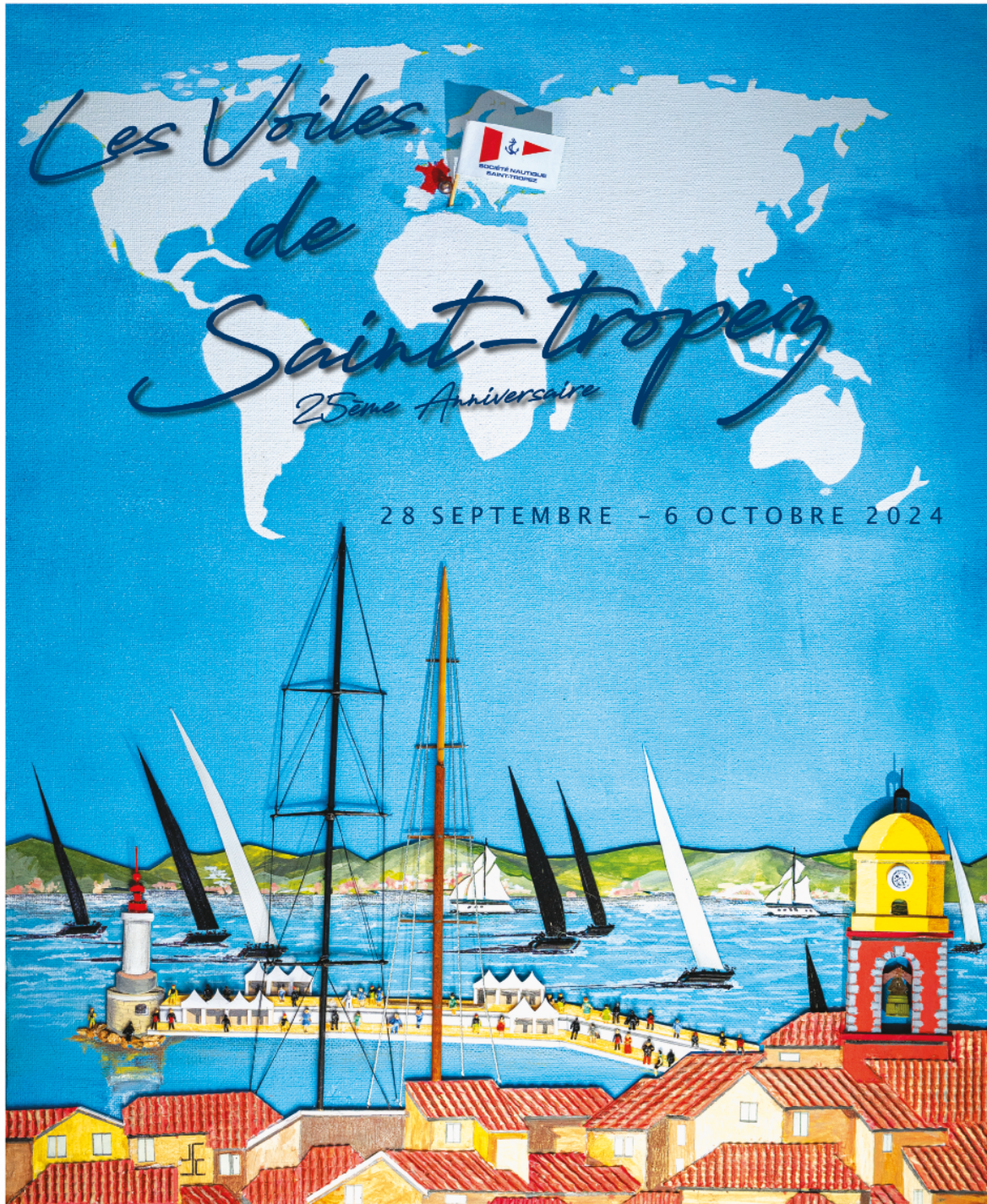


Sailing Instructions

Maxi Yachts



WALLY



BRIG
FOUR INTELLIGENT BOATS

mercantour
events.



SAINT-TROPEZ



ESPIRIT VILLAGE

FFVoile



The notation "[NP]" in a rule in the SI means that a boat may not protest another boat for breaking that rule and for which the international jury may refuse to hold a hearing. This changes RRS 60.1(a) and 63.1.

1 Rules

1.1 The event will be governed by the rules as defined in **The Racing Rules of Sailing (RRS)**.

1.2 [NP] Federal regulations (<https://www.sailing.org/inside-world-sailing/rules-regulations/racing-rules-of-sailing/>).

