

1000 RACE



1000 RACE

CLASS IMOCA

SINGLE-HANDED race

From 28 April to 9 May 2026

In Port La Forêt and Concarneau

Grade 4 – IMOCA GLOBE SERIES

Start on Sunday 3 May 2026 at 12:00 pm

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

[Amendment 1 to the notice of race dated February 24, 2026, is included.](#)

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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.

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

The 1000 Race is a race open to Class IMOCA boats and it forms part of the IMOCA GLOBE SERIES 2025 – 2029 championship.

The SINGLE-HANDED race has a course spanning around 1,000 nm, starting and finishing in the Bay of Concarneau.

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.

Ukraine crisis:

In accordance with RRS 76.1, the organisers will refuse or cancel the registration of any competitors of or displaying the Russian or Belarussian nationality and the participation of boats whose owner or manager is an individual or an entity of Russian or Belarussian descent.

1. ROLE AND RESPONSIBILITY

1.1 ORGANISING AUTHORITY (OA):

The 1000 Race is organised by the company Sea to See in collaboration with Class IMOCA.

1.2 RACE MANAGEMENT:

This event 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, is headed by Hubert Lemonnier assisted by Pierre Hays.

Race Management is in charge of the race's sporting and safety aspects. It works in direct relation with the FFVoile (French Sailing Federation), the Race Committee, the Technical Committee, the Jury and the OA. 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 OFFICER

A medical officer will be chosen by the OA, with validation from the FFVoile (cf article 5.9).

2. RULES

The event is governed by:

2.1 The rules such as those outlined in the Racing Rules of Sailing (RRS)

2.2 France's national prescriptions translated into English for the non-French-speaking competitors
[in Appendix Federation Prescriptions]

2.3 "The skipper acknowledges having read the FFVoile Prescription (OSR - FFVoile No.4 Bis 2022/23): OSR 3.02: The decision to carry out an inspection or have an inspection carried out, as described in appendix L of the OSR, is solely and entirely the skipper's responsibility.

2.4 Part B, section II 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

- 2.5 The IMOCA Class Rule CR
- 2.6 For the application of the FFVoile's medical regulations, the event is ranked in OSR Mo1 category.
- 2.7 The IMOCA Globe Series 2025-2029 Championship rules.
- 2.8 Qualifying race for the Vendée Arctique and Route du Rhum Destination Guadeloupe 2026.
- 2.9 The official time for the event is local French time.
- 2.10 In the event of a translation of official race documents, the French text shall prevail.
- 2.11 When RRS 20 applies, a boat may hail for room to tack or make its response via VHF.
- 2.12 Modified rules: The following RRS will be modified in the SI: RRS 44.1 (Taking a penalty), RRS 52 (Manual Power), RRS 60 (Protests), RRS 61 (Redress), RRS 63 (Conduct of hearings), RRS 64 (Discretionary penalties).
- 2.13 The OA reserves the right to amend this Notice of Race should modifications be deemed necessary for the safety and/or fairness of the race.

Registration for the **1000 Race** implies full and unreserved acceptance of all the provisions noted in this Notice of Race.

3. SAILING INSTRUCTIONS (SI)

These will be published on the official notice board on the race website no later than 17 April 2026 and emailed to registered competitors on this date. <https://www.1000race.com/>

4. COMMUNICATION

The official online notice board can be viewed at: <https://www.1000race.com/>

[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.

5. ELIGIBILITY

The event is open to Class IMOCA boats, which comply with their national authority.

