

MED | MAX^{*}

Occitanie | SAÏDIA
RESORTS



NOTICE OF RACE



1st Edition

21/09 - 06/10 - 2024

Powered by Escondida S.A.S

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www.med-max.org



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APPENDIX – PRESCRIPTIONS OF THE FFVOILE

The notation [NP] in a rule means that a boat cannot protest another boat for a breach of the rule in question. This changes RRS 60.1(a).

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

1. AUTORITE ORGANISATRICE (AO)

1.1 LEGAL REPRESENTATIVE

MED MAX I Occitanie - Saïdia Resorts is a race organized by Escondida, S.A.S registered on N° 982 028 797, at RCS of Montpellier and based on 18, rue du Four – Montferrier sur Lez (34980), France, represented by Kito de Pavant, Président, and appoints the overall management for the operational organization of the event.

1.2 RACE MANAGEMENT

This competition is run under the aegis and in compliance with the sporting regulations of the French Sailing Federation (FFVoile).

Race Management (RM), as approved by the FFVoile, is run by Guillaume Rottée, Race Director and his team, that will be revealed later.

RM's mission is to manage all sporting aspects of the event. It works directly with the Race Committee, the Technical Committee, the International Jury and the race doctor.

Any incident/accident must be reported to Race Management as a matter of priority.

1.5 RACE OFFICIALS

Race officials shall be appointed by FFVoile in accordance with the rules. An international jury shall be constituted by the FFVoile, in accordance with Appendix N of the RRS and RRS 70.5. Its decisions shall be final.

Where judges are not physically present, but can be contacted by telephone or by Skype, email, instant messaging, VHF or any other radio means, RRS N 1.5 shall be deemed to be complied with and protests may be heard and judged in this manner.

1.6 RACE DOCTOR

A race doctor will be appointed by the OA, with the approval of the FFVoile, to study the medical records of each skipper, in compliance with Appendix 3 of the FFVoile medical regulations, (http://www.ffvoile.fr/ffv/web/ffvoile/documents/Reglt_medical_annx3.pdf).

He/she will be a member of AMCAL, the email address of which is amcalteam@gmail.com.

2.NAME

The official and only authorised name is « MED MAX I Occitanie – Saïdia Resorts ». The race is sponsored by Région Occitanie Méditerranée Pyrénées and Saïdia Resorts.

Skippers entered in the race have the right to use the MED MAX I Occitanie – Saïdia Resorts composite logo + Boat Logo as well as the branding elements provided.

See the « Marketing » APPENDIX, which will be published later.

3.PURPOSE & POSITIONING

The MED MAX I Occitanie - Saïdia Resorts has been designed to connect the 3 continents to strengthen friendly, cultural and economic relations between countries that share the same common good. It will take place every 4 years.

4.RULES

4.1 The event is governed by:

- The rules as defined in the Racing Rules of Sailing (RRS),
- The national prescriptions translated for foreign competitors, detailed in the APPENDIX « Prescriptions »,
- Part B (steering and sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) when these apply,
- The 2022/2023 Offshore Special Regulations, Category 1, Multihull or Monohull, for all boats, along with the FFVoile prescriptions and additional rules specific to each class,
- The 2023 Class Rules for the accepted classes, the 2021-2024 ERS,
- The official time for the event is in UTC.

4.2 In the event of translation of race documents, the French text shall prevail. For the OSR and the RRS, the English text shall prevail.

4.3 The following RRS are modified:

- RRS Part 2: Part 2 of the RRS applies up to 30 miles after the start line and 30 miles before the finish line for both these parts of the course covered in daylight hours. It is replaced by Part B (steering and sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these parts of the course covered at night and for the rest of the course.
- RRS 41 (Outside help) and 45 (Hauling out, making fast, anchoring): changed in paragraph 20 of the NOR.
- RRS 48.1 (Limitations on equipment and crew): changed as follows: «boats may take on board replacement equipment during the race provided they have the written consent of Race Management, and doing so complies with Class Rules».
- RRS 51 (Movable ballast): remove the first 2 sentences and replace with: «Any moving of weight (stacking) for the purpose of changing trim or stability is permitted within the following limits: inside the boat, with the exception of the batteries, all other heavy items which could damage the boat or cause injury to the crew must be permanently securely fixed in place, except when moved. Food, water and fuel jerrycans, safety equipment (except liferafts and/or equipment sealed in position), fittings and spare parts can be stowed in boxes and moved if these boxes are securely attached to the boat. The sails can be moved freely. Sail bags must not be able to hold water».
- RRS 52 (Manual power): changed in paragraph 19 of the NOR.
- RRS 54 (Forestays and headsail tacks): does not apply.
- RRS 55.2 (Spinnaker poles; whisker poles): does not apply, except for Class40.
- The following RRS are changed in the SI:
 - RRS 44.1 (Taking a penalty);

- RRS 61 (Protest requirements);
- RRS62 (Redress);
- RRS 63 (Hearings);
- RRS 64 (Decisions);
- RRS 66 (Reopening a hearing).