1.3 [NP] The national prescriptions (<https://arbitrage.ffvoile.fr/media/xj1jzofd/prescriptions-rrs-2021-2024-version-gbr.doc>).

1.4 [NP] The World Sailing Offshore Special Regulations (OSR) Category 4. OSR Category 4 compliance will be evaluated by the Technical Committee, which may address related issues with a NoR Amendment.

1.5 The Racing Rules may be changed as follows: steering, ram and winch systems powered by force other than manual, as well as moveable appendages, trim tabs, water ballast and canting keels are permitted if each feature is declared on the IRC. This changes RRS 51 and 52.

1.6 WS test rule DR21-01 will apply in coastal courses.

Start : A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with RRS 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either (a) at or after her starting signal, or (b) during the last minute before her starting signal. When a boat starts in accordance with item (b) of the definition Start, she shall not return to the pre-start side of the line, if possible, she will be informed by VHF and the scoring penalty will be 20% of the number of boats entered in her class without a hearing, in accordance with RRS 44.3(c).

1.7 [NP] IMA Rule C.2.6 (GUESTS) applies to all (sub-)classes. A Guest List (NoR 1.5.3) shall preferably be filed before the close of registration using the IMA Guest Declaration form, but alternatively may be filed on a daily basis using the IMA Daily Guest Declaration form. The IMA Daily Guest Declaration shall also be used to file Guest List changes, which shall be communicated to the IMA technical office

(technicaloffice@internationalmaxiassociation.com) no later than 09.30 the day the guests join /replace previously filed guests. Guests shall remain the same for the day other than in case of emergency if communicated to the RC as soon as reasonably possible as instructed by SI 19.1. The IMA retains the right to refuse guests and its decision is final. **Please note that NoR 7.5 (parental authorisation), NoR 7.4 (personal insurance) and SI 19.1 also apply to guests.**

1.8 The 2024 IRC Rule, Parts A, B and C except ORC Rule 6.1, also

(a) IRC Rule 21.1.5(d) will not apply but sails need to remain the same for each day. For the purpose of this rule, the day begins when the boat leaves the dock or mooring for the first time each day and ends when the boat returns to the dock/mooring after racing;

(b) IRC Rule 22.4.2 is deleted and replaced with: "The maximum number of crew members on board shall be the crew number printed on her certificate. There is no weight limit".

1.9 [DP] Boats will be identified by their sail numbers as specified in RRS G1.2 and G1.3 on mainsail, spinnakers, gennakers and jibs.

1.10 The official time is taken by the GPS.

2 Communications with competitors

2.1 Notices to competitors will be posted on the online ONB: [RacingRulesofSailing.org](https://www.RacingRulesofSailing.org) (See at the end of these SI))

2.2 The RC intends to monitor and communicate with competitors on **VHF 08**.

2.3 Failure in transmitting or receiving VHF communications, errors, omissions or delays will not be grounds for a request for redress. This changes RRS 62.1(a).

2.4 While racing the boats shall use **VHF 08** exclusively for:

(a) safety or emergency calls;

(b) information on retiring;

(c) after finishing to inform the RC of their intention to protest.

3 Changes to the sailing instructions

3.1 Any change to the sailing instructions, and if necessary the course of the coastal race, will be posted on the ONB at the latest at 10.00 on the day it will take effect, except that the starting sequence and any change to the race schedule or format (Coastal or WL) will be posted before 20h00 on the day before it will take effect.

3.2 In accordance with RRS 90.2(c), changes to the sailing instructions may be made on the water by hail on the race committee channel. The race committee will display flag L with one sound before making the announcement.

4 Signals made ashore

4.1 Signals made ashore will be displayed on the mast in front of Race committee office.

4.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals, AP.

5 Schedule of races

5.1 The aim is to sail one coastal race or two WL races per day.. The OA and RC reserve the right to change the schedule at its discretion, taking into account weather conditions and all other factors.

Monday, 30 September: 12.00 First Warning Signal Coastal Race or WL

Tuesday, 1 October: 12.00 First Warning Signal Coastal Race or WL

Wednesday, 2 October: 12.00 Club 55 Paul Watson Cup

Thursday, 3 October: 12.00 First Warning Signal Coastal Race or WL

Friday, 4 October: 12.00 First Warning Signal Coastal Race or WL

Saturday, 5 October: 12.00 First Warning Signal Coastal Race or WL

18.00 Prize giving

5.2 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

5.3 On the last day of racing, no warning signal will be made after 15.00, with the exception that any starting sequence having started before this time will go to its end, even in the case of general recall (s), giving the opportunity that race to finish.