- 5.1 The race is run SINGLE-HANDED.
- 5.2 **The skipper** must be a member of Class IMOCA.
- 5.3 The race is open to competitors aged over 18 on 1 May 2026
- 5.4 Race Management reserves the right to ask a skipper and their registered boat to complete an observation course, the details of which will be agreed with Race Management in due course.
- 5.5 The skipper must hold a measurement certificate for the **1000 Race 2026**.
- 5.6 The skipper must present a World Sailing training certificate (Survival and safety training certificate and Premier Secours Mer/Offshore First Aid) valid from the start of the main race.
- 5.7 The skipper must present proof of insurance cover, including any exclusions and liability clauses, to any third party with whom they may come into contact during the race or events and present proof of valid third-party liability insurance for a minimum of two million Euros.
- 5.8 The skipper must present their 2026 authorisation card to display advertising issued by the FFVoile (solely competitors holding an FFVoile licence)
- 5.9 The skipper must hold:
 - a valid FFVoile Club 'competition' licence
 - or
 - a valid FFVoile Club 'practice' licence accompanied by a medical certificate with no contraindications to the practice of competitive sailing dating less than one year.

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

- 5.10 **The skipper's medical file to be passed on to the Medical officer:**

5.10.1.1 The medical officer for the **1000 Race** will be tasked with confidentially taking receipt of and assessing the FFVoile-type medical form and medical files in order to deliver a positive or negative verdict about their participation in the race.

5.10.1.2 The race's medical officer reminds competitors that it is the Skipper's responsibility:

to ensure that they are medically and physically fit to cope with the demands of the race,
to honestly inform the medical officer about any medical condition they are aware of that could compromise their safety or the safety of third parties during the event.

Each Skipper shall email AMCAL (Offshore Racing Medical Association) no later than 23:59 French time on 1 April 2026 (amcalteam@gmail.com) with the following:

- the completed medical form, which must be dated, stamped and signed by the doctor endorsing the requested information, as well as being dated and signed by the Skipper.

The medical form is available: [HERE](#)

- the results of an exercise tolerance test dating less than 4 years,
- the results of a cardiogram,

6. REPLACEMENT SKIPPER:

6.1 A replacement skipper may be appointed by their team.

6.2 The replacement skipper may become the skipper for medical reasons validated by the race's medical officer or, in exceptional circumstances, duly justified and validated by the OA.

6.3 The replacement skipper shall satisfy all the skipper's terms of eligibility (article 5).

6.4 To be considered as an entry in the event, a boat must meet all the registration requirements and pay all the required registration fees within the time frames set out in the NOR (Proof of payment taken as evidence).

Where the information requested is missing or lacking, the competitor's participation in the race will not be validated.

In accordance with RRS 76.1, the OA may refuse or cancel a registration. If need be, it may, with the consent of the Race Director, consult the jury and a committee comprising experts of its choosing to decide on the definitive admission or exclusion of a boat or a competitor.

7. REGISTRATION

Up to midnight French time on 28 March 2026, eligible competitors can register by completing the online form available here: [GOOGLE DOC INSCRIPTION](#).

After 28 March 2026, the OA reserves the right to accept or refuse a new entry.

Given the limited number of berths in Port Laforêt, the first 10 pre-entries (completed form + payment of entry fees) will be guaranteed a berth in Port Laforêt, while subsequent entries will have a mooring on a buoy, at the entrance to Port Laforêt, or in a port in the Bay of Concarneau.

Race Management reserves the right to request that registered skipper and their boat complete an observation course, the details of which will be determined in due course in consultation with Race Management.

The skipper and their IMOCA must be up to date with all the information referenced in Class IMOCA's ADMIN space prior to 17 April 2026.

It is the responsibility of each competitor to monitor the progress of their application and to make any requests for an intervention from the organising teams promptly.

8. ENTRY FEES

8.1. The entry fees equate to **€4,752 inclusive of tax (or €3,960 ex VAT)** and are due on the date of registration for the **1000 Race** and no later than Thursday 1 April 2026.

8.2. Payment by bank transfer:

Proof of bank transfer to be emailed to: inscriptions@sea-to-see.com

It must include: **1000 RACE REGISTRATION + RACE NAME OF BOAT**

RIB (Bank details):

BENEFICIARY: EURL CHAPALAIN

IBAN: FR76 1290 6000 2064 3438 3900 111

Code BIC / SWIFT code: AGRIFRPP829

8.3. Withdrawal, cancellation and refunds.

Registration fees will be:

- Fully refunded prior to 1 March 2026.

