



SAILING INSTRUCTIONS
INTERNATIONAL SUMMER OPTIMIST CUP
From 15th au 22nd July 2023
PERROS GUIREC
Organising Authority: ASN Perros
Grade 4

Preamble

[NP] denotes a (No Protest) rule in the sailing instructions (SI) that shall not be grounds for protests by a boat. This changes RRS 60.1 (a).

[DP] denotes a rule in the NoR means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than a disqualification.

1. RULES

- 1.1 The event will be governed by the rules as defined in the Racing Rules of Sailing
- 1.2 In case these sailing instructions are translated, the French version of the Sailing instructions will take precedence.
- 1.3 Sporting events are before all else a safe and inclusive space accessible to all genders to interact and share. We request that all sailors and their support team to always behave with courtesy and respect towards their fellow competitors, support persons regardless of their race, gender identity or sexual orientation either when on the water or back ashore. A competitor and/or support persons who do not follow this principle of sportsmanship can be penalised following RRS 2 or 69.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any changes to the sailing instructions will be posted at the latest 1 hour prior to the warning signal of the race it will take effect, the exception will be for any changes to the schedule of races, which will be posted before 20:00 hours on the day before these will take effect.

3. NOTICES TO SAILORS

- 3.1 Notices to sailors will be posted online on the official noticeboard on the event website <https://asnpg.fr/regates-tableaux-officiels/>. They will also be posted on the WhatsApp application (scan QR code ASNP - <https://asnpg.fr/cie-2023/>) and then click on the link "Suivi de l'événement".
- 3.2 The Command centre/official race office is located at the Sailing School. Phone: 02.96.49.81.21

4. CODES OF CONDUCT [DP] [NP]

- 4.1 Sailors and support persons shall comply with reasonable requests from race officials

- 4.2 Sailors and support persons must treat with respect and care, all equipment provided by the organising authority as per their instructions of use and without damage; to be used in a seaman like manner.
- 4.3 Coaches and support persons shall wear an appropriate personal flotation device (PFD) at all times while afloat and a fully functional kill-cord

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the clubhouse flagstaff located in front of the sailing club and on the one located on the boat park area.
- 5.2 When flag AP is displayed over a group flag on the flagstaff of the boat parking area, sailors shall stay in the park area. Once the Flag AP of the group would be lowered, then they would be allowed to move to the beach.
- 5.3 [DP] The display of both green and class flags with a sound signal means « Boats are authorised to go in the water and to go to the sailing area ». The warning signal of the said class/fleet will not be made 30 minutes after displaying green flag. Boats shall remain on land until the green flag signal is made. If a boat breaches this rule, it will receive without warning, a scoring penalty of 20% of the number of entries in the largest fleet or group for the 1st race that was completed that day. This changes RRS 63.1.
- 5.4 When flag AP is displayed from ashore over flag Z with two sound signals, all the races will be postponed to allow the cleaning up of the area. Refer to Item 24. «Clean boat park area procedure»

6. RACING SCHEDULE

- 6.1 A briefing for the «support team» is scheduled on the first day of the regatta and on the first day of the final series. It will be organised 2-hours before the 1st warning signal scheduled on the day. It will be held in front of the podium of the “village de la glisse” A «member of the support team» will be assigned as a representative per each group during the first «support team member» briefing.

6.2 Race dates and times

Date	First warning signal	Programme
Sunday 16 th July 2023	15h00	Practice race
Monday 17 th July 2023	10h30	Support team member briefing
	14h00	First warning signal Racing to follow
Tuesday 18 th July 2023	14h00	First warning signal Racing to follow
Wednesday 19 th July 2023	12h00	Briefing team representatives
	12h15 14h00	Pick up race bibs Long-distance race with back-to-back racing
Thursday 20 th July 2023	12h00	Briefing team representatives
	12h15 14h00	Pick up race bibs First warning signal Racing to follow
Friday 21 st July 2023	9h15	Pick up race bibs
	11h00	First warning signal Racing to follow

- 6.3 To alert boats that a race or sequence of races will be starting soon, the orange flag will be displayed, with one sound signal at least five minutes prior to the warning signal being displayed.

- 6.4 The numbers of races per day will not be defined by a precise number. *It will be dependent on time spent on the water.* [NP]

Fleet	Recommended target time
Benjamins	4 hours of sailing
Minimes / Cadets	6 hours of sailing

Respecting these « target times » will be at the sole discretion of the race committee.

Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

- 6.5 On the last day, the race committee will announce the maximum number of races that will constitute a series.
- 6.6 On the last day of the scheduled races, no warning signal will be made after 16:30 hours except in the case of a general recall procedure.

