

NOTICE OF RACE

1000 RACE

CLASS IMOCA
DOUBLE-HANDED Race + 1 OBR
From 3 to 8 June 2025
in Brest

Grade 3 FFVOILE

Organised by: SEA TO SEE with the support of Class IMOCA

The notation [NP] in a *rule* means that a boat cannot protest (No Protest) another for breach of this *rule*. This is a change to RRS 60.1(a).

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

Preamble

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.

1 ORGANISATION

1.1 ORGANISING AUTHORITY (OA):

The 1000 Race is organised by the company Sea to See whose offices are located at 11 passage de la poste – 29100 Douarnenez, in collaboration with Class IMOCA

1.2 RACE MANAGEMENT:

This competition takes place under the aegis of and in accordance with the sports regulations of the FFVoile (French Sailing Federation). Race Management (RM), appointed by the FFVoile (French Sailing Federation), is headed by Jacques Caraës and Pierre Hays.

Race Management must be informed of any incident/accident as a priority.

1.3 TEAM OF UMPIRES:

The team of umpires is appointed by the FFVoile in line with its regulations.

1.4 MEDICAL CONSULTANT:

A medical consultant will be appointed by the OA, with validation from the FFVoile, to study the medical records of each crew member and the OBR, in line with Appendix 3 of the FFVoile's medical regulations (http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf).

2 THE RACE

The 1000 Race is a competition comprising 2 nautical events: Le Défi Pom'Potes with (crewed) SPEED RUNS and the 'main race spanning around 36 hours' in double-handed format accompanied by an OBR (On-Board Reporter).

The 'main race' counts towards the IMOCA GLOBE SERIES 2025-2028.

In the appendix is the NOR for the Défi Pom'Potes speed runs on Wednesday 4 June 2025, which are declared to the FFVoile separately.

3 RULES

The event is governed by:

- 3.1 - the rules such as those outlined in *The Racing Rules of Sailing*.
- 3.2 - France's national prescriptions translated into English for the non-French-speaking competitors (cf Appendix Prescriptions)
- 3.3 - Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) when it replaces RRS Part 2: IRPCAS applies day and night with the exception of the following areas:
 - from the starting area to 30 miles after the starting line
 - within a 30-mile circle centred around the finish line
- 3.4 – the federation rules
- 3.5 – the IMOCA Class Rules (CR)
- 3.6 – Solely the Offshore Special Regulations (OSR) specified in the CR apply
- 3.7 In the event of a translation of the race documents, the French text shall prevail
- 3.8 When RRS 20 applies, a boat may hail for room to tack or make its response via VHF
- 3.9 The official time for the event is local French time.

4 SAILING INSTRUCTIONS (SI)

- 4.1 The SI will be available on 23 May 2025 on the race website at the following address
<https://www.1000race-brest.com/>

5 COMMUNICATION

- 5.1 The official online notice board can be viewed at:
<https://www.1000race-brest.com/>
- 5.2 [DP] While racing, except in an emergency, a boat shall not make or receive voice or data transmissions that are not available to all boats.

6 ELIGIBILITY AND REGISTRATION

The event is solely open to:

- 6.1 Class IMOCA boats
- 6.2 Double-handed crews + 1 OBR,
- 6.3 The OBR must have obtained approval for their status by Class IMOCA's sports committee
- 6.4 The skipper, co-skipper and OBR must be a minimum of 18 years of age on 3 June 2025
- 6.5 Documents due on registration:
 - 6.5.1 For the skipper, the co-skipper and the OBRs
- a) For each competitor holding an FFVoile Club Licence:
 - a valid FFVoile Club 'competition' licence
 - or
 - a valid FFVoile Club 'member' or 'practice' licence accompanied by a medical certificate with no contraindications to the practice of competitive sailing dating less than one year.
- b) For each competitor who does not hold an FFVoile Club licence, whether they be from overseas or of French nationality living overseas:
 - proof of membership of a National Authority that is a member of World Sailing
 - proof of valid third-party liability insurance for a minimum of two million Euros
 - a medical certificate with no contraindications to the practice of competitive sailing dating less than one year (written in French or English).
- c) For each competitor a passport valid up to 15 June 2025
- d) - The skipper and co-skipper must produce a valid World Sailing training certificate (survival and safety training certificate and Premier Secours Mer (Offshore First Aid), carried out at a World Sailing approved centre.
 - A short-range certificate or its equivalent
 - The skipper and co-skipper shall be a member of Class IMOCA.
- 6.5.2 For the boat:
 - a valid IMOCA measurement certificate
 - permission to display advertising in line with the World Sailing Advertising Code and FFVoile's advertising regulation
 - proof of a minimum of 2-million Euros third-party liability insurance.