- 50% refunded between 1 March and 28 March 2026.

- And retained in full in the event of a withdrawal after 28 March 2026, except where a case of force majeure can be duly justified.

In the event of a cancellation due to a third party (authorisation to organise the event not issued, natural disasters, pandemic, war or other case of force majeure...), without the possibility of postponing the event, entries waive their right to take legal action. In this case, the OA will refund 50% of the registration fees.

9. SPEED RUNS / DÉFi Pom'Potes

Speed runs will be organised on **Friday 1 May 2026** in the Bay of Concarneau and they are compulsory. (cf APPENDIX 1 SPEED RUN).

Participation in the sporting competitions organised or authorised by the FFVoile is not subject to the presentation of a medical certificate for grade 5A, 5B and 5C events. An FFV licence remains compulsory.

A copy of each FFVOILE 2026 'competition', 'practice' or temporary licence must be accompanied by the crew list for **each run**.

Sea To See can sell annual or temporary FFVoile licences (contact Delphine Largenton inscriptions@sea-to-see.com +33(0)6 86 14 82 71).

10. ADVERTISING [DP] [NP]

Boats shall display advertising chosen and supplied by the OA. Where there is an infringement of this rule, World Sailing regulation 20.9.2 applies.

The skipper is responsible for installing and maintaining the branding through until the prize-giving.

The OA's identification and branding will be set out at a later date in the Sailing Instructions (SI).

11. PROGRAMME [DP] [NP]

The boats and competitors (or the competitor's representative) shall be at the OA's disposal no later than **Tuesday 28 April at 17:00** hours in the port of Port Laforêt or moored to a buoy at the entrance to Port Laforêt or in a port in the Bay of Concarneau.

28, 29 and 30 April:

Safety inspections will be by appointment only.

Teams will be supplied with a table detailing the appointment dates and times beforehand.

Tuesday 28 April:

17:00 hrs: Deadline for boats to arrive.

18:00 hrs: Reception briefing – compulsory presence of the official skipper's Team Manager or representative (cf registration form).

19:00 hrs: Reception cocktail – Compulsory presence of the skippers.

Wednesday 29 April:

17:00 hrs: Deadline for emailing the crew list for the RUNS to Race Management dc@sea-to-see.com and inscriptions@sea-to-see.com

Thursday 30 April:

15:00 hrs: Support RIB 'RUNS' briefing – compulsory presence of pilot (1 Support RIB per Team)

16:00: IMOCA skippers' 'RUNS' Briefing – compulsory presence of the skippers

17:00: Official photo - compulsory presence of the skippers

Friday 1 May:

From 06:00 hrs IMOCAs exit port of Port Laforêt

12:00 – 16:30 hrs – Organisation of runs in the Bay of Concarneau 'Défi Pom' Potes'

Compulsory event, not counting towards the ranking for the **1000 Race**.

This period does not include the period of transit to the speed run zone.

19:00 hrs: Prize-giving for the Défi Pom'Potes – speed runs – Compulsory presence of the skipper and their crew.

Saturday 2 May:

11:00 hrs: IMOCA skippers' + Teams' support RIB pilots (1 support RIB per team) briefing – Compulsory presence of the skippers and RIB pilots

16:00 hrs: Deadline for depositing sail declaration via the Class IMOCA platform.

Sunday 3 May:

From 06:00 hrs IMOCAs exit port of Port Laforêt

12:00 hrs: Start of the 1000 Race

Saturday 9 May:

18:00 hrs: Prize-giving – Compulsory presence of competitors. (Concarneau, exact location TBC)

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**.

12. EQUIPMENT INSPECTION [DP]

12.1 Each boat shall produce a valid measurement certificate for the race.

12.2 [DP] Boats shall be available for the equipment inspection as indicated in the schedule above in Article 10. Inspections will take place according to an appointment schedule set up by the race's Technical Committee.

