

MED|MAX^x

Occitanie | SAÏDIA
RESORTS

SAILING INSTRUCTIONS

1st Edition

From September 25th to October 6th 2024

Powered by Escondida S.A.S

18 rue du four 34980 Montferrier sur Lez



INDEX

1	RULES	3
2	RACE CENTERS	4
3	CHANGES TO SAILING INSTRUCTIONS	4
4	SCHEDULE	5
5	COMMUNICATIONS (in addition to NORAPPENDIX Multi Media)	5
6	RACE FLAG AND AO FLAGS [NP]	6
7	RESTRICTED ZONES	6
8	THE COURSE	6
9	THE START	7
10	THE FINISH	7
11	TIME LIMIT / RETIREMENT	8
12	PENALTY AND REPAIR SYSTEM	8
13	PROTEST, REQUEST FOR REDRESS AND REOPENING	9
14	RANKING	10
15	MEASUREMENT AND EQUIPMENT CHECKS	10
16	ADVERTISING [NP]	11
17	OFFICIAL BOATS	12
18	SUPPORT RIBS FOR COMPETITORS	12
19	PRIZES	12
20	OBLIGATIONS OF THE 2 SKIPPERS [NP]	12
21	DATA PROTECTION	13
22	ORGANIZATION	13
23	APPENDIX 1 : SEALING	15
24	APPENDIX 2 : COURSE	17
25	APPENDIX 3 : PROHIBITED AREAS	18
26	APPENDIX 4 : RESTRICTED ZONES	19
27	APPENDIX 5 : FINISH LINE AND ZONE AT SAIDIA RESORTS	20
28	APPENDIX 6 : PENALTY GUIDE	21
29	APPENDIX 7 : START AND NON-ROUTING DECLARATION	22

The term "Skipper" in this document means the responsible person as defined by RRS 46.

- The mention [NP] (No Protest) in a rule of the Sailing Instructions (SI) means that a boat cannot protest another boat for infringing this rule. This modifies RRS 60.1(a).
- The mention [DP] (Discretionary penalty) in a rule of the SI means that the penalty for a breach of the rule may, at the discretion of the jury, be less than disqualification.
- The mention [SP] (Standard penalty) applies to a rule for which a standard penalty may be imposed by the jury.

Geographic coordinates:

The geographic coordinates are indicated according to the WGS 84 geodetic system.

Official time: The official time is Universal Time (UTC).

1 RULES

The regatta is governed by:

1.1 The rules as defined in The Racing Rules of Sailing (RRS) with the following amendments in addition to and/or precision of those provided in NOR 4.3 specified below:

- RRS 41 (Outside Help) modified in NOR 20;
- RRS 44.1 (Taking a Penalty) modified in SI 12.1 and SI 12.4;
- RRS 48.1 (Limitation on Equipment and Crew) modified in NOR 4.3;
- RRS 51 (Movable Ballast) modified in NOR 4.3;
- RRS 52 (Manual Power) modified in NOR 19;
- RRS 54 (Bowsprits and Headsail Sheetings) does not apply;
- RRS 55.2 (Spinnaker and Jib Tacks) does not apply;
- RRS 60.1 (Right to Protest; Right to Request Redress): modified in SI 8.1, SI 9.2 and SI 13;
- RRS 61 (Requirements for a Protest) : modified in SI 13.1;
- RRS 62 (Redress) modified in SI 8.2 and SI 13.3.2;
- RRS 63 (Instructions) modified in SI 6.1, SI 12.8 and SI 13.4;
- RRS 64 (Decisions);
- RRS 66 (Request for Reopening) modified in SI 13.3.3.

1.2 The class rules for 2024 for the admitted classes, ERS 2021-2024.

1.3 The prescriptive regulations of FFVoile in the APPENDIX of the NOR entitled: APPENDIX – PRESCRIPTIONS OF FFVOILE.

1.4 Part B, Section II of IRPCAS when it replaces the rules of Chapter 2 of RRS, see NOR4.3.

1.5 The Waypoints APPENDIX is available at the following addresses:

<https://arbitrage.ffvoile.fr/media/3dkpuegp/APPENDIXe-w.pdf> and <https://med-max.org/espace-skipper/>
(Skipper Space).

1.6 The Special Regulations Offshore World Sailing (OSR) 2024/2025, Category 2 Monohulls and Multihulls with modifications specific to each class.

1.7 Complement to the class rules

1.7.1 Non-routing

1.7.1.1 Complementary Meteorological Data

Competitors are only authorized to acquire the following meteorological or oceanographic data:

- images from observation satellites.
- observation and forecast maps.
- digital data files.

Access to these digital or graphical information is only allowed:

- if they are accessible, free of charge or for payment, to all competitors, with no exclusivity between a data provider and a competitor or a group of competitors.
- if their content is "raw," that is, as published by the meteorological agencies, and not modified, prepared, or evaluated for one competitor or a group of competitors, unless permitted in the class rules.

Access to these digital or graphical information is only allowed if they come, directly or indirectly, from the World Meteorological Organization: Météo France, Met Office, ECMWF, NOAA, NCEP, Météo Consult, Wetterwelt.de, Squid, Predictwind, GEM. This list is not exhaustive; for any addition of an official meteorological body, the competitor must submit a written request to the race management no later than Friday, September 20, 2024, at 10:00 UTC (12:00 local time). However, this data may be compressed to facilitate or expedite access, but without this compression altering the meteorological information contained.

At the request of the race management, each competitor must be able to provide the access codes and software needed to read and utilize this information.

The race management reserves the right to deny a competitor access to data it deems contrary to the letter or spirit of this rule.