6 Identification of sails

6.1 Boats not displaying sail numbers or displaying numbers that are not readable or different from those under which they registered will be scored DNS without a hearing and without previous warning (this changes RRS 63.1).

7 (Sub-)class and Class flags

7.1 The classes and class flags will be defined according to the ratings and in agreement with the IMA

7.2 [DP] [NP] (Sub-)class flags shall be displayed in the aft part of the boat, on the backstay, at all times while racing. If such display is not feasible, (sub-)class flags shall be displayed from the stern pushpit.

7.3 Class and sub-class assignments are at the sole discretion of the OA. Each boat shall accept its (sub-)class) and start assignment, no changes will be made after 18.00 September 15, however, In case of exceptional circumstances the OA reserves the right to change the (sub-)class combinations and/or assignments after 18.00 September 15.

7.5 The final entry and (sub-)classes list will be posted on the ONB before 09.00 on the first racing day. Please Note: Boats in the same start may, at the sole discretion of the OA, still be split for trophies according to the (sub-)class splits of SI 7.1.

8 Racing Area

8.1 Gulf of Saint-Tropez and its surroundings, the eastern limit being the "Chretienne Beacon" and the western limit being the " Fourmigue Beacon".

9 Courses

9.1 The **windward-leeward** course descriptions and diagrams are shown in Appendix 1.

9.2 The **coastal** course descriptions and diagrams are shown in SI Appendix 5. Also, the RC may create a custom course that is not described in the SI Appendix 3. The course descriptions shall include: the order in which marks are to be passed and the side on which each mark is to be left and the length of the course. A minor or a greater length of the course will not be grounds for a request for redress. This changes RRS 62.1(a).

9.3 Course announcement:

(a) **Windward/Leeward**: No later than the warning signal, the RC vessel will display/broadcast the approximate bearing and distance to mark 1.

(b) **Coastal**: No later than 20 minutes before the warning signal, the RC vessel will display/broadcast the course and if applicable the approximate bearing and distance to windward mark.

9.4 The day before each race day, the race committee will publish the intentions for the following day on the ONB , website before 20.00.

10 Marks

Dynamic marks with automatic positioning by GPS may be used.

The theoretical or actual position of the mark or its permanent displacement to maintain it in position cannot be the subject of a request for redress. This modifies RRS 62.1.a.

10.1 Windward/leeward:

See Appendix 1

Please note:

- Mark 2, when applicable, will be an offset mark at approximately 0.15 NM from Mark 1.
- Marks 1 and 2 shall be left to port.
- Marks 3P and 3S will be set as a gate. If either 3P or 3S is missing, then the remaining mark shall be rounded to port

10.2 Coastal:

- Race Committee Vessel, displaying the RC flag.
- The ODM (pin end mark) mark is a Yellow MarkSetBot buoy.
- Offset mark (if necessary) is a White MarkSet buoy
- Other course marks are defined in Appendix 3.

11 The start

11.1 Starting area; the starting zone will be in the Pampelonne bay: 43° 13.635'N / 006° 41.965'E

11.2 Races will be started in accordance to RRS 26 with a warning signal made 5 minutes before the starting signal.

11.3 The orange line flag will be displayed at least 5 minutes prior to the warning signal.

11.4 The warning signal for each (sub-)class will be its (sub-)class flag.

11.5 [DP] Boats whose warning signal has not been displayed shall avoid the starting area.

11.6 The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end of the line and the Outer Distance Mark (ODM) at the port end.

11.7 A RC vessel may stand by at the ODM to judge the start line. **[DP]** It is forbidden to pass between this vessel and the ODM.

11.8 Race Committee vessel protection; a buoy may be moored astern of the RC vessel. **[DP]** This buoy shall be considered part of the starting mark (RRS 18.1(a) and 31).

11.9 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

11.10 Application WS Test Rule RE21-01 for coastal courses;

11.11 A boats starting later than 5 minutes after their starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.

12 RC Mark vessels coastal courses

12.1 RC Mark vessels flying the SNST flag may be in position close to the coastal course marks. The lack of an RC Mark vessel near any mark will not be grounds for redress. This changes RRS 62.1 (a).