- 6.6 Eligible boats shall register by filling in the following application form(
<https://docs.google.com/forms/d/e/1FAIpQLSegYfdIPz5x6SmXmyGM-Mmt->

[Wz6CX_sEzrlomwylj_R1iUdXg/viewform?usp=header](https://www.wz6cx_sEzrlomwylj_R1iUdXg/viewform?usp=header)) and paying the required fees to SEA TO SEE prior to 1 May 2025.

The registration fee amount must be paid into the account below, with the following particulars: 1000 RACE REGISTRATION + BOAT'S RACE NAME

Bank:

Name: SEA TO SEE

IBAN: FR76 1290 6000 2064 3438 3900 111

SWIFT (BIC): AGRIFRPP829

6.7 The OA reserves the right to refuse an application in accordance with RRS 76.

6.8 To be considered as an entry in the competition, a boat must meet all the registration requirements, pay all the fees and be in order with Class IMOCA.

6.9 Entries will be registered according to the date any fees are received.

With the number of berths alongside Quai Malbert and in the Marina du Château being limited, the first 18 pre-registered entries (form completed + payment of the registration fees) will have a berth in the port of Brest. The case for the following entrants will be studied in the order in which the complete files are received.

6.10 Withdrawal, cancellation and refund.

Registration fees will be:

- Fully refunded in the event of a withdrawal prior to 28 February 2025
- 50% refunded after 28 February 2025
- And fully retained in the event of a withdrawal after 14 April 2025, except in a case of absolute necessity being duly justified.

7 FEES

7.1 The fees excluding VAT are as follows:

Registration fees up to 6 January 2025	€3,600 ex. VAT (or €4,320 incl. of taxes)
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8 ADVERTISING

[DP] [NP] Boats shall display advertising chosen and supplied by the Organising Authority. The 'communication' appendix will be published in full no later than 14 March 2025.

9 PROVISIONAL SCHEDULE

From Saturday 31 May to Monday 2 June 2025	
	<i>Welcoming of the IMOCAs</i>
Monday 2 June 2025	
12:00 hrs	<i>Official opening of the village</i>
17:00 hrs	<i>Deadline for boats to arrive and OA to be available</i>
Tuesday 3 June HW 11:44 hrs (coef 46) and LW 18:00 hrs (coef 46)	
09:00 hrs	<i>Start of equipment inspections</i>
10:00 hrs	<i>OBR briefing (*compulsory presence)</i>
11:00 hrs	Skippers' briefing – (*Compulsory presence of the skippers and co-skippers and OBRs) Official photo – (*Compulsory presence of the skippers and co-skippers and OBRs)
14:00 hrs	<i>RIB pilot briefing (*compulsory presence of the pilots)</i>
19:00 hrs	<i>Official welcome soirée (*compulsory presentation of crews and cocktail supper)</i>
Wednesday 4 June LW 06:40 hrs – HW 12:46 hrs (coef 43) – LW 19:03 hrs	
13:30-16:30 hrs	<i>Défi Pom'Potes Speed runs, (cf appendix Notice of Race Speed runs)</i>
18:30 hrs	<i>Prize-giving for the Défi Pom'Potes Speed runs (*Compulsory presence of crews)</i>
19:00 hrs	<i>Deadline for depositing starting declaration and list of onboard sails for 'main race'</i>
19:00 hrs	<i>End of equipment inspections</i>
Thursday 5 June LW 07:41 hrs - LW 07:41 hrs- HW 13:48 hrs (coef 44)	
10:30 hrs	<i>Boats begin casting off</i>
13:00 hrs	<i>Start of the Main Race</i>
Friday 6 June	
	<i>Main race under way</i>

