



France 2024
Offshore World
Championships



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Royal Ocean
Racing Club

2024 Offshore Double Handed World Championship (ODHWC)

Lorient, Morbihan, Brittany, France

September 24th – October 1st 2024

SAILING INSTRUCTIONS - Including Amendment #1 and #2

Changes are written in red : SI 10.1/SI 6/SI 14/SI 15.1.2/SI 21/SI Appendices 1, 4, 6, 7 and 8 are modified

Changes are written blue; Change : Appendix 6 – 2.11 is deleted

Posted on September 25th 2024

The 2024 Double Handed World Offshore Championship will be raced on Sun Fast 300D boats, in double-handed crew and without on-water assistance.

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 will 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 by The Racing Rules of Sailing

1.2 Appendix W-Rules for racing around waypoints, available at:

<https://www.sailing.org/tools/documents/AppendixWPRulesforRacingAroundWaypoints-%5B19996%5D.pdf>

[DP][NP]. Before the first race, all crew members shall complete the World Sailing the survey available at <https://forms.office.com/e/YuxiF4LVNY>

2. CHANGES TO SAILING INSTRUCTIONS

Changes before the start: Amendments to the SI will be posted on the Official Notice Board

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 The offices of the Event's General Organisation, the Race Control, The Race Committee, the Jury and the press centre are located at 7 Rue d'Estienne d'Orves, 56100 Lorient La Base

https://www.google.com/search?client=firefox-b-d&sca_esv=a19aa098bcd01102&q=7+Rue+d%27Estienne+d%27Orves,+56100+Lorient+La+Base&udm=1&fbs=AEQNm0CbCVgAZ5mWEJDg6aoPVcBgpOD5X2pdqygUe46KK7IOA7w5xkcWYqmEaDImA-fluzVu-pDn_a2OjvVqzH5xvOh0IYMMMx7ykbVn9_CB0yf4Vu472c1x3akCvndvWJc-r2RK2tSILk0OMcG7QI8X6H1S3r6J4NmkkJCsqC9_2zy0aolw_zJMs4LcoK7IvlsJsQ0GGhFkqyNkEMCdUXWebvMaG7cwWg&sa=X&ved=2ahUKEwjGxIDq4JylAxUERaQEHfBuMBUQs6gLegQIDxAB&biw=1536&bih=720&dpr=1.25

- 3.2 The Race Office is open from 09.00 on Monday, September 23th 2024 to Tuesday, October 01st.

- 3.3 The official notice board is available online only at:

<https://www.lorientgrandlarge.org/fr/evenements/offshore-double-handed-world-championship/official-notice-board>

- 3.4 **Mobile phones strictly reserved for competitors and safety/security:**

Race Control

+33 6 60 04 81 02

race.control@ffvoile.fr

Competitors that wish to send a confidential email to Race management, Race committee, Technical committee and/or the Jury shall send it to race Control

4. CODE OF CONDUCT

- 4.1 [DP] [NP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] [NP] Competitors and support persons shall handle any equipment and place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with it.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed on the main mast located outside the race office.
- 5.2 When Flag AP is displayed ashore, the start is postponed, and boats shall stay ashore. This changes race signal AP. (DP)
- 5.3 The removal of flag AP means: boats may leave the quay and follow the Race Committee's instructions on VHF channel 72.

6. SCHEDULE OF RACES

6.1 Event programme:

| Date | Regatta | |
|---------------------------------------|---|-----------------|
| 24 th September 2024 | 08.00 Boat Allocation (draw)-Registration, personal equipment checks 09.00-12.30 Training Elimination 1 14.00-17.30 Training Elimination 2 19.00 Welcome party | Lorient La Base |
| 25 th September 2024 | 09.00: (mandatory for all) Draw Boat's allocation /Race briefing, 10.00 Safety briefing (mandatory for all) 16.00, Start of "Department du Morbihan Race" (Elimination 1). | Lorient La Base |
| 26 th September 2024 | 10.00 Finish "Department du Morbihan Race", change over, second set of check, 13.00 Race briefing 16.00 start of "Région Bretagne Race " (Elimination 2) . | Lorient La Base |
| 27 th September 2024 | Finish "Région Bretagne Race " Re-draw of boats for Final. Boat checks 19.30 Crew evening : ClassC30 Party. | Lorient La Base |
| 28 th September 2024 | Reserve day | Lorient La Base |
| 29 th September 2024 | 09.00 Race briefing, 14.00 start of "Lorient Agglomération Final Race" | Lorient La Base |
| 30 th September 2024 | Race continues | |
| 01 st Oct 2024 | Finish of « Lorient Agglomération Final " 19.30 Prize Giving | Lorient La Base |