12.2 Official result at a mark: The race committee may shorten a course according to the list in RRS 32.1, and consider the course as completed, taking as finishing times the rounding times at the last course mark to be rounded. This changes RRS 32. If a race committee boat displaying a 2nd substitute and the (sub-)class flag(s) of class(es) concerned (this changes Race Signals) is located near one of the marks to be rounded, the mark and the committee boat constitute a gate, where the official rounding times are taken. Competitors shall sail through the gate, and continue racing. If the RC subsequently decides to shorten the course, it will display flags « S over H », with 2 sound signals, and if necessary, the class flag(s) (this changes Race Signals), meaning « the course is shortened, and the last official rounding times will constitute the finishing times. The RC will confirm, if possible, this information by VHF on communication channel.

13 Change of course after the start

13.1 For Windward/leeward Courses: To change the next leg of the course the race committee will move the MarkSetBots to their new position. The change will be signalled before the leading boat has begun the leg, although the MarkSetBots may not yet be in position.

When a change of course is signaled at the windward mark, the gate may be replaced by one single mark to be left to port

13.2 For Coastal Courses: Flag « C » displayed on a RC vessel at a rounding mark means: "Go directly to the finishing line, don't round the remaining marks". This changes RRS 28 and 33.

14 The Finish

14.1 Coastal courses

The finishing line is defined on starboard by a staff displaying a blue flag on the RC vessel position : 100m from mark 9, and on port by the course side of mark 9. The line must be crossed according to RRS definition "finish".

14.2 Windward/Leeward Courses:

The finishing line is defined on starboard by a staff displaying a blue flag on the RC vessel and on port by the course side of an inflatable WHITE buoy; a diagram is in appendix 1. The line must be crossed according to RRS definition "finish".

15 Penalty System

15.1 The Two-Turns Penalty is replaced by the One-Turn Penalty. This changes RRS 44.1. If a boat takes a penalty turn, she shall complete the Online Penalty Report Form as soon as practical, but within the protest time limit (SI 17.1).

15.2 Penalties for breaches of a rule other than a rule of Parts 1 or 2 of the RRS may be less than disqualification if the International Jury so decides.

16 Time Limit

16.1 WL courses:

(a) The Mark 1 Time Limit is 30 minutes, the Race Time Limit is 90 minutes (see RRS 35), and the Finishing Window is 45 minutes.

(b) If no boat has passed Mark 1 within the Mark 1 Time Limit, the race will be abandoned.

(c) The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised, or given redress, will be scored Did not Finish (DNF) without a hearing.. This changes RRS 35, A4 and A5.

16.2 Coastal courses:

(a) Boats failing to finish by 18h30 or at the committee boat in case of shortening the course at a mark to be rounded and not subsequently retiring, penalised or given redress, will be scored DNF without a hearing. This changes RRS 35, A4 and A5.

(b) For (sub-)classes starting after 14h00 the time limit will be 19h00.

(c) On the last day of racing, the time limit for finishing for all (sub-)classes is 17.00.

17 Protests and requests [NP]

17.1 Restrictions:

a) Protests, requests for redress or reopening, or scoring inquiries shall be made in writing using the Online Protest Form available on the event website.

b) Protests shall be lodged within 60 after the last boat in that start (coastal or WL) finishes the (last) race of the day or the RC signals no more racing today, whichever is later. The time will be posted on the ONB.

c) Requests for redress shall be lodged within 30 minutes after the time limit defined in b)

d) Scoring inquiries or requests for redress concerning posted results shall be lodged within 60 minutes of the time they have been posted if posted before 20h30 or until 10h00 on the following day if posted between 20h30 and 09.00.

e) RRS 66.2 first sentence is changed to read: "A party to the hearing may ask for a reopening in writing using the Online Protest Form and identify the reason for it no later than 24 hours after being informed of the decision." However, on the last day of the regatta a request for reopening a hearing should be delivered:

(i) within the protest time limit if the party requesting reopening was informed of the decision on the previous day,

(ii) no later than 30 min after the party requesting reopening was informed of the decision on that day.

This changes RRS 66.

17.2 Redress Limitations:

(a) A boat may only request redress when racing at the event; redress may be granted for this event only and shall not be given for a greater number of races than that boat completes in this particular event. This changes RRS 62.

(b) Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat (this changes RRS 60.1(b)).

