission and reception) from 10:00hrs the day of the start until they arrive at the finish berthing location

#### 12.5 Retirement:

12.5.1 A boat retiring from the race shall do her best to inform the Race Direction and then send a written confirmation of retiring from the race.

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

### 13 OUTSIDE HELP - NON-ROUTING [DP]

The 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 the 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, as long as this reformatting does not modify the weather information contained within.

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

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

### 14 PENALTY SYSTEM AND REDRESS

#### 14.1 Penalty at the time of the incident

14.1.1 With regard to RRS 44.1, a breach of part B of section II of the COLREGS, in an incident between competitors will be considered as a breach of Part 2 of the RRS. (This changes RRS 44.1).

14.1.2 Penalty turns: after having taken a penalty in accordance with RRS 44.2, the boat shall notify Race Management within the time limit for protests (see SI 15.3).

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

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

14.2.1 The penalty for breaking a rule will be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 14.5 below. Discretionary penalties will be decided upon by the Jury in accordance with the "Globe40 Penalties Guide" (Appendix 7).

- 14.2.2 Jury's discretionary power:**  
 (a) For minor breaches, the Jury may reduce the penalty or award no penalty at all.  
 (b) For serious, repeated or deliberate breaches, the Jury may increase the penalty or disqualify the competitor.
- 14.2.3** A decision of redress granted by the Jury after a hearing will be a time bonus, unless there are exceptional circumstances.
- 14.3** For the breach of a rule other than a competition rule, penalties will be financials to be paid to the organizing authority (OA). Such penalties will be awarded by the OA. If a new breach is found after a financial penalty, the Jury may open a hearing from a protest of the Technical Committee
- 14.4 Accidentally broken seal noted by Technical Committee.**  
 In the event of the chairman of the Technical Committee noting during an inspection or of a competitor stating that a seal has been damaged or broken and that in his opinion the break is accidental, via the Technical Committee, the Jury may ask the competitor if he wishes to accept a standard penalty without a hearing. (This changes RRS 63.1).  
 For a broken propeller shaft seal: penalty indicated in the Leg#PSIs.  
 For another broken seal: penalty indicated in the Leg#PSIs  
 If the competitor refuses the standard penalty, he will be called to a hearing.
- 14.5 Taking a penalty when racing**  
 As soon as possible after having made its decision, the Jury, via Race Management, shall inform the boat concerned by the penalty. Race Management will then indicate to the competitor a zone or a time limit within which the penalty is to be taken.  
 When a competitor is getting ready to take his penalty, he shall contact Race Management who will then time the penalty from a segment it will have indicated to the competitor.  
 Once the penalty has been taken, if it has been taken and confirmed by the Race Committee, the competitor must go back across the segment before continuing the race.
- 15 PROTESTS, REQUEST FOR REDRESS AND FOR REOPENING**  
 Preamble: for incidents occurring at sea, Part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first phase), 61.2, 61.3 and 63 shall apply.
- 15.1 Informing the protestee:**
- 15.1.1** A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity by VHF on the race channel or by email. No red flag is necessary. (This changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Management.
- 15.1.2** Notices of protests from the Race Committee, the Technical Committee and the Jury will be displayed on the official noticeboard and sent to all the competitors to inform them, in accordance with RRS 61.1(b).  
 They will be sent via VHF on the race channel or by email. (This changes RRS 61.1(b)).
- 15.1.3** A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat in accordance with 15.1.1 above.
- 15.1.4** A boat that requests redress must submit her request to the protest committee, via Race Management, in accordance with the procedure set out in 12.1.1 above.
- 15.2 Content of a protest**
- 15.2.1** An intention to make a protest, announced by VHF at the time of the incident, shall be confirmed in writing (email) as soon as it is reasonably possible.
- 15.3 Time limits**
- 15.3.1** For making a protest  
 The time limit to lodge protest for a boat racing, for the Race Committee, the Technical Committee or the Jury, is eighteen hours after having learnt about the incident concerned by the protest.

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

#### **15.3.2 For requesting redress**

The time limit for a request for redress for a boat that is racing, for the Race Committee, the Technical Committee or the Jury, is eighteen hours after having learnt about the incident concerned by the request. The same time limit shall apply to a request for redress regarding a decision of the Jury, from the time when the decision was received. When the competitors are ashore, the time limit will be two hours after the Jury's decision has been displayed on the official noticeboard. (This changes RRS 62.2).