6.2 Declarations form (DP)

6.2.1 Not later than 10.00 on Wednesday September 25th 2024 at the briefing, all the competitors shall have lodged at Race office:

6.2.2 Their emergency contact form available at the Race Office

6.2.3 Non-routing declaration (Appendix 1)

Add to RRS 41:

However, in exception to rule 41(c), weather information that is available to all boats for a fee may be received, but it shall not include specific weather or routing advice customised for the boat or a group of boats.

6.3 Schedule of races. The anticipated scheduled time of the warning signal for the first race each day is 16.00

7. CLASS FLAG

The class flag will be the Lorient Grand Large flag.

8 RACING AREAS

8.1 The racing area are is shown in Appendix 2

8.2 Starting area is the West of Lorient Channel

8.3 The race committee may change the position of the starting area by notifying competitors by VHF channel 72 of the position of the starting vessel

9. THE COURSE

- 9.1 Courses are described in appendix 3
- 9.2 No later than 45 minutes before the warning signal, the race committee will display the course to be sailed.
- 9.3 The race committee will display a flag D if the course includes an offset mark. A green flag will be displayed 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.
- 9.4 Official ranking at a mark (This change the RRS 32.2)

The Race committee may shorten at a mark of the course in accordance with Rule 32.2. They may validate the finishing order by taking the ranking from the boat's primary navigation system and/or Yellowbrick at shorten course mark. Each boat shall record her passing time and being able to provide their recorded track.

10 MARKS

- 10.1 The starting mark is an ORANGE inflatable mark written "Lorient Agglomeration"**
The offset mark is a YELLOW inflatable mark written "Yacht Club de France"
The finishing mark is an ORANGE inflatable mark written "Lorient Agglomeration"

- 10.2 Other marks are described in appendix 3.

11. EXCLUSION ZONES-TRAFFIC SEPARATION SCHEME (TSS)

It is forbidden to boats to sail during the entire race in the areas described in Appendix 4

12. THE START

- 12.1 The races will be started under RRS 26 with a warning signal 10 minutes before the start.
- 12.2 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the port-end starting mark.
- 12.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee may give her sail number on VHF channel 72. The absence of VHF transmission or reception will not be grounds for redress (this changes RRS 62.1(a)).
- 12.4 A boat that does not start within 60 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 Based upon the weather forecast for the course, received during the race by the Race Control, the Race Director in agreement with the Race Committee may inform the competitors of a change of the next leg of the course no later than before the arrival of the first competitor at 15 miles from each mark of the course. The course may be changed several times.
- 13.2 To signal the change of course, the Race Direction will send to every boat a written message on the boat's email, and then repeated, if possible, by oral instructions, text message or mobile phone. The message will describe the new course to be sailed with marks added or removed. This course shall sailed from the mark where the change of course has been made. This change RRS 33.
- 13.3 Each boat shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course (DP/NP)

14. THE FINISH

14.1 The finishing line will be between the course side of ORANGE inflatable mark written "Lorient Agglomeration" to be left to port and Red Lateral mark A4 to be left to starboard.

| C | | | |
|-------------------------------|-------------|---------------|---------------------------------|
| Inflatable Orange mark | Pass | Port, | 47°41,251 N 003°24,184 W |
| Lat Bd A4 | Pass | Starb, | 47°41,185 N 003°24,120 W |

- 14.2 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.
- 14.3 If possible, at night or in case of poor visibility, the Committee-Boat will have a stroboscopic light

15 PENALTY SYSTEM AND REDRESS

- 15.1 Penalty at the time of the incident
 - 15.1.1 With regard to RRS 44.1, a breach of part B of section II of the COLREGS, in an incident between boats will be considered as a breach of Part 2 of the RRS. (This changes RRS 44.1).
 - 15.1.2 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty. **This changes NOR 11.**
After having taken a penalty according to RRS 44.2 described above, the boat shall notify Race control within the time limit for protests.
 - 15.1.3 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 Jury 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.
- 15.2 Penalty or redress decided by the Jury after a hearing

15.2.1 The penalty for breaking a rule will be a discretionary time penalty, unless the boat is disqualified. Discretionary penalties will be decided upon by the Jury in accordance with the “ODHWC Penalties Guide” (Appendix 8).