7. FORMAT OF RACING

If the number of boats enrolled is more than 90 per fleet, then the racing for that fleet could be held in separate groups, which will include a qualifying and a final series as per the rules below:

7.1 *Qualifying and final series*

The boats will be split into groups: Group 1 and Group 2 during the Qualifying series then the Gold fleet and Silver fleet during the final series.

Group assignments will be made on the first racing day and based on the latest compiled national ranking results. The sailors will be grouped following their ranking (Group assignments: if 2 groups: Group 1 = ranked sailors 1, 4, 5, 8, 9 and group 2 – sailors ranked 2, 3, 6, 7, 10..)

Overseas sailors will be assigned into equal numbers as nearly as possible to a group although they will be grouped randomly from a sailing ability perspective.

Group assignments will be posted each day on WhatsApp as soon as they have been finalised and will be maintained with no changes throughout that day.

7.2 *Identification of groups per fleet*

Boats will display a coloured ribbon corresponding to the colour of her group/fleet flying from the top of the sprit as per the table in the SI « *item 8 – FLEET FLAGS* »

The ribbons will be supplied to the support team representative for each of their designated sailors during the support team representative/coach registration.

It is the responsibility of each sailor to display on each racing day the correct coloured ribbon corresponding to his/her group/fleet.

7.3 *Race bibs and stickers*

From Wednesday onwards and for the final series, a race bib and stickers for the sail will be handed to the first three boys and girls in the overall results for the Minimes/Cadets and Benjamins fleets.

These sailors will be required to wear the race bibs at all times during the entire racing day while on the water (from boat launch to retrieval)

The race bib shall be worn over all other clothing and lifejacket while afloat.

Race bibs must be returned at the close of racing when sailors come off the water. The stickers will be placed on both sides of the sail under the sail numbers.

7.4 **Qualifying series**

- A. The qualifying series is scheduled across 3 racing days, including the long-distance race, details of which will be covered in a specific appendix
- B. A minimum of 4 races is required for each group to constitute a series.
- C. The qualifying series racing days will be extended as required to constitute the minimum 4 races for each group.
- D. During the qualifying series, group assignments for the boats will be decided after each race day, except if on the first day only once race has been completed for all groups, based on the below criteria:

7.4.1 Group assignments will be based on the overall results available at 19:00 hours each day regardless of protests or requests for redress.

- a) If all groups have completed the same number of races, boat grouping will be based on their ranking in the overall series results.
- b) If all groups have not completed the same number of races, the series score for reassignment will be calculated for those races completed by all groups, numbered in order of completion

7.4.2

- a) If all groups have not completed the same number of races by the end of a day, the group with fewer races will continue racing the following day until all groups have completed the same number of races.
- b) In this case, boats will display at the end of their boom a marker corresponding to the group with fewer races and on top of the sprit, the ribbon corresponding to the new group assignment.
- c) When the lag race the next day has been completed
- d) The marker on the end of the boom will be removed
- e) All the boats will resume their scheduled racing that day in their new group assignment advised the day before

If the marker colour for the lag race is identical to that of the new group assignment, it can be displayed on the top of the sprit and can be kept until the end of the racing for that day.

7.5 **Final Series**

The final series will start on completion of the qualifying series.

Boats will be assigned to the corresponding final-series fleets (Gold, Silver) on the basis of their ranks in the qualifying-series. Boats with the best qualifying-series ranks will race all final-series races in the Gold fleet, boats with the next-best qualifying-series rankings will race in the Silver fleet.

The final-series fleets will be of approximate equal size so that the Silver fleet is not larger than the Gold fleet. Any recalculation of the qualifying-series ranking after boats have been assigned to final-series fleets will not affect the assignments except that a redress decision may promote a boat to a higher fleet.

7.6 **Practice race**

For the practice race of the qualifying series

- The first start will be for the Benjamins fleet
- The second start will be for the Minimes/Cadets with an odd sail number (1,3,5...)
- The third start will be for the Minimes/Cadets with an even sail number (0,2,4...)

8. CLASS FLAGS AND RIBBONS

The fleet/group flags or ribbons are:

Fleet	Group	Ribbon	Flag
Minimes - Cadets	1 and Gold	Purple	Purple
Minimes - Cadets	2 and Silver	None	White
Minimes - Cadets	3 and Bronze	Yellow	Yellow
Benjamins	1 and Gold	None	Green
	2 and Silver	Pink	Pink

9. RACING AREA

The location of the racing area will be defined in the appendices - RACING AREA & COURSES.

The racing committee will inform sailors of the selected racing area.

10. THE COURSES

- 10.1 The courses will be a standard **IODA** Trapezoid course, described in the appendix – COURSES.
- 10.2 No later than the warning signal, the race committee will display the approximate compass bearing and length of the first leg.