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

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

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

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

### **15.4 Hearing and decisions**

#### **15.4.1 A hearing may begin as soon as the Jury has been informed of the protest, which may be made by any appropriate means of communication taking the circumstances into account. (This changes RRS 63.2).**

#### **15.4.2 The obligation to have communication instruments on board that are in working order, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.3).**

#### **15.4.3 The information communicated during the protest, such as the descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email, Iridium message or by any other means, shall be considered as forming the hearing. (This changes RRS 63.6).**

#### **15.4.4 In accordance with the preamble of SI 15, the procedure provided for in SI 15.4 shall apply only with regard to protests or requests for redress when competitors are racing. However, depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges does not comply with RRS N1.**

#### **15.4.5 The Jury's decision will be displayed on the official noticeboard and communicated to the parties and to all of the competitors as soon as reasonably possible after the hearing has ended.**

#### **15.4.6 The Jury's decisions are final, in accordance with RRS 70.5.**

### **16. SCORING**

#### **16.1 The final result will be done according to NOR Appendix 4**

#### **16.2 Intermediate rankings and positions during the race:**

Rankings are scheduled as indicated in the Leg#PSIs and published on the Website.

POSREPORTS will be available at:

Site: 158.69.67.35

Login: FTPglobe40\_TEAMS

Password: xjq4d2bqb\_3X

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

#### **17.1.1 Measurement inspections will be made before the start, according to the schedule indicated in the Leg#PSIs**

Any boat failing to comply with the rules governing the event will not be allowed to start the race.

#### **17.1.2 The 2 skippers shall be present during the inspection of the boat.**



It is forbidden for the boats to leave their allocated berthing place without the permission of the Race Direction.

17.1.3 The grab bag as defined in OSR 4.21.3 will be not be sealed.

17.1.4 According to Class Rule 2.7.1, the maximum quantity of embarked drinking water and drinkable liquid will be defined in the Leg#PSIs, in the fixed tanks of the boat and/or in containers of not more than 10 liters.

In addition, 9 liters of emergency drinking water in a 10-litre container is mandatory onboard. This volume is not included in the total authorized above

A tank of 10 liters emergency gasoil is mandatory onboard and will be sealed closed and in position.

17.2 The items listed in Class40 rules 2.2 shall be sealed. The seals shall not be removed or broken until after the boat is inspected after finishing. An inspector will seal any unsealed item, will replace any existing seal at the competitor's request and will check that all the seals are in place. It is the competitor's responsibility to verify that all the seals are properly attached and are adequate for the event.:

The grab Bag will not be sealed

17.3 Seal of the engine

17.3.1 The seal for the engine is mandatory and will be fitted according to the procedure defined in Appendix 2 "AUTO-SEALING PROCEDURE". The seal shall not be broken or taken off before the inspection after the finish.

17.3.2 If a boat needs to use her engine for propulsion or when a propeller shaft seal is broken, the skipper shall first inform the Race Director, and then he shall:

- a) Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.
- b) 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.
- c) Transmit to the Race Manager as soon as possible a picture of the seal before the break (if it is the skipper's decision to break the seal) and a picture of the new seal in position, both pictures showing a code on paper given by the Race Direction.

17.4 Stopovers

Stopovers during the race are authorized by respecting the following procedure:

- The skipper must inform the Race Direction (VHF, Telephone, Text message)
- After agreement of the Race Direction on the place of the stop, the boat can put her engine on to enter and / or leave the port or the anchorage agreed with the Race Direction and over an agreed distance provided that it can be proved that the overall result of the running with the motor did not favor the progression of the boat towards the finish line.
- The boat may break her engine seal and must reload her engine after the stopover by transmitting to the Race Director, as soon as possible, a photo of the new seal in position according to IC 17.3.2c).
- In accordance with RC 2.11, the minimum stopover time will be 24 hours.

17.5 Embarking and disembarking equipment

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

17.6 A boat shall be fully compliant with all the rules of the event from the time indicated in the Leg#PSIs until the boat is inspected once she has finished the race.

17.7 After finishing: controls may be carried out by the Technical Committee either on his own initiative or at the request of the Race Director, and / or the Race Committee, and / or the international Jury.

After the finish, the seals of the engine can be cut only by the Technical Committee or by the skippers with the authorization of the Race Director and according to the procedure described in SI17.3.2; the Race Direction will give a code to the skippers who will have to make a picture of the seal before breaking the seal, the picture showing a paper where this code appears.

SUM UP OF THE SEALS	
Outside Liferaft	In position
Heavy anchoring equipment	In position
Emergency water 9l jerrycan	Closed and in position
Fixed water 40l tanks	In position
Emergency diesel 10l jerrycan	Closed and in position
Additional diesel jerrycans	In position
If needed Liferaft Additional Grab Bag	Closed and in position
Engine	
Spare Spinnaker	At the 3 corners

## 18. EVENT ADVERTISING (NP/DP)

Competitors shall display event advertising supplied by the organizing authority, according to NOR 2.2.