1.7.1.2 Prohibited information sources

a) Under no circumstances shall a competitor have access to a data server, or receive information on weather or strategic information, in any format and accessible by any means other than that authorized in SI 5.3.1.

b) Under no circumstances shall a competitor receive, or procure, voluntarily or involuntarily, from an external source, land, or another vessel, information as described below. The transmission or provision of the results of research conducted by an external source to the vessel aiming to provide a selective compilation of the weather information most suited to its situation:

- the synthesis of data,
- advice accompanied by weather information,
- provision of selected pages on a website or internet address,
- encrypted files,
- files with changed resolution,
- weather files having undergone human intervention after exiting the model by the provider,
- files, documentation on the weather, or routing choices.

Exception:

Individualized information may be transmitted to one or more competitors as part of search or rescue operations conducted either by the Race Management or rescue authorities (CROSS, MRCC). This information will be transmitted either by satellite phone or to the email of the concerned boats.

2 RACE CENTERS

2.1 At Port Camargue

The offices of the general organization of the event, the race control center, the Race Committee, the Technical Committee, the Jury, and the Press are located on the forecourt of the Port Camargue Harbor Master.

They will be open from September 25, 2024, to October 2, 2024, from 9 AM to 6 PM.

2.2 At Saïdia Resorts

The offices of the general organization of the event, the race control center, the Race Committee, the Technical Committee, the Jury, and the Press are located at the Radisson Blu Beach in Saïdia.

They will be open from October 3 to 7, 2024, from 9 AM to 6 PM (local times). These hours may be modified depending on arrivals.

2.3 During the whole duration of the race

The Race Management can be contacted 24/7 in case of emergency (The mobile numbers will be communicated on the safety sheets to be provided no later than the departure briefing on Saturday, September 28, 2024).

Competitors may send confidential messages to the Race Management at the following address dc@med-max.org or via WhatsApp (on the Director of Race's phone number). They will be forwarded if necessary to the Race Committee, Technical Committee, or International Jury.

2.4 Official Board

The official notice board is available on the official race website, until 2 hours before the warning signal (Skipper Space): <https://med-max.org/espace-skipper/>

The official notice board from 2 hours before the warning signal until the closure of the line is the WhatsApp group "MED MAX – OFFICIAL BOARD."

3 CHANGES TO SAILING INSTRUCTIONS

3.1 All changes to the SailingInstructions will be communicated no later than 2 hours before the warning signal.

No change to an official program event may be made less than 24 hours beforehand.

Their publication on the official board will be indicated by a notification from the Race Management to competitors and team managers (This modifies the race signals).

3.2 When the boats are at sea, in accordance with RRS 90.2(c), changes to the SI will be communicated to each boat via WhatsApp on the group "MED MAX – OFFICIAL BOARD" (in addition to a publication on the official race website).

4 SCHEDULE

The schedule for the "MED MAX | Occitanie – Saïdia Resorts," described in Amendment No. 1 to the Notice of Race, is modified as follows (Amendment no. 3 from August 23, 2024):

Monday, September 23

Safety checks (equipment and measurement) by appointment for boats that wish to.

Tuesday, September 24

Safety checks (equipment and measurement) by appointment for boats that wish to.

Wednesday, September 25

07:00 UTC (09:00 local): Start of safety checks (equipment and measurement)

09:00 UTC (11:00 local): Compulsory presence of boats and skippers at Port Camargue
Briefing for Class 40 prologue

12:00 UTC (14:00 local): Class 40 Prologue

16:00 UTC (18:00 local): Safety briefing

17:00 UTC (19:00 local): Inshore Ocean Fifty briefing.

Thursday, September 26

07:00 UTC (09:00 local): Start of safety checks (equipment and measurement)

10:00 UTC (12:00 local): Inshore Ocean Fifty.

Friday, September 27

07:00 UTC (09:00 local): Start of safety checks (equipment and measurement)

09:00 UTC (11:00 local): Press conference

16:15 UTC (18:15 local): Presentation of crews

End of safety checks (equipment and measurement).

18:00 UTC (20:00 local): Official crew evening.

Saturday, September 28

08:00 UTC (10:00 local): Departure briefing.

Sunday, September 29

11:00 UTC (13:00 local): Start of the "MED MAX | Occitanie – Saïdia Resorts" 2024.

From Friday, October 4

Arrival of the first competitors at Saïdia Resorts.

Saturday, October 5

From 20:00: Official evening.

Sunday, October 6

From 11:00 to 16:00 UTC (12:00 to 14:00 local): Postlogue with embarked VIPs

17:00 UTC (18:00 local): Public awards ceremony at the Arrival Village.

5 COMMUNICATIONS (in addition to the NOR APPENDIX Multi Media)

5.1 Media

Competitors must regularly contact the Press Center via satellite phone, WhatsApp, or email to enable the tracking of the event.

5.2 Safety

For safety reasons, competitors must keep their satellite phone, positioning device, and VHF on standby on channel 16 during the entire duration of the race.

5.3 VHF Radio

The race channel is 72. Only standby on channel 16 is mandatory.

One hour before their ETA at the finish line in Saïdia, boats must notify the race management via WhatsApp or by phone, and then establish VHF contact.

5.4 Positioning Beacons

All boats are equipped with an Ocean Tracking beacon. They allow for tracking of the boat.

In case of non-return of the beacon, an amount of 800 euros will be deducted from the initial deposit paid upon registration.

In case of retirement, the skipper must return the beacons as soon as possible at his own expense to the following address:

Serruzier leven Ocean Tracking – 1, rue Kerlizou – 29660 CARANTEC - France.

5.5 Intermediate rankings and positions during the race

The organizer sets up a procedure for locating boats via the Ocean Tracking beacon system. If necessary, in case of a failure of the AO's positioning beacon, the location will be made:

- Either by the onboard positioning beacon requested in the Notice of Race 17.2, validated and tested by the AO.
- Or by sending the geographic coordinates of the boat's position via email (or WhatsApp) if none of the positioning beacons is operational (Frequency of sending determined with the Race Management).

