



EurILCA
ILCA European Region



NOTICE OF RACE 2026 ILCA Master European Championships

**19 September – 25 September 2026
La Baule, France**

Organizing Authority: The Yacht Club de La Baule and EurILCA

1. RULES

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).
- 1.2 French National Authority prescriptions will apply (see attachment3).
- 1.3 ILCA class rule 7(a) is changed as follows: "Only one person (the registered competitor) shall be on board while racing."
- 1.4 RRS Appendix P, Special Procedures for Rule 42 will apply with the following changes:
 - 1.4.1. If a first penalty is signaled after a boat has crossed the finish line, the penalty will be a 10% Scoring Penalty calculated as stated in RRS 44.3(c). However, she shall not be scored worse than DSQ.
 - 1.4.2. RRS P4 is replaced with "An action by the jury under RRS P1.2 shall not be grounds for a request for redress by a boat under RRS 61.1(a). The jury may initiate a redress hearing and may give redress for an action under RRS P1.2 by a member of the jury or its designated observers.
- 1.5 RRS Appendix T, Arbitration will apply.
- 1.6 In all rules governing this regatta.
 - 1.6.1. Both 'athlete' and 'competitor' mean a person competing or intending to compete in the regatta.
 - 1.6.2. **[SP]** denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing, or a discretionary penalty applied by the International Jury with a hearing (this changes RRS A 5.1 and A 5.2); and
 - 1.6.3. **[NP]** denotes a rule that shall not be grounds for protests by a boat and for which the International Jury may refuse to hold a hearing. This changes RRS 60.1 and 63.2(a).
- 1.7 If there is a conflict between languages the English text will take precedence.
- 1.8 RRS 90.3(e) applies.).

2. [DP] [NP] ADVERTISING & EQUIPMENT PROVIDED BY THE ORGANIZING AUTHORITY

- 2.1 When provided by the Organizing Authority (OA), boats or competitors shall carry, display or wear the following as instructed:
 - 2.1.1. bibs
 - 2.1.2. Event advertising;

3. ENTRY REGULATIONS

- 3.1 All entries shall meet the requirements of World Sailing Regulation 19 – Eligibility Code. 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 2026 ILCA Master European Championships, entries shall be open to competitors and support persons of all nationalities, but not to competitors and support persons holding only Russian or Belarusian nationality. The organizing authority may amend this rule following any further World Sailing decisions on the situation with Russia and Belarus.

3.2 Only current, fully paid members of ILCA and of a World Sailing Member National Authority may enter the event. These memberships shall be with the ILCA Fleet/District Association and with the World Sailing member national authority of the country, where the competitor normally sails, even though such place may not be his permanent residence; however, such member, for any valid reason and with the approval of both District Chairperson, may select instead the Fleet/District and the World Sailing member national authority in which he has permanent residence in accordance with the ILCA Constitution, Article 10(3) and the ILCA Class Rules, Part Two, Article 9. The competitor can only be member of one ILCA Fleet/District Association.

3.3 Crew substitution of the registered competitor is not permitted.

3.4 No resale or transfer of entries is allowed.

3.5 This is an allocated place event. Each competitor shall apply using the official online application form.

Each competitor shall have a World Sailing Sailor ID, which is required to enter the event. A World Sailing Sailor ID can be obtained free of charge by registering online at:

<https://www.sailing.org/inside-world-sailing/organisation/our-family/world-sailing-profile/>. Entry is restricted to experienced sailors competitors who reach the following age in 2026(for the apprentice fleet, the age of 30 years old must be reach on the first race of the event).

30 to 44	ILCA 6 or ILCA 7 Apprentice
45 to 54	ILCA 6 or ILCA 7 Master
55 to 64	ILCA 6 or ILCA 7 Grand Master
65 to 74	ILCA 6 or ILCA 7 Great Grand Master
75 and over	ILCA 6 Legend
30 or older	ILCA 4 Women

3.6 Proof of age and nationality will be required at registration.

3.7 For the ILCA 4 women, only if there is a least 5 sailors at the entry closing date, if not there will be no ILCA 4 at the event. Sailors wishing to enter in ILCA 4 should send an email to EurILCA office : entryeurilca@gmail.com.

