



YACHT CLUB DE FRANCE



Cap-Martinique 2026

Notice of Race
1 December 2024

LA TRINITE sur MER - FORT de FRANCE

Start on Sunday 19 April 2026

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1 Preamble

The SAS TRANSATIRC, together with the YACHT CLUB DE FRANCE'S Racing Division (Pôle Course du YCF), a French yacht club affiliated to the French Sailing Federation (FFVoile), are organising the Cap-Martinique race 2026. This offshore race in singlehanded or double-handed format will be contested on IRC boats between La Trinité sur Mer in Brittany and Fort-de-France in Martinique. It is the third edition of the race.

OA refers to the Organising Authority (OA), the YCF in this case.

The notation '[DP]' in a rule of the Notice of Race means the penalty for an infringement of this rule may, at the jury's discretion, be less than a disqualification.

Prevention of violence and incivility: The FFVoile highlights the fact that sporting events are first and foremost a space for exchange and sharing, open and accessible to all. As such, competitors and those persons accompanying them are asked to behave in a courteous and respectful manner at all times, both on land and on the water, irrespective of the origin, gender or sexual orientation of the other participants.

Following the aggression displayed against Ukraine, the FFVoile took the decision on 2 March 2022 not to allow the participation of Russian or Belarussian competitors in any competitions right across France.

2 Name

The official and solely permitted name is '**Cap-Martinique 2026**'

This name must be used on all communication media. A graphic charter will be provided to each crew, which must be adhered to.

3 Rules

The race will be governed in the following ways:

- Regulations such as those set out in the Racing Rules of Sailing (RRS 2021-2024).
- Competitors are reminded of rule 4 'Acceptance of the rules' and notably rule 4.3 (c).
- The French Sailing Federation's prescriptions translated for overseas competitors and detailed in Appendix 1.
- The IRC regulations in force at the time of the race
- The International Regulations for the Prevention of Collisions at Sea (IRPCAS) Part B, section II, when it replaces chapter 2 of the RRS.
- The Offshore Special Regulations (OSR 2024-2025) Category 1 monohull (Mo), World Sailing (WS)
- In the World Sailing Test Rule DR21-01, the 'Start' definition is changed as follows:

Start: A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) at or after her starting signal, or

(b) during the last minute before her starting signal.

When a boat starts in line with item (b) of the definition Start, she shall not return to the pre-start side of the line to comply with item (a) of the definition Start and shall receive a Scoring Penalty of 2 hours without a hearing.

- Modification of RRS 52
Boats are authorised to use energy other than manual to use an autopilot acting on the sole heading of the boat.
- Where this Notice of Race is translated, the French version will prevail.

In the event of a change to the regulatory framework above, the amendment(s) to this Notice of Race will be published no later than 1 April 2026.

4 Advertising [DP]

In accordance with Regulation 20 of World Sailing (Advertising code) as modified by the FFVoile's advertising regulation, the boats will be required to display advertising chosen and supplied by the organiser.

5 Eligibility

Competitors must comply with all the health protocols outlined by the OA in agreement with the proper authorities.

6 Prior experience required and qualification

Each member of the crew shall provide information about their nautical experience in a CV to be downloaded via the following link [skipper resume](#) to be completed and uploaded on the registration website in section "documents".

Qualification DUO crews:

Together and solely in double-handed format, the crew must: Have completed a course(s) spanning 500 NM* in race format within the time allowed, including one race spanning a minimum of 300 NM* from 1 January 2024,

OR

Have completed the course in a transatlantic race within the time allowed after 2022.

Failing this: If the requisite number of miles covered cannot be reached, despite the crew's best efforts, proof must be provided showing that they have completed a minimum course of 500 NM together and solely in double-handed format from 1 January 2025.

Qualification SOLO crews:

The skipper must: Have completed a course(s) spanning 500 NM* in race format within the time allowed, including one race spanning a minimum of 300 NM*, from 1 January 2024,

OR

Have completed the course in a transatlantic race within the time allowed after 2021.