17.3 According to RRS 61.1 (b) the sail numbers of the boats subject to protest by the race committee or

jury for incidents that occurred in the race area will be posted on the ONB before the end of the protest time limit mentioned in SI 17.1. If not possible the new time limit for displaying this information will be specified. This changes RRS 61.1(b).

17.4 Hearing times will be posted within 20 minutes after the end of the protest time limit to inform competitors of the place and time at which the hearings in which they are party or witness will be held.

17.5 The jury will hear the protests, if possible, in approximately the same order as they were lodged. If the concerned parties agree, hearing may take place before the protest time limit.

17.6 Decisions of the International Jury will be final as provided in RRS 70.5.

17.7 Competitors are advised to use RRS Appendix T, Arbitration (see special Appendix). Do not hesitate to contact a member of the International Jury for further information.

18 Scoring and trophies

18.1 Results will be calculated on the basis of "Time on Time" and will be posted as soon as possible on the ONB.

18.2 When three or more races have been completed, a boat's worst score will be discarded.

18.3 Two races are required to be completed to constitute the regatta.

18.4 The final trophy list will be published on the ONB before the first race. Additionally the IMA will reward the best owner-driver IMA member in each start.

19 Change of crew or damaged equipment [DP]

19.1 It is the responsibility of the skipper to make sure that all the crew/guests on board are declared on the entry form. Crew/guests changes shall be made on this entry form. Crew shall remain the same for the day other than in case of emergency if communicated with the RC as soon as reasonably possible and in writing using the Online Protest Form with the RO within the maxi boat protest time limit.

19.2 Substitution of damaged or lost equipment is not allowed unless authorised in writing by the TC. Requests for equipment substitution shall be made by completing the Online Protest Form at the first reasonable opportunity, which may be after the race.

20 Technical committee

20.1 Measurement checks may take place before and during the event.

20.2 [DP] Protests between competitors concerning a boat's rating will not be admitted after the maxi boat protest time limit of the first day. On registration days and after each race, the technical committee may request that one or more boats be measured or checked. As soon as they come ashore, competitors shall check whether they are summoned for any measurement or compliance check. Failure to attend may result in a protest by the Technical Committee.

21 Safety

21.1 [DP] A boat that retires from a race shall remove his (sub-)class flag (SI 7.2) and inform the race committee as soon as possible, by VHF or by phone (the secretary's office can be reached on 04 94 97 30 54). Moreover, the retirement shall be communicated in writing using the Online Retirement Form.

21.2 VHF channel : communication channel.

21.3 Safety equipment: SI 1.4

21.4 [DP] Swimming or diving in the harbour other than by divers authorized by the OA and Harbour Authority is forbidden. Any breach can be the object of a communication to the jury which may result in the exclusion from the event of the concerned boat.

21.5 RRS 41 OUTSIDE HELP is changed to add: (e) Help to recover from the water and return any person on board, provided the return on board is at the approximate location of the recovery.

21.6 [DP] A boat that has a MOB incident shall immediately stop racing and either recover the person or coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the boat that had the MOB incident shall stand by in the vicinity of the incident. The captain and the operator of the boat that recovered the person may agree to delay the transfer of the person to the boat that had the MOB incident for safety reasons.

The transfer then may occur at any time during the race, after the boat finishes or retires, or ashore. If the transfer is delayed, the boat that had the MOB incident may resume racing once the person is safely on board the recovery boat. This changes RRS 48.2.

21.7 [DP] A boat that had a MOB shall notify the RC as soon as practicable after racing. The

circumstances of the recovery, whether by the boat or another vessel, will be reviewed by the RC and the jury.

22 Official Boats

Committee boats will display the SNST flag (Red - White - Red with an anchor in the white panel)

23 Trash disposal [DP]

23.1 No rubbish shall be left on the dock during the night from 21h00 local time.

23.2 RRS 47 applies. It is forbidden for any competitor and crew member to throw anything overboard, biodegradable or not.

24 Berthing and operation of boats in the harbour

24.1 [DP] As the port is being filled to capacity, places will be allocated in the most efficient way possible. Boats shall use the berth allocated to them and shall avoid impinging on other's places. Failure to do so may result in exclusion from the event by the jury.

24.2 Boats shall stay clear of other less manoeuvrable boats during harbour manoeuvres.

24.3 [DP] For security reasons, boats must comply with the instructions issued for the return to the harbor after the regatta. Any infringement will be submitted to the jury.

24.4 [DP] Competitors and support boats shall respect the speed limits and orders given by the harbor staff.