11. MARKS

Starting marks	Course rounding marks	Finishing marks	Buoys delineating the starting area
Race committee boats will display an orange flag	N°1 RED Forward Buoy N°2 and Gate N°3 ORANGE buoys with a BPO logo	Race committee boats will display a blue flag	Orange buoys shaped like crayons

12. AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions in the appendix- COURSES

13. THE START

- 13.1 The starting line will be between the staffs displaying **orange** flags on the race committee boats
- 13.2 **Boat waiting area: [DP] [NP]**
- If the warning signal for your fleet/group has not been made, boats must immediately proceed to the waiting area (50-m downwind of the start line, or as marked in appendix - Courses) and remain there until the starting sequence of the other fleets/groups is finished.
 - The exclusion zone for boats are defined by 2 marks as stated in the SI «*Item 11 - MARKS*» and illustrated in the APPENDIX - COURSE
 - If a boat breaks this rule and is identified, a scoring penalty of 20% will apply as indicated in the RRS 44.3 (c) and will be based on the number of entries in her next completed race. This changes RRS 63.1
- 13.3 A boat starting later than 4-minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

14. CHANGE OF THE NEXT LEG OF THE COURSE

Not applicable

15. THE FINISH

- The finishing line will be between the staff displaying a **blue** flag on the race committee boats
- As soon as a boat finishes and clears the finishing line, she shall avoid the course area and make her way back down via the allocated transit corridor to the Start waiting area, which is downwind of the start line as illustrated in the appendix COURSES. *[DP]*

16. PENALTY SYSTEM

- 16.1 RRS 44.1 is not amended and the Two-Turn Penalty will apply.
- 16.2 On the water judging will apply, details are defined in Appendix – ON THE WATER JUDGING
- 16.3 The penalty for breaches of Class Rules (except for RRS chapter 2 and RRS 28 and 31) may also be less than a disqualification.

17. TIME LIMITS AND TARGET TIMES

- 17.1 The times are as follows:

Target time	Time limit for 1st sailor to finish	Time limit after 1st sailor crosses finish line
35/40 min	70-min	15-min

- 17.2 Boats failing to finish within 15-minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
- 17.3 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

18. HEARING REQUESTS

- 18.1 Protest, request for redress and scoring enquiry forms are available at the Check-out & Check-in tables and at the jury office.
Protest, request for redress or reopening shall be lodged within the appropriate time limit to the secretariat jury office.
- 18.2 For each fleet/group, the protest time limit is 60-minutes after the last boat has finished the last race of the day or after the race committee has signalled there will be no more racing on that day. Each day the protest time limit will be posted online on the official event site [Jury Décisions](#) and on WhatsApp ([Infos coureurs rond qualifiés](#))
- 18.3 Notices will be posted as soon as practical after the protest time limit on the official event site [Jury Décisions](#) and on WhatsApp ([Infos coureurs rond qualifiés](#)) to inform competitors of the hearings in which they are parties or called as witnesses.
- 18.4 Hearings will be held in the jury room located in the sailing club.
Sailors waiting for hearings, will need to wait outside the secretariat jury office
- 18.5 Hearings will start when possible at the time posted on the official noticeboard. Any delay to the start of the hearing will not be grounds for a request for redress. This changes RRS 62.1(a).
Instant hearings:
With agreement of all stakeholders, hearing will be hold without waiting for the time limit for the meeting as long as it is estimated that it complies with conditions of RRS 63.2.
- 18.6 If the race committee, technical committee or protest committee intends to protest a boat concerning an incident the committee observed, the notice will be posted online

on the official event site [Jury Décisions](#) and on WhatsApp ([Infos coureurs rond qualifiés](#)) as per RRS 61.1(b).

- 18.7 A list of boats that have been penalised by the on the water jury will be posted each day on [Jury Décisions](#) and on WhatsApp ([Infos coureurs rond qualifiés](#))
- 18.8 The protesting boat shall inform the Race Committee boat of their intention to protest either immediately after clearing the finish line or when retiring.
The sailor must approach the Race Committee boat from the starboard side, which is anchored on the Starboard side of the finishing line and must give them the sail number(s) of the boat(s) involved in the protest. The Jury can justify an instruction to protest, which does not follow this requirement. This changes RRS 61.1
- 18.9 On the last scheduled day of the qualifying series or of the regatta, a request for repair or reopening must be submitted:
- a) within the time limit for complaints if the party requesting redress or reopening was informed of the decision the day before,
 - b) no more than 30-minutes after the decision has been posted. This changes RRS 61.1(b)
- 18.10 A sailor can be penalised for Measurement infractions without a hearing by the Technical Committee as per the Optimist Class Graded Penalty system defined in the Appendix «Optimist graded Penalty System»
- 18.11 Appendix «On the water judging», protest resolution process
A Post-Race penalty is a 30% Scoring penalty calculated from the number of sailors enrolled in a fleet/group. This changes RRS 44.3(c)