Failing this: If the requisite number of miles covered cannot be reached, despite the crew's best efforts, the skipper must provide proof that they have completed a minimum course of 750 NM from 1 January 2025.

Definition of the out of race qualifying passage:

An out of race qualifying passage must have been validated beforehand by Race Management: Date of planned start – intended course – expected conditions – validation method (beacon – tracking registration...). Once the qualifying passage has been completed, a report on the course sailed shall be sent to Race Management.

*: Initial theoretical course(s) without taking into account possible course reductions, which cannot be greater than 20%.

Comment:

The boat used by the crew for the qualifying passage does not have to be the boat registered for the Cap-Martinique.

Compliance with the required experience and qualification for each crew competing in the Cap Martinique will be formally confirmed by the Race Director.

6.1 Boats permitted to race

- According to chapter 3.03 of the OSR: Hull construction standards: This chapter applies in full.
- According to chapter 3.04 of the OSR: Monohull stability

This means that for boats where the 1st of the series is after 1/07/1996, the CE marking is adequate.

The CE marking plate applied to the boat (CAT A) and the WIN No. (previously CIN and HIN) engraved on the starboard side of the transom, certifies that the boat complies with the STIX value and AVS.

- For boats prior to 1996 and for non-CE certified boats, a stability calculation comprising a genuine stability test must be presented.

This calculation must be done by an expert approved by the organisers.

The length of the hull (LH) shall be between 8.50m and 12.00m.

Boats must be equipped with an inboard engine, which provides a minimum speed of 5 knots on flat water.

6.2 Equipment

- IRC Rule 21.1.5 e) is modified: a spare mainsail is authorised on board and can be used in the race providing its dimensions are compliant with (equal to or less than) those indicated on the IRC certificate (MHW, MTW, MUW, rigging measurements P and E).
- The surface of the largest jib (HSA on the IRC certificate) will not be less than the one calculated according to the formula: $0.5 * J * FL * 0.85$.
- The boats and their equipment shall comply with Category 1 Monohulls of the OSR in force on the date of departure.

- A personal locator beacon (PLB) is compulsory for solo sailors (one per crew member advised for those sailing double-handed) together with the AIS beacon imposed by the OSR 4.22.1a.
- A portable solar panel or a/some sealed battery pack(s) is compulsory to ensure backup power for the Iridium and Iridium Go telephones.
- Boats shall not have on-board non declared systems for transferring loads or waterproof containers enabling sea water storage.
- On-board freshwater must be arranged in jerricans or containers which must be sealed in a fixed position. A quantity of freshwater reserved exclusively for consumption amounting to a minimum of 40 litres per person is required at the start. This quantity is not a substitute for OSR Rule 3.21.3, which continues to apply.
- In contravention of rule 15.2.d, automatic pilots are permitted.
- Rule 41(c) is replaced by:
A boat shall not receive help from any outside source, except (c) help in the form of information, which is available on a public domain, free or by paid subscription. This shall include information about navigation, weather, tide or current from any source, which is readily available to all boats whether or not by payment of a fee or subscription but shall not include information gathered or be the subject of interpretation by, or any advice received from, any direct human input not on board the boat and which is specific to the boat and her situation.
- By way of an example and interpretation, any publicly offered Internet weather data, forecasts, or cloud routing service available to all competitors, whether on a subscription or free basis, is permitted. Permissible Internet-sourced weather data, forecasts, or cloud routing services accessed by a yacht while racing must be computer-generated and free from any direct human input from off the boat.
- Satellite communication means: No restriction.

6.3 Class measurement

Solely boats which comply with the IRC Class Rule in force at the time of the race with a TCC greater than 0.977 and lower than 1.081 will be allowed to race.