15.3 When a boat realises while racing that a seal is broken, she shall promptly notify the 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, the Jury may ask the boat if she wishes to accept a standard penalty without a hearing. (This changes RRS 63.1).

For a broken propeller shaft seal: penalty: **5 minutes**.

For another broken seal: penalty: **15 minutes**

If the boat refuses the standard penalty, The Technical committee will protest her.

16 PROTESTS, REQUEST FOR REDRESS AND FOR REOPENING

Preamble: 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. For incidents occurring at sea, Part 5 of the RRS shall be changed as follows.

16.1 Informing the protestee:

16.1.1 A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity by hailing “Protest”, VHF on the race channel. No red flag is necessary. (This changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Control.

16.1.2 Notices of protests from the race committee, the technical committee and the jury will be posted on the official noticeboard in accordance with RRS 61.1(b).

16.1.3 A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat via Race Control in accordance with 16.1.1 above.

16.2 Content of a protest

16.2.1 An intention to make a protest, announced by VHF at the time of the incident, shall be confirmed in writing by email as soon as it is reasonably possible.

16.3 Time limits

16.3.1 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 three hours after having learnt about the incident concerned

16.3.2 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 six 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 boats 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).

16.3.3 For requesting a re-opening

For protests and requests for redress judged ashore in the parties' presence, a request for a re-opening shall be made within 30 minutes after the decision has been communicated to the parties. (This changes RRS 66).

16.4 hearing and decisions

16.4.1 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.

16.4.2 The jury's decisions are final, in accordance with RRS 70.5.

17 TIME LIMITS

Boats not finishing 240 minutes (04 hours) for Elimination Series and 300 minutes (05 hours) for Final Race after the first boat to start, complete the course and finish will be scored as DNF (This changes RRS 35, A4 and A5).

18 SAFETY – COMMUNICATIONS

18.1 Each crew member shall wear a personal flotation device at all times when on the deck.

18.2 VHF radio

The VHF race channel is **72**.

A watch on VHF Channel 16 is mandatory when racing

18.3 VHF/AIS (DP)

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

18.4 A boat retiring from the race shall do her best to inform the Race Committee then send a written confirmation of her retirement to the Race Committee

18.5 Any competitor who activates his Sarsat-Cospas beacon shall switch it off once the boat and crew are safe and sound as directed by the MRCC

18.6 Satellite positioning

A satellite positioning system (YellowBrick) will be installed on each boat by the AO; it must be kept in perfect working condition during the event.

18.8 Diving when racing

It is permitted to dive in the race to remove any unwanted objects that could be caught on in the submerged appendages, and only for this purpose. This modifies the term "to swim" in the first sentence of RRS 48.2.

In accordance with the second sentence of RRS 48.2, to carry out this operation, the boat must be slowed down as much as possible, that is, the foresail must be lowered and the boat must come into the wind under the main sail alone, when it is head to wind. The descent of a crew member into the water can only be done if the boat has a surface speed less than 1 knot.

The skipper must take all measures to ensure that this manoeuvre is carried out under maximum safety conditions. All dives must be under the supervision

19. EQUIPMENT AND MEASUREMENT CHECKS (DP/NP)

19.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.

19.2 [DP] A boat shall be in compliance with the rules 60 minutes before its warning signal.

19.3 Seal of the engine

The seal for the engine is mandatory and will be fitted according to the procedure defined in Appendix 7 “AUTO-SEALING PROCEDURE”. The seal shall not be broken or taken off before the inspection after the finish.

19.4 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.

19.5 After the finish, the seals of the engine can be cut only by the technical committee or by the skippers according to the following procedure: The Race Control 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 piece of paper where this code appears.