3.8 At the discretion of EurILCA, the total number of entries may be restricted to 250 sailors.

3.9 An entry is not complete until payment has been received and the boat has completed registration at the venue. Registration will include equipment inspection and entry requirement checks.

3.10 Organizers and EurILCA are not responsible if entry to the country is denied to the sailor or permission not given by some governments to pass through their country. The organizers and EurILCA will not reimburse the entry fees if this happens.

4. COMMUNICATION

4.1 The Official Notice Board (ONB) will be online at the event website: <https://2026-master.eurilca-europeans.org/> [DP] From the first warning signal until the end of the last race of the day, except in an emergency or when using equipment provided by the race committee or organizing authority, a boat shall not make voice, radio or data transmissions and shall not receive voice, radio or data communication that is not available to all boats.

This restriction also applies to mobile telephones.

5. APPLICATION & ENTRY

5.1 Applications for entry will be accepted on the EurILCA event website in accordance with the "Application and Entry Procedure" appended to this notice of race.

5.2 The application closing date is 2 May 2026.

5.3 The entry closing date is 10 June 2026.

5.4 The entry fee is EUR 400.

5.5 Entries completed after the entry closing date may be accepted solely at the discretion of EurILCA and upon payment of a late entry fee of EUR 475 (EUR 400 + EUR 75).

6. CHARTER BOATS

6.1 There are no charter boats available from EurILCA.

7. [NP] [DP] BOATS AND EQUIPMENT

7.1 The event will be sailed in Laser class boats as recognized by World Sailing, commonly sold under the brand name "ILCA" or "Laser." All boats must have a valid World Sailing plaque attached in accordance with the ILCA class rules to the aft face of the cockpit.

7.2 All competitors shall use only one hull, sail, batten set, mast, boom, centerboard and rudder; all of which shall be identified during equipment inspection.

7.3 In the event of damage, boats and equipment may only be substituted with the written permission of the technical committee in accordance with the sailing instructions.

7.4 For the purposes of RRS G1.1, sails shall display the national letters of the World Sailing member national authority under which the entry was accepted. This changes RRS G1.1.

7.5 When ashore boats shall be kept in their assigned places at the venue.

7.6 Each boat in the following categories shall display a coloured sleeve of 30 cm long at the base of the mast, between the vang fitting and the boom, corresponding to the colour of the age category in which the competitor is sailing, as follows (each competitor should re-use the coloured race sleeve from a previous event or bring his own coloured sleeve). Apprentice: Green, Master: Red, Grand Master: Blue, yellow: Great Grand Master and Legend: White. **It is the sailor responsibility to bring his own sleeve.** It is possible to make his own sleeve. Sleeve may be able to be purchase at registration if book in advance. An email will be sent to each sailor prior to the event after the closing date..

7.7 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the organizing authority.

7.8 Access to the boat park will be restricted during certain hours including the hours of darkness.

7.9 **[SP]** Boats shall not be towed except when the race committee displays flag T either on shore or on the committee vessel. When flag T is displayed boats may be towed at a maximum speed of 5 knots. The race committee may penalize a boat breaking this rule without a hearing. The penalty shall be 5 points applied to the race sailed nearest in time to that of the incident. This changes A5. This rule does not apply when a boat or crew is in danger, a boat is damaged or the crew injured.

8. RACING FORMAT

8.1 The entries may be split into fleets and sail a Qualifying series followed by a Final series.

8.2 If four races of a qualifying series have not been completed by the end of the third scheduled racing day, that qualifying series will continue until the end of the racing day in which a fourth qualifying race is completed

9. SCHEDULE

Day	Time	Time	Description
<u>18.09</u>		1400-1800	Equipment Inspection (depending on number of entries)
<u>18.09</u>		1400-1800	Race office open /Registration
<u>19.09</u>	0830-1200	1300-1800	Equipment Inspection
<u>19.09</u>	900-1200	1300-1800	Race office open /Registration
<u>20.09</u>	08:30-1200	1300-1400	Equipment Inspection
<u>20.09</u>	0900-1200	1300-1600	Race office open / Registration until 1600
<u>20.09</u>	1600		Coach/Sailor meeting
<u>20.09</u>	1900		Welcome ceremony and finger food
<u>21.09</u>	1100		First warning signal. 2 races (Qualifying)
<u>22.09</u>	TBA.		First warning signal. 2 races (Qualifying)
<u>23.09</u>	TBA		First warning signal. 2 races (Qualifying)
<u>24.09</u>	TBA		First warning signal. 2 races (Qualifying/Finals)
<u>25.09</u>	TBA		First warning signal 2 races (Qualifying/ Finals) 18:30 prize giving ceremony and finger food

