



FEDERATION FRANCAISE DE VOILE
LIGUE PAYS DE LOIRE

PORNICHET SELECT 6.50

2007, May 4th to 9th.

ORGANIZATION

**Cercle Nautique la Baule le Pouliguen Pornichet
F. F. Voile
CLASSE MINI**

RACE INSTRUCTIONS

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1 RULES

1.1 The event is directed by :

- Race rules of the International Sailing Federation (I.S.A.F.) 2005 – 2008, except articles 51 et 54, In case of conflict between the rules, RCV 63.7 will be duty.

1.2 By night sailing

Between the legal time of sunset (9:00 pm) and time of sunrise (7:00 am), the mandatory navigation lights must be switched on (if your system is not functioning, this is not an excuse not to respect that obligation), and ISAF rules 10 to 19 are not available anymore for boats in competition. They are replaced by part B of the RIPAM (COLREG).

1.3 Sailing before the start

See Mini Gauge - edition 2007 (articles E-15 and J-22-c).

1.4 Federative Licence

Each competitor must be in order with the national authority of his country of residence. French skippers have to possess a sailing license valid until the term of the event, with a medical visa. Foreign sailors must produce a licence from their country or an insurance equivalent to the FFV one (1.5 millions euros).

1.5 The statement language is FRENCH ; the authentic text is in French (except for RCV).

2 REGISTRATION

2.1 The qualified skippers must confirm their inscription to the race Organizer. The skippers in charge of boats with individually advertising must produce a valid authorization delivered by the national sportive authority (FFV technical rules).

2.2 Each competitor must be in rule with the Classe-Mini and will have to provide the necessary documents (R9 of the Minis 2007 rules).

2.3 Each boat must be equipped with the armament required by the maritime Guide Mini (E-9, race without legs more than 300 nm) and authorities and must satisfy all controls before the start.

2.4 Each competitor who participates to the race keeps all responsibilities about risks and dangers. Each participant must judge if he's able or not to take the start of the race, to stop or continue it. He also accepts to respect the article 1.1 rules, and particularly the RCV 3 (acceptation of rules).

2.5 Gauge certificate

At the moment they will confirm their participation to the race, the skippers must produce to the Organizer a valid copy of their gauge certificate.

3 ADVERTISING

As the race is classified in C category – article 20 of ISAF rules (advertising), the competitors or boats owners who show an individual advertising onboard must possess a valid advertising card, delivered by the FFV.

4 NOTICES TO COMPETITORS

The notices for competitors will be posted on the official notice board placed in the Race Office (Pornichet harbour).

5 MODIFICATIONS TO RACE INSTRUCTIONS

Any modification to the race instructions will be posted on the official notice board at least three hours before the start of the race.

6 SIGNALS ASHORE

6.1 The shore signals will be flown on the mast located near the harbour office, in front of the Race Office.

6.2 The ashore flag “Aperçu” with two sound signals (a sound signal during we hoist the flag) means: " the race is delayed, the competitors must stay ashore”.

6.3. When the « APERCU » is hoisted, with one sound signal, the competitors must immediately sail to the starting area.

A 2 hours delay will be respected between the flag hoisting and the first warning signal.

6.5. The « L » flag is used in order to inform the competitors that a notice or an appendix is posted.

7 RACE PROGRAM

At the Race Committee disposal for the **first warning signal**, at 12:52 am Saturday, May 5 th 2007.

8 RACE FLAG

The Class flag is the one from the Classe Mini.

9 STARTING AREA OF THE RACE

The starting area is located in bay in front of Pornichet harbour.

10 ROUTE

10.1 The race course is defined in the **appendice 1**, including the order of rounding or passing and the side of rounding of the race marks.

10.2 The approximate heading of the first mark will be shown on the committee boat before the warning

10.3 The “D” flag will be flown on the committee boat in case of degagement buoy. If there isn't any “D” flag, that means it won't be any degagement buoy.

The green flag hoisted on the Committee boat will indicate that the degagement buoy has to be left on starboard. Without any green flag, the buoy is to be left on portside.

This modifies the RCV rules “race signals”.