4.4 Entering the MED MAX I Occitanie - Saïdia Resorts implies full and unreserved acceptance of all provisions in this Notice of Race. The OA reserves the right to amend the Notice of Race in the interests of the safety and/or sportsmanship of the race.

4.5 Unless explicitly provided for elsewhere: in the event of a conflict between rules, or in the event of uncertainty as to the prevalence of a rule or which rules apply, the Jury shall decide which rule applies.

5. ADVERTISING [NP] [DP]

5.1 Pursuant to World Sailing Regulation 20 (Advertising Code), as modified by FFVoile's advertising regulation, boats are required to display the advertising chosen and provided by the OA.

5.2 IDENTIFICATION MARKS

5.2.1 Number

A distinctive race number for all boats must be visible at all times on the deck, the hull(s) and the sails, unless otherwise provided for in the Class Rules. The dimensions are specified in the Class Rules. The race number on the hull shall be affixed on the outside forward section of each hull on multihulls, and on each side of the forward section of the hull on Class40. The race number (in compliance with Class Rules) must be provided to the OA when entering a boat.

5.2.2 Name of boat

The boat's name shall be inscribed at the least on each side of each hull or hulls and once on the transom or the aft crossbeams. The OA reserves the right to refuse a name which it considers to be in poor taste, offensive, abusive or contrary to the purposes of the race.

5.2.3 Race flags

Each boat entered in the race shall be provided with two race flags at the latest upon arrival Port Camargue, and these shall be displayed in the shrouds upon receipt when exiting Port Camargue at the latest, and up to 30 miles from the start line, and again from 30 miles before the finish line until the end of the boat's presence in the finish port Marina Saïdia.

5.2.4 Flames and flags

In port, for greater clarity and visibility for a boat's sponsors and the OA's sponsors:

- on the backstay or runners and behind the mast, pennants and flags of any size with the boat's name, logo or trademarked brand, is permitted. All slogans are forbidden.
- moreover, skippers shall reserve the forestays of their boat for the OA, to hoist the OA's flags. These flags must be displayed without fail in Port Camargue from the moment that boats are at the disposal of the OA as well as after crossing the finish

line up in Saïdia until the prize-giving. These flags must remain on board throughout the entire duration of the race.

5.2.5 Race logo

All boats entered in the race shall carry the official race branding on the mainsail. This branding will include the race logo to which the principal race sponsor's logo may be added. This branding will be positioned within a 2 meters diameter circle for the Ocean Fifty class and a 1.5 meter diameter circle for the Class40 class. The center of this circle shall be at one third of mast height from the deck and in the aft part of the mainsail unless otherwise stipulated in the Class Rules.

These stickers will be provided to the team before September 1, 2024. In case of a request for a second set of transfers, it will be charged.

5.2.6

All boats entered in the race undertake to respect the name of the race in their communications and promotions. The event logo and branding elements are rights free for entered boats for the purposes of their promotion. The OA shall be informed of this use. Branding guidelines will be supplied and must be adhered to (see Marketing Appendix).

5.2.7

For any breach of NOR 5.2, the boat in question shall comply as quickly as possible. Otherwise, a financial penalty may be applied by the OA.

6. ELIGIBILITY - ENTRIES

6.1 ELIGIBILITY

6.1.1 Partner classes

The MED MAX I Occitanie - Saïdia Resorts is open to partner classes. Each of them will have a signed agreement with the OA:

- Class40: monohulls which comply with the Class40 rules.
- Ocean Fifty Class: multihulls which comply with the Ocean Fifty Class rules.

All boats must be equipped with an engine that enables them to enter and exit harbours and to maneuver in the harbour under their own power, in compliance with their class rules.

This event is included in the calendars of the following championships:

- The Class40 Med Trophy as per the class's championship regulations.

The number of boats entered in the event is limited.

However, the OA reserves the right to:

- accept additional boats in the event,
- to refuse an entry for technical or ethical reasons.