19. SCORING

- 19.1 Two races are required to be completed to constitute a valid series.
- 19.2 Scoring calculations:
- a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
 - b) When 4 or more races have been completed, a boat's series score will be the total of her race scores discarding her worst score.
- 19.3 For the qualifying series, RRS A5.2 is changed so the points are based on the number of boats assigned to the largest group.
- 19.4 In the final series, the final score of a boat will be the total of her race scores in the qualifying and final series excluding her worst score.
- 19.5 In the overall results of a series/fleet, the boats having raced in the Gold fleet will be ranked highest, followed by those in the Silver fleet.

20. SAFETY REGULATIONS [DP] [NP]

- 20.1 A Check-out & Check-in procedure for sailors will be set up in the tables located near the podium of the "village de la glisse"
- 20.2 **Check-in procedure:**
Sailors will be advised by their support team representative; check-in will be open at least 1h30 before the warning signal for that fleet.
- 20.3 **Check-out procedure:**
All competitors shall check-out when they come ashore after the last race of the day or after coming back shore and at the very latest before the time limit to protest. This time limit could be extended exceptionally by the race committee
- 20.4 All sailors are individually responsible for checking-in and out, correctly.
- 20.5 Failure to check-in or check-out will result in the boat receiving a 20%-point scoring penalty without a hearing for the last race in the session.
- 20.6 A boat that retires from a race shall notify the race committee as soon as possible
- 20.7 The VHF channel for the race committee to broadcast will be 74.

21. REPLACEMENT OF EQUIPMENT [DP]

- 21.1 Substitution of damaged or lost equipment will not be allowed unless approved in writing by the Race Committee.
Requests for substitution shall be made to the Race Committee at the first reasonable opportunity

22. EQUIPMENT AND MEASUREMENT CHECKS [DP] [NP] [SP]

- 22.1 A boat or equipment may be inspected at any time for compliance with the Class Rules, the Notice of Race, the Sailing Instructions and the equipment declaration form provided at registration.

23. OFFICIAL BOATS

Official boats will be identified as follows:

Rescue boats for sailors and committee boats	CIE 2023 flag
Jury boats	Jury boat flag
Technical committee boat	Blue flag with the wording "Jauge" written in Yellow
Support boats	Flags with slogan «La vie en rose»

24. SUPPORT TEAM/COACHES [DP] [NP]

- 24.1 Support team and Coaches shall exit the areas where boats are or will be racing from the time of the first warning signal for the first fleet until all boats of all fleets/groups have finished racing, or when the Race Committee signals a postponement, a general recall or abandonment.
- 24.2 Support boats must be identified as indicated in the item «**OFFICIAL BOATS**» in the SI, the non-compliance of this item in the SI can result in the organising authority excluding the said boats from entering the racing area.
- 24.3 A transit corridor between the finish area and waiting area spanning from the finish line to the start line is illustrated in the Appendix – Courses. This area is prohibited to team boats.
RRS 41 «Outside help», applies to this area even if the boats are no longer racing. This changes the RRS preamble of chapter 4.
- 24.4 Rules of conduct for support team/coaches for regatta organised by the French Sailing» detailed in the relevant appendix. (Reminder: RRS 64.5)

25. «CLEAN BOAT PARK» PROCEDURE

- 25.1 When flag AP is displayed from ashore over flag Z with two sound signals, all the races will be postponed until the boat park and ramps have been cleaned.
Sailors must comply with the clean-up instructions of the organisers to ensure all areas are tidied.
The warning signal will be made not less than 30-minutes after Flag AP and Z are lowered. This changes RRS «Race signals».

26. BERTHING [DP]

Boats must be kept in their assigned places while they are in the boat park.

27. PRIZES

The prizes will be awarded as follows:

- 1st, 2nd, 3rd Male and Female Skippers in the Minimes and Benjamins fleets
- 1st Male and Female skippers, 1st year (born in 2011), in the Minimes fleet if they have not already received a prize.

- 1st Male and Female skippers, 1st year (born in 2013), in the Benjamins fleet if they have not already received a prize.
- 1st three teams in the team race
- Some green fleet sailors as per an approved list will be allowed to race in the qualifying series with the Benjamin fleet
- Note: If awards have changed, the first three sailors of each fleet/group will be required to available to the organising authority for media.

