



France 2024
Offshore World
Championships



Notice of Race

Published on June 10th 2024

Including amendment #1 changes are written in red
NOR changed by amendment #1: NOR 4.1/4.6/4.7/4.10 and 7.3

2024 Offshore Double Handed World Championship (ODHWC)

Lorient, Morbihan, Brittany, France

September 24th – October 1st 2024

The Organising Authority (OA) is Lorient Grand Large assisted by the FFVoile, the Yacht Club De France and the Royal Ocean Racing Club with the support of Cap-Regatta and Group Carboman.

Preamble

The **2024 Double Handed World Offshore Championship** will be raced on Sun Fast 30OD boats, double-mixed crew and without on-water assistance.

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

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule and for which the international jury may refuse to hold a hearing. This changes RRS 60.1(a) and 63.1.

The notation '[SP]' in a rule means that a standard penalty may be applied by the race committee without a hearing or a discretionary penalty may be applied by the international jury with a hearing. This changes RRS 63.1 and A5.

1 RULES

- 1.1 The regatta is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The FFVoile prescriptions that apply are stated in English in NoR Addendum C
- 1.3 The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) replaces RRS Part 2 from 20.00 until 08.00 French Local Time
- 1.4 The Offshore Special Regulations (OSR) 2024 -2025.
 - 1.4.1 All boats shall comply with OSR Category 3 with life raft.
 - 1.4.2 At least one crewmember will require Worlds Sailing Offshore Personal Survival Course "World Sailing Approved"
 - 1.4.3 According to OSR 6.05.3. the two crewmembers shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems
 - 1.4.4 At least one crew member shall have an appropriate radio operation license recognized by a national authority
- 1.5 World Sailing Appendix WP
<https://www.sailing.org/tools/documents/AppendixWPRulesforWaypointsMay2021-%5B27276%5D.pdf> will apply
- 1.6 Rules changed
 - 1.6.1 RRS 28.1 The penalty for an infringement will be DP-This change RRS A.5.2
 - 1.6.2 RRS 41 is changed in NOR 3
 - 1.6.3 RRS 44.1, RRS 60 are modified as described in NOR 11 "Penalty System".
 - 1.6.4 RRS 52 is changed as follows: the boats are allowed to use an energy source other than manual force for the operation of an automatic pilot
 - 1.6.4 When rule 20 applies, a boat may indicate her need for room to tack or her response by VHF.

2 SAILING INSTRUCTIONS

The Sailing Instructions will be available after 12:00 on the 1st September 2024 on the Official Notice Board (ONB)

3 COMMUNICATION

- 3.1 The online official notice board (ONB) is located on the regatta website
<https://www.orientgrandlarge.org/fr/evenements/offshore-double-handed-world-championship>
- 3.2 [DP] Official communication with competitors will be through the online ONB, and there will be additional courtesy information via e-mails and/or WhatsApp. Each boat shall have at least one device connected to the internet with WhatsApp installed, excluding satellite communication device.
- 3.3 Boats will be supplied with a satellite tracker. Nothing shall be done to inhibit these transmissions.
- 3.4 [DP] VHF: Boats are obliged to watch to the information of the Race Committee. Boats shall keep watch on the VHF channels specified in the Sailing Instructions at all times while afloat.
- 3.5 [DP] RRS 41(c) is changed as follows:

- 3.6.1 A boat shall not receive help from any outside source, except help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.
- 3.6.2 By way of an example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted but receiving messages or information which is the result of interpretation from outside of the boat is not permitted.