25 Return to port

[DP] Boats must avoid the area marked by red buoys (arrival area for modern and traditional boats) when returning to port. See appendix 2

26 Crew behaviour

[DP] The owner, skipper or owner's representative is responsible for their crews behaviour ashore or at sea during the event.

27 MENTIONS RGPD The contact information of the competitors collected by the Saint-Tropez company is the subject of a computer processing with the aim of information concerning participation in regattas. We assure you that no data will be communicated, transferred, or resold to third parties and will not be transferred outside the European Union. In accordance with the General Data Protection Regulations of May 28, 2018, you have the right to access, rectification, opposition, processing limitation, erasure and portability of your data that you can exercise by contacting the SNST (mail or e-mail).



Voiles de Saint-Tropez 2024

Regatta officials are using a web-based program to assist with the management of this regatta. It provides electronic forms for such actions as scoring inquiries, protests, equipment substitutions, etc. And it provides for electronic communication with competitors if competitors have provided an email and/or telephone number accepting SMS. Competitors will be notified electronically of protest time limits, confirmation of a protest filing, scheduled hearing times, etc. This electronic system allows competitors to move freely about the event and remain in contact with relevant officials. And all competitors have electronic access to the scoring inquiries, jury decisions, etc.*

This electronic notice board is the Official Notice Board (ONB) for this regatta.

Les arbitres utilisent un système web pour aider la gestion de cette régata. Il fournit des formulaires électroniques pour des actions telles que les contestations de classement, les réclamations, les remplacements d'équipement, etc. Il communique avec les concurrents électroniquement s'ils ont fourni un email et/ou téléphone (SMS). Les concurrents seront informés des heures limites de réclamations, de la réception d'une réclamation, des heures de convocation, etc. Ce système électronique permet aux concurrents d'être plus libres sur une épreuve et de rester en contact avec les arbitres. Tous les concurrents ont un accès électronique aux contestations de classement, décisions du jury, etc.*

Ce tableau électronique d'information est le Tableau Officiel d'Informations pour cette régata.



Submit Request for Hearing

Déposer une demande d'instruction



Submit Scoring Inquiry

Contester le classement

NOTE : Lorsque vous remplissez un formulaire, la procédure (définie dans les RCV et dans les IC) reste inchangée.

NOTICE: When submitting a protest, request or report, the procedure (as set forth in the Racing Rules of Sailing and the Sailing Instructions) remains unchanged.