The boats' IRC certificates shall be based on:

- An 'endorsed' certificate issued after 2022, **or**
- A weighing certificate issued by the Rating Authority (IRC rule 4.1) after 1 January 2023.

No modification to the certificate set up on the basis of this data will be permitted later than 26 March 2026 unless the modification is the result of:

- the correction of an error made by the Centre de calcul IRC of the Race Division of the YCF or RORC,
- an equipment inspection,
- a protest regarding the rating.

Life rafts, grab bags/ safety containers, anchors and mooring warps, the engine clutch and water tanks may be sealed (closed and/or in position) prior to the race start (list non-exhaustive). The integrity of these seals will be checked at the finish.

6.4 Categorisation of World Sailing (WS) competitors

The race is mainly open to group 1 competitors (according to the updated grading on the WS website). For group 3 competitors, the competitor's nautical CV will be

reviewed by the organiser, who will confirm whether or not the competitor is eligible. Under no circumstances can a competitor be directly or indirectly remunerated to take part in the race.

6.5 Conditions of physical and medical aptitude

The race is open to any person aged 18 and over on the start date.

In line with the FFVoile's medical regulations, the skipper and co-skipper must provide the medical consultant with a medical file for the event prior to 3 april 2026 comprising:

- The results of an exercise tolerance test dating less than 4 years
- The results of a cardiogram carried out at adult age.
- A medical questionnaire to be completed and signed by the competitor and their attending physician

Those skippers and co-skippers who are French nationals shall hold a valid World Sailing training certificate (Sea Survival + PSMer (Offshore First Aid) training), while non-French nationals shall hold:

- Either the certificate as described above,
- Or an Offshore Personal Survival Training certificate such as required in OSR 6.01. This training shall be 'World Sailing Approved' and the certificate shall adhere to OSR 6.05.2.

6.6 Number of boats admitted

The maximum number of boats registered is limited to 70. If need be, a waiting list will be opened in chronological order, with solely the date of the deposit bank transfer being taken into account.

5 additional places may be allocated at the organiser's discretion.

7 Environment and societal aspect

7.1 Sustainable development

Cap-Martinique is keen for all those involved in the event to pay particular attention to this aspect.

The recommendations in the WS' preamble to the OSR regarding the Offshore Racing Environmental Code are applicable.

Plastic water bottles are not permitted aboard.

Given that retaining on-board waste is compulsory throughout the sea passage, all competitors are requested prior to the start to assess their qualitative and quantitative waste impact. Special attention in this regard will focus on recycling and the possible reuse of packaging.

The organiser will strive to use all means at their disposal to promote any successful resolution or system enabling them to reduce their environmental footprint.

7.2 Promoting of associations

Each competitor shall fly the flag of an association that provides societal support and/or contributes to sustainable development. Through the values they support,

competitors will be able to serve as an intermediary for fruitful contacts between their association and companies or entities likely to support it.

7.3 Racing name of the boat

The racing name, chosen by the skipper, shall have a maximum of 30 digits and shall at least identify the supported cause.

8 Registration

Registration requests will begin on Monday 16 December 2024 at 12:00 UT and will solely be done online via

<https://capline.org/fr/transatirc/evenement/cap-martinique-2026>

Registration will become definitive when the boat and her crew have satisfied the final checks in La Trinité sur Mer in the week prior to the start.

8.1 Registration: Fees and list of entries

The registration fees amount to €3,000 inclusive of all taxes for the solo sailors and €3,900 inclusive of all taxes for the double-handed sailors.

In order to reserve a numbered spot on the entry list, a succinct presentation of the crew shall be made outlining the motives of the skipper (and co-skipper if it's a double-handed crew) for taking part in this event: Surname, forename, date of birth, photo, skipper's full contact details, and a payment of €1,800 inclusive of all taxes (1200 € inclusive of all taxes where all crew members are under 30 years old) shall be made to open the file.