4 [NP] ELIGIBILITY AND ENTRY

- 4.1 The regatta is only open to mixed duos (1 Woman and 1 Man).
~~Olympic gender requirements for the 2024 Olympic Sailing Competition will apply for each of the regatta~~
- 4.2 At least the person in charge shall be a national of the country he represents and member of his MNA. Registration should be endorsed by the MNA
- 4.2 World Sailing Eligibility shall apply. Each athlete shall be registered as a World Sailing Sailor on the World Sailing website: <https://www.sailing.org/sailors/profiles/> . [World Sailing sailor IDs all crews will be required to complete the online entry.]
- 4.3 French sailors shall be holders of the 2024 FFVoile Competition License
For each competitor without a FFVoile Club licence, whether foreign or French national living abroad shall present during registration:
- a supporting document to justify membership to a World Sailing Member national authority.
 - a supporting document to justify a valid third-party liability insurance with a minimum cover of 2 million Euros.
 - Entrants are also recommended to take out insurance against the loss of the damage deposit
- 4.4 Competitors under 18 years of age shall upload a signed and completed parent (or guardian) consent and declaration form when making the online registration. The forms are available for download during the online registration process on the regatta website
- 4.5 The 2024 ODHWC will be sailed with the boats supplied by the OA (Sun Fast 30 OD Class).
- 4.6 The quota of the regatta is **22**. The minimum quota is 10 In this case, by June 30th 2024, the regatta would be cancelled
- 4.7 World Sailing will appoint Selection Panel. This Selection Panel will issue invitations based on geographical distribution and offshore experience.
- 4.7.1 One boat would be allocated per MNA.
- 4.7.2 An automatic invitation will be issued to FRA, the Host Nation.
- 4.7.3 Two invitations will be prioritised for Emerging Nations as defined by World Sailing
- 4.7.4 If more than **22** entries, the Selection Panel would select the MNAs
- 4.7.5 If less than **22** entries, the Selection Panel will allocate a second spot to all or part of MNAs already registered

4.8 Entry procedure

4.8.1 Entry applications are only available to MNAs in good standing with World Sailing and shall be sent to contact@lorientgrandlarge.org.

4.8.2 MNAs/Person in charge shall send their application according to the following schedule:

Expression of Interest-Deposit €1000/boat	Before June 1 st 2024, 00.00 UTC
Confirmation from the WS Selection Panel	By June 10 th 2024, 00.00UTC
Acceptance of invitations by MNAs	By July 1 st 2024, 00.00UTC
Payment confirmation	By July 15 th 2024, 00.00 UTC
Deadline for all information to be received	By September 10 th 2024, 00.00 UTC

The Expression of Interest shall include for each MNA the quota (2 Max) desired for the regatta.

The deposit will be reimbursed by the OA to teams not selected, or if the regatta is cancelled

4.8.3 No later than June 10th 2024, the OA shall confirm to each MNA the final quota places available for that MNA. The OA shall also include an invoice and wire transfer instructions. Any MNA that has not paid the amount on the invoice shall lose the quota places attributed to that MNA.

4.8.4 Quotas that become available after June 10th 2024, shall be allocated according to the decision of the Selection Panel

4.9 On 1 March 2022, World Sailing published the following recommendations in reaction to the situation in Ukraine: <https://www.sailing.org/2022/03/01/world-sailing-statement-6/>.

To help preserve the integrity and safety of the 2024 Offshore Double Handed World Championships, entries shall be open to competitors of all nationalities, but not to competitors holding only Russian or Belarusian nationality. World Sailing may amend this rule following any further decisions on the situation with Russia and Belarus.

4.10 Substitution of crew

[DP] Substitution of competitors by a MNA is not allowed without prior written approval of the race committee and race management and shall comply with any restrictions in the Notice of Race

5 FEES

5.1 The entry fee is €4000 (Not including 20% VAT if applicable).

In the case of elimination series., 75%. will be returned to teams who do not qualify for the final. (The final coast for such a boat would be €1000 (Not including 20% VAT if applicable).