The position of the boats via the positioning beacons is updated on the website every hour, except at the start and finish (see SI 5.4).

The official intermediate rankings will be updated on the website every 4 hours.

5.6 Satellite positioning at the start and finish on the race website

From the start signal and until 17:00 UTC (19:00 local), boats will be positioned continually, no less than every 5 minutes.

From within a radius of 50 nautical miles from the finish line and until arrival, boats will be positioned continually, no less than every 5 minutes.

The emission frequency of the beacons may also be temporarily increased around the passing of a race mark.

These positions will be visible on the official race website.

5.7 AIS

Competitors must keep their AIS turned on (transmission and reception) from their departure on the day of the race until their arrival at their berth in Saïdia.

6 RACE FLAG AND AO FLAGS [NP]

Every boat registered for the race must display the flags required by NOR 5. These flags must remain aboard during the race.

For any infringement of this rule, financial penalties may be applied by the AO, without hearing (This modifies RRS 63.1).

7 RESTRICTED ZONES (subject to authorization from the Maritime Prefecture)

The departure area is a restricted area:

- A Competitors Zone

This area is strictly reserved for competitors, Race Management vessels may enter the zone for safety reasons, and AO vessels to produce images of the event.

Support ribs for competitors are allowed in this zone until 30 minutes before the start signal.

- Two Spectator Zones

These zones are forbidden to competitors from 1h30 before the start signal and until 30 minutes after the start signal.

8 THE COURSE

8.1 Course for the "MED MAX | Occitanie – Saïdia Resorts"

The course is defined in SI APPENDIX 2.

8.2 Course for late competitors and competitors returning to Port Camargue with or without outside assistance.

8.2.1 Late Competitors

a) Boats that are late and have not started before the closure of the line (30 minutes after the start signal) will not be allowed to start.

b) They may only start after the joint written agreement of the Race Management and the Race Committee.

c) No delayed start may occur more than 24 hours after the start of the event.

d) The start will be made by crossing the line formed by the theoretical geographical points of the start line defined in SI APPENDIX 2.

e) For all boats, racing time will be calculated from the starting signal of the race.

8.2.2 Competitors returning to Port Camargue after the start

SI 8.2.1 b), c), and e) also apply to competitors who, after starting, return to Port Camargue with or without outside assistance.

8.3 Prohibited Zones

Boats are not permitted to navigate in the prohibited zones listed in APPENDIX 3 "Prohibited Areas" which are considered obstacles during the race.

8.4 Course modifications and official check-in during the race:

The Race Management, in agreement with the Race Committee, may modify the course by adding or altering marks before the first boat has passed through the following gates:

- Gate Bonifacio Straits: Cardinal South Lavezzi – Lighthouse Island Razzoli
- Gate Island Stromboli (Ocean Fifty): West Waypoint Island Stromboli – East Waypoint Island Stromboli
- Gate Island Del Toro: Lighthouse Island Del Toro – South Waypoint Island Del Toro
- Gate Island Formentera: Cardinal South Bajo d'En Pou – Cardinal North Bajo Ahorcados
- Gate Island Zaffarines: Lighthouse Island Congeso – Lighthouse Entry Starboard Port Del Agua

Course modifications will only apply to the section of the course following the concerned gate mentioned above.

Boats will be informed of these modifications via WhatsApp, telephone, or email. They must acknowledge receipt of the message to the Race Management (this modifies RRS 33).

8.5 Technical stopover

During the race, a boat is permitted to make technical stopover and receive assistance under the following conditions:

- The Skipper must request it from the Race Management.
- After the Race Management agrees on the location of the stop, the repairs to be made, and potentially the equipment to be changed, the boat may be towed or use its engine to enter the port or reach a shelter from the crossing to sail through a reference gate located in the stopover area, marked by two waypoints whose geographic coordinates and direction of crossing will be defined by the Race Management in consultation with the Skipper or his representative.

The reference gate is positioned so that it can be proven that the overall result of such towing or motor operation did not favor the boat's progress towards the finish line.

After crossing the reference gate, people may board.

- When the boat is docked in the port or shelter agreed upon with the Race Management, repairs may be made, and it may be resupplied and load the replacement equipment agreed upon with the Race Management (no sail replacements will be allowed for Class 40, cf. Class Rules). The Skipper and co-skipper may disembark.
- When repairs are completed, to resume the race, the boat must cross the reference gate under sail and in racing configuration (only the skipper and co-skipper are aboard) in the opposite direction to that initially defined and crossed before the technical stopover. The boat may be towed or use its engine to reach the vicinity of this reference gate.
- Technical stopover at the dock in a port or shelter will be subject to a minimum stop time of 4 hours.

Timing of the minimum stop time begins at the crossing of the reference gate.

- **Technical stopover:** a stop at anchor or moored to a buoy or alongside a moored vessel does not count as a technical stopover, provided that the skipper and co-skipper do not receive external help during this stop. To conduct a tactical stop, the skipper must nevertheless follow the same procedure as for a tactical stop (request to Race Management, point of commencement of the engine, etc.).

It should be noted that a return to Port Camargue will not count as a tactical stop.

9 THE START

SIGNAL	FLAG AND SOUND SIGNAL	MINUTE BEFORE THE START
--------	-----------------------	-------------------------

Start Line 10h30 UTC	Display of the « Orange » flag	30
Warning 10h52 UTC	Display of the « MED MAX » flag 1 sound signal	8
Preparatory 10h56 UTC	Display of the « P » or « I » flag	4
10h59 UTC	Lowering of the « P » or « I » flag 1 long sound signal	1
Start 11h00 UTC	Lowering of the « MED MAX » flag 1 sound signal	0

Visual signals will, if possible, be supported by a VHF countdown on channel 72.