In addition, each boat shall, as soon as possible, display in her rigging the two race flags she will receive on arrival, 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 from the arrival in Lorient and the final prize giving

## 19. OFFICIAL BOATS

The Committee boat and race steward boats will display the race flag.

The Technical Committee will display a blue flag with JAUGE written in yellow.

The Jury boat will display a yellow flag with JURY written in blue.

## 20. SUPPORT BOATS

20.1 The pilots of support boats shall register at the race office to take their accreditation flag.

20.2 The support boats will be permitted to sail into the zone reserved for competitors defined as per Leg#PSIs until 15 minutes prior to the start.

20.3 Each crew member shall wear a personal flotation device.

20.4 Double watch 16/Course Channel is mandatory for all the support boats.

20.5 As a reminder, according to the law, the support boats may assist any boat, competitors, spectators, passenger boats.

## 21. HAUL-OUT RESTRICTIONS (DP)

The boats shall not be hauled out during the regatta, except with and according to the terms of prior written permission of the Technical Committee.

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

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

## 23. COMMUNICATION (NP/DP)

23.1 Competitors are required to make regular contact with the Press Office by satellite phone or email to provide content for the Event.

Each night, competitors shall send a message providing information about their race to the person in charge at the following address: [contact@sirius-events.com](mailto:contact@sirius-events.com)

23.2 Skippers shall post on a Ftp the media documents  
The Ftp address will be given in the Leg#PSIs:

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

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

24.1 The competitors and the support persons shall comply with any reasonable requests from the Race Officials.



- 24.2 The competitors and the support persons shall carefully and in a seamanlike manner display the advertising provided by the organizing authority, in accordance with the handling instructions and without interfering with its functioning.

## 25. DATA PROTECTION

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

- 25.2 **Use of participants' personal data:** By participating in this competition, the competitor and his legal representatives consent and authorize the FFVoile, its sponsors, as well as the organizing authority to use and store their personal data free of charge. These data may be published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors, may use these data for software development or for marketing purposes. In accordance with the General Data Protection Regulations (GDPR), any competitor who has communicated personal data to the FFVoile can exercise his right of access to data concerning him, have them rectified and, depending on the situation, delete or limit them, and oppose it, by contacting dpo@ffvoile.fr or by mail to the office of the French Sailing Federation, specifying that the request relates to personal data

## 26. RISK STATEMENT

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

## 27. PRIZE-GIVING

If possible, the prize giving will be held in each stopover at a day and time indicated in the Leg#PSIs.

Unless otherwise stated by the OA all the crew of the boats that have finished shall attend.

### Race Officials :

- |                                 |                        |
|---------------------------------|------------------------|
| - Race Committee chairman:      | Yvon Poutriquet        |
| - Technical Committee chairman: | Dominique Flayac       |
| - Jury Chairman:                | Georges Priol-IJ FRA   |
| - Judges                        | Gonzalo Heredia-IJ ARG |
|                                 | Nelson Ilha-IJ BRA     |
|                                 | Laurent Remy-NJ FRA    |
|                                 | Trevor Lewis-IJ GBR    |

### Organizing Committee

- |                              |                              |
|------------------------------|------------------------------|
| - General Manager:           | Manfred Ramspacher           |
| - Assistance                 | Robin Mauvais                |
| - Stage manager              | Mathieu Bentz                |
| - Race Directors             | Christophe Gaumont/Josh Hall |
| - Assistance race management | Isabelle Journiac            |

**ANNEXE 1. /APPENDIX 1.**  
**Déclaration de départ et de non routage / START DECLARATION AND NON-ROUTING**

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 CIC-NORMANDY CHANNEL RACE 2021, notamment AC 13 et IC 13**

***Specifically, we declare upon our honor that we, the skipper and crew, will abide by rule of non-routing on the CIC-NORMANDY CHANNEL RACE 2021, NOR 13 and SI 13***

Fait à ....., le .....2022

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

Signature du Skipper  
*Skipper Signature*

Signature du Co-Skipper  
*Co-Skipper Signature*

## APPENDIX 2: ENGINES SELF-SEALING PROCEDURE

### SELF-SEALING OF THE BOAT'S DRIVE SHAFT

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

- Together with the President of the Technical Committee, the reference shore crew and/or the skipper will choose the best place to install the seal on the boat (easy to access and check, for robust, reliable sealing),
- The numbered self-sealing system and the instructions will be given to the person responsible for the safety check.
- Once the boat has exited the port and is out at sea, the crew will seal her drive shaft itself,
- The crew shall take a digital photo of the numbered seal, properly installed (locked in the right direction), the number on it being legible.
- This photo shall be sent to Race Management via email no later than 18h00hrs on the day of the start, with the boat's name: Race Management: [race.management@globe40.com](mailto:race.management@globe40.com)
- Race Management shall acknowledge receipt.
- It is the responsibility of the skipper to ensure the photo has been safely received and that the President of the Technical Committee is satisfied with it.