28. DISCLAIMER OF LIABILITY

- 28.1 As per the racing rules of sailing, Appendix L, rule 29 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race.
The organising authority (including the French Sailing Association, the French Optimist Association (POP), ASNP sailing club, the technical committee, the jury, employees, volunteers, partners or any other party involved in the organisation of the regatta will accept no liability whatsoever for any equipment damage, injury or death loss incurred before, during or after the regatta.
- 28.2 By participating in this event, each competitor accepts and recognises that sailing is a potentially dangerous activity with inherent risks
- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for their own risk exposure and that of their boat
 - b) They are responsible for their own, their boat and their other property whether afloat or ashore;
 - c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission
 - d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - e) The provision of a race management team, patrol boats and other officials and various volunteers by the organising authority does not relieve them of their own responsibilities;
 - f) The provision of patrol and support boats is limited mainly to the assistance of sailors, particularly in extreme weather conditions, as can be practically provided in the circumstances
 - g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced and to attend any competitor briefing held for this event

29. EMPIRES

Empires appointed by the French Sailing Association

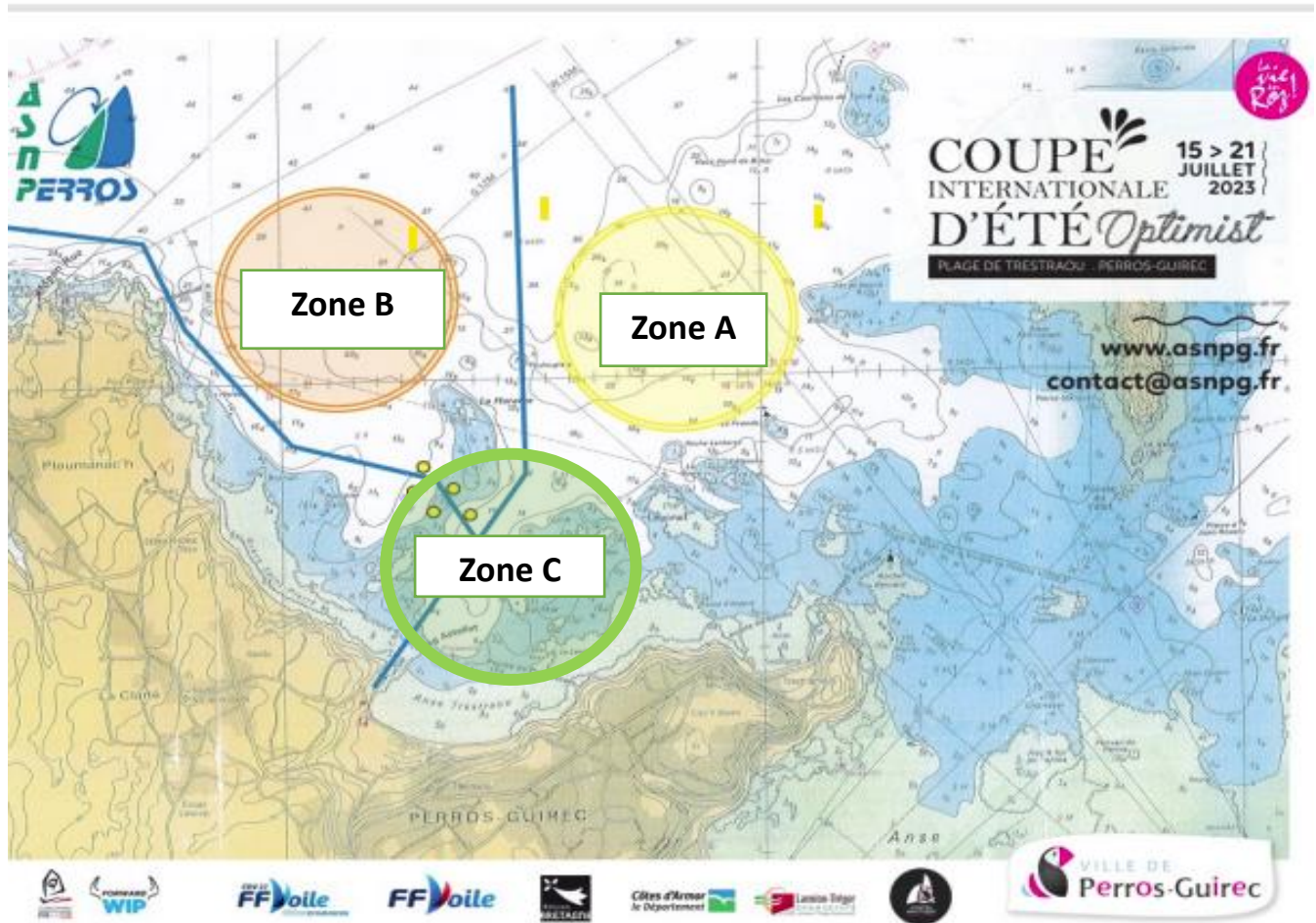
Race Committee chairman	Didier Legris Nicole Bitard
Race Committee deputies	Michel Le Mer Marion Barbarin
Technical committee chairman	Raymond Cronimus
Membre comité technique	Jean-Philippe Coenen
Jury chairman	Annick Martin
Jury members	Pierre Le Floch Renan Le Dret Théo Wendling Mathieu Aurejac
Youth Empire	Armand Millas-Labat