Official Notice Board

Tableau officiel d'informations



Hearing Schedule

Convocations au jury



Hearing Decisions

Décisions



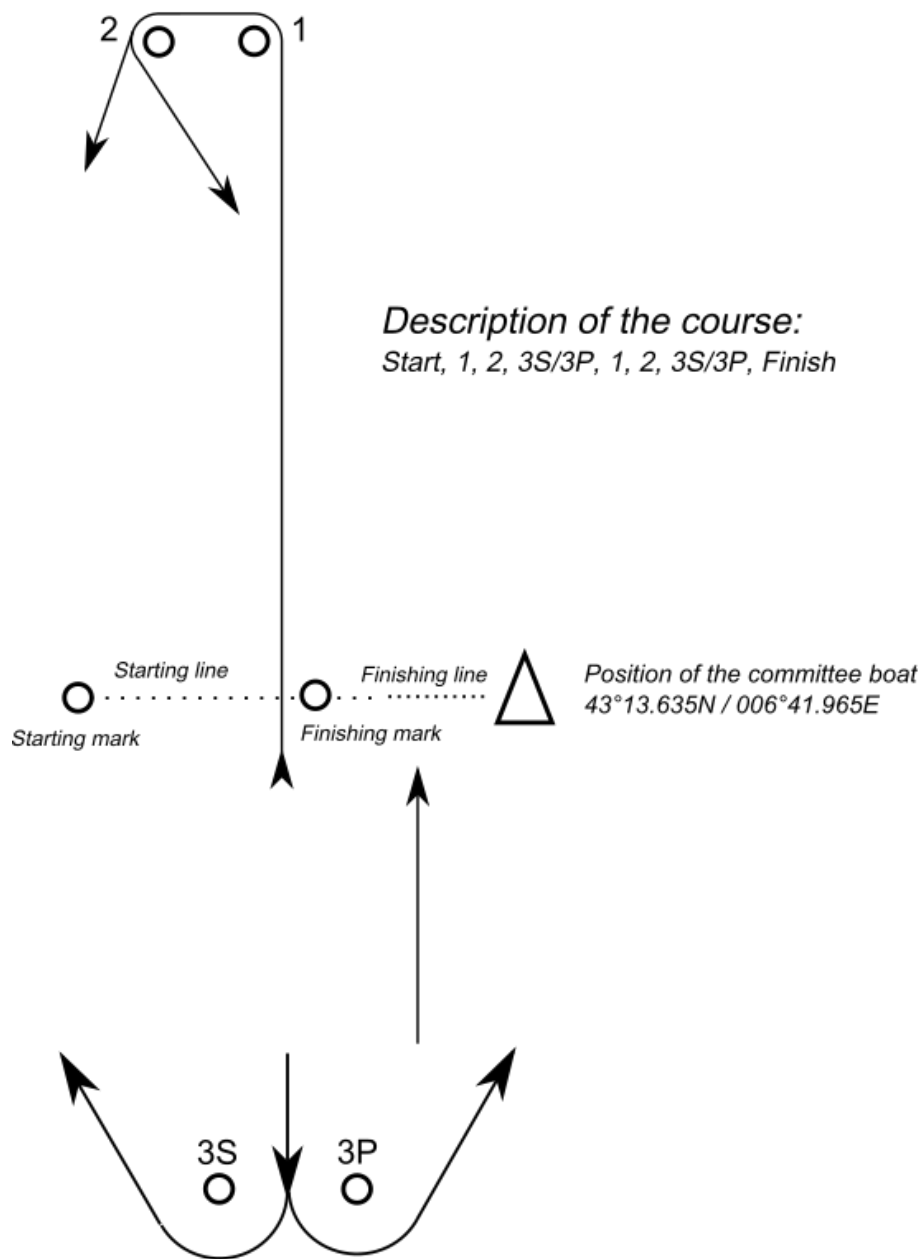
Scoring Inquiries

Contestations de classement

Le jury et les parties se réservent le droit de limiter l'accès du public à certaines décisions.*

The jury and parties reserve the right to limit public access to certain decisions.*

"Windward / Leeward" course



After the start, the starting mark may be moved closer to the committee boat for the finish. Except for the finish ; it's not allowed to sail between the starting / finishing mark and the race committee boat after the start. The penalty for this breach will be a place penalty of 20% of the number of boats entered in her class without hearing.

MARKS DEFINITION

Marks 1, 2 ,3S , 3P : Dynamical WHITE buoy

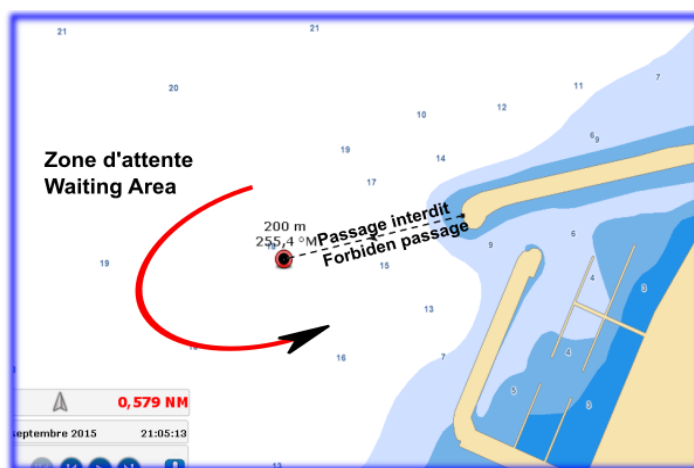
Starting / Finishing mark : Dynamical YELLOW buoy

APPENDIX 2

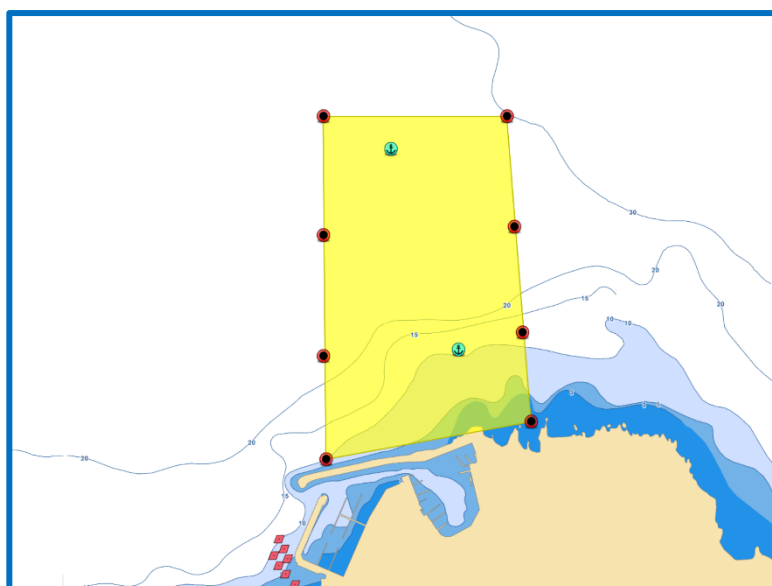
Return rules to the harbour of Saint-Tropez