9.1 The schedule may be change by notice to competitors every day.

9.2 Each day succeeding races will be started as soon as practicable after the finish of the previous race.

9.3 On the last day of the championship, no warning signal will be made after 17:00.

10. SAILING INSTRUCTIONS

The Sailing Instructions will be available from the EurILCA event website (ONB) after the entry closing date.

11. RACE OFFICE

11.1 The Race Office is located at Yacht Club de La Baule.

11.2 The Race Office is open during registration and on each race day from 09:00 until 30 minutes after the protest time limit unless extended at the discretion of the race committee.

12. TECHNICAL COMMITTEE & EQUIPMENT INSPECTION

12.1 A Technical Committee will be appointed in accordance with RRS 92.

12.2 **[NP] [DP]** Information on equipment inspection will be posted on the Official Notice Board on line. Boats shall be presented with all equipment that shall be used in the event, with the bottom mast and boom with all control lines rigged and with the sail and top section derigged ready for inspection.

12.3 Additional inspection time might be added to the schedule on the 18th of April depending on the number of entries.

12.4 Equipment inspection will take place at the boat park during registration. Equipment inspection outside these times will only be possible at the discretion of the technical committee and on payment of EUR 20.

12.5 Wet clothing and equipment inspections may be made throughout the event at the discretion of the Technical Committee.

13. INTERNATIONAL JURY

An International Jury will be appointed in accordance with RRS 91(b). Its decisions will be final as provided in RRS 70.3.(a).

14. COURSES

A trapezoid course will be used with inner and outer loops, and a reach finish. The target time for the first boat in each race will be 50 minutes. Failure to meet the target time will not be grounds for redress. This changes RRS 61.4 (b).

15. SCORING

- 15.1 When fewer than four races have been completed, a boat's score will be the total of her race scores.
- 15.2 When four or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.
- 15.3 Women's results will be determined by the series score in the combined Men & Women competition. (Note: these results will be extracted from the overall results and published without recalculation.)
- 15.4 If the organizing authority decides that different age groups will sail together the result for each age group will be determined by the series score in the combined fleet. (Note: this result will be extracted from the overall result and published without recalculation.).

16. TITLES & PRIZES

2026 ILCA Masters' European Championship

- 16.1 Prizes will be awarded for the top three for each of the following:

ILCA 7 Apprentice
ILCA 7 Master
ILCA 7 Grand Master
ILCA 7 Great Grand Master
ILCA 6 Apprentice Men & Women combined
ILCA 6 Master Men & Women combined
ILCA 6 Grand Master Men & Women combined
ILCA 6 Great Grand Master Men & Women combined
ILCA 6 Apprentice Women
ILCA 6 Master Women
ILCA 6 Grand Master Women
ILCA 6 Great Grand Master Women
ILCA 6 Legend Master (75 & over)
ILCA 4 Women (if any)

- 16.2 There will be an overall prizes for the top 3 of each fleet if all the age groups are sailing together in one rig.
This included also an overall prize for the top 3 women in ILCA 6.

17. [DP] SAFETY

Each competitor shall always wear a personal flotation device (PFD) when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.

18. MEDIA RIGHTS

- 18.1 By entering the event, competitors automatically grant to the Organizing Authorities and Media Services providers the right in perpetuity to make, use, and show from time to time at their discretion, any motion pictures, still pictures and live, taped, or filmed television and other reproduction of them, taken during the period of the event, without compensation and without the competitor's approval of such images or any use thereof.
- 18.2 Competitors may be required for interviews at the event.

19. [NP] OFFICIAL CEREMONIES & DRESS CODE

- 19.1 Competitors should attend the opening ceremony, prize giving & closing ceremony.
- 19.2 Smart casual clothes will be worn.