9.1.1 When the orange flag is raised (30 minutes before the start signal), each boat must be in double configuration.

9.1.2 Start Line

The start line (approximately 1 nautical mile long) and its location will be specified one hour before the start; its geographic position will be communicated on VHF channel 72 and on the WhatsApp group "MED MAX – OFFICIAL BOARD."

9.2 Early Start

Under the experimental rule DR21-01 of World Sailing, when a boat does not start in accordance with the definition of "Taking the Start", it must not return to the pre-start side of the start line.

Stop/Go Penalty: The OCS boat shall receive, without instruction, a penalty of 3 hours. This penalty must be carried out in accordance with the provisions specified in IC 12.6, before crossing the longitude of **05°00.00 E**.

Competitors who are OCS will be notified as soon as possible by VHF on the race channel (72) and published on the WhatsApp group "MED MAX – OFFICIAL BOARD." The absence of VHF transmission or reception and/or race committee boat cannot be subject to a request for redress (this modifies RRS 60.1b).

9.3 Non-starters

Competitors who have not started 30 minutes after the start signal must be considered non-starters. They may become late competitors if they request this from the Race Committee following SI 8.2.1.

9.4 Start Declaration

The start declaration (SI APPENDIX 7) for all boats must be submitted to the Race Control Center no later than Saturday, September 28, 2024, at the Departure briefing at 08:00 (10:00 local time).

10 THE FINISH

10.1 Finish Zone and Line (SI APPENDIX 5)

The finish zone is located in front of the marina of Saïdia Resorts.

The finish line is defined by:

- The light at the end of the northern dam of the Saïdia Marina to be left to starboard.
- A cylindrical buoy at Saïdia Resorts positioned at 35°07.320 N and 002°17.565 W to be left to port.

10.2 At night the finish buoy will be equipped with a flash light.

10.3 Competitors must keep their electronic logbook or logbook available for the Race Committee and the Race Management.

10.4 Any boat that finishes must remain at Saïdia Resorts at least until the end of the awards ceremony on

Sunday, October 6, and at the place that has been assigned to it.

10.5 Boats will benefit from a free place until October 13, 2024. After this date, those wishing to stay at Saïdia Resorts must request a spot from the management of Saïdia Resorts and comply with the formalities and port fees.

11 TIME LIMIT / RETIREMENT

11.1 For all classes, the finish line will close on Sunday, October 6, 2024, at 15:00 UTC (16:00 local).

11.2 Any intention to retire must be subject to an official written declaration signed by the skipper. The retirement will only become official upon receipt of this document by the race management. Such a declared retirement will be final.

11.3 Any competitor who triggers their Cospas-Sarsat beacon must disable it only at the request of the CROSS/MRCC or the Race Management (as soon as their situation no longer requires the emission of a distress signal).

12 PENALTY AND REDRESS SYSTEM

12.1 Penalty at the time of the incident

12.1.1 For the application of RRS 44.1, a breach of Part B, Section II of IRPCAS in an incident between competitors will be considered a breach of Chapter 2 of RRS (this modifies RRS 44.1).

12.1.2 Penalty turns: after performing a penalty in accordance with RRS 44.2, the boat must inform the Race Management within the same time limit as for protests (see SI 13.3).

12.1.3 A boat that has caused injury or severe damage or obtained a significant advantage in the race due to its breach may ask the Jury to receive a time penalty instead of its obligation to retire from the race (this modifies RRS 44.1(b)). This request must be made as soon as possible before the protest time limit specified in SI 13.3.

12.2 **Penalty or redress determined by the Jury after a hearing**

The penalty for a breach of a rule will be a discretionary time penalty unless the boat is disqualified and unless financial penalties are applicable. When boats are racing, the penalty must, with some exceptions, be performed in accordance with SI 12.6 below. In RRS A.5.1, remove "that has not sailed the course."

Discretionary penalties will be determined by the Jury according to the "Penalty Guide of the 'MED MAX | Occitanie – Saïdia Resorts'" (SI APPENDIX 6).

12.3 **Jury's Discretionary Power:**

For infringements deemed minor, the Jury may reduce the penalty to no penalty at all. For infringements deemed serious, repeated, or deliberate, the Jury may increase the penalty which may go as far as disqualification.

A grant of redress awarded by the Jury after instruction will, unless exceptions, be a time bonus.

12.4 **Penalties decided by the Organizing Authority**

For a breach of a non-sporting rule, penalties will be financial (deducted from the entry deposit). They will be transferred to the SNSM. Such penalties will be imposed by the Organizing Authority. If a further breach is noted following a financial penalty, the jury may open a hearing and penalize the boat according to SI 12.2.1.

12.5 **Accidental Seal Breakage Noted by the Technical Committee [NP][SP]**

In the event that the chairman of the Technical Committee's President notices during an inspection that a seal has been damaged or ruptured or if a competitor in the race declares it him/herself and that the technical committee establishes that the breakage is accidental, the Jury through the Technical Committee can suggest that the competitor accept a standard penalty without hearing (this modifies RRS 63.1):

For a motor seal breakage, the penalty will be 90 minutes.

For a breakage of another seal, the penalty will be 30 minutes.

If the competitor refuses this standard penalty, an hearing will be held by the jury via a protest from the technical committee.

12.6 How to perform a time penalty during the race

As soon as possible after its decision, the Jury will communicate the penalty to the boat concerned through the Race Management. The latter will then indicate a zone or a timeframe in which it must perform its penalty. When preparing to perform its penalty, the boat must contact the Race Management which will time the penalty from a segment it will have agreed with the competitor.

At the end of the penalty, if it has been performed and confirmed by the Race Committee, the boat will have to re-cross the given segment before continuing its race.

13 PROTEST, REQUEST FOR REDRESS AND REOPENING

Preamble:

For any incident occurring on water, RRS Chapter 5 is modified as follows. For protests filed ashore, the procedures for hearings provided for in RRS 61.1 (first sentence), 61.2, 61.3, and 63 will apply.