For a class to be eligible, there must be a minimum of 4 boats entered before the 30th June 2024, unless dispensation is granted by the OA.

On this date, the OA will confirm the classes or categories permitted to race. The OA reserves the right to discuss and decrease the minimum number of entries required with each class.

6.1.2 Invited classes or categories

Classes or categories that would like to compete in the MED MAX I Occitanie - Saïdia Resorts and that do not appear on the list of partner classes must contact the OA. A study will be carried out to define eligibility and safety criteria, as well as port logistics.

Each invited class or category will be the subject of a specific amendment to the Notice of Race.

6.2 ENTRY [NP]

6.2.1 To enter, the entry form must be filled out online (link below) and the entry fee (caution) paid in full by bank transfer. Entries will be published on the race website and social media networks. Teams which have entered will receive all the information about the race.

Registration form:

<https://form.jotform.com/medmaxinscription/formulaire>

6.2.2 Late entries

Any entry received after the 30th June 2024 is subject to the authorization of the OA.

6.2.3 Entry fees are as follows:

- Before 30/06/2024, every team should pay a deposit of 3000 euros.
- This amount will be refunded in full to the teams whose boat started and crossed the 1st gate of the course.
- 50% of this sum will be retained by the AO, in case of team withdrawal before August 31, 2024 or in case of late registration (after June 30, 2024).
- This sum will be kept in full by the AO in case of withdrawal of the team after 31 August 2024.

The applicable VAT must be applied to these entry fees. VAT does not apply to countries outside Europe and free zones (Jersey, St Barths etc...), or to those countries exempt from intra-community VAT.

Bank transfers are to be made to Escondida SAS bank account, the details of which are as follows:

13485	00800	08012157156		51
c/Etabl.	c/guichet	n/compte		c/rib
Domiciliation			BIC	
CAISSE D'EPARGNE LANGUEDOC ROUSSILLON			CEPAFRPP348	
Identification du compte pour une utilisation internationale (IBAN)				
FR76	1348	5008	0008	0121 5715 651
Agence BDR CENTRE AFFAIRES MONTPELLIER			Intitulé du compte ESCONDIDA	
729 RUE DE LA CROIX VERTE			18 RUE DU FOUR	
34090 MONTPELLIER 0467047339			34980 MONTFERRIER-SUR-LEZ	

6.2.4

If a boat is deemed non-compliant after the inspection has been completed by the Technical Committee, the OA reserves the right to reject its entry (RRS 76). The boat will be refunded half the entry fee.

6.2.5 Force majeure

The OA may, in the event of force majeure or if the safety of participants so requires, decide to cancel the running of the event. Cancellation for reasons of force majeure or for any other reason beyond the control of the organisers will not give rise to any compensation. Such instances notably include, but are not limited to, exceptional weather conditions, armed conflict, requisition, fire, flood, strike action, pandemic or the blockading of facilities by a third party entirely outside the organisers' control.

In the event of cancellation, the refund of the deposit defined in 6.2.3 will be immediate.

6.2.6 Qualification

6.2.6.1 Qualifying races:

All skippers who have completed at least one race on the Class40 and Ocean Fifty circuit, in doubles or solo, in 2022, 2023 and 2024 will be deemed qualified. The boats must comply with their respective class rules.

6.2.6.2 Qualifying passage

In the absence of participation in a qualifying race, the crew on board the entered boat shall complete a qualifying passage before 1st September 2024.

This passage must be a distance of at least 500 nautical miles completed in one go.

The crew must agree the provisional qualifying passage with Race Management for it to be validated.

6.2.7

The final list of boats admitted to the MED MAX I Occitanie - Saïdia Resorts will be published no later than August 31, 2024. Only boats whose skippers have sent to the Direction de Course a copy of the liability insurance of the boat will have access to Port Camargue.

6.3 CREW

6.3.1

The race is sailed double handed. Each boat must have the same two people on board at all times, except as stated in RRS 1.1 and 41.

These 2 people are referred to as skippers in the race documents.

6.3.2 Any skipper who has embarked one or more people requiring help, in the context of RRS 1.1 or 41, must endeavour to disembark them as soon as possible and must comply with Race Management's instructions.

6.3.3 All participants must have the necessary administrative documents to its entry into the country of destination and in case of a stopover in neighbouring countries.

6.3.4 Eligibility of skippers

6.3.4.1 Minimum age required for skippers: 18 years old on start day.

6.3.4.2 Each Skipper must be in good standing with the national authority in his/ her country or country of residence and hold an FFVoile licence (or equivalent in his/ her country) valid for the duration of the event.