Boats from organisation will make your entrance easier into the harbour after the regatta, respect their instructions.

Tenders must respect the 3 knots speed limit into the harbour



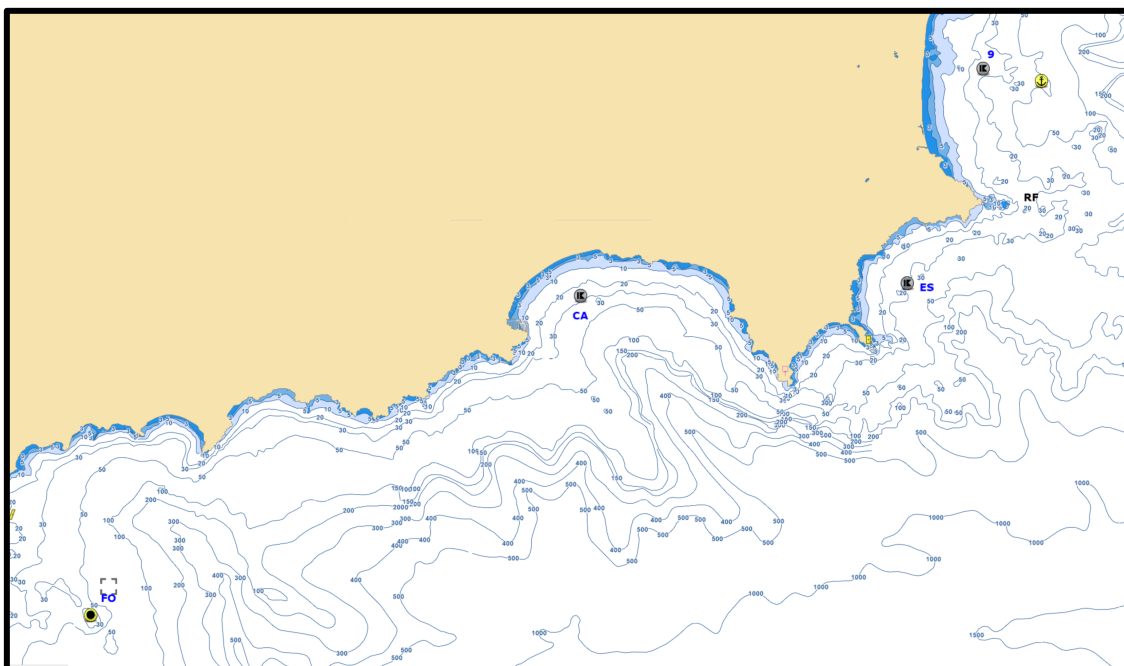
Forbidden zone



**Failure to follow these rules will be the subject of a report to the jury
[DP][NP]**

APPENDIX 3

Position of course marks (Coastal courses)



LEXIQUE:

TB = Starboard; **BD** = Port ; **D/S** : Starting line ; **A/F** : Finishing line; * Rounding Mark
The marks position is approximate and will not be ground for redress

Nom	Couleur	Position	Sonde/Depth
Mark 9	Inflatable White buoy	N 43°13,802'; E 006°40,878'	30m
ES	Inflatable White buoy	N 43°10,885' ; E 006°39,467'	40m
CA	Inflatable White buoy	N 43°10,489' ; E 006°33,458'	40m
FO	Fourmigue beacon	N 43°10,489' ; E 006°33,458'	

COURSES

Parcours 1 : (18 N)

D/S ; Windward mark (if necessary); RF TB; CA * BD ; RF BD; A/F

Parcours 2: (32N)

D/S ; Windward mark (if necessary); RF TB; FO * BD ; RF BD; A/F

Parcours 3: (28N)

D/S ; Windward mark (if necessary); RF TB; ES * BD ; CA * BD ; ES * BD ; CA * BD ; RF BD; A/F