This deposit is non-refundable:

- In the event that the boat withdraws and/or
- If the event is cancelled due to pandemic or any other health crisis,
- If the organiser fails to secure the necessary authorisation.

This deposit will be refunded to competitors whose application is not accepted.

The outstanding balance shall be paid no later than 1 February 2026. Late payments will lead to the cancellation of the registration without refunding the deposit.

8.2 Application form

Aside from the registration fees, the documents required for the application form shall be sent via the race website as follows:

- No later than 1 March 2026; (a penalty of €10 per missing document will apply following this deadline; the collected amounts will be donated to the SNSM - French lifeboat association):
 - A presentation of the association that the crew wishes to support.
 - Valid FFVoile competition licence(s) for the race,
 - Overseas competitors who do not hold an FFVoile licence must provide proof of valid third-party liability insurance for a minimum cover of 2-million Euros or the equivalent.

- Precise nature of past maritime experience required and a nautical CV for the crew members
 - WS classification
 - Boat: Type, copy of the certificate of registry or equivalent, photo.
 - Life raft log (serviced). See 4.20 OSR
 - The boat's MMSI number.
 - The MMSI numbers of the personal AIS beacons.
 - The coding form for the SARTSAT-type distress beacon.
 - The coding form for the personal locating beacon (PLB) for solo sailors and for double-handed sailors if this optional equipment is aboard.
 - VHF licence with call sign.
- No later than 3 April 2026, the following documents will be required:
- Medical file, via a separate email to the following address docteur@cap-martinique.com with a French translation as required in chapter 6.5 if needed.
 - Valid World Sailing Sea Survival and PS Mer certificates (Offshore First Aid or equivalent for overseas sailors).
 - Valid insurance certificate for the race in crewed format. The boats must be covered by third-party liability insurance covering any damage caused to a third party with minimum cover of 2-million Euros or equivalent covering the relevant navigation zone.
 - Card issued by the FFVoile authorising the boat to display advertising if applicable. (see <http://ffvoile.fr/ffv/web/services/cartepub.asp#gsc.tab=0>)
 - Copy of the valid IRC 2026 certificate published no later than 26 March 2026. Competitors must ensure that they pass on the data forming part of their IRC certificate to the Centre de Calcul IRC from which they are released no later than 20 March 2026.
 - Safety form with contacts on shore and safety info.
 - The on-board satellite telephone number and email addresses
 - The on-board telephone numbers for the skipper and the co-skipper for double-handed crews.
 - A precise waste plan.

9 Programme [DP]

According to the Partnerships put in place within the context of the race and the health situation, this programme may be supplemented and /or specified at a later date.

In La Trinité-sur-Mer:

Saturday 11 April 2026 09:00 hrs	Participating boats must moor alongside the pontoon reserved for them unless they have special dispensation from organisation.	
Saturday 11 April 2026 18:00 hrs	Welcome reception and presentation of crews and Associations	
Monday 13 April 2026 09:00 hrs	Compulsory presence of the boats and a representative	
From Monday 13 to Friday 17 April 2026	From 09:00 to 18:00 hrs	Confirmation of registration. Scrutineering (measurement and security) Distribution of Sailing Instructions
Thursday 16 April 2026	From this date, all crews must be present through to the start	

	Safety briefing and Sailing Instructions* (times tbc)	
Thursday 16 April 2026 19:30 hrs	Crew supper*	
Sunday 19 April 2026 09:00 hrs		Start weather briefing*
Sunday 19 April 2026 15:00 hrs		Start

*Compulsory presence of the crews.

According to the weather conditions forecast on 19 April 2026, Race Management and the OA expressly draw the competitors' attention to the fact that the start date may be modified, including by bringing the start forward by a maximum of 24hrs (announcement to be made no later than Thursday 16 April 2026).

In Fort-de-France:

The presence of those sailors who have finished the race is compulsory:

- At the prize-giving: The official announcement of the results and the prize-giving will take place on Saturday 17 May 2026.
- At the lunch or supper hosted before or after the prize-giving (time tbc).