French skippers shall present their valid FFVoile « competition » licence attesting to the prior presentation of a medical certificate with no contraindications to the practice of competitive sailing, or their FFVoile Club « member » or « practice » licence accompanied by a medical certificate with no contraindications to the practice of competitive sailing, dated within the previous 12 months.

Overseas skippers or French sailors living overseas who do not have an FFVoile licence must, when they enter, provide proof of membership of a National Authority that is a member of World Sailing, valid third-party liability insurance for a minimum of three million Euros and a medical certificate with no contraindications to the practice of competitive sailing, dated within the previous 12 months (written in French or English).

The OA reserves the right to consider the request of a skipper who does not meet the eligibility requirements.

6.3.4.3 Documents to be provided by 29th September 2024 at the latest:

- The items listed in NOR 6.3.4.2
- An in-date World Sailing Training certificate (Offshore Personal Survival Training + First Aid), gained at a World Sailing recognised course or an Offshore Personal Survival Training certificate as required by OSR 6.01 (« World Sailing Approved ») and a certificate which meets OSR 6.05
- 2024 Advertising card if need be
- Short Range Radio Certificate or equivalent
- Ship's Radio Licence
- The medical file as described in NOR 6.3.5

6.3.4.4 In compliance with RRS 76.1, the organisers will refuse or cancel the entry of all Russian or Belarusian competitors and Russian-flagged or Belarusian-flagged boats, and the participation of boats whose owner or manager is either a Russian or Belarusian person or entity.

6.3.5 Skippers' medical files

The FFVoile's Medical Commission reminds competitors that it is the responsibility of each skipper to ensure that his/ her medical and physical condition is compatible with the demands of the race, to faithfully inform the race doctor of any medical condition of which he/she is aware which could affect his/her safety or that of a third party during the event.

Each skipper entered must provide the following documents by 29th September 2023 at the latest:

- The medical form, filled out and stamped and signed by the doctor confirming the required information, as well as signed and dated by the competitor (this medical form is appended),
- The results of a cardiogram,
- The results of an exercise stress test within the past 4 years.
- A biological assessment dated within the past 2 years and comprising the results of at least a blood cell count, an ionogram, urea and creatinine levels, liver function, fasting blood glucose.

All these medical documents shall be sent to the race doctor by email, or in a sealed envelope to preserve confidentiality to the race doctor's address. The race doctor's name and contact details will be provided as soon as possible. The race doctor may request additional information for each skipper if deemed necessary.

Missing or insufficient information will revoke the participation of a competitor on medical grounds.

The standard list of drugs in the onboard first aid kit compliant with OSR Category 1 can be found on the FFVoile website in Appendix 6 of the medical commission's regulations:

<https://www.ffvoile.fr/ffv/web/services/medical/Reglement.asp>

6.4 SCR CHARTER AND ENVIRONMENTAL APPENDIX

An environmental appendix will be appended to this Notice of Race by 31st March 2024 at the latest.

6.5 START DECLARATIONS [DP] [NP]

Skippers must submit their completed and signed start declaration, the sail declaration form, and the non-routing declaration form for Class40s by 16.00 UTC on Friday 27th September at the latest.

These declaration forms will be appended to the Sailing Instructions.

7. ADDITIONAL SAFETY EQUIPMENT

All boats must carry the safety equipment listed in their rules respective class for RSO Category 1.

In accordance with the RSO, the following paper maps, or their equivalencies, must be on board:

- SHOM 7014 / 7015 / 7292

All Cospas-Sarsat beacons (EPIRB and PLB) on board for the race must be officially registered with the annotation « MED MAX I Occitanie - Saïdia Resorts » and the emergency number for RM (which you will be given).

Proof of registration and the beacons' hexadecimal codes shall be provided to RM by the 29th September 2023 at the latest.

8- PROGRAMME 2024

Saturday 14 September: start of reception of the boats in Port Camargue

Saturday, September 21:

12h TU (14h): mandatory presence of boats in Port Camargue

16h TU (18h): Welcome Briefing and Warm Up

Sunday, September 22:

From 10am to 2pm UT (12pm to 4pm): Warm Up with VIP onboard

15h TU (17h): Warm up awards ceremony

Monday, September 23:

Start of checks (equipment and gauge)

Thursday, September 26:

8h TU (10h): security briefing

Friday, September 27:

18h TU (20h): evening crews

Saturday, September 28:

8h TU (10h): departure briefing

9h 30 (11h 30): Presentation of the crews

Sunday, September 29

10h TU (12h): departure of MED MAX I Occitanie - Saïdia Resorts 2024

From Friday, October 4th:

Arrival of competitors at Saïdia Resorts

Sunday, October 6:

From 10am to 4pm UT (11 to 5pm local): Postlogue with VIP onboard

7 pm UT (8 pm local): Closing Night

Depending on the weather forecast, the Direction de Course may:

- Advance the start to Saturday, September 28, 2024, in which case competitors will be informed of the modification of the program by amendment published no later than Thursday, September 26, 2024.
- Delay the start to a later date, in which case competitors will be informed by amendment of the rescheduling of the start at least 24 hours in advance.
- Shorten the route to one of the gateways
- Postpone or cancel the Warm Up.
- Advance or cancel the Postlogue.

All skippers will be invited to participate in the activities of the start village and the arrival of the event.

9. MANDATORY CREW ATTENDANCE [DP] [NP]

9.1 LOCATIONS AND TIMES FOR MANDATORY ATENDANCE OF BOTH SKIPPERS

9.1.1 In Port Camargue:

- At each briefing, presentation or meeting detailed in the Notice of Race and relating to the skippers.
- At each press conference concerning them.

- At Warmup and its prize giving.
- At the photo and video session for each team, the details of which and reservation of time slots will be provided later.
- From the safety briefing until the start of the race.
- The morning of the start day on board their boat to leave the dock.
- At the official prize-giving ceremony, the date and location of which will be provided later (mandatory for competitors who have won prizes).

9.1.2 In Saïdia Resorts:

- At the press conference concerning their arrival.
- At the postlogue
- At prize giving
- At close party

The boat must stay at Saïdia Resorts in the place designated to it at least until the award ceremony on Sunday 6 October and can stay there free of charge until Saturday 12 October.

9.2 THE BOAT'S TECHNICAL MANAGER

9.2.1 At Port Camargue:

A technical manager for the boat must be present at all times from the arrival of the boat until its departure. This person's contact details must be submitted to Race Management upon arrival.

9.2.2 At Saïdia Resorts:

A technical manager for the boat must be present at all times from the arrival of the boat until its departure on delivery or on a ship. This person's contact details must be submitted to Race Management on arrival.

9.2.3

In case of a breach of these rules, financial penalties may be applied by the organisation.

10. EQUIPMENT INSPECTIONS

10.1 At Port Camargue:

Every boat will be inspected. Both skippers must be present for the first inspection of their boat. Some items on board will be sealed, a list of which will be available in the equipment inspection forms. A schedule for inspections will be set up with the skippers to facilitate the inspections.

All boats must have been inspected before 10:00 UTC (12:00 local time) on Friday 27th September 2024.

10.2 At Saïdia Resorts [DP]:

Boats will be inspected at the finish. A boat that does not comply with the rules may be penalised or disqualified at the discretion of the International Jury.

11. SAILING INSTRUCTIONS (SI)

The Sailing Instructions (SI) will be sent to the skippers by email one month before the start at the latest and published on the online official noticeboard.

Any question concerning the IC must be submitted in writing to Race Management. The answer will be posted on the electronic board.

12. THE COURSE[DP]

12.1 STARTING LINE

The starting line will be located off Aigues Mortes Bay.

12.2 COASTAL COURSE

Defined in the Sailing Instructions.

12.3 FINISH LINE

The finish line will be defined in vicinity of Saïdia Marina, Morocco

12.4 COURSE

12.4.1 Class40 (near 1080 nautical miles)

Start Port Camargue – mark « Sète harbour » port - Bouches de Bonifacio - Sardinia starboard - Formentera (Balearic Islands) port – Zaffarines islands port - finish Saïdia Resorts.

12.4.2 Ocean Fifty (near 1500 nautical miles)

Start Port Camargue - Mark « Sète Harbour » port - Bouches de Bonifacio – Stromboli Island starboard - Formentera (Balearic Islands) port - Zaffarines Islands port - Finish Saïdia Resorts.

12.4.3 The routes may be modified in the Sailing Instructions and shortened during the race at the different gates depending on the weather conditions to guarantee the program at Saïdia Resorts.

13. TIME LIMIT

The finish line will be closed on Sunday 6 October 2024 at 12 UTC (13 local time).

14. PENALTY SYSTEM

Except for financial penalties, a breach of the rules may, after a hearing, incur a time penalty up to disqualification.

15. RANKING

A ranking in real time in each of the classes or categories defined in paragraph 6.1 will be established in the order of arrival plus time penalties or minus any time for redress.