5.2 The rental fee includes:

- Charter of Sunfast 300D including life raft, according to the schedule, from 25 September to 01 October 2024
- Berthing fees from 24 September to 01 October 2024
- Access to one training session on 24 September 24
- Access to the boats for one Elimination Series and the Final race
- Welcome party.
- Prizegiving
- Tracking

- 5.3 The rental fee shall be paid via the online payment system (direct debit or credit card) upon entering, even if the entry is cancelled later. The fee is non-refundable, except for the regatta being cancelled by the Organizing Authority or if the entry is rejected.
- 5.4 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of €5.000.000 per incident
- A €5000 damages deposit will be requested at the registration in Lorient. This will be given back to competitors upon final hands back and inspection of the boat. The cost of any damages or loss will be deducted before reimbursement.
- Each person in charge is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by technical committee. The damage deposit is the limit of liability of each person in charge for each incident. In the event that a deduction is made from the deposit, the person in charge will be required to restore the deposit to the original value to continue in the regatta
- 5.5 Any additional charter days (23rd&24th September), for training purposes, is possible. In these cases, a dedicated contract will be drafted directly with CapRegatta and fees will be directly paid to them.
- For the selected teams, rate have been negotiated with CapRegatta at a preferred rate of €1200 (with 20%VAT if applicable) per day.

6 [DP] [SP] ADVERTISING

- 6.1 Boats may be required to display regatta advertising and bow numbers chosen and supplied by the Organizing Authority. In accordance with advertising code
- 6.2 Race flags: Each team entering the regatta will receive a race flag upon arrival in Lorient that shall be displayed on the right external shroud. The flag(s) should be displayed at height of not less than 1,5m above the deck.
- 6.2.1 Each boat shall display the line of flags of the OA and its sponsors, supplied in Lorient, on the forestay of the boat. Flags and pennants shall be displayed:
- in Lorient and until passing Mark “Card W L.Banc des Truies” 47°40,75N//003°24,50W (last channel mark of Lorient)
 - during any stopover from arrival and up to leaving the port,
 - after crossing the finishing line until the end of prize giving,
 - it shall remain on board the boat for the whole duration of the regatta.
- 6.3 The regatta logo as supplied by OA,
- 6.4 The absence of any equipment or advertising provided by the OA may be subject to money penalties to the benefit of the SNSM (French rescue authority). The person in charge may be charged for the replacement of stickers or other objects.
- 6.5 All race flags and pennants shall be returned at the end of the regatta at boat check-out, or as soon as possible for boats that do not cross the finish line. A financial penalty of €100 per flag or pennant shall be deducted from the damage deposit (See NOR 5.4).

7 FORMAT & SCORING

7.1 The Schedule will be planned as follows.

Date	Regatta	
24 th September 2024	Boat Allocation-Registration, Training, safety checks Welcome party	Lorient La Base
25 th September 2024	Boat allocation, Safety briefing, start of overnight race (Elimination 1).	Lorient La Base
26 th September 2024	Finish overnight race, change over, second set of check, Safety briefing start of overnight (Elimination 2) race.	Lorient La Base
27 th September 2024	Finish overnight race. Re-draw of boats for Final. Boat checks.	Lorient La Base
28 th September 2024	Reserve day	Lorient La Base
29 th September 2024	Safety briefing, Final Race	Lorient La Base
30 th September 2024	Race continues	
01 st Oct 2024	Race Finish and Prize Giving	Lorient La Base

- 7.2 The regatta will consist of an elimination series and a final race provided a minimum of 1 elimination race have been completed
- 7.3 Elimination Series: If more than **11** entries, the fleet will be splitted into 2 groups of, as far as possible, equal size and level. This initial assignment will be done by a selection committee appointed by the WS
- 7.4 In order to complete the Elimination Series each "Group" shall complete the same number of races.
- 7.5 The first 5 boats of each group will be qualified for the Final Race. The remaining boats will be ranked after the 10 first boats, according to their results in the elimination series
- 7.6 The scores of the Elimination Series will be deleted. (No carry forward). The ranking of the Final Race will be the ranking DHWOC 2024
- 7.7 The RC may change the format, the length of the courses, terminate any stage or the regatta when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stage

8 [DP] EQUIPMENT INSPECTION

- 8.1 Boats shall be available for equipment inspection from the check out until the check in with CapRegatta.
- 8.2 Some parts of the boat and equipment will be sealed before the start in Lorient. The efficiency and quality of the seals shall be checked and endorsed by the person in charge. The number and definition of the seals will be specified in the Sailing Instructions.
- 8.3 Boats will be allocated as decided by the race committee. The intention of the race committee (RC) will be to allocate boats by draw, either daily or for each round.