30. PARTNERS



APPENDIX - RACING AREA

Maritime map depicting the location of the sailing courses



APPENDIX – EVENT VENUES

Map illustrating the access to the racing area and onshore key areas

Detailed illustration of the site

Coupe Internationale d'été Optimist - Perros-Guirec

4



Are you competing at the Cup?

Here are the steps to follow on your arrival



1

PARKING
Optimist and beach trolleys
Place Adolphine et Jean SIFFRE
Entrée par le Bd Thalassa
48°48'54.2»N 3°27'33.9»W

2

MEASUREMENT
Meeting point
Village de la glisse
3 bd Joseph Le BIHAN
48°49'00.3»N 3°27'37.3»W

3

REGISTRATION
CONFIRMATION
Village de la glisse

4

ROAD TRAILER PARKING AREA
Espace Gabi OLLIVIER
Entrance via la rue des Patriotes
48°49'01.3»N 3°28'19.6»W

When you arrive at Trestraou via l'Avenue du Casino". Park at the Parking "Place Adolphe et Jean Siffre

Walk to the Village de la Glisse for measurement and registration

Take Avenue du Casino then right Rue de Trébuic then right Bd de la Corniche then left Rue des Patriotes Access to Entrance at 200-m

APPENDIX – COURSES

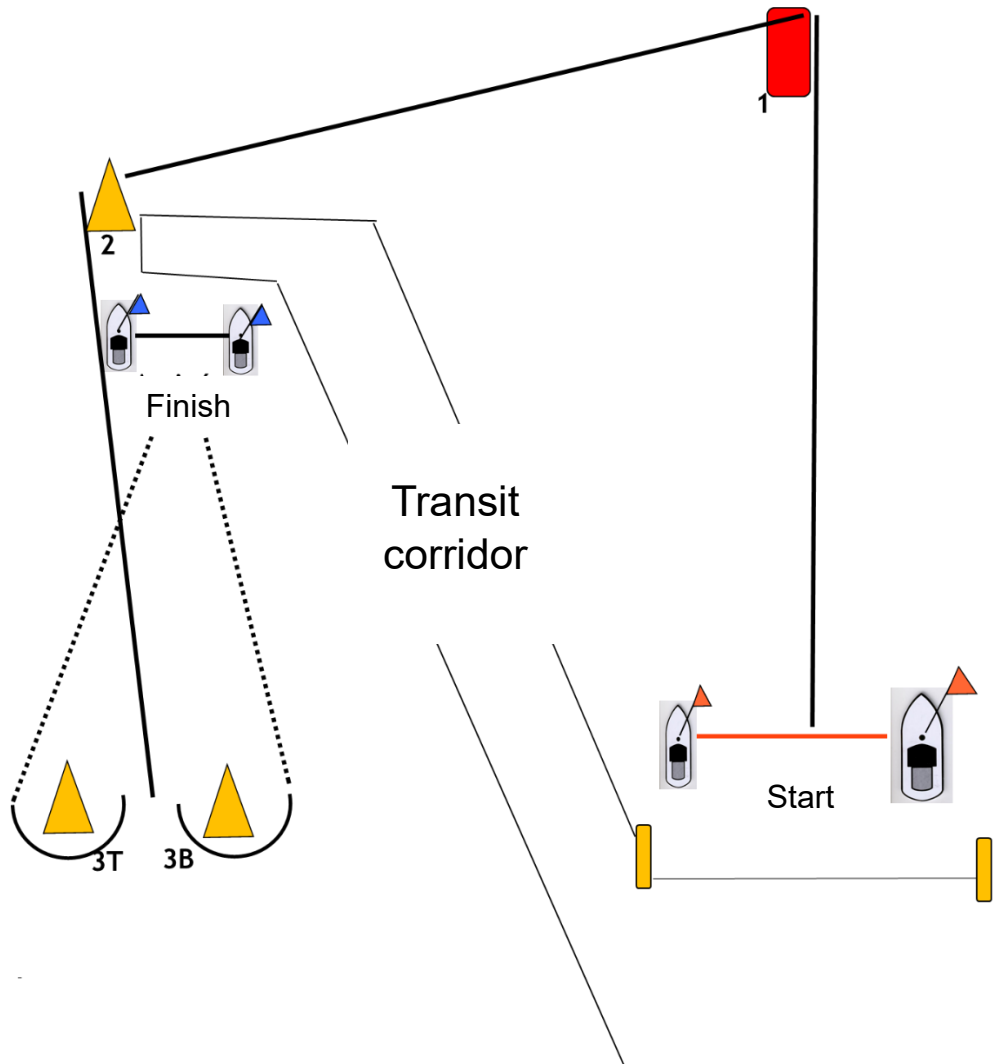
Courses:

Start - 1 - 2 - Gate 3B / 3T - Finish

Mark rounding order excluding the start and finish line will be left to port, except for the mark 3T which is to be left to starboard.