16. TROPHIES AND PRIZES

16.1 Only boats that have completed the MED MAX I Occitanie - Saïdia Resorts will be considered for prizes.

16.2 THE PRINCIPAL TROPHIES ARE:

- 1st Class40: MED MAX I Occitanie - Saïdia Resorts Trophy
- 1st Ocean Fifty: MED MAX I Occitanie - Saïdia Resorts Trophy
- 1st of each invited class: MED MAX I Occitanie - Saïdia Resorts Trophy

Additional prizes may also be awarded. They will be defined in the Sailing Instructions.

16.3 FINANCIAL AWARDS

The AO will award prizes to the top finishers in each partner class:

- 50,000 euros distributed over the ten first Class40 according to the scale of the Class40
- 50,000 euros distributed over the six first Ocean Fifty according to the scale of the Ocean Fifty class.

17. TRACKING

17.1 THE ORGANISATION'S TRACKING SYSTEM

In Port Camargue, the OA will install a tracker on each boat enabling it to be tracked. A deposit, the amount of which will be specified in the Sailing Instructions will be required of each skipper (cheque or bank transfer order signed by the skipper). This deposit will be returned or destroyed once the tracker has been returned to the Race Office.

In the event of retirement, the skipper must send the tracker directly to the service provider at his/ her own expense.

17.2 BACK-UP TRACKING SYSTEM

17.2.1 Each boat must be equipped with a back-up tracking system approved by Race Management in the event that the tracker supplied by the OA fails.

17.2.2 Other means of tracking

Race Management must be informed of any other means of satellite tracking or reporting, and must have access 24 hours/day and be given the name and address of the person collecting this information.

18. MEANS OF COMMUNICATION [DP]

Each boat must be equipped with:

- A satellite telephone system with a fixed antenna. The antenna must be installed as per the manufacturer's instructions. Any non-compliant installation will be refused.
- This telephone must have a suitably audible ringtone inside the boat and remain switched on throughout the entire duration of the race.
- A 56 channel VHF marine radio with a minimum rated output of 25 watts with masthead antenna.

These devices must be in perfect working order and installed in such a way as to prevent any deterioration. These devices, along with the hand-held Iridium in the grab bag, and the AIS, will be tested before the start by the OA.

19. POWER SOURCE

19.1 REMINDER OF RRS 42.1

Except when permitted in RRS 42.3 or 45, a boat shall compete by using only the wind and the water to increase, maintain or decrease her speed.

19.2 CHANGE TO RRS 52

Boats may use a power source other than manual to operate the autopilot, which solely steers the boat.

This power source may be used to operate the ballast system and/ or cant the keel. For multihulls only, this power source can be used to operate an anti-capsize system, allowing the sheets to be totally or partially eased. This system must not be able to sheet on a sail under any circumstances.

An amendment may supplement these changes to RRS 52 to align with the rules of partner classes or invited classes.

20. OUTSIDE HELP (changes to RRS 41 and 45) [DP]

20.1 CHANGES TO RRS 41

Weather routing is permitted for multihulls only. Weather routing is forbidden for the monohulls.

Routing is understood to mean meteorological assistance provided by a source other than the skippers of the boat to propose and help them choose an optimal course on a given route, taking into account weather forecasts, wind conditions, currents, wave height and any other parameter having a bearing on the performance of the boat.

20.2 Boats must complete the entire race independently and must not deliberately sail in convoy or make arrangements for an escort of any kind. During the race, boats must not have any physical contact with another vessel or aircraft. Boats cannot be resupplied in any way, except in the case of a technical pitstop in compliance with NOR 20.3.

20.3 TECHNICAL PITSTOP

During the race, a boat can make a technical pitstop and receive help under the following conditions:

- A technical pitstop cannot be less than 4 hours.
- The skipper must request permission from Race Management (RM) (by VHF, telephone, email).
- Following consent from Race Management (RM), on the location of the pitstop, the repairs to be undertaken and equipment to be replaced if applicable, the boat can be towed or use its engine over a distance agreed with RM, provided that it can be proved that towing or use of the engine has not helped the boat progress towards the finishing line.
- Once the boat has reached the location for the technical pitstop (in a harbour, at anchor or in a shelter as agreed with RM), the skipper must inform RM, who will record the time. Repairs can be undertaken and the boat can be resupplied and take on the replacement equipment agreed with Race Management. The crew may disembark.
- Once the boat has been repaired, the skipper must ask RM permission to resume racing. RM will check that the boat has been stationary for at least 4 hours.
- Once authorisation has been given by RM, the boat can be towed or use its engine over a distance agreed in advance with RM provided that it can be proved that towing or the use of the engine has not helped the boat progress towards the finishing line.