10 Sailing instructions

Sailing instructions (SI) and appendices will be available no later than 13 April 2026. RRS 41 applies.

Personalised routing or weather analysis carried out by a third party is forbidden.

A sworn statement will be signed by the skipper and co-skipper upon confirmation of registration in La Trinité-sur-Mer.

11 Safety equipment and checks

A positioning beacon will be supplied to each crew upon presentation of a €600 deposit.

The cartography will be updated several times a day and positions will be available on the race server by ftp and https. Tests will be performed in the week before the start. Competitors shall have satellite communication able to receive and broadcast information (SMS-voice-email) from no later than 2 April 2026.

Measurement and safety checks will be performed by Offshore Racing scrutineers and/or the Technical Committee from Monday 13 April 2026, 09:00 hours, from which date and time each boat shall be in the berth allocated to them with at least one representative aboard.

Pre-checks might be performed by the organisation from Saturday 11 April 2026.

12 Course

Start: Bay of La Trinité-sur-Mer, France

Finish: Bay of Fort-de-France, Martinique

Course marks:

- The TSS off Cape Finistère will be included in the prohibited zone
- The island of Porto Santo, in the archipelago of Madeira in Portugal, shall be left to starboard

Distance: around 3,800 miles.

- A boat may enter and/or leave a port or anchorage under power (or be towed in the event of engine failure), over a maximum distance of 2 miles, provided that it can be proven that the overall result of such a manoeuvre has not helped them progress towards the finish line.
- Only once the boat is under auxiliary power or under tow may people other than the crew come on board.
- Once the boat is at anchor or tied up to a buoy or alongside an anchored vessel or the dock in the port or shelter, repairs can be undertaken and the boat may be resupplied. The crew may disembark.
- A pit stop with outside help, or leading the crew to leave their boat, even if only for a few moments, cannot be less than 12 hours. This does not apply in the port of La Trinité sur Mer.

The time limit for any technical pit stop may not exceed 72 hours in total however many pit stops are made. From the moment a boat makes landfall, or is moored, it will be deemed to be a technical pit stop until the moment the competitor is back in the race, namely the moment where the mooring is left. Beyond these 72 accumulated hours, the competitor will be ranked as DNF without a hearing. Any stop shall be the subject of a communication with Race Management as quickly as possible with a report of the situation, with a maritime declaration about the damage. The skipper shall alert the Race Director before heading out to restart their race.

14 Penalty system

Penalties applied in the event of an infringement or redress, upon instruction by the jury, will be time penalties.

15 Ranking

The system used for calculating the corrected time will be the elapsed time plus penalties or minus any bonus points.
A solo ranking and a double-handed ranking in corrected time will be established. The overall ranking will be based on the corrected times established by all the boats. For boat series with the same commercial designation (e.g. Figaro 2) with more than 5 entries, a separate ranking in elapsed time will be established provided that these boats have an identical IRC TCC.

16 Reception – Berths in port

Free in La Trinité sur Mer from Friday 10 April 2026 until the official race start.
Free in Fort-de-France from the day the boat arrives for a minimum duration of five days and no later than Friday 17 May 2026. According to the logistical means set up in Martinique, the boats may have to switch moorings at the organiser's request.

17 Prizes

They will be detailed in the Sailing Instructions. There are no cash prizes.