13.1 Informing the protestee:

A boat racing that intends to protest must inform the other boat at the first reasonable opportunity by VHF on the race channel or by email. A red flag is not necessary (this modifies RRS 61.1(a)). The protestor must inform the Jury at the same time through the race management.

13.1.1 Notices of protests from the Race Committee, the Technical Committee, and the Jury will be posted on the official board and transmitted to all boats to inform them in accordance with RRS 61.1(b).

The transmission will be made via VHF on the race channel or by email (this modifies RRS 61.1(b)).

13.1.2 A boat ashore intending to protest another boat still racing must inform it as per SI 13.1 above.

A boat requesting redress must submit this request to the Jury, through the Race Management, in accordance with the procedure described in SI 13.1.1.

13.2 Content of a protest

An intention to protest, announced by VHF at the time of the incident, must be confirmed in writing (email) as soon as reasonably possible.

13.3 Time limits

13.3.1 The time limit for a boat still racing, the Race Committee, the Technical Committee, or the Jury to protest will be **12 hours** after knowledge of the incident prompting the protest. No protest from a competitor will be accepted after a 60-minute delay post-arrival.

13.3.2 The time limit for a request for redress from a boat still racing, the Race Committee, the Technical Committee, or the Jury will be **12 hours** after knowledge of the incident prompting the request. The same time limit will apply to a request for redress related to a decision of the Jury from the time of receipt of the decision. When competitors are ashore, the deadline will be **60 minutes** after the Jury's decision is posted on the official board. (This modifies RRS 62.2).

13.3.3 To request a reopening

For protests and requests for redress judged at sea in the absence of the parties, a request for reopening must be filed within **12 hours** after notification of the decision to the parties (This modifies RRS 66).

For protests and requests for redress judged ashore in the presence of the parties, a request for reopening must be filed within **60 minutes** after notification of the decision to the parties. (This modifies RRS 66).

13.3.4 The Jury must extend the time limit if there is good reason to do so.

13.4 Hearing and decision

13.4.1 An hearing may begin as soon as the Jury is informed of the protest and may be conducted by any appropriate means of communication depending on the circumstances (This modifies RRS 63.2).

13.4.2 The obligation to have functioning communication instruments aboard, such as a satellite phone and a VHF, automatically implies the option to be present at the hearing (This modifies RRS 63.3).

13.4.3 The elements communicated during the protest such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, by VHF, email, or any other radio means must be considered as part of the hearing (This modifies RRS 63.6).

13.4.4 According to the preamble of SI 13, the procedure planned in SI 13.4 will apply only for protests or requests for redress when the competitors are racing. However, and depending on the circumstances, the Jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges present does not comply with RRS N1.

13.4.5 The Jury's decision will be posted on the official board and communicated by email to the parties and all competitors as soon as reasonably possible after the closure of the instruction.

13.4.6 Jury decisions are final according to RRS 70.5.

14 RANKING

The ranking will be in real-time by Class or category following the order of crossing the finish line in Saïdia. This real-time ranking will be established for the race after the application of the Jury's decisions.

The boats are divided into 2 classes as provided in NOR 6.1 and its amendments.

15 MEASUREMENT AND EQUIPMENT CHECKS

15.1 For Ocean Fifty

The sail declarations (forms available at the Race Control Center) must be submitted to the President of the Technical Committee no later than Saturday, September 28, 2024, at 16:00 UTC (18:00 local). Sails must be aboard no later than Saturday, September 28, 2024, at 08:00 UTC (10:00 local) and there will be no movement of sails allowed after this date unless authorized in writing by the Technical Committee. Checks may be carried out.

15.2 For Class40

The sail declarations (forms available at the Race Control Center) must be submitted to the President of the Technical Committee no later than Sunday, September 22, 2024, at 16:00 UTC (18:00 local). Sails must be aboard no later than Saturday, September 28, 2024, at 08:00 UTC (10:00 local) and there will be no movement of sails allowed after this date unless authorized in writing by the Technical Committee. Checks may be carried out.

15.3 A boat or its equipment may be checked at any time to verify compliance with the notice of race and its amendments, with the OSR, with class rules, and with the sailing instructions and their possible amendments.

15.4 At Port Camargue, checks will be carried out before departure. Both skippers must attend the first boat check. Then either one or the other or their representative must be present at various appointments set by a race equipment controller until the boat is compliant. A non-compliant boat on Friday, September 27, 2024, at 16:00 UTC (18:00 local) will not be allowed to start the event.

However, in the case of special circumstances, if completing compliance before its departure hour from the dock, the Race Management may authorize it to start.

15.5 Exit from the port at Port Camargue

The exit order will be communicated to the boats no later than at the briefing on Saturday, September 28. All boats must be in race configuration when leaving the dock.

15.6 For safety reasons, boats exit the port using their own engine. Engines will not be sealed before leaving the port.

15.7 Sealing

15.7.1 Engine Sealing

The sealing of the engine, both in forward and reverse motion, is mandatory and will be performed according to the procedure defined in APPENDIX 1 "Self-Sealing Procedure for Engines." The engine seal must not be broken or removed before the boat is checked at the finish.

If a boat needs to use its engine or if an engine shaft seal is broken, the skipper must first inform the race management, then must:

- Replace the seal as soon as safety allows, using the seal provided by the technical committee.
- Report as soon as possible to the technical committee, giving the time and position of the incident and the time and position when the seal was replaced and, if possible, the time spent using the engine for propulsion and the reason for doing so.
- Transmit to the Race Management and/or the Technical Committee, as soon as possible, a photo of the seal before the break (if it is the skipper who decides to break the seal) and a photo of the new seal in position, these 2 photos showing a paper with the code given by the Race Management.