11 MARKS

Specific starting mark	Conical orange buoy
Degagement buoy (if necessary)	Conical orange buoy

12 STARTS

12.1 Start's signal :

Warning signal : Class Flag = Classe Mini

12.2 Chronology :

The start 's organization (rule 26. of RCV) is modified as follows :

Signal	<i>Flag and sound signal</i>	Minutes before the start's signal
Warning	Classe Flag, Sound Signal	8
Preparatory	P or I flag, Sound signal	4
One minute	Preparatory flag, one sound signal	1
Start	Classe Flag, one sound signal	0

The starting line will be defined on starboard by the mast of the Race Committee boat, with an orange flag, and on portside by the race side of the special starting mark precised in the article #11.

A committee boat can stay on the starting line. This boat represents an obstacle. After the last minute before the start, it's forbidden to sail between the starting mark and this committee boat, which will be signalled by an identification flag.

12.3 The starting line will remain opened 30 minutes after the starting signal or till the X-flag will be down, depend whichever is longer.

12.4 In case of any technical and/or exceptional reasons a boat cannot start within the time prescribed above, it will be authorised by the race committee to re-start, only if the following conditions are respected :

- immediately warn the race committee about the problem
- precise the time that will be necessary to fix the problem.

The race committee will then give to the skipper an authorisation to start, and will indicate at what time he will be allowed to go, and if necessary the location of the new starting line and the first mark to round.

12.5 The 29.1 rule of the RCV is modified as follows :

When at the signal of departure of a boat, this one has to satisfy the rule 29.1 or 30.1 of the RCV, the race committee has to send quickly the "X" flag with a sound signal. This flag has to remain hoisted until such boats came back completely from the side pre-start of the starting line or of its repercussions and satisfied the rule 30.1 when it applies.

The "X" flag will be put down 30 minutes after the starting signal except if in case of particular weather conditions the race committee decides to extend this delay.

The boats under individual recall which did not repair their fault will be informed by the race committee on the VHF 5 minutes minimum after the start.

The skipper cannot protest if the VHF calling is not received.

13 MARKS CHECKING BOATS

Some marks boats could be placed near the race marks and on the finish line. No protest will be allowed if a marks boat is not at the mark or if it does not provide any signals.

Each competitor must check time at each rounding marks and at the finish and give the list to the race committee at the end of the leg / race.

Each competitor have to call the Semaphore signal on the V.H.F (Channel 16) when crossing the following points :

Island	Crossing Point	Semaphore signal	Phone
Groix	Pointe du Châtelet	Beg Melen	02 97 86 80 13
Belle-Île	Pointe du Talut	Talut	02 97 31 85 07
Yeu	Pointe de Pen Men	Saint Sauveur	02 51 58 31 01

14 ARRIVALS

14.1 Every skippers have to call the race committee on the VHF on the racing Channel at least 5 nm before crossing the finish line. In the night, the skippers must light their sail number while they cross the finish.

14.2 The finish line is located between the “Guérandaise’s” buoy (starboard lateral) to let on starboard, and the “Penchâteau” buoy (portside lateral) to let on portside. A committee boat could stay near one or the other buoy. Each competitor must write his exact time of arrival.

14.3 The finish line will be closed at 11:59 am, Tuesday 8th of May.

15 PENALTIES OPERATION

The abbreviation DPG (for Discretionary Penalty Given) will be used.

15.1 Infraction of a Chapter 2 rule of the ISAF :

*recognized fault before instruction from the Jury : penalty = from 30 minutes till DSQ

*recognized fault during instruction from the Jury : penalty = from 2 hours till DSQ

*non-recognized fault : penalty = from 4 hours till DSQ

If a boat is responsible of a contact between two yachts which has created serious damage for one or the other, the boat in fault may get a penalty = from 5 hours till DSQ

If, in case of important damage the boat which has the right of way and had the possibility to avoid contact but did not do anything to do so, the skipper may get a penalty = from 5 hours till DSQ

If the damaged boat is constrained to give up, the faulty skipper must give up under penalty of disqualification.