- 8.4 The sails to be used will be allocated by the RC. Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments.
- 8.5 While all reasonable steps are taken to equalise the supplied boats and equipment variations will not be grounds for redress. This changes RRS 62.

9 PERSONAL EQUIPMENT

9.1 Mandatory equipment:

- All boats shall supply and carry a watertight handheld VHF radio capable of communicating on the VHF international channels
- Every crew member shall supply and carry at all time afloat an AIS personal crew overboard beacon
- Every crew member shall supply a personal watertight flashlight and carry it from 20.00 et 08.00 hrs local time
- Every crew member shall supply and carry at all time afloat a personal knife
- Every crew shall bring their own computer with navigation charts, able to be connected to the boat's GPS
- According to NOR 3.2, every crew shall supply a phone with a SIM card which operates in France, with data

9.2 A list of supplied equipment is described in Addendum B

9.3 List of personal equipment permitted to board:

- Life jackets shall be worn at all time afloat. CapRegatta will provide lifejackets and tethers. Competitors are allowed to board their own lifejackets and tethers as long as they comply with OSR 5.01.
- Taking on board the following equipment is permitted:
 - basic hand tools
 - adhesive tape
 - line (elastic or otherwise of 4 mm diameter or less)
 - marking pens
 - hand held compasses, watches, timers and small personal video devises such as GoPro
 - Velcro tape
 - bosun's chair
 - Handheld GPS

10 VENUE

NoR Addendum A shows the plan of the regatta venue

11 PENALTY SYSTEM

- 11.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty for breaking one or more rules of Part 2 in an incident outside the *Zone* of a mark other than a starting mark while racing.
- 11.2 The intention is to appoint an International Jury as provided in RRS 70.5. The right of appeal from an International Jury decision is denied as provided in RRS 70.5.

12 SUPPORT PERSON VESSEL

Support person vessels will not be permitted

13 [DP] BERTHING

Boats shall be kept in their assigned places while they are in the harbour.

14 [DP] HAUL-OUT RESTRICTIONS

Boats shall not be hauled out except for the purposes of repairing damage; and only after written permission from the technical Committee. While hauled out for this purpose, cleaning and polishing of the hull below the waterline will not be permitted. Appendages shall not be removed from the boat during the series.

15 [DP] CLEANING OF HULLS BELOW WATERLINE

The supplied boats will be cleaned before launching and must not be cleaned below the waterline after that point.

16 DATA PROTECTION

The processing of personal data of the competitors and registered support persons or another person legally bound to this Notice of Race in connection with the regatta shall be carried out, on the one hand, for the performance of the contractual relationship on the basis of this Notice of Race between the competitor as well as the registered support person and/or another person legally bound to this Notice of Race and the organizing authority as data controller) pursuant to Art. 6 (1) S. 1 (b) GDPR.

On the other hand, the processing of personal data of the competitor as well as the support person and/or another person legally bound to this Notice of Race is carried out in order to maintain the legitimate interests of the organizing authority.

17 MEDIA RIGHTS

17.1 By participating in the regatta, competitors and support team automatically grant to the OA, World Sailing and their sponsors, the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped, or filmed television and other reproductions of the athlete during the period of the competition without compensation.