20. EVENT ADVERTISING (NP/DP)

Competitors shall display event advertising supplied by the organizing authority, according to NOR 6.

In addition, each boat shall, as soon as possible, display in her rigging the two race flags she received, shall keep them displayed until 2 hours after the start, and shall display them again from two hours before finishing.

21. OFFICIAL BOATS

The Committee vessels will display the event flag.

The measurement boat will display **a white flag marked “MEASURER” in black.**

The Jury boat will display a flag marked “JURY”.

22. TRASH DISPOSAL

Respecting the environment is a fundamental value for the OA. According to RRS 47, Competitors must not throw their waste overboard. In accordance with the OSR, waste must be kept on board until competitors disembark.

23. MARINE ANIMALS

The intentional disturbance of marine mammals is prohibited by French national law.

Competitors shall notify their observations/incidents by the Hazard Button on the navigation software’s when possible, or be noted on the log book and transmitted to Race Control

Details can be found at: <https://www.observatoire-pelagis.cnrs.fr/report-a-observation/?lang=en>

24 BERTHING

[DP] Boats shall be kept in their assigned places while in harbour.

25. DIVING EQUIPMENT AND PLASTIC POOL (DP)

Their use is forbidden

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

The World championship top three will shall receive a prize

Race Officials:

| | |
|----------------------------------|-----------------------------|
| Race committee person: | Paul Jackson-IRO GBR |
| Technical committee chairperson: | Ludovic Abollivier – NM FRA |
| Jury chairperson: | Mufti Kling-IJ GER |

APPENDIX 1.-NON-ROUTING DECLARATION

MNA and team number.....

We, the undersigned

.....
....., skipper

.....
, co-skipper

of the boat designed above

declare upon our honor that we, the skipper and co-skipper, will abide by rule of non-routing on the OFFSHORE DOUBLE MIXED WORLD CHAMPIONSHIP 2024

Location....., *Date*

Skipper's signature

Co-skipper's signature

APPENDIX 4 Exclusion Zones - TSS

Ref SI 4: It is forbidden to sail in the zones defined by the loxodromic lines joining the following points

These zones rank as obstructions.'

| TSS Ushant | | |
|------------|----------------|--------------------------|
| 1 | DST Ouessant A | 49°02,050 N 005°36,700 W |
| 2 | DST Ouessant B | 48°48,600 N 005°25,000 W |
| 3 | DST Ouessant C | 48°37,200 N 005°11,850 W |
| 4 | DST Ouessant D | 48°29,350 N 005°22,050 W |
| 5 | DST Ouessant E | 48°35,000 N 005°42,500 W |
| 6 | DST Ouessant F | 48°42,500 N 006°03,100 W |
| 7 | DST Ouessant G | 48°56,400 N 005°51,600 W |

| EZ Gâvres | |
|------------------------|--------------------------|
| ZI Tir Gâvres A | 47°31,820 N 003°09,670 W |
| Shore line in the East | |
| ZI Tir Gâvres B | 47°41,170 N 003°21,500 W |

| EZ Wind Farm Capella | | |
|----------------------|-----------------------|--------------------------|
| 1 | Spéciale N ZI Capella | 47°14,700 N 002°46,585 W |
| 2 | Spéciale E ZI Capella | 47°14,330 N 002°46,010 W |
| 3 | Spéciale S ZI Capella | 47°13,930 N 002°46,880 W |
| 4 | Spéciale W ZI Capella | 47°14,335 N 002°47,390 W |

| EZ Wind Farm Guérande | | |
|-----------------------|-------------|--------------------------|
| 1 | Guérande 1 | 47°12,530 N 002°39,622 W |
| 2 | Guérande 2 | 47°10,606 N 002°37,989 W |
| 3 | Guérande 3 | 47°09,786 N 002°35,105 W |
| 4 | Guérande 4 | 47°10,231 N 002°34,498 W |
| 5 | Guérande 5 | 47°10,728 N 002°34,276 W |
| 6 | Guérande 6 | 47°09,895 N 002°30,908 W |
| 7 | Guérande 7 | 47°08,915 N 002°30,012 W |
| 8 | Guérande 8 | 47°07,234 N 002°33,169 W |
| 9 | Guérande 9 | 47°08,848 N 002°41,929 W |
| 10 | Guérande 10 | 47°10,780 N 002°41,205 W |
| 11 | Guérande 11 | 47°12,120 N 002°41,433 W |