15.2 Infraction of rules different than chapter 2 of the ISAF:

- ☒ rule 29.1 : penalty = 30 minutes without instruction.
- ☒ rule 30.1 : penalty = 1 hour without instruction.
- ☒ rule 30.2 : penalty = 2 hours without instruction.
- ☒ rule 30.3 : penalty = 5 hours without instruction.
- ☒ rule 31 : penalty minimum = 1 hour, for each boat which doesn't repair it's fault
- ☒ other rules : depend of the Claims Committee decision.

16 **PROTEST, PROTESTATIONS ,ASK FOR REPAIR AND RECOGNITION OF FAULTS**

16.1 Wish to protest : rule 61 of the ISAF.

16.2 Protests, claims, wish of reparations and acceptance of the faults must be written on specific forms available at the race office and handed in 3 hours maximum after the finish of the protesting boat.

If the skipper arrives between 10:00 pm and 7:00 am, that delay is modified as follows : 10:00 am the day after.

16.3 To apply the rule 61.1 (b), if the race committee or the jury wish to protest for a fault noticed on the race area, the sail numbers of the concerned boat will be shown on the official notice board before the delay defined in the article 16.2.

If the race committee cannot show the protests list in time (defined in 16.2), the skippers will be advised on the notice board about the extended limit time in which the race committee can give the protests (this last point modifies the rules 61.1 (b) and 61.3 of the RCV).

16.4 The list of protests and the schedule of convocations will be posted as soon as the claims committee will arrive, to inform the skippers about where and when will take place the protest hearing in which they are involved as protestors or witness.

16.5 The claims committee will judge the protests in the approximate order of hearing as soon as possible.

16.6 Modifications to the rule 66 of the RCV :

The delay announced by the rule 66 is reduced, so any demand of re-opening won't be accepted more than 2 hours after the publication of the concerning demand.

17 **RANKING**

Two different rankings will be effectuated : PROTO and SERIE.

18 **SAFETY**

18.1. Each sail boat must possess on board all the safety equipment required by the rules.

18.2. The Race Committee can verify the yacht's material or gauge, without previous warning, by its own decision or by request from the authority that organizes the race, or by the authority of the Protests Committee.

18.3. A sailing boat which will not be in accordance with regulations can be penalized or disqualified by the Protests Committee.

18.4. At the finish of each leg, each competitor should be able to provide to the organisation his log book and the charts he has used for his navigation. If a skipper doesn't respect that rule, he could be penalized.

The log book must contain at least twice a day the following data :

-Heading

-Loch

-Weather observation

-Estimated position

-VHF contacts with other skippers or companying boats

The list of mandatory maps is precised in the Notice of Race.

Abandonment: Any competitor which gives up or which stops in a port must announce it, within the shortest times, obligatorily by telephone with the Race Direction : + 33 (0)2 40 61 80 12 – 06 62 48 23 56, as soon as he's ashore. If not, the Claims Committee will be able to pronounce his disqualification.

A report to the class could be submitted if a competitor which does not do his best to inform the Race Direction or the Race H.Q. of its abandonment.

18.5 Marks controls on the way can be effectuated by the Organizer at any point of the route.

19. IDENTIFICATION OF THE OFFICIAL BOATS

Race committee boats : « C.N.B.P.P » flag.

Towing boats : yellow flag

Official boat following the race : IMX 45 « CODIAM », with a « C.N.B.P.P » flag.

20. COMPANYING BOATS

Application of the rules of the trainers.

21. RADIO AND PHONE COMMUNICATION

The use of radio channels must be restricted for short conversations.

A sailor is not allowed to speak or to receive communications which could not be heard by all the competitors.

Using mobile phones is strictly forbidden, during the entire race. The mobiles phones **must be given** to the Organizer before the start.

The race V.H.F. channel is : 72

The clearance channel is : 77

The absence of information, the information disclosure, erroneous or not, on these channels will not allowed the skippers to request for repair

COMPOSITION OF ARBITRATION TEAM

President of the Race Committee

Bruno Terrien

President of the Jury

Yves Pottier

Assessor

Maurice Viaud

President of the Measurement Committee

Joël Gate

Race Director

Christian Gout