15.7.2 Other Seals

Following the classes, seals will be placed by controllers at Port Camargue before departing from the dock and must not be broken or removed before the boat is checked at the finish, see the list in APPENDIX 1.

15.8 Seals and contestation of sealing quality

It is the responsibility of each competitor to prepare their boat to facilitate the fitting of seals.

Each competitor is solely responsible for the integrity of their seals.

Any dispute regarding the integrity and/or quality of sealing must be made during checks, or within 2 hours following sealing (or resealing) with the controllers. No disputes will be accepted after signing of the start declaration.

15.9 Upon arrival, checks may be conducted by the Technical Committee, either on its own initiative or at the request of the Race Management, the Race Committee, or the International Jury.

Engine seals may only be broken by:

- The Technical Committee after arrival or,
- The competitor approaching the finish line, after authorization from the Race Management and according to the procedure described in APPENDIX 1: The Race Management or the Technical Committee will give a code to the competitor who will have to send a photo of the seal before the break, the photo showing a paper with this code.

16 ADVERTISING [NP]

Boats must display the flags or banners and markings requested by the AO (NOR 5).

17 OFFICIAL BOATS

The official boats of the Organization will be identified as follows:

- Race Committee Boat: FFVoile Flag and "PINK" MED MAX colored flame, marked "ORGA"
- Jury/Measurement Boats: "BLUE-GREEN" MED MAX colored Flame, "JURY"
- Safety boats: "PINK" MED MAX colored flame, marked "ORGA"
- Press Boats: "BLUE" MED MAX colored flame, marked "PRESS"

- Media Production Boats (Video and Photos): "BLUE-GREEN-YELLOW-ORANGE" MED MAX colored flame, marked "PROD"

18 SUPPORT BOATS

18.1 Support Boats

For Class 40 and Ocean Fifty, only one support rib per competitor boat will be registered.

A team's support rib will display a "PURPLE" MED MAX colored flame, marked "TEAM."

Ships and skippers must comply with the applicable regulations.

18.1.1 A briefing for the support ribs will be held on Saturday, September 28, 2024 (time to be confirmed later). This briefing is mandatory to obtain the identification flag.

18.1.2 The support ribs must be registered before Wednesday, September 25, 2024, at 21:59 UTC (23:59 local) via an online form: the link will be provided later.

18.1.3 Registered support ribs will be allowed to navigate in the zone reserved for competitors until 30 minutes before the start.

18.1.4 Double monitoring on VHF 16/72 is mandatory for all support ribs at sea.

18.1.5 It is reminded that, in accordance with the legislation, the support ribs must provide assistance, if necessary, to any boat, competitors, spectators, or passengers.

18.2 Passenger boats and passenger ribs

Passenger ships must comply with the prevailing legislation for this type of use; registration with the organizer is mandatory and shall be done via an online declaration form: the link will be provided later.

19 PRIZES

Only boats that finish the "MED MAX | Occitanie – Saïdia Resorts" will be considered for prizes.

19.1 Financial Allocations

The financial allocations provided in NOR 16.3.

19.2 Prize Giving

The official prize-giving ceremony will take place in public at Saïdia Resorts on Sunday, October 6 at 17:00 UTC (18:00 local).

20 OBLIGATIONS OF THE 2 SKIPPERS [NP]

The presence of both skippers is mandatory:

20.1 At Port Camargue

- During the first safety check.
- For each Skipper briefing described in NOR 8, Amendment No. 1 to the NOR, and SI 4
- At the various events mentioned in NOR 8.
- On Sunday, September 29, on their boat, at the time of leaving the dock.

20.2 In Morocco at Saïdia Resorts

- At the arrival press conference,
- At the Epilogue (for boats already arrived),

- At the public prize-giving ceremony
- At the closing evening in Saïdia Resorts.

21 DATA PROTECTION

21.1 Right to image and appearance:

By participating in this competition, the competitor and their legal representatives authorize the AO, FFVoile, and their sponsors to freely use their image and name, to show at any time (during and after the competition) moving or still images, films, or television recordings, and other reproductions of themselves taken during the competition, on any medium and for any use related to the promotion of their activities.

21.2 Use of Participants' Personal Data

By participating in this competition, the competitor and their legal representatives consent to and authorize FFVoile, the AO, and its sponsors to use and store their personal data for free. This data may be published by FFVoile and its sponsors. FFVoile in particular, but also its sponsors may use this data for software development or marketing purposes. In accordance with the General Data Protection Regulation (GDPR), any competitor who has provided personal data to FFVoile may exercise their right to access the data concerning them, have it rectified and, depending on the situations, delete it, limit it, and oppose it by contacting dpo@ffvoile.fr or by mail at the headquarters of the French Sailing Federation stating that the request relates to personal data.

22 ORGANIZATION

22.1 Organizing Authority

The "MED MAX | Occitanie – Saïdia Resorts" is a race organized by Escondida S.A.S, a Simplified Joint Stock Company with a capital of 10,000 euros, registered under No. 982 028 797, with the Commercial Court and Companies of Montpellier and with its registered office located at 18 rue du Four - Montferrier sur Lez (34980), France.

It is represented by its President, Kito de Pavant, and coordinates the entire event.

22.2 Race Management

Mandated by Escondida S.A.S, the Race Management (email) consists of:

- Guillaume Rottée: Race Director - guillaume.rottee@gmail.com

Assisted by the following persons:

- Estelle Graveleau, Deputy Race Director - contact.egeau@gmail.com

Its mission is defined in the text approved by the Board of Directors of FFVoile on November 18, 2006, in direct collaboration with the Race Committee, the Technical Committee, the race doctor, and the International Jury.

For departure operations, the Race Management notably relies on the sporting club "Société Nautique du Grau du Roi - Port Camargue."