Course angles

Mark 1 to Mark 2 = 70 degrees



APPENDIX – ON THE WATER JUDGING

No changes to the below text must be made without the implicit agreement of the “Commission Centrale d'Arbitrage” (CCA). Version 5.

The rules of this appendix change RRS 44.1, 60.1, 62.1, 63.1, 64.1, 66, 70 and only RRS P5 applies

SD1 - RRS 44.1 is not changed so that the two-Turns penalty is maintained after agreement with the CCA dated 22nd May 2023.

SD2 - If a boat is involved in an incident where a rule of Chapter 2 has been breached, or if it sees a breach of RRS 31 or 42, that boat may:

- Hail "protest " and
- Conspicuously display a protest (red) flag at the first reasonable opportunity (unnecessary if the hull length of the protesting boat is less than 6-meters).

If the boat that has breached a rule does not take a penalty in accordance with RRS 44.2, the Jury may penalise it by:

- blowing a whistle
- pointing a red flag towards it and
- a visual signal

The boat notified shall then take a penalty under SD1 and in accordance with RRS 44.2. If the jury is satisfied that no rules have been breached, they may wave a green flag.

SD3 - When a boat breaches:

- an SI or a class rule governing the use of the bowsprit or
- The RRS 31 or
- The RRS 49 or a class rule governing the position of the crew or
- The RRS42 amended according to the terms of RRS P 5 if the class rules so provide,
- The jury may penalise it and will signal the penalty by blowing a whistle, pointing a red flag at it and designating it. The designated boat will then have to take a penalty according to SD 1 and in accordance with RSS 44.2.

SD4 - If the notified boat

- fails to take a penalty or
- does not complete it correctly or
- obtains an advantage despite having taken the penalty,

The jury may impose one or more penalty turns to be completed according to RRS 44.2 or protest against this boat according to RRS 60.3

SD5 - When an incident has been judged on the water, the same incident cannot subsequently give rise to a protest or a request for redress except in the case of:

- SD4, or
- under RRS 60.3 if the jury considers that RRS 2 is also likely to have been breached or under RRS 62.1(b) if an action by the penalised boat caused injury or physical damage
- RSS 62.1(d) if RSS 2 has been breached.

A decision, action by a jury member cannot be ground for a request for redress, reopening or be subject to appeal.

SD6 - Jury boats can be located anywhere in the racing area. Their location will not be grounds to a request for redress. (this changes RSS 62.1(a))

SD7 The normal protest procedure remains valid for boats that have not been penalised by the on the water judging team for breaching the rules

APPENDIX – OPTIMIST GRADED PENALTY SYSTEM

This document lists the percentage penalties rounded to the nearest whole number for the said fleet/groups of boats scoring DNF, as per RRS 44.3 (c) (SCP = scoring penalty) for infractions to class rules (CR).

1 Minor Technical Penalties

• Penalty approximately equal to 5% of fleet

- Not displaying the coloured ribbon (CR 6.6.2)

2 Minor Class rule Penalties

• Penalty approximately equal to 10% of fleet

- Bailer not attached to the hull (CR 4.3a)
- Paddle not attached to the hull (CR 4.3c)
- Daggerboard not attached to the hull (CR 3.3.4)
- Inefficient Mast tie down, and adjusted incorrectly (CR 3.5.2.11)
- Painter not attached to mast step (CR 4.3b)
- Whistle not attached to personal flotation device (lifejacket) (CR 4.2a)
- One sail tie 5-mm or more loose exceeding the maximum permitted (CR 6.6.3.3 and/or CR 6.6.3.4)
- Two sail ties 3-mm or more loose exceeding the maximum permitted (CR 6.6.3.3 and/or CR 6.6.3.4)
- Accidental loss of sail tie (CR 6.6.3.3 and/or CR 6.6.3.4)
- Clearance between span and boom between 101mm and 120 mm (CR 3.5.3.8)