20. DRUG TESTING

Competitors are reminded of the World Sailing rules and regulations concerning the use of banned methods and substances. Drug testing may take place during the event.

21. LIABILITY AND INDEMNIFICATION

- 21.1 The Yacht Club de la Baule, EurlILCA, and all their officers, members and volunteers do not accept liability for loss of life or property, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at their own risk.
- 21.2 The establishment of the notice of race and the sailing instructions in no way limits or reduces the complete and unlimited responsibilities of competitors being solely and entirely responsible for the management of their boats before, during and after the championship.
- 21.3 Competitors shall maintain their boats in a safe and seaworthy condition.

- 21.4 A competitor shall be of good health and a competent sailor capable of racing an ILCA dinghy in open water in all conditions, including strong winds.
- 21.5 At-fault occurrences to other boats are the responsibility of the competitor. Competitors are not covered by any liability insurance provided by the organizing authority and should provide their own coverage for personal goods and liability protection. The organizing authority recommends that competitors consult their own insurance carriers to ensure they are covered at this event and regarding additional personal liability insurance coverage.
- 21.6 A competitor is advised to have personal accident and health insurance that covers him while attending the event and while racing.
- 21.7 The organizing authority is not responsible for verifying the status or validity of any insurance certificates.
- 21.8 To the fullest extent permitted by law, each competitor agrees to indemnify and hold EurILCA, The Yacht Club de La Baule, owners, affiliates, officers, employees, agents, members, volunteers, committee persons and race officials, acting in their official capacities, harmless from any claim arising from a competitor's acts or omissions.
- 21.9 All competitors shall be insured with valid third-party liability insurance with a minimum cover of € 2,000,000 (2 millions Euros) per event or equivalent thereof in any other currency.

22. LOCAL CONTACT (excluding entry and entry payment)

Event website: <https://eurilca.eu/event/370>

Host website: <https://2026-master.eurilca-europeans.org/>

Yacht Club de La Baule

<https://yclb.net/>

Yacht Club de La Baule - Club des gens de mer

1 Quai Rageotde la Touche, 445000 La Baule Escoublac

23. CHANGES TO THE NOTICE OF RACE

This notice of race may be subject to amendments which will be identified on the EurILCA event website.

24. RISK STATEMENT

RRS 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone".

Sailing by its nature is an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) 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 event;
- (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- (d) Their boat is in good order, equipped to sail in the event and they are fit to participate;
- (e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions as can be practically provided in the circumstances;
- (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules or information produced for the venue or event and to attend any safety briefing held for the event.

ATTACHMENT 1

EurILCA Application and Entry Procedure

1. PAYMENTS & REFUNDS

- 1.1 All fees shall be paid online using credit card. Credit cards used for payment should have an expiry date at least 3 months later than the entry closing date.
- 1.2 Refunds (if any) will be made to the same credit card.

2. APPLICATION PROCEDURE

- 2.1 Applications will be accepted until the application closing date.
- 2.2 After the application closing date each ILCA National Association will review and rank the applications from its country or district.
- 2.3 ILCA National Associations may refuse a competitor's application based on sailing ability, membership status or failure to meet other national entry requirements. Competitors will be notified by email when their applications are refused, and the reason for the refusal will be specified.
- 2.4 Not later than 10 days after the applications closing date each applicant that has been ranked by the ILCA National Association will either
 - (a) receive an entry offer via email, or
 - (b) have their application added to the waiting list.All competitors that are ranked within the country allocation limit (see the EurILCA event website for allocation limits) will receive an entry offer. Applications ranked lower than the country allocation limit will be added to the waiting list. The status of each competitor will be listed and automatically updated on the event website.
- 2.5 After allocated entries are offered, extra entries will be offered to competitors on the waiting list as they become available.
- 2.6 When an entry is offered the competitor must accept or refuse the offer prior to their entry offer expiration date. This date is usually 4 days after the date the entry offer is made, though it may be of shorter duration for entry offers made close to or after the entry closing date.

3. LATE APPLICATIONS

- 3.1 Competitors who do not apply by the application closing date may have very little chance to attend the event. Nevertheless, competitors may submit a late application from approximately 15 days after the application closing date until the entry closing date. Once the ILCA National Association has accepted and ranked the late application it will be automatically added to the waiting list.