22.3 Officials

Samuel Cartier	Chairman of the Race Committee - scartier@cntl-marseille.com
Michel Chadelas	Deputy of the Race Committee
Denis Reynaud	Deputy of the Race Committee
Nathalie Monier	Chairwoman of the Technical Committee - n.monier@orange.fr
Isabelle Journiac	Offshore Race Equipment Controller
Cyril Mannetsatter	Offshore Race Equipment Controller
Pauline Den Burger (NED)	Chair of the Jury - pauline@regattasupport.nl
Romain Gautier (FRA)	Judge
Ant Davey (GBR)	Judge
Tom Grainger (GBR)	Judge - tom.grainger.marseille@gmail.com

Sailing Instruction MED MAX | Occitanie Saïdia Resorts 2024

Version september 10th 2024

22.4 Race Doctor

Medical follow-up will be provided by Dr. Denis HERESBACH, appointed by FFVoile.
denis.heresbach@orange.fr

The doctor's emergency number is +33 6 75 51 88 67

22.5 ESTABLISHMENT OF RISKS

RRS 3 states: "The decision of a boat to participate in a race or to remain racing is their sole responsibility."

By participating in this event, each competitor accepts and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather conditions, equipment failure, errors in maneuvering the boat, poor navigation by other boats, loss of balance on unstable surfaces, and fatigue, leading to an increased risk of injury. The risk of material and/or bodily damage is therefore inherent in the sport of sailing.

23 APPENDIX 1: SEALING

SELF-SEALING OF PROPULSION MEANS

The sealing of the boat's propulsion means will be done after leaving the port through self-sealing:

- The reference preparer and/or the skipper define with the President of the Technical Committee the best place for installing a sealing system on their boat (ease of access and control, operational safety and guaranteeing sealing),
- The numbered seal-collar and the user manual are handed over to the reference preparer and/or the skipper no later than during the IC / Safety briefing,
- After leaving the port, once the boat is at sea on the day of departure, the crew themselves will carry out the sealing of the means of propulsion,
- A digital photo of the numbered seal-collar correctly installed (closed in the right direction) must be taken by the crew, and the number must be legible.
- This photo must be sent by email or WhatsApp to the President of the technical committee and/or to the Race Management no later than 18:00 UTC (20:00 local) on the day of departure, with the name of the boat:
 - On the following email address dc@med-max.org

or on the mobile number of:

- Technical Committee +33 671 247 729
- or the DC.+33 659 145 870
- The Race Management or the Technical Committee must acknowledge receipt of the sending.
- It is the responsibility of the skipper to ensure that the photo has been received and that it is satisfactory for the Race Management and the Technical Committee.
- If the photo is not received within the allotted time, the President of the Technical Committee will report it to the Jury which will open a hearing.
- Any illegible or unidentified photo will be considered null and equivalent to the absence of a photo.

NOTICE OF THE ENGINE'S SEALS



Insert the end of the seal at the numbered side, at the drawing of the arrow.

OTHER SEALS

CLASS 40	
Liferaft	Full in position
Survival water supply (1 x 9 liters)	Full in closure and in position
Non-structural fixed tanks of 40 liters of drinking water	Full in position
Additional fuel tanks (if necessary)	Full in position
Safety fuel reserve (10L)	Full in closure and in position
Heavy anchoring	Full in position
Spare sail "Libertykite" if available	At 3 points

OCEAN FIFTY	
Liferaft	Full in position
Survival container	Full in position
Survival water supply (1 x 9 liters)	Full in closure and in position
Safety fuel reserve (10L)	Full in closure and in position
The 2 anchors	Full in position
The 2 fire extinguishers	Full in position
2 fixed water tanks of 5 liters each	Full in position
Spare sail "Libertykite" if available	At 3 points

24 APPENDIX 2 : COURSES

The coordinates of the points are provided in WGS 84 for reference only, and their positioning cannot be grounds for a request for redress (this modifies RRS 62).

« MED MAX | Occitanie | Saïdia Resorts » COURSE - OCEAN FIFTY (approx. 1 500 NM)

RANK	MARK	REQUIRED SIDE		POSITION
1	START line Port Camargue			Start area Grau du Roi Port Camargue
2	Special purpose PAL Nord	Leave	Port	43°30,970 N 003°58,635 E
3	Special purpose PAL Ouest	Leave	Port	43°30,760 N 003°58,000 E
4	Inflatable show buoy Sète	Round	Port	43°23.550 N 003° 41.750 E
5	Gate Bouches de Bonifacio*			
	<i>South cardinal Lavezzi</i>	Leave	Port	41°18,542 N 009°15,368 E
	<i>Lighthouse Razzoli island</i>	Leave	Startboard	41°18.416 N 009°20.396 E
6	La Presa Island	Leave	Startboard	41°18,556 N 009°22,583 E
7	Barrettinelli Di Fuori Island	Leave	Startboard	41°18,049 N 009°24,051 E
8	Piana Island	Leave	Startboard	41°17,650 N 009°24,335 E
9	North cardinal Secca dei Monaci	Leave	Startboard	41°13,218 N 009°32,632 E
10	Gate Stromboli Island*			
	<i>Waypoint Stromboli Island West</i>	Leave	Startboard	38°48.401 N 015°14.407 E
	<i>Waypoint Stromboli Island East</i>	Leave	Port	38°48.407 N 015°27.710 E
11	Gate Del Toro Island*			
	<i>Lighthouse Del Toro Island</i>	Leave	Startboard	38°51,660 N 008°24,563 E
	<i>Waypoint Gate Del Toro Island South</i>	Leave	Port	38°31.660 N 008°24.563 E
12	Gate Formentera Island*			
	<i>North cardinal Bajo d'En Pou</i>	Leave	Port	38°48,345 N 001°25,173 E
	<i>South cardinal Bajo Ahorcados</i>	Leave	Startboard	38°48,611 N 001°24,476 E
13	Gate Zaffarines Island*			
	<i>Lighthouse Congressa Island South</i>	Leave	Port	35°10.520 N 002°26.331 W
	<i>Startboard lighthouse entrance Del Agua harbour</i>	Leave	Startboard	35°08.783 N 002°25.116 W
14	FINISH line Saïdia			
	<i>Inflatable buoy</i>	Leave	Port	35°07,127 N 002°17,469 W
	<i>Startboard lighthouse entrance Saïdia harbour</i>	Leave	Startboard	35°07.020 N 002°17.611 W