Saturday 7 June	
	Arrival of the first finishers
	<i>Crew soirée</i>
Sunday 8 June LW 10:13 hrs – HW 16:14 hrs (coef 59)	
17:00 hrs	<i>Prize-giving (*Compulsory presence of the skippers, co-skippers and OBRs)</i>
Up to 17:00 hrs	<i>Compulsory presence of the IMOCAs dockside in Brest*</i>

Any change to the schedule will be announced to the skippers via an amendment published no later than the day before at 20:00 hrs.

Race Management may bring the start of the main race forward to Wednesday 4 June 2025 according to the weather forecasts. In this case, competitors will be informed by Monday 2 June before 20:00 hours.

In the event of a breach or no-show for a meeting indicated with an “*” in the schedule above, financial penalties may be applied by the OA without a hearing.

10 EQUIPMENT INSPECTION

- 10.1 Each boat shall produce or verify the existence of a valid measurement certificate.
- 10.2 [DP] Boats shall be available for the equipment inspection as indicated in the schedule above in 9. Inspections will take place according to an appointment schedule set up by the race's Technical Committee.
- 10.3 The presence of the skipper or boat captain is compulsory during the inspection.
- 10.4 The list of onboard sails accompanied by the starting declaration must be produced by no later than Wednesday 4 June 2025 at 19:00 hours.
- 10.5 A boat that does not comply with the race rules may not take the start of the race.

11 COURSE

The course is non-stop and starts and finishes in Brest. Spanning around 1,000 nautical miles, the course will be outlined in the SI.

12 TIME LIMITS

The time limit for finishing the race after the first boat has completed the course corresponds to 50% of the race time of the first boat added to the race time of the first boat.

13 PENALTY SYSTEM

Replacement penalty for a breach of the rules:

Except in the case of financial compensation, a breach of the rules may, upon investigation by the jury, incur a time penalty, which may extend to a disqualification.

The financial compensations are defined in the appendix ‘Financial compensation’

14 RANKING

- 14.1 The rankings for the 1000 Race are drawn up in elapsed time.

Défi Pom’Potes:

A ranking is created for the Défi Pom’Potes speed runs, with the best time over a speed run.

Main Race:

For the 1,000-mile race, a final ranking is drawn up in elapsed time taking into account any penalties or bonuses.

During the race, intermediate rankings will be published by the OA on the hour every hour.

15 POSTIONING

The race will use each IMOCA’s autonomous on-board tracker.

Each boat is equipped with one or several positioning systems specific to the boat.

Each skipper must give the OA permission to track their boat using all the positioning systems specific to the boat.

16 SUPPORT PERSON VESSELS

Support RIBs (SRA) shall be identified and the referencing methods will be outlined in the SI at the latest.

Limited to one support RIB (SRA) per team

17 BERTHING

[DP] [NP] Boats shall be kept in their assigned berths throughout the race in the Marina du Château and alongside Quai Malbert in Brest unless they have special dispensation from RM.

18 HAUL-OUT RESTRICTIONS

[DP] [NP] Boats shall not be hauled out during the race except with and according to the terms of prior written permission from RM.

19 DATA PROTECTION

19.1 **Image and appearance privacy rights:** By participating in this competition, the competitor and their legal representatives grant the OA, the FFVoile and their sponsors free use of their image and their name, with moving or static photos, films or TV recordings, and other reproductions of themselves able to be shown at any time (during and after the competition), whatever the medium and for any use whatsoever associated with the promotion of their activities.

19.2 **Use of participants' personal data:** By participating in this competition, the competitor and their legal representatives agree to and authorise the FFVoile, its sponsors and the Organising Authority to use and store their personal data free of charge. This data may be the subject of publications by the FFVoile and its sponsors. The FFVoile in particular, as well as its sponsors, may use this data to develop software for marketing purposes. In accordance with the General Data Protection Regulation (GDPR), any competitor having passed on their personal data to the FFVoile can exercise their right of access to their own personal data, have it rectified and, according to the situation, deleted, restricted and objected to, by emailing dpo@ffvoile.fr or by writing to the Fédération Française de Voile's headquarters explaining that the request relates to personal data.