17.2 Competitors may be required to be available for interviews during the regatta.

17.3 The attention of all competitors and support team personnel is drawn to the privacy notices published on World Sailing's website: <https://www.sailing.org/privacy-policy/>

18 [DP] [NP] RISK STATEMENT

18.1 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. Competitors and support persons participate in the regatta entirely at

their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By taking part, each competitor agrees and acknowledges that:

- 18.2 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the regatta;
- 18.3 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- 18.4 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- 18.5 By participating in any race, they are satisfied that their boat is in good order, complies with the rules, is equipped to sail in the regatta and they are fit to participate;
- 18.6 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
- 18.7 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- 18.8 It is their responsibility to familiarize themselves with any risks specific to this venue or this regatta drawn to their attention in any rules and information produced for the venue or regatta and to attend any safety briefing held for the regatta.

19 CODE OF CONDUCT

- 19.1 Competitors and support persons shall comply with any reasonable request from a regatta official or equipment supplier representative.
- 19.2 Competitors shall handle any boats or equipment provided by the OA with proper care and seamanship, and in compliance with any written instructions.
- 19.3 World Sailing may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

20 COMPETITORS 'DRONES

- 20.1 [DP] Competitors or their representatives or support persons shall not fly drones over the shore facilities or over the race area during training or racing days without complying with local legislation and without prior written approval by the Organizing Authority.
- 20.2 The approval granted at the sole discretion of the Organizing Authority restricts drones to no more than 300 metres from their own vessel.
- 20.3 No drones may be flown from 30 minutes before the start until two hours after the start.
- 20.4 At any time, the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the Organizing Authority, Race Committee or International Jury at reasonable request.

21 PRIZES & TROPHIES

Trophies will be awarded to the first three.

22 FURTHER INFORMATION

22.1 Competitors should confirm if a visa is necessary for travel to France. Please refer to <https://www.diplomatie.gouv.fr/fr/>

22.2 Please allow for processing time. To obtain a letter from the organizer or assistance with this process, please email: accueil@lorient-tourisme.fr

22.3 For accommodation: Lorient Bretagne Sud Tourisme Tel °33 2 97 84 780 – Mail to accueil@lorient-tourisme.fr

- In French: <https://www.lorientbretagnesudtourisme.fr/fr/>
- In English: <https://www.visit-lorient-brittany.com/>
- In Spanish: <https://www.lorient-bretana-turismo.es/>

22.4 For questions to the OA, please contact: contact@lorientgrandlarge.org

APPENDIX A – Venue – Race Area

A.1 The venue is located at Lorient La Base
<https://www.google.com/search?channel=trow5&client=firefox-b-d&q=lorient+la+base#rllimm=9882606757982748584>

A.2 Courses will be defined according to the weather forecasts

The aim is to propose 12hrs race for Elimination Series and 48hrs race for the Final Race (subject to weather forecasts)



APPENDIX B - Supplied equipment

SUNFAST 30 OD CONFIGURATION: WORLD SAILING 2024

Preamble

Below we describe the specifications of the SunFast30 OD fleet of Cap-Regatta. All the boats comply with the Class C30 rating. You can find the complete rating on the website: [CLASSC30](#) . All boats are identically prepared. The preparation procedure is available by email. You can request it from the Cap-Regatta superintendent. This document is subject to change. The final version will be published no later than June 15, 2024. For any questions or requests for clarification, please do not hesitate to contact Cap-Regatta at :

Martin Louchart
Superintendent Cap-Regatta
martin.louchart@cap-regatta.com

1. General

The boats are SunFast30OD type, conforming to the ClassC30 rating. They are CE certified and administratively up to date. We also add that the boats will have current insurance during the events. The fleet will be set up in a "World Sailing" configuration no later than two weeks before the event. The compliance procedure will be available shortly. It will be validated by World-Sailing before its publication.