This does not apply to Port Camargue where any means are permitted for returning to port or leaving the port up the specified Mark in the SI.

20.4 HELP WITH PERFORMANCE

Help with performance is forbidden, that is to say the sending of data between the boat and the shore team, in either direction, which could be used to:

- analyse and improve performance;
- choose a route (except for multihulls);
- act remotely on one or more elements, equipment or boat trim.

For Class40, sending data from the boat to land which could be used to analyse and improve performance is only permitted if the data is immediately made public (upon reception). The means of accessing the data will have been pre-agreed by Race Management.

However, information transmitted by a tracker may remain private if the frequency of transmission is at least 5 minutes and Race Management has access to these data.

20.5 TECHNICAL ASSISTANCE

Remote technical assistance, defined as any information provided by a support person (as defined in the RRS) which enables the race crew to solve a technical problem on the boat

using the means on board is permitted. Such assistance must be strictly limited to carrying out repairs.

Verbal, written, photo and video exchanges between the race crew and the shore team, with the sole aim of describing the technical problem and proposing a means of repair so that the crew carry out the repair autonomously, are permitted.

RM shall have access at all times to any technical assistance destined for the race crew.

Are forbidden:

- Taking control, defined as « any outside human and/or technical intervention, including sending personalised updates by email which enable remote intervention on one or several elements, items of equipment, or boat trim in place of the crew ».
- Downloading software or updates (except those that are publicly available and listed, and on condition that prior approval has been given by RM before downloading).

21. RESPONSIBILITY OF THE OA, ITS PARTNERS PARTICIPANTS

21.1 Sailing is a potentially dangerous sport. Any person considering participating in the race, whether as a competitor or otherwise, must accept the inherent risk to which they are exposing themselves by taking part, knowing that they could suffer damage or loss as a consequence of participation.

The responsibility of the OA and its partners is limited to ensuring the smooth running of the event. Any other responsibility assumed by the OA can only be contractual and explicit. In particular:

- Any watch kept by the OA, and especially radio, telephone and tracking of boats via the trackers, must be considered by competitors as optional, and should in no way be considered as an additional safety measure to be relied on.
- Any request made to a member of the OA shall only legally engage the responsibility of the OA if the latter, or an officially accredited official, has explicitly accepted responsibility. This applies in particular to requests for help, and even help at sea.

21.2 The event is a sporting event. Any sporting dispute shall be judged in accordance with the relevant rules.

By entering the race, competitors and any other interested parties renounce recourse to all non-sporting jurisdictions for sporting disputes. No claim for damages will be considered (RRS Fundamental Rule N°4).

Consequently, the OA will not accept any responsibility for the breach of any contract under common law, written or otherwise, or for negligence, and will not be liable for any loss or injury (howsoever caused or howsoever arising), breach of duty, misrepresentation or otherwise.

21.3 Regardless of the legal ties between the owner(s) of the boat, the person in charge of the boat if not the owner, and the Skipper, solely the Skipper officially registered on the entry form will be considered as the valid representative in dealings with the OA.

21.4 Each Skipper participates in the race at his/her own risk and accepts that it is his/her sole responsibility to decide to participate. It is the sole responsibility of each participant to

decide whether to participate in the race based on their experience, the seaworthiness of the boat and its rig, the weather conditions expected or encountered during the race, their physical and medical state, and so on.

Any advice or information provided by the OA, such as a weather report or advice following inspection of a boat, is for information purposes only, and it remains the sole responsibility of each participant to ascertain what weather conditions are expected and check his/her equipment. Neither the OA nor its associates will accept any liability in relation to such advice or information that they may provide. (RRS Fundamental Rule n°3.)

21.5 Boat owners, those in charge of a boat if not the owner, or skippers are 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 take out all the necessary insurance cover, whether it be in relation to any injury, loss, damage or otherwise. Furthermore, each participant shall supply the insurance certificate along with any exclusions and indemnities to any third party with whom they might be involved 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 of a minimum of 3 million Euros third party liability. He/she shall provide a written statement to the OA prior to the boat's arrival in the harbour. Failure to do so will result in the Skipper being refused authorisation to moor his/her boat in the harbour, or start the race, and the boat's entry fee will be retained by the OA.

The absence of third party liability insurance will in no way engage the liability of the OA or its partners.