If the photo is not received within the allotted time, the President of the Technical Committee will lodge a protest

An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.

#### Notice to seal the shaft – Forward and rear

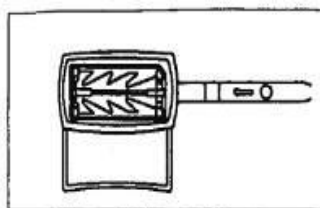


Diagram A

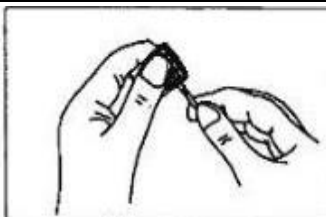


Diagram B

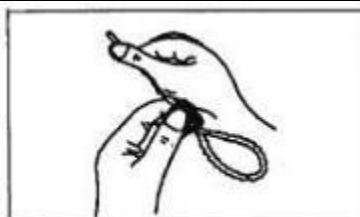


Diagram C

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

For infringements where another penalty is specified, the International Jury can award a discretionary penalty ranging from 0 through to DSQ.

In deciding determining the penalty, the Jury will be guided by this document.

Discretionary penalties are not just a list of standard penalties. The penalty should be adjusted as justified, while maintaining consistency. The overall concept is to establish a base penalty for a particular breach and increase or decrease penalty depending on the circumstances.

This system suggests the base band for common breaches.

When there is no specific breach listed, the answers to some general questions will be used to determine the band.

Penalties are divided into 5 bands:

- Band 0 : Financial penalty
- Band 1 : from 0 to 6 hours
- Band 2 : from 2 to 24 hours
- Band 3: from 24 hours to DSQ
- Band 4 : DSQ

Consider the 'base penalty' is to be taken as to be the mean of the band, then determine by questioning. Questioning will then indicate if there is cause to increase or decrease the penalty within the band or to change the band.

A positive answer to these questions would lead to reducing the time penalty.

1. Was the breach accidental (or comes arising from exceptional circumstances?)
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper himself?
4. Did anyone who was not part of the boat's crew or support team contribute to the breach?

A positive answer to these questions would lead to increasing the time penalty.

1. Was the breach repeated?
2. Was the breach deliberated?
3. Was the breach is due to a misjudgment or carelessness?
4. Was there any attempt to conceal the breach?
5. Was anybody inconvenienced?
6. Was the breach advantageous the boat?

The Jury may use other questions that seem relevant to determine if a penalty should be increased or decreased.

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0h to 6H	2H to 24H	24H to DSQ	DSQ
<b>Notice of Race</b>					
NOR 2 : Advertising	X				
NOR 12/13 :Programme and participants obligations	X				
NOR 16 : Routing				X	X
NOR 16/SI 13 : Outside help		X	X		
NOR 20 : The Participants' undertakings with regard to the OA				X	
<b>Sailing instructions</b>					
SI 9 : :Forbidden areas and TSS			X	X	
SI 12 : Safety communications			X		
SI 12.4 : AIS			X		
SI 13 : Outside help		X	X		
SI 14.1 : Penalty RRS 44.1b			X	X	X
SI 14.4 : Broken seal		X			
SI 14.4 : broken seal engine			X		

SI 14.4 : Accidental broken seal		Leg#PSIs			
SI 14.4 : Accidental broken engine seal		Leg#PSIs			
SI 17.5 : Embarking and disembarking equipment		X			
SI 18 : Event advertising		X			
SI 20 : Support boats		X			
SI 21 : Haul-out restrictions		X	X		
SI 22 : Diving equipment and plastic pool		X			
SI 23 : Communication		X			
SI 21/ Appendix 1: :Non routing declaration			X		
<b>Class Rules</b>					
Classe rules and RSO breaking		X	X	X	

If the penalty is not listed in the table 1, or if multiple bands apply for the same breach, questioning below completes the initial questioning.

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4
Could the boat gain a competitive advantage?	
No, not possible	1 or 2
Possible but unlikely to affect positions	2 or 3
Almost certainly would affect finishing position	4
Could the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4

#### APPENDIX 4 WP - RULES FOR WAYPOINTS

Version May 2021.

#### WP1 CHANGES TO THE DEFINITIONS

##### WP1.1 The definition *Mark* is changed to:

**Mark** An object or waypoint the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

##### WP1.2 Add new definition *Waypoint*:

**Waypoint** A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

##### WP1.3 The definition *Zone* is changed to:

**Zone** The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the notice of race or sailing instructions. A boat is in the zone when any part of her hull is in the zone.