2. The Hull

- Standard unmodified Sun Fast 30 OD
- Hull with antifouling
- Thru-hulls and probes are optimized (coated).
- In-Board Engine 13 HP + Saildrive
- Twin rudders

3. The Deck

- Standard rating equipment
- Racing ropes in HMPE

4. Electronics

- B&G Set
- H5000 Autopilot
- Raymarine autopilot cylinder
- Cockpit displays

- Speed sensor
- Battery controller
- Masthead lights
- Steaming lights
- USB sockets inside
- B&G V60 DSC VHF
- 100 Ah battery

5. The Rigging

- Carbon mast and boom (sparcraft/pauguer), single spreader level
- Standing rigging in Dyform
- Dyform forestay
- Spliced halyards
- Anemometer at masthead
- Mainsheet + fine-tune system

6. Safety Equipment

- 6-person liferaft <24h
- Grab bag
- Plastimo life jackets
- Standard offshore safety equipment
- EPIRB beacon
- Additional safety level RSO 3

7. Interior Fittings

- Chart tables
- Fixed toilets
- Sink + water tank
- Bunks with frames x2
- Lee cloths
- Diesel tank
- Black water tank

8. Sails

The sails comply with the C30 rating.

- Mainsail (GV)
- J2
- J3
- Gennaker
- A2
- A4
- Storm Jib
- Trysail

The sails will all be in the same condition on the day of the event.

To supplement our statement, below you will find the standard inventory.

Sun Fast 30 One Design



Specifications	
Overall length	10,40 m / 34'1"
Hull length	8,99 m / 29'5"
Waterline length	8,40 m / 27'6"
Max beam	2,99m / 9'9"
Displacement	2 650 kg / 5 842 lbs
Keel draft	2,00 m / 6'6"
Keel weight	1 000 kg / 2 205 lbs
Berths	2 + 2 (option)
Engine	10 Hp / 7,4 Kw
Fuel Capacity	40 L / 10 US gal
Sail area upwind	59,0 m ² / 635 sq ft
Sail area downwind (asymmetrical spin.)	137 m ² / 1 474 sq ft
CE Category	A4 / B5 / C6
Architect	[VPLP Design]

CONSTRUCTION:

Hull: Hull made in monolithic fiberglass infused with Elium resin + reinforced areas
Hull counter-mold made in fiberglass and Elium*

Deck: Hull made in sandwich infused fiberglass / Elium + PET Foam.

Bulkheads: Waterproof bulkhead in mixed CP and glass/Elium infusion sandwich + PET foam

COCKPIT / TRANSOM:

- Symmetrical cockpit bench seating with protective coamings
- Manual bilge pump near the helmsman
- 1 navigation compass on roof facade
- Accommodation of the liferaft in the aft deck reservation
- Adjustable helmsman footrests
- 1 Deck hatch for access to the rear watertight compartment
- Regulatory boarding ladder

STEERING:

- 1 Tiller
- 1 Emergency tiller
- Double composite rudders on the transom with Uni carbon reinforcement
- Rudder on stainless steel pintles / femelots
- Linkage bar fitted with ball joints
- Pivot axis / autopilot bar sector

RIGGING:

- Mast 9/10e fractional carbon rig / carbon look /profile on the deck
- 1 pair of carbon swept back spreaders
- Carbon profile with attached bolt rope
- Dyform stainless steel wire forestay
- Dyform stainless steel shrouds
- Windex at masthead
- Twin backstays
- Carbon "rectangular" profile boom

- "Boomkicker" rigid boom vang + tackle with return to the pit
- Triple sheave box
- Delivered without sails.

RUNNING / RIGGING:

- 1 Mainsail halyard
- 1 masthead spinnaker halyard
- 1 fractional spinnaker halyard
- 1 jib / storm-jib halyard
- 2 Jib sheets
- 2 Spinnaker sheets with barber adjustment
- 1 Spinnaker tack-line
- 1 Mainsail edge tackle
- 2 Mainsail reef bumps and return to the pit
- Mainsheet traveler
- 3D ajustable jib trim
- 1 Cunningham

RETRACTABLE BOWSPRIT:

- Retractable bowsprit Carbon tube profile / Carbon lock
- Rider / Rings
- Tack chaineplate
- End cap
- Bowsprit exit and re-entry maneuvering tackle

DECK HARDWARE:

- 2 stainless steel bow pulpits with strut
- 2 stainless steel pushpits
- 1 Pair of stainless steel stanchions with strut

COMPANIONWAY:

- Sliding composite companionway cover
- Companion module (Plywood/PET Foam sandwich) with wooden steps in laminated Iroko.