21.6 The OA will not be liable for any indirect loss, be it actual or alleged, howsoever arising, suffered by any party, whether it be the competitor, owner, sponsor or other, and such total exclusion of liability will not be limited to the loss of profits, opportunities, business, advertising, reputation (or the opportunity to enhance it) or any financial loss whatsoever.

21.7 The OA shall have no liability whether it be to competitors in the race or otherwise, for any actual or construed loss, damage, or expenses resulting from force majeure, including (non-exhaustive list) any natural disaster, war, military operation, accident, equipment failure, riot, abnormally inclement weather, earthquake, tidal wave, fire, flood, hurricane, tornada, drought, explosion, lightning strike, lockout or industrial dispute, as well as any oversight or refusal of a permit by the government, national or international sailing bodies, highway authorities, telecommunications or delay in the supply, manufacture, production or delivery by third parties of any information, goods or services.

21.8 The OA will have no obligation to mount any rescue operation, whether on land or at sea. Participants are also reminded of their obligation to give all possible help to any vessel or person in danger (RRS Fundamental Rule 1.1), rescue and assistance at sea being governed by international conventions.

21.9 Entry in the race implies full acceptance of all the provisions defined above.

22. AUDIO-VISUAL RIGHTS AND USES

The Multimedia Appendix will be appended to this Notice of Race by 31st March 2024 at the latest.

23. PREVENTION OF VIOLENCE AND INCIVILITY

A reminder from the FFVoile that sporting events are above all an opportunity for exchange and sharing, open and accessible to all.

As such, competitors and support persons are requested to behave politely and respectfully at all times, be it on land or at sea, regardless of the origin, gender or sexual orientation of other participants.

24. FINANCIAL PENALTIES

For the needs of the event, a number of constraints must be respected, in particular in terms of presence and compliance with the various constraints stipulated in this Notice of Race. In order to facilitate compliance with these constraints, financial compensation is provided in case of default. If they were to take place, they would be donated to associative structures according to the modalities that will be specified later.

25. CONTACTS

25.1 GENERAL MANAGEMENT

ESCONDIDA SAS/ info@med-max.org

Kito de Pavant / + 33 607 350 180 / kitodepavant@wanadoo.fr

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Emmanuelle Tamisier / + 33 626 254 009 / etamisier@colibri-partners.com

25.2 RACE MANAGEMENT

Guillaume Rottée / + 33 659 145 870 / guillaume.rottee@gmail.com

25.3 HARBOUR LOGISTIC

Port Camargue :

Valérie Holt / + 33 672 958 700 / v.holt@portcamargue.com

Marina de Saïdia :

Moulay Omar Elalaoui / + 212 6 65 61 39 76 / o.elalaoui@marinasaidia.ma

25.4 COMMUNICATION

Cécile Gutierrez / + 33 664 929 210 / cecile@lift-communication.com

APPENDIX – FFVOILE PRESCRIPTIONS

Prescriptions of the Fédération Française de Voile - Racing Rules of Sailing 2021-2024 (*)

FFVoile Prescription to RRS 64.4 (Decisions on protests concerning class rules): The jury may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules. (*)

FFVoile Prescription to RRS 67 (Damages):

Any question or request related to damages arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a jury. A boat that retires from a race or accepts a penalty does not, by that such action, admit liability for damages. (*)

FFVoile Prescription to RRS 70.5 (Appeals and requests to a national authority): The denial of the right of appeal is subject to the written authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event. (*) **FFVoile Prescription to RRS 76** (Exclusion of boats or competitors):

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

FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates):

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration. (*) **FFVoile Prescription to RRS 86.3** (Changes to the racing rules):

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such authorization shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event. (*) **FFVoile Prescription to RRS 88** (National prescriptions):

Prescriptions of the FFVoile shall neither be changed nor deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall neither be changed nor deleted in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on the FFVoile website www.ffvoile.fr, shall be the only translation used to comply with RRS 90.2(b)). (*)

FFVoile Prescription to RRS 91(b) (Protest committee):

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

FFVOILE Prescriptions –

Applying when no international jury is designated on the event **FFVoile Prescription to RRS 25** (Notice of race, sailing instructions and signals):

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application.

FFVoile Prescription to APPENDIX R (Procedures for appeals and requests): Appeals shall be sent to :
the head-office of Fédération Française de Voile,

17 rue Henri Bocquillon, 75015 Paris

–email: jury.appel@ffvoile.fr,

using preferably the appeal form downloadable on the website of Fédération Française de Voile:

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