18 Health risk taken into account

When registering for the Cap-Martinique 2026, every competitor is aware of and takes into account the health risks such as pandemic. Every crew is well aware:

- Of the hygiene and physical distancing measures, which must be observed everywhere at all times, as well as the additional measures published by the Ministry of Sport.
- Of the risk of contamination accentuated by the proximity of another person, in particular when sailing crewed or double-handed, or any other situation where proximity to another person is less than a metre, without adequate reinforced protection
- That despite putting in place reinforced protection, the practice of sailing may expose a person to a health risk.
- That despite the measures taken and the means employed, the host establishment, the organiser and its partners cannot guarantee complete protection from exposure and contamination
- That all these measures aim to preserve the health and physical capabilities of all the participants

19 Decision to race and responsibility

Skippers and co-skippers will participate in the event at their own risk and fully accept that choosing to do so is their responsibility. It is the sole responsibility of each skipper and co-skipper to decide whether or not to take the start of the event or continue with it, as regards their competence, the equipment at their disposal, the wind strength, the weather forecasts, etc. (Fundamental rule 4 of the RRS).

Any information that any member of the OA is in a position to provide before or during the event, for example a gale warning, will constitute one detail among others, upon which the skipper may base their decision without the OA or its partners being accountable.

The responsibility of the OA and its partners is limited to ensuring the smooth running of the event in sporting terms.

Any further responsibility that the OA may agree to would have to be contractual and explicit.

In particular:

- Any checks the Technical Committee undertakes, either on its own initiative or at the request of Race Management, the Race Committee or the jury, shall have the sole aim of ensuring that the race rules have been adhered to.
- Any request made to a member of the OA would only make the OA accountable if the latter has expressly agreed to this request, either directly or through one of its official spokespersons. This particularly applies to various requests for help and even assistance at sea.

Skippers will be held personally responsible for any material or physical damage to any third party or the property of a third party.

Skippers shall be accountable to the OA for taking out all the necessary insurance to cover individual civil liabilities and damages incurred for the race.

The absence of third-party liability in no way makes the OA or its partners accountable.

This Notice of Race points out that (in line with Fundamental Rule 1.1 of the RRS) all boats are compelled to offer all possible assistance to any other boat or person in danger, should they be in a position to do so, in accordance with the international measures in force.

In this case, and as soon as possible after changing course, the skipper must supply Race Management and the Race Committee with all the details required to formulate a possible request for redress.

The Jury will reach a verdict on this request for redress once it has received the necessary elements.



Pôle Course du Yacht Club de France
Phone: +33 (0)1 40 60 43 10
41, avenue Foch
75116 PARIS

Contacts:
Thibaut Derville: +33(0)611 37 86 15
Jean-Philippe Cau: +33 (0)680 114 384

SAS TRANSATIRC
877 858 092 RCS de Quimper
transat@cap-martinique.com
3, LD GORE-LANNEGUY
29340 RIEC SUR BELON

SAS TRANSATIRC bank details for payments associated with registration and deposits

REGISTERED ADDRESS

Bank code Sort code Account number Personal code

12906 00038 57454362162 58

IBAN (International Bank Account Number)

FR76 1290 6000 3857 4543 6216 258

BIC (Bank Identification Code) – Swift code:

AGRIFRPP829

Useful addresses:

Organisation Managers: Thibaut Derville thibaut@cap-martinique.com and
Jean-Philippe Cau jean-philippe@cap-martinique.com

Registration Chain Managers (all documents related to the registration and sports
file): Manu and Tanguy Duprez manu@cap-martinique.com

Race Director: dc@cap-martinique.com

Race Doctor: docteur@cap-martinique.com

Appendix 1
Prescriptions of the Fédération Française de Voile
Racing Rules of Sailing 2021-2024



(* FFVoile Prescription to **RRS 64.4** (*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 or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a jury.

A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages.

(* FFVoile Prescription to **RRS 70. 5** (*Appeals and requests to a national authority*):

The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(* FFVoile Prescription to **RRS 76** (*Exclusion of boats or competitors*)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(* 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** (*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.

Appendix 2

FFVOILE Prescriptions

Applicable when no international jury is designated for the event

FFVoile Prescription to **RRS 25** (*Notice of race, sailing instructions and signals*):

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published.

For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

FFVoile Prescription to **APPENDIX R** (*Procedures for appeals and requests*):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the website of Fédération Française de Voile:

<http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>