20 ESTABLISHING RISKS

RRS 3 stipulates that: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event, each competitor accepts and acknowledges the fact that sailing is a potentially dangerous activity with inherent risks involved. These risks include strong winds and rough seas, sudden changes in weather conditions, faulty equipment, errors in manoeuvring the boat, other boats sailing badly, loss of balance on an unstable surface and fatigue, leading to an increased risk of injury. Therefore, the risk of material and/or bodily damage is inherent to the sport of sailing.

21 PRIZES

Prizes will be awarded to participants at the OA's discretion.

22 TECHNICAL PIT-STOP

During the race, a boat can make a technical pit stop and receive assistance under the following conditions:

- The duration of the technical pit stop may not be less than 4 hours.
- The Skipper of the boat must make the request to Race Management (RM) (VHF, telephone, email).
- Following consent from Race Management (RM) about the location of the pit stop, the repairs to be undertaken and equipment to be changed if applicable, the boat may be towed or be under auxiliary power over a distance agreed with RM, provided that it can be proven that the overall result of such a tow or use of the engine has not given them an advantage in terms of their progress towards the finish line.
- Once the boat reaches the technical pit stop location (in port, moored or in a sheltered spot agreed with RM), RM must be informed so they can note down the time of the stoppage. Repairs can be undertaken and the boat may be resupplied and spare equipment embarked as agreed with Race Management. The crew may disembark.
- Once the boat is repaired and ready to start racing again, authorisation must be sought from RM, who will ensure that the boat has remained at a standstill for at least 4 hours.

- Once the boat has permission from RM to continue on her way, she can be towed or be under auxiliary power over a distance agreed in advance with RM, provided that it can be proven that the overall result of such a tow or use of the engine has not helped the boat progress towards the finish line.

This does not apply in the port of Brest where any means are permitted to make or leave the port as far as Brest Harbour's 'Pénoupèle' entrance mark detailed in the SI.

23 RESPONSIBILITY OF THE OA, ITS PARTNERS AND PARTICIPANTS

Sailing is a hazardous sport and a potentially dangerous activity and anyone intending to participate in the race, whether as a participant or otherwise, does so on the basis that they accept that it is at their own risk and that they could suffer damages or loss as a consequence of such participation.

- 23.1 The OA and its partners are solely responsible for ensuring the event runs smoothly on a competitive level. Any other responsibility assumed by the OA can only be contractual and explicit. In particular:
- Any watch kept on the part of Race Management, especially a radio and telephone watch and monitoring of the boats with trackers, shall be considered by the competitors as optional, and should in no way be considered as an additional safety measure to be relied on.
 - All requests made to a member of the OA shall not legally take on the responsibility of the OA unless the latter, or an officially accredited member of staff, has directly accepted responsibility. This particularly applies to various requests for help and even assistance at sea.
- 23.2 The race is a sporting event. Any sporting dispute shall be judged in accordance with the applicable rules.
- 23.3 Requests to register for the race mean that the competitor and any other eligible parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No damages claim shall be taken into consideration (RRS fundamental rule 4). Consequently, the OA will not be responsible for the breach of any contract implied by common law, written or otherwise, or for negligence, and will not be responsible for any loss or injury (howsoever caused and howsoever arising), breach of duty, misrepresentation or otherwise.
Regardless of the legal ties between the owner(s) of the boat, the operator and Skipper, only the Skipper officially registered on the registration form will be considered as the valid representative in dealings with the OA.
- 23.4 Each Skipper participates in the race at their own risk and fully accepts responsibility in deciding to participate. It is the sole responsibility of each participant to decide whether to participate in the race with regards to the individual's competence, the condition of the boat and its rig, the weather conditions expected or encountered during the race and their level of fitness and health, and so on.
- 23.5 Any advice or information provided by the OA, such as a weather report or advice following inspection of the boat, is for information purposes only and it is the sole responsibility of each participant to check the likely weather conditions and their equipment. The OA and their associates do not accept any responsibility in relation to such advice or information that they may provide. (RRS Fundamental Rule No.3.).
- 23.6 The owners, operators or skippers are each personally responsible for all material damage and human accidents that may occur either to themselves, the boats or to a third party or to the property of a third party. It is their responsibility to obtain adequate and proper insurance cover whether it be in relation to any injury, loss, damages or otherwise.
- 23.7 It is also a requirement of each participant to bring a certificate for these insurances and any exclusions and indemnities to the attention of any third party whom they involve in any way in relation to the race or associated events.