« MED MAX | Occitanie | Saïdia Resorts » COURSE - CLASS 40 (Approx. 1 000 NM)

RANK	MARK	REQUIRED SIDE		POSITION
1	START line Port Camargue			Start area Grau du Roi Port Camargue
2	Special purpose PAL Nord	Leave	Port	43°30,970 N 003°58,635 E
3	Special purpose PAL Ouest	Leave	Port	43°30,760 N 003°58,000 E
4	Inflatable show buoy Sète	Round	Port	43°23.550 N 003° 41.750 E
5	Gate Bouches de Bonifacio*			
	<i>South cardinal Lavezzi</i>	Leave	Port	41°18,542 N 009°15,368 E
	<i>Lighthouse Razzoli island</i>	Leave	Startboard	41°18.416 N 009°20.396 E
6	La Presa Island	Leave	Startboard	41°18,556 N 009°22,583 E
7	Barrettinelli Di Fuori Island	Leave	Startboard	41°18,049 N 009°24,051 E
8	Piana Island	Leave	Startboard	41°17,650 N 009°24,335 E
9	North cardinal Secca dei Monaci	Leave	Startboard	41°13,218 N 009°32,632 E
10	Gate Del Toro Island*			
	<i>Lighthouse Del Toro Island</i>	Leave	Startboard	38°51,660 N 008°24,563 E
	<i>Waypoint Gate Del Toro Island South</i>	Leave	Port	38°31.660 N 008°24.563 E
11	Gate Formentera Island*			
	<i>North cardinal Bajo d'En Pou</i>	Leave	Port	38°48,345 N 001°25,173 E
	<i>South cardinal Bajo Ahorcados</i>	Leave	Startboard	38°48,611 N 001°24,476 E
12	Gate Zaffarines Island*			
	<i>Lighthouse Congressa Island South</i>	Leave	Port	35°10.520 N 002°26.331 W
	<i>Startboard lighthouse entrance Del Agua harbour</i>	Leave	Startboard	35°08.783 N 002°25.116 W
13	FINISH line Saïdia			
	<i>Inflatable buoy</i>	Leave	Port	35°07,127 N 002°17,469 W
	<i>Startboard lighthouse entrance Saïdia harbour</i>	Leave	Startboard	35°07.020 N 002°17.611 W

25 APPENDIX 3 : FORBIDDEN AREAS

PROHIBITED AREA - PALAVAS RESERVE

WPT	POSITION
PAL1	43°30.970 N - 003°58.635 E
PAL2	43°30.595 N - 003°59.150 E
PAL3	43°30.325 N - 003°58.295 E
PAL4	43°30.770 N - 003°58.000 E

ZONE INTERDITE - FRONTIGNAN SHELLFISH PARK

WPT	POSITION
FRON1	43°28.175 N - 003°53.910 E
FRON2	43°27.485 N - 003°54.470 E
FRON3	43°26.155 N - 003°51.380 E
FRON4	43°26.840 N - 003°50.850 E

PROHIBITED AREA - BOUCHES DU RHONE WIND FARM

EOL1	43°14.910 N 004°47.430 E
EOL2	43°12.590 N 004°52.150 E
EOL3	43°08.085 N 004°48.030 E
EOL4	43°10.400 N 004°43.310 E

PROHIBITED AREA - SHOOTING RANGE LEVANT ISLAND

WPT	POSITION
LEVANT1	43°03.320 N - 006°30.500 E
LEVANT2	43°01.900 N - 006°32.150 E
LEVANT3	42°47.400 N - 006°29.865 E
LEVANT4	42°47.400 N - 006°15.000 E
LEVANT5	42°52.500 N - 006°15.000 E
LEVANT6	43°00.100 N - 006°26.000 E
LEVANT7	43°01.500 N - 006°25.800 E
LEVANT8	43°03.000 N - 006°27.900 E

PROHIBITED - LAVEZZI

WPT	POSITION
LAVEZ1	41°24.030 N - 009°16.040 E
LAVEZ2	41°22.800 N - 009°18.630 E
LAVEZ3	41°21.950 N - 009°18.920 E
LAVEZ4	41°19.050 N - 009°15.220 E
LAVEZ5	41°19.920 N - 009°14.270 E
LAVEZ6	41°22.660 N - 009°14.400 E

PROHIBITED AREA - MOLAROTTO RESERVE

WPT	POSITION
MOLA1	40°53.050 N - 009°46.700 E
MOLA2	40°52.610 N - 009°47.300 E
MOLA3	40°51.580 N - 009°47.310 E
MOLA4	40°51.580 N - 009°46.090 E
MOLA5	40°52.609 N - 009°46.075 E

PROHIBITED AREA - USTICA ISLAND RESERVE

WPT	POSITION
Cercle de 6,5 Mn de rayon centré par :	
UST	38°42.360 N - 013°10.445 E

PROHIBITED AREA - STROMBOLI ISLAND RESERVE

WPT	POSITION
STROM1	38°50.150 N - 015°11.220 E
STROM2	38°48.600 N - 015°12.790 E
STROM3	38°47.725 N - 015°11.390 E
STROM4	38°49.170 N - 015°09.470 E

PROHIBITED AREA - CARBONARA MILITARY AREA