| EZ Wind Farm Yeu Island | | |
|-------------------------|--------------------|--------------------------|
| 1 | ZI Eoliennes Yeu A | 46°57,130 N 002°31,600 W |
| 2 | ZI Eoliennes Yeu B | 46°50,915 N 002°24,260 W |
| 3 | ZI Eoliennes Yeu C | 46°48,025 N 002°29,465 W |
| 4 | ZI Eoliennes Yeu D | 46°53,075 N 002°35,435 W |
| 5 | ZI Eoliennes Yeu E | 46°54,965 N 002°35,505 W |

| EZ Aquaculture farm Yeu Island | | |
|--------------------------------|------------|--------------------------|
| 1 | Aqua Yeu 1 | 46°42,350 N 002°17,950 W |
| 2 | Aqua Yeu 2 | 46°42,660 N 002°17,240 W |
| 3 | Aqua Yeu 3 | 46°42,130 N 002°16,720 W |
| 4 | Aqua Yeu 4 | 46°41,850 N 002°17,320 W |

| EZ Aquaculture farm Pertuis Breton | | |
|------------------------------------|--------------------|--------------------------|
| 1 | ZI Mytiliculture A | 46°17,169 N 001°22,187 W |
| 2 | ZI Mytiliculture B | 46°15,795 N 001°18,420 W |
| 3 | ZI Mytiliculture C | 46°15,200 N 001°18,920 W |
| 4 | ZI Mytiliculture D | 46°15,164 N 001°19,982 W |
| 5 | ZI Mytiliculture E | 46°15,640 N 001°21,510 W |
| 6 | ZI Mytiliculture F | 46°16,282 N 001°22,883 W |

| EZ Aquaculture Lesconil | | |
|-------------------------|-----------------------------|--------------------------|
| | Cultures marines Lesconil A | 47°47,430 N 004°10,180 W |
| | Cultures marines Lesconil B | 47°47,185 N 004°09,780 W |
| | Cultures marines Lesconil C | 47°46,580 N 004°10,615 W |
| | Cultures marines Lesconil D | 47°47,085 N 004°11,445 W |
| | Cultures marines Lesconil E | 47°47,380 N 004°11,040 W |

| EZ Aquaculture farm Houat | | |
|---------------------------|-----------------------|--------------------------|
| | ZI Mitylicole Houat A | 47°25,200 N 002°56,350 W |
| | ZI Mitylicole Houat B | 47°25,090 N 002°56,040 W |
| | ZI Mitylicole HouatC | 47°24,535 N 002°56,510 W |
| | ZI Mitylicole Houat D | 47°24,640 N 002°56,820 W |

APPENDIX 5: FINISHING LINE

| CIC NCR Finishing line | | |
|------------------------|--------|--------------------------|
| Finish RCV | Port, | 47°41,250 N 003°24,200 W |
| Lat Bd A4 | Starb, | 47°41,185 N 003°24,120 W |

APPENDIX 6: HANDLING BOATS

1. GENERAL

1.1 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

1.2 the bowsprit may be extended only to set and carry the spinnaker. And/or gennaker”

2. PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by a Race Official otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage

deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.

- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape leaves a residue/use of duct tape.
- 2.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- ~~2.11 Using a winch to adjust the mainsheet, backstay or vang.~~
- 2.12 Perforating sails, even to attach tell tales.
- 2.13 **Changing the number of mainsheet purchases.**

3. PERMITTED ITEMS and ACTIONS - The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) Personal equipment listed in NOR 9.
 - (b) Additional Safety equipment as listed in the OSR with prior approval of the Technical committee
 - (c) Cables to connect the computer
 - (d) 1 Snatch block
 - (e) 1 spare sheet, Max diameter 8, Max length 21m
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) personal safety

~~3.3 Changing the number of mainsheet purchases.-(deleted in moved in 2.13)~~

4. MANDATORY ITEMS and ACTIONS - The following are mandatory:

- 1.2 Report verbally to the Technical committee at the end of each training/race, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future days.
- 1.3 At the end of each sailing day:
 - (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension and tying the tiller amidships
 - (d) securing the boat properly with fenders and bow, stern, and spring lines
- 1.4 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 1.5 Any request to alter, in any way, the equipment on a boat shall be in writing and worded.