In particular, the Skipper is responsible with regards to the OA for taking out all the necessary insurance for a minimum of 2-million Euros third-party liability. They shall provide a written statement to the OA prior to the boat's arrival in the basins. Failure to do so, will result in the Skipper not being permitted to put their boat in the basins and take the start of the race and the boat's registration fee will be retained by the OA.

The absence of third-party insurance will under no circumstances become the responsibility of the OA or its partners.

The OA will not be liable for any actual or alleged loss, howsoever it arises, suffered by any party, whether it be a participant, operator, owner, sponsor or other, and such total exclusion of liability will not be limited to loss of profits, opportunity, business, advertising, reputation (or an opportunity to enhance one's reputation) or any sort of financial loss.

- 23.8 The OA shall have no liability whether it be to any participant in the race or otherwise for any actual or construed loss, damage or expenses arising as a result of any force majeure, including (without limitation) any natural disaster, war, military operation, accident, breakdown of plant or machinery, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornado, drought, explosion, lightning strike, lockout, trade dispute or labour disturbance, the act or omission of or refusal of any licence or permit by any government, national or international sailing authority, highway authority, telecommunications operator or delay in the provision, manufacture, production or supply by third parties of any information, goods or services.

The OA will not be required to mount any rescue operation whether it be from land or sea and participants are reminded of the obligation to give all possible assistance at sea to any other boat or person in danger (RRS Fundamental Rule 1.1), insofar as they are able, a rescue and assistance at sea being governed by the international conventions in force.

Registration means full and unreserved acceptance of all the measures set out above.

24 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 one and all.

As such, competitors and those persons accompanying them are required 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.

25 ADDITIONAL INFORMATION

For further information, please contact:

Sea to See: Delphine Largenton +33 (0)6 86 14 82 71 delphine@sea-to-see.com

MARKETING AND COMMUNICATION APPENDIX

1. BRANDING

1.1. Race flags

Upon its arrival in Brest, each boat entered in the race shall receive two race flags, which shall be displayed in the shrouds and up to 30 miles after the starting line and then again 30 miles from the finishing line until the end of its presence as a finisher in the port of Brest.

1.2. Forestay flags

The OA's flags must be displayed in Brest from the point that the boats are at the OA's disposal in the basins and up to 0.4 miles from the channel exit as well as after the passage across the finish line through to the prize-giving. These flags shall remain aboard the boat throughout the duration of the race.

2. USE OF MARKETING, VISIBILITY AND COMMUNICATION RIGHTS

The 'USE OF MARKETING, VISIBILITY AND COMMUNICATION RIGHTS' appendix will be published no later than 14 March 2025.

FINANCIAL COMPENSATION APPENDIX

For the needs of the event, a certain number of constraints must be adhered to, particularly in terms of presence and compliance with various appendices. To promote respect for these constraints, financial compensation is expected in the event of non-compliance.

Where this occurs, the funds will be donated to associations such as those referred to in the table.

Obligation	Financial compensation	Paid to
Race Flags	€500 after the 1st report	SMSM LIFEBOAT ASSOCIATION
Pennants or Flags	€500 after the 1st report	SMSM LIFEBOAT ASSOCIATION
Race Logo		SMSM LIFEBOAT ASSOCIATION
Presence of the boat	€1,000 per 24hr time slot	SMSM LIFEBOAT ASSOCIATION
Press Conference	€500 per absent skipper	SMSM LIFEBOAT ASSOCIATION
Presence at the briefings	€500 per absent skipper	LOCAL SOCIAL ASSOCIATION
Official photo	€500 per absent skipper	LOCAL SOCIAL ASSOCIATION
Official presentation	€500 per absent skipper	LOCAL SOCIAL ASSOCIATION
Prize-giving	€1,000 if no member of the crew is present	LOCAL SOCIAL ASSOCIATION
Finish press conference	€500 per absent skipper	LOCAL SOCIAL ASSOCIATION
Equipment inspection	€500 if no member of the crew is present	SMSM LIFEBOAT ASSOCIATION

This appendix may be added to when any appendix(ces) or amendment(s) is(are) published

SPEED RUNS - LE DÉFI POM'POTES

APPENDIX

Grade 5.a FFVoile

The speed runs will be organised on Wednesday 4 June 2025 in Brest Harbour.

The area for the speed runs is located: See chart

The principle involves a course set beam onto the wind measuring around 1-mile in length.

The starting line will be open from 13:30 hours and close at 16:30 hours.

Organisation of the speed runs:

A crew of 5 to 8 people including a compulsory celebrity 'GUEST' arranged by the OA.

According to the number of entries, the competitors will be split into pools.

The method for competing in the Runs will be announced during the Skippers' briefing at 11:00 hrs on 3 June 2025 and detailed in the SI.

The crew list must be emailed to Race Management no later than 12:00 hours on Tuesday 3 June (local time) with the valid FFVoile licence number (temporary licence possible) for each member of the crew.

It is compulsory for a lifejacket to worn aboard the race boats from the moment they cast off until their return to the race pontoon.

Teams shall provide a lifejacket to the OA's guests.

The OA will supply 'DEFI POM'POTES' guests with a helmet.

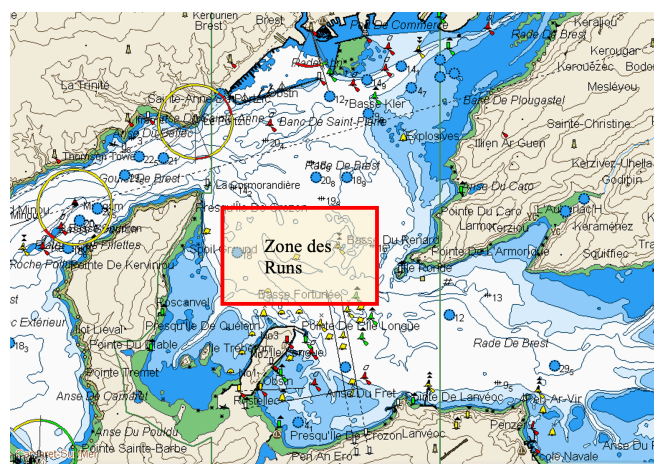
Race Management may modify the number of crew according to the weather conditions.

The list of support RIB (SRA) pilots for each team shall be passed on to RM and the referencing methods will be outlined in the SI at the latest.

The number of RIBs is limited to 1 support RIB (SRA) per team.

Compulsory presence of the pilots in person at the pilots' briefing at 14:00 hrs on Tuesday 3 June 2025.

In addition to the times for the speed runs organised within the context of the **1000 RACE, La Base de Vitesse de Brest** (Brest speed base) will record the times over 500 metres to participate in the ranking for 2025. To do so, each boat must provide a gpx, fit, sbn, sbp, oao or csv file.



FEDERATION PRESCRIPTIONS APPENDIX

Prescriptions of the Fédération Française de Voile (FFVoile) Racing Rules of Sailing 2025-2028 Version of 15th of October 2024

Prescription 1

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>

Prescription 2

(*) 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.

Prescription 3

(*) 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.

Prescription 4

(*) 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.

Prescription 5

(*) 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.

Prescription 6

(*) 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.

Prescription 7

(*) 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.

Prescription 8

(*) 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)).

Prescription 9

(*) 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

Prescription 10

(*) 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.