4. ENTRIES – CANCELLATION & REFUNDS

- 4.1 If a competitor cancels an entry on or before the entry closing date the full entry fee less a cancellation fee of 75 euros will be refunded approximately one week after the entry closing date.
- 4.2 Refunds will be made as soon as possible and not later than a week after the start of the event.
- 4.3 **No fees are refundable for cancellations after the entry closing date.**

ATTACHMENT 2

Support Vessel Regulations

1. GENERAL

- 1.1 This Support Vessel Regulations (SVR) shall apply from first day of registration until the end of prize giving ceremony.
- 1.2 For the purposes of these regulations, a support vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to an athlete, including the gathering of data that may be used at a later time.
- 1.3 The organizing authority may inspect vessels at any time to ensure that they comply with these regulations, and the person responsible for the vessel shall facilitate such inspection.
- 1.4 The organizing authority may change these regulations at any time. Any changes will be posted on the official notice board.
- 1.5 Support vessels and designated drivers shall be registered at the race office either before leaving the venue by water for the first time or by 16:00 on the day before the first race of a competitor that it is supporting, whichever is earlier.
- 1.6 Each support vessel driver shall confirm registration of their vessels and submit the names and sail numbers of the boats they are supporting at the race office before the end of registration.
- 1.7 Each vessel shall be insured with valid third-party liability insurance with a minimum coverage of EUR €2,000,000 (or equivalent) per incident.
- 1.8 Only the registered person may be a designated driver.
- 1.9 The person registering the support vessel shall sign to confirm that:
 - 1.9.1. he / she holds a valid insurance certificate showing proof of third-party liability coverage as required by SVR 1.7;
 - 1.9.2. the designated driver has a motorboat driving license recognized by a national authority appropriate to that vessel;
- 1.10 Support vessels shall be marked as follows:
 - 1.10.1. A Support Vessel Flag Numbered provided, shall also be clearly displayed on the support vessel with a mast stick..
- 1.11 Support vessels and coaches, parents are not allowed to fly Drones in the race area. Only the organizing authority can authorize the permission to fly drones during the event and filmed at the event.

2. [NP] [DP] COACH REGISTRATION & TEAM/COACH/SUPPORT VESSELS

- 2.1 Coach/support vessels shall pre-register online at the EurILCA event website by the entry closing date.
- 2.2 Coach/support vessels shall clearly display an identification flag number supplied at registration. No other individual support vessels shall be used. 10 euros deposit is required for the identification flag. The flag can be kept for a future event, or brought back to the Race Office before it closes.
- 2.3 Coaches/support vessels registration will open the 20th of May 2026. Coaches/support vessels will be required to pay a fee of 110 euros when register on line until the 19th of August. Late coaches' registration fee will be 180 euros after the 19th of August 2026.
- 2.4 All fees shall be paid online using credit card. Credit cards used for payment should have an expiry date at least 3 months later than the entry closing date.
- 2.5 Refunds (if any) will be made to the same credit card.
- 2.6 If a coach/ support person cancels an entry on or before the entry closing date the full entry fee less a cancellation fee of 50 euros will be refunded approximately one week after the entry closing date.
- 2.7 Refunds will be made as soon as possible and not later than a week after the start of the event.
- 2.8 **No fees are refundable for cancellations after the entry closing date**
- 2.9 To encourage sustainability, coaches who are sharing the same rib will pay only one registration and the second coach will be add to the entry form of the registered coach.
- 2.10 Substitution of coaches is permitted.
- 2.11 Coach/support vessel drivers shall confirm registration of their vessels and submit the names and sail numbers of the competitors they are supporting at the Race Office before the end of registration.
- 2.12 Support persons shall comply with the Support Vessel Regulations (SVR). See Attachment 2.
- 2.13 There will be a coach/ sailors meeting 2 hours before the first scheduled warning signal of the first race each day. The objectives of these meetings are to receive feedback from the coaches/sailors on the event organization, exchange points of view and inform the coaches about changes in the sailing instructions and event organization in general.