ELECTRICAL PANEL:

- 12V circuit
- 1 engine battery (50 Ah) in the engine compartment
- 1 service battery (100 Ah)
- 1 battery monitor
- 1 12V socket
- 1 block of 4 USB sockets
- Ceiling lighting and TAC
- Tricolor navigation lights at the masthead
- Navigation lights on deck
- Top light
- Mooring light
- Engine battery switch
- Service battery switches

LIVING AREA / SALOON:

- 2 aluminum pipe-cots under cockpit
- 2 molded seat benches
- 1 Deck hatch
- Galley module with sink
- Charts table module

- 3 pairs of stainless steel stanchions with strut
- 2 stage of guard line
- Livet foot wedge integrated into the molding of the deck
- Lifeline chainplates, centre, cockpit, gangways
- Self-supported mainsheet traveller
- 8 Clutches for halyards, tack line and others adjustments (Pit)
- Mainsail sheet adjustment by fine tackle on cockpit bottom boss
- 2 primary winches 35 STP HARKEN (genoa and spinnaker sheets)

TOILETS:

- 1 Toilet block
- Black water tank

FORWARD SECTION:

- Waterproof bulkhead in Plywood / PET Foam with opening hatch

ENGINE:

- Sail Drive diesel engine: 10 HP NANNI
- Engine control with removable handle in the cockpit
- Engine control panel
- Accessibility to the engine via removable companionway cover
- Transmission Sail Drive avec chassis moulé intégré au contre moulé
- Two-blade folding propeller
- Filters: Seawater - Diesel - Decanter
- Anti-siphon valve
- 1 translucent 40 L rotomoulded diesel tank
- Fuel circuit breaker on pull tab in descent

ELECTRONIC:

- Autopilot B&G H5000
- Electrical actuator Raymarine Type 1
- Compas 9X B&G

- 1 Winch 35 STP HARKEN "piano" halyards, tack line and others sail maneuvers
- 2 Winch handles 10"
- 2 flat-deck sheave for genoa sheets return
- 2 sheave for spinnaker sheets return
- 2 Clutches for running backstays
- 2 Jib sheet friction rings / 3D ajustable jib trim sheet
- Stainless steel shroud and lower shroud chainplates on hull side
- 2 Backstay chaineplate (stainless steel padeyes)
- Mast foot with integrated halyard sheave

- Graphic Display H5000 + Pad pilot
- Central Unit B&G Triton Edge
- B&G H5000 Display
- B&G H5000 Pilot Controller
- Compass B&G Precision 9
- B&G ZG100 HF GPS Sensor
- B&G WS710 wind vane sensor with boom
- Pilot Remote Control

VHF AIS:

- Fixed marine VHF 156-163MHz, 25W, with DSC Class D, IP67
- AG100: COMAR GPS antenna 10 meters of cable
- Marine antenna 156-162 MHz

MISCELLANEOUS:

- Mixed cast iron keel with lead bulb
- Owners manual
- Transport cradle with conformers

HEADROOM:

- Companionway: 1,90m / 6'23"
- Forward end of saloon: 1,70 m / 5'6"
- Toilets: 1,65 m / 5'4"
- Aft cabins: 1,30 m / 4'3"

Version, 2024/02/20

APPENDIX C - National prescriptions

(* FFVoile Prescription to RRS 64.3 (Decisions on protests concerning class rules): The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(* FFVoile Prescription to RRS 67 (Damages): Any question about or request of damages arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt by the jury.

(* 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 authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

(* FFVoile Prescription to RRS 88.2 (National prescriptions): Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)).

(* 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 authorization shall be posted on the official notice board during the event