3 Intermediate Class rule Penalties

• Penalties Penalty equivalent to 30% of fleet

- No bailer, paddle or painter in boat (CR 4.3)
- No whistle (CR 4.2a)
- No lanyard, locking device or other arrangement to attach mast to the hull (CR 3.5.2.11)
- Sail outside limits of bands (CR 3.5.2.7)
- Two ties 5-mm or more loose exceeding the maximum permitted (CR 6.6.3.3 and/or CR 6.6.3.4)
- Three or more ties 3-mm or more loose exceeding the maximum permitted (CR 6.6.3.3 and/or CR 6.6.3.4)
- Space between the mainsheet block and the boom exceeds 120-mm (CR 3.5.3.8)
- Gap between foot and boom and between luff and mast exceeds 13-mm or more (CR 6.6.3.4)

4 Major class rule Penalties (as per RRS)

• Penalty - DSQ

- All RRS except as amended [DP] [NP]
- All SI except as amended [DP] [NP]
- Use of uninspected equipment
- Use of material/fittings that are unapproved or have not been declared
- Repeat of intermediate penalty infringement

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APPENDIX – SUPPORT PERSON

Regulations for a support person involved in regattas organised by the French Sailing Association (FFVoile)

PREAMBLE

This text states the rules and duties of a support person, during their involvement in regattas organised by the French Sailing Association (FFVoile), as defined in the Technical Regulations of the FFVoile.

The Racing Rules of Sailing define a support person as:

Any person who:

- a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team, staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or
- b) is the parent or legal guardian of a sailor

The coach **FFVoile** is a support person holding a corresponding diploma issued by the FFVoile.

Instead of using a FFvoile coach, a support person can benefit from the coach benefits and can be subject to the coach responsibilities by stating as such to the Organising Authority. Each time the term « coach » is used with the current regulations, it will relate to the certified coaches and the support team members stated as such.

THE COACH

- can be included in support operations with prior agreement
- is the spokesperson for his/her team (s) with the organising authority
- undertakes not to give any instructions to his/her sailors while he/she is/are in the race (according to the definition of the RRS),
- undertakes to respect the rules applicable to the event, as well as the instructions given by the president of the race committee,
- undertakes to respect these regulations when they are appended to the race documents of an event.
- Coaches can at the request of the race committee appoint a referent coach

THE ORGANISING AUTHORITY

- must not include the coach in its safety team without his/her agreement, except in the event of an emergency, the organising authority may organise, before the start of the event or during the event, a meeting with the coaches and the referees,
- will grant support boats in the event of an emergency the same privilege and benefits that are granted to the organising authority's support boats (fuel, insurance...)
- considers the coach as spokesperson for his/her team(s) subject to the agreement of the latter

MISCELLANEOUS

Support boats will need to be certified before the registrations are closed

In the case of restrictions to the starting area governed by local departmental bylaws, the organising authority and the FFVoile will draft a list of vessels authorised to enter within the provision of the current regulation, the support team members of the Centres of Excellence of FFVoile will be authorised to enter as a priority.

When support boats are not in use, they must be stored in their allocated area.

IDENTIFICATION

Each support boat shall display the designated insignia by the organising authority.
For an international regatta, each coach boat shall display their national letters in black on a white background either on a flag that shall be at least 40-cm x 30-cm or on the engine cover.

DURING RACING

If possible no equipment brought on board of a support boat must encroach dangerously over the bow, stern, starboard and port sides of a boat.

Support boats must not leave any wet device, equipment (buoys, marker, ...) remaining on board.

The temporary use of floating devices can be used to measure currents. These objects must be brought back on board as soon as the measurements have been completed.

MISCONDUCT

Any alleged misconduct to these rules can be presented to a Protest Committee hearing.

This is based on RRS 64.5:

- a) When the protest committee decides that a support person who is party to a hearing as per rule 60.3(d) or 69 has broken a rule it may act as follows:
 - 1) issue a warning,
 - 2) exclude the person from the event or venue or remove any privileges or benefits;
or
 - 3) take any other action within its jurisdiction as provided by the rules

- b) The protest committee may also penalise a boat that is a party to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by changing the boat's score in a single race, up to and including DSQ, when the protest committee decides that
 - (1) the boat may have gained a competitive advantage as the result of the breach by the support person, or
 - (2) the support person committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed.

Coaches and support team members are reminded that a competing boat can be penalised for having received assistance, breaching rule 41– Outside help.

SAFETY

Support boats must comply with the Division 240 regulation for all pleasure yachts and recreational boats of less than 24-meters at sea, police regulations of inland bodies of water and specific local regulations of the racing area if applicable.

All support boats shall always have a kill-cord while the engine is running if there are no electronic engine safety cut-out switch mechanism on board; except when the helmsman is required to carry out safety manoeuvres particularly when single handed and the engine is in neutral (this covers: assistance, landing, collision, mooring, salvage operations).