3. SAFETY

- 3.1 Support vessels shall carry on board:

- 3.1.1. Support vessel drivers and crews shall wear a personal flotation device securely fastened at all times when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices.
- 3.1.2. First-aid kit;
- 3.1.3. VHF radio;
- 3.1.4. Device for making a sound signal;
- 3.1.5. Compass;
- 3.1.6. Adequate anchor and tackle for conditions and depth;
- 3.1.7. Tow rope (minimum 15m long and 10mm thick);
- 3.1.8. Operational engine kill cord (also known as a safety lanyard or automatic engine immobilizer);
- 3.1.9. Knife.
- 3.2. The kill cord shall be used at all times when the engine is running.
- 3.3. Support persons are responsible for overseeing the safety of their support vessels on the water, including knowledge of who is afloat and ensuring their safe return to the venue.
- 3.4. At all times, the registered driver(s) of a support vessel shall comply with directions given by a race official. In particular, this includes assisting in rescue operations when requested to do so.

4. GENERAL RESTRICTIONS

- 4.1. The registered driver(s) of a support vessel will be responsible for the control of the vessel at all times and will be held responsible for any inappropriate behaviour, dangerous actions or improper practices, or actions affecting the fairness or safety of competition.
- 4.2. Support vessels shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water. Temporary use of floating objects is allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.
- 4.3. Support vessels should take particular care to minimize their wash when transiting the course areas.

5. SUPPORT VESSEL ZONE

- 5.1. Support vessels shall not be positioned:
 - 5.1.1. Closer than 100 meters of any boat racing;
 - 5.1.2. Within 100 meters leeward from the starting line, its extensions and marks, from the time of the preparatory signal for the first fleet until all boats have left the starting area, or the race committee signals a postponement or abandonment for all fleets at this course.
 - 5.1.3. Between any boat racing and the next mark of the course;
 - 5.1.4. Between the inner loop and outer loop trapezoid courses when boats are racing on both courses;
 - 5.1.5. Within 100 meters of any mark of the course while boats are in the vicinity of that mark;
 - 5.1.6. Within 100 meters of the finishing line and marks while boats are finishing.
 - 5.1.7. When boats are finishing coach/support boats shall stay more than 100 meters outside and to Leeward of the finish line until all boats in all fleets have finished.
 - 5.1.8. In addition, support vessels that are motoring above 5 knots shall remain at least 150 meters from any boat racing.

6. SAILING VENUE

- 6.1 Only support vessels that are registered will be allowed into the sailing venue.
- 6.2 When not in use, support vessels shall be appropriately berthed at the sailing venue in the allocated areas for support vessels for the entire time that these SVR apply.

ATTACHMENT 3

PRESCRIPTIONS DE LA FÉDÉRATION FRANÇAISE DE VOILE (FFVOILE)
AUX REGLES DE COURSE A LA VOILE 2025-2028

Version du 15 octobre 2024

Prescription de la FFVoile à la règle 25.1 (Avis de course, instructions de course et signaux)

Pour les compétitions de grade 4 et 5, l'utilisation des avis de course et des instructions de course types intégrant les spécificités de la compétition est obligatoire. Cette utilisation est recommandée pour les compétitions de grades supérieurs. Les compétitions de grade 4 pourront déroger à cette obligation, après accord écrit de la FFVoile, obtenu avant la publication de l'avis de course. Pour les compétitions de grade 5, la publication des instructions de course types sera considéré comme suffisant pour l'application de la règle 25.1. Ces documents types sont téléchargeables sur l'espace arbitrage de la FFVoile. <https://arbitrage.ffvoile.fr>

(*) Prescription de la FFVoile à la règle 60.5(d) (Décisions des réclamations concernant les règles de classe)

Le jury peut demander aux parties dans la réclamation, préalablement aux opérations de contrôle, une caution couvrant le coût des vérifications consécutives à une réclamation concernant une règle de classe.

(*) Prescription de la FFVoile à la règle 65.1 (Responsabilité légale)

Toute question ou demande relative à la responsabilité légale résultant d'un incident alors qu'un bateau était soumis aux règles de course à la voile relève de la juridiction des tribunaux compétents et ne peut être examinée et traitée par un jury. Un bateau qui effectue une pénalité ou abandonne n'admet pas de ce fait qu'il a enfreint une règle ou qu'il a engagé sa responsabilité légale.