5.4 MAXIMUM WEIGHT

The maximum weight of permitted items, food and water is 60kg.
Any container will be considered full

APPENDIX 7: ENGINES SELF-SEALING PROCEDURE

| SUMMARY OF THE SEALS | |
|--|------------------------|
| Liferaft | In position |
| Main anchor | Closed and In position |
| Emergency drinking water tank | Closed |
| Grab Bag | Closed and In position |
| Drinking water tank | In position |
| standing rigging, excluding the backstay | Closed |

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 Technical Committee, the boat's support persons 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 **shall** seal her drive shaft ,
- 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 Control via email **or text message** no later than 01h00hrs after the start, with the boat's name: race.control@ffvoile.fr **or** **+33 6 60 04 81 02**
- Race Control shall acknowledge receipt.
- It is the responsibility of the skipper to ensure the photo has been safely received and that 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.

At the finish, Race control will message the person in charge a code who shall make a picture of the seal before breaking the seal together with the code

This photo shall be sent to Race control

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

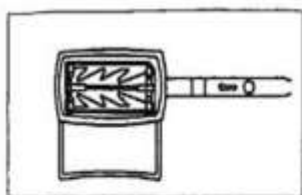


Diagram A

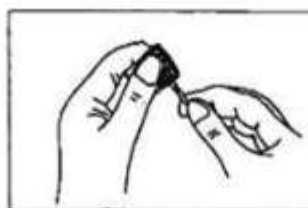


Diagram B

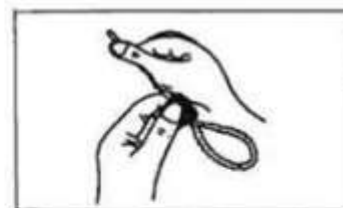


Diagram C

Step 1 Make sure the seal flap is placed with the front side facing the user as shown in diagram A

Step 2: 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

Step 3: after inserting, pull the strip tight till the maximum and ensure there is no gap left after sealing as shown in diagram C

Appendix 8 – Penalties guideline ODHWC

| These are the penalty bands for the elimination races. The limits in bands 1 to 3 are doubled in the final race | BAND 0 | BAND 1 | BAND 2 | BAND 3 | BAND 4 |
|---|-------------------|----------------|-------------|----------|--------|
| | Financial Penalty | 0 min à 30 min | 15 min à 1H | 1H à DSQ | DSQ |
| Notice of Race | | | | | |
| NOR 3.2 Remaining online | | | X | | |
| NOR 3.4 Watchkeeping | | | x | | |
| NOR 3.5 Outside Help | | | | X | X |
| NOR 6 Advertising | X | | | | |
| NOR 8.1 Availability for inspection | | X | | | |
| NOR 13 Berthing | | X | | | |
| NOR 15 Cleaning of Hulls | | x | | | |
| NOR 18 Risk Statement | | | | x | x |
| NOR 14 | | x | | | |

| | | | | | |
|--|----|---|---|---|---|
| NOR 20 | | | x | | |
| Sailing Instructions | | | | | |
| SI 4.1 Compliance with requests | | x | | | |
| SI 4.2 Equipment & Advertising | | x | | | |
| SI 5.2 Remaining ashore | | | x | | |
| SI 6.2 Declaration Form | | x | | | |
| SI 11 Exclusion Zones – TSS | | | x | x | |
| SI 15 Outside help | | | | x | x |
| SI 19 Equipment and Measurement Checks | §1 | x | | | |
| SI 20 Event Advertising | | x | | | |
| SI 24 Berthing | | x | | | |
| SI 25 Diving and Pool | | x | | | |
| Other Rules | | | | | |
| [Class Rules or] OSR infringements | | x | x | x | |
| Racing Rules of Sailing, Part 2 | | | x | x | |
| Other Racing Rules | | x | x | x | x |