12.3 The presence of the skipper is compulsory during the inspection.

12.4 In addition to the equipment required by Class IMOCA, the OA calls for the following additional equipment to be carried aboard and inspected by the offshore equipment inspectors:

- The following telephone numbers shall be registered in the emergency Iridium telephone prior to the start:

- CROSS Gris Nez (MRCC): +33 321 872 187

- Emergency number for Race Management: This number will be communicated prior to the race start

- The necessary nautical charts to complete the course (the list will be communicated no later than 20 February 2026)

- The quantity of compulsory emergency water rations for the race is 1x9L

- The light lists for the relevant navigation zones (digital version accepted).

- 12.5 All the onboard Sarsat-Cospas beacons (for the boat and the PLBs) for the race must be officially registered with the '1000 RACE' notation and the emergency number for Race Management. Proof of registration shall be emailed to RM by no later than 17 April 2026.
- 12.6 Seals
- 12.7 The list of seals will comply with the Class Rules.
- 12.8 When racing, the propulsion system will be sealed.
- 12.9 A boat that does not comply with the race rules may not take the start of the race.
- 12.10 The seals will be distributed during the 'start' briefing on Saturday 2 May.

13. COURSE [DP]

SINGLE-HANDED offshore type course spanning around 1,000 NM, detailed in an amendment and published no later than during the start briefing on 2 May.
The start and finish will be in the area around the Bay of Concarneau.

Several course options are possible:

Either a looped circuit to Fastnet via a waypoint off the Azores before making the finish.
Or two Celtic triangle type looped circuits between Fastnet and La Coruña.

The course choice and direction will be announced no later than 2 May during the start briefing.

14. TRACKERS

The race will use each IMOCA's independent onboard tracker.
For the 1000 Race, the OA will take control of the trackers and credit them with the estimated fuel consumption necessary. The polling frequency will be increased at the start and finish.
Additional trackers may be installed for the runs.

15. TIME LIMITS TO FINISH

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

16. PENALTY SYSTEM

RRS 44.1 is modified so the Two-Turns penalty is replaced by the One-Turn penalty.
Time penalties may be carried out at sea. Details about the procedure will appear in the SI.
Replacement penalty for infringement of the rules:
Except in the case of financial compensation, an infringement of the rules may, following a jury hearing, have a time penalty imposed, which may extend to disqualification.

17. RANKING AND PRIZES

A race must be run to validate the competition.
The race will count as Grade 4 in the IMOCA Globe Series championship.
Rankings will be available on the hour every hour.
Rankings will be established in elapsed time, taking into account any penalties or bonuses. Several intermediate rankings will be published and available to the competitors and media.
Prizes or awards may be given to participants at the OA's discretion.

18. TECHNICAL PIT-STOP, ASSISTANCE [DP]

During the race, a boat can make a technical pit stop or anchor and receive assistance as follows:

- The duration of a technical pit-stop in a port, time moored to a buoy or coupled up to a vessel at anchor or dockside in a port or in a shelter, may not be less than 4 hours. The stopwatch will be started once the IMOCA is immobilised.
- The competitor must make the request to Race Management.
- Following consent from Race Management about the location of the pit stop, the boat may be towed or be under auxiliary power to enter and/or leave the port or mooring agreed with RM,

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.

The skipper shall draw up a detailed report for the president of the Race Committee.

19. POWER SOURCE [DP]

19.1 REMINDER OF THE RRS 42.1

Except where permitted in RRS 42.3 or 45, a boat shall compete using solely the wind and water to increase, maintain or reduce her speed.

19.2 MODIFICATION OF RRS 52

Boats are permitted to use power other than manual to operate the autopilot, which solely influences the boat's heading. This power can be used to operate the keel ballast and / or canting system.

20. BERTHING [DP] [NP]

The IMOCAS shall be berthed in the port of Port-La-Forêt or moored to a buoy at the entrance to Port-La-Forêt or in a port in the Bay of Concarneau.

21. HAUL-OUT RESTRICTIONS [DP]

Boats shall not be hauled out during the race except with and according to the terms of prior written permission from Race Management.

22. RACE PROMOTION

The OA requires the skippers to send 1 email, make 1 call or send 1 WhatsApp message per day to the organisation's communications manager to provide information about the boat.