(*) Prescription de la FFVoile à la règle 70.3(b) (Appels et demandes auprès d'une autorité nationale)

La suppression du droit d'appel est soumise à un accord écrit de la FFVoile, obtenu au moins 2 mois avant la compétition. Cette autorisation devra être affichée au tableau officiel d'information pendant la compétition.

(*) Prescription de la FFVoile à la règle 76.1 (Exclusion de bateaux ou de concurrents)

Une autorité organisatrice ou un comité de course ne doit pas rejeter ou annuler l'inscription d'un bateau ou exclure un concurrent qui est éligible selon l'avis de course et les instructions de course pour une raison arbitraire.

(*) Prescription de la FFVoile à la règle 78.1 (Conformité aux règles de classe ; certificats)

Le propriétaire ou le responsable du bateau doit, sous sa seule responsabilité, s'assurer en outre que son bateau est conforme aux règles d'armement et de sécurité prescrites par les lois, décrets et règlements de l'Administration.

(*) Prescription de la FFVoile à la règle 86.3 (Modifications aux règles de course)

Une autorité organisatrice qui désire modifier une des règles listées en 86.1(a) pour développer ou expérimenter des règles proposées doit au préalable soumettre les modifications à la FFVoile pour obtenir son accord écrit et lui rendre compte des résultats dès la fin de la compétition. Cette autorisation doit être mentionnée dans l'avis de course et les instructions de course et être affichée au tableau officiel d'information pendant la compétition.

(*) Prescription de la FFVoile à la règle 88.2 (Modifications ou suppression des prescriptions nationales)

Aucune prescription de la FFVoile ne doit être modifiée ou supprimée dans les instructions de course, sauf pour les compétitions pour lesquelles un jury international a été nommé. Dans ce cas, les prescriptions marquées d'un astérisque (*) ne doivent être ni modifiées ni supprimées dans les instructions de course. (Seule la traduction officielle des prescriptions téléchargeable sur l'espace arbitrage de la FFVoile doit être utilisée pour l'application de la règle 90.2(b)).

(*) Prescription de la FFVoile à la règle 91(a) (Nombre minimal de membres du jury)

Le jury doit être composé d'un nombre minimal de membres conforme aux dispositions des règlements fédéraux de la FFVoile, sauf dérogation accordée par la FFVoile.

(*) Prescription de la FFVoile à la règle 91(b) (Désignation d'un jury international)

La désignation d'un jury international conforme aux exigences de l'annexe N est soumise à l'accord écrit préalable de la FFVoile. Cette autorisation devra être affichée au tableau officiel d'information pendant la compétition .

Prescription de la FFVoile au préambule de l'annexe R (Procédures pour les appels et les demandes)

Les appels doivent être adressés à : Fédération Française de Voile, Jury d'Appel - 17 rue Henri-Bocquillon, 75015 Paris – adresse mail : jury.appel@ffvoile.fr en utilisant de préférence le formulaire d'appel téléchargeable sur l'espace arbitrage de la FFVoile.

**Prescriptions of the Fédération Française de Voile (FFVoile)
Racing Rules of Sailing 2025-2028**

Version of 15th of October 2024

FFVoile Prescription to RRS 25.1 (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. These standard documents can be downloaded on the “Arbitrage” website of FFVoile. <https://arbitrage.ffvoile.fr>

(*) FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules)

The protest committee 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 65.1 (Legal liability)

Any question or request related to legal liability 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 protest committee. A boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.

(*) FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority)

The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event.

(*) FFVoile Prescription to RRS 76.1 (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 approval 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 (Changes or deletions to National prescriptions)

Prescriptions of the FFVoile shall not be changed or 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 not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on “Arbitrage” website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).

(*) FFVoile Prescription to RRS 91(a) (Minimum number of protest committee members)

The protest committee shall be composed of a minimum number of committee members in accordance with the provisions of the federal regulations of the FFVoile, unless a derogation is granted by the FFVoile

(*) FFVoile Prescription to RRS 91(b) (Appointment of an international jury)

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such approval shall be posted on the official notice board during the event.

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

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