Each skipper will send 2 photos or 1 video a day to the organisation.

Failure to make a send will not result in penalties.

23. DECISION TO RACE

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.

24. REPONSIBILITY OF OA, 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.

The OA and its partners are solely responsible for ensuring the event runs smoothly on an operational 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 and/or Inmarsat C, shall be considered by the competitors as optional and random, 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. The race is a sporting event. Any sporting dispute shall be judged in accordance with the applicable rules. 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 No.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.

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. 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.).

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. 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. Failure to do so, will result in the Skipper not being permitted to take the start of the race and the boat's registration fee will be retained by the OA.

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.

The OA shall have no liability whether it be to any participant in the race or otherwise for any actual or construed loss, damages 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, pandemic, lockout, industrial dispute, omission 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.

25. IMAGE AND APPEARANCE PRIVACY RIGHTS:

The image privacy rights belong to the Sea to See company and Class IMOCA.

By participating in this event, the competitor automatically grants the Sea to See company, its partners and Class IMOCA the perpetual right, at their discretion, to produce, use and show, in any broadcast related to the 1000 Race, any image of themselves or their boat that is taken or filmed during the competition entitled the 1000 Race in which they are competing.

Use of participants' personal data:

By participating in this competition, the competitor and their legal representatives agree to and authorise the FFVoile and its sponsors 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 or 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 them 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.

26. CONTACT:

For further information, please contact: **Sea to See:**

Gwen Chapalain: +33(0)6 85 32 39 70 - gwen@sea-to-see.com

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

Flore CEVAËR (Communication): +33 (0)6 95 66 74 12 – flore@sea-to-see.com

SEA TO SEE

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29100 DOUARNENEZ

Registration: inscriptions@sea-to-see.com

Race Management:

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Pierre Hays: +33 (0)6 98 31 48 78

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President Race Committee: Carole JAOUEN +33 (0)6 62 07 15 43 - carole.jaouen5681@gmail.com

President Technical Committee:

Thomas JULLIEN - +33(6)75 01 57 58 thomas.jullien@imoca.org

Equipment Controller :

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Dominique LEMARCHAND - +33(6) 71 00 30 65 - lemarchand.dominique@wanadoo.fr

President of the Jury: Anne CRESPIY - +33 (0)6 62 78 09 21 - annecrespy@hotmail.com

Race HQ will be open from 08:30 – 18:00 hrs

Race Management will be contactable 24/7

APPENDIX 1

DÉFI POM'POTES – Friday 1 May 2026

SPEED RUNS

Grade 5

The principle behind it is a beam reach measuring around 1 mile in length.

The starting line will be open from 12 noon and will close at 16:30 hrs.

The crew list will be emailed to Race Management no later than Wednesday 29 April at 17:00 hrs, with the number of a valid FFVoile licence (temporary licence possible) for each crew member.

Organisation of speed runs:

A crew of 5 to 8 persons, including a compulsory 'GUEST' personality set out by the OA. The teams shall provide a lifejacket and helmet to the '1000 RACE' guests.

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

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

The format for the Runs will be announced during the Skippers' briefing on Thursday 30 April 2026 at 16:00 hrs.

Onboard safety:

- Wearing a lifejacket is compulsory for all from casting off until returning to the dock.
- Wearing a helmet is compulsory for all the guests from casting off until returning to the dock.
- Wearing a helmet is compulsory for all throughout the RUNS.

Support RIB: (SRA)

The number of RIBs is limited to 1 support RIB per team.
Compulsory presence of pilots in person at the pilots' briefing on Thursday 30 April 2026 at 15:00 hrs.

The list of support RIB pilots for each team shall be submitted to RM and the referencing methods will be outlined later in the SI.

APPENDIX 2

PRESCRIPTIONS OF THE FEDERATION FRANÇAISE DE VOILE (FRENCH SAILING FEDERATION) FOR THE RACING RULES OF SAILING 2025-2028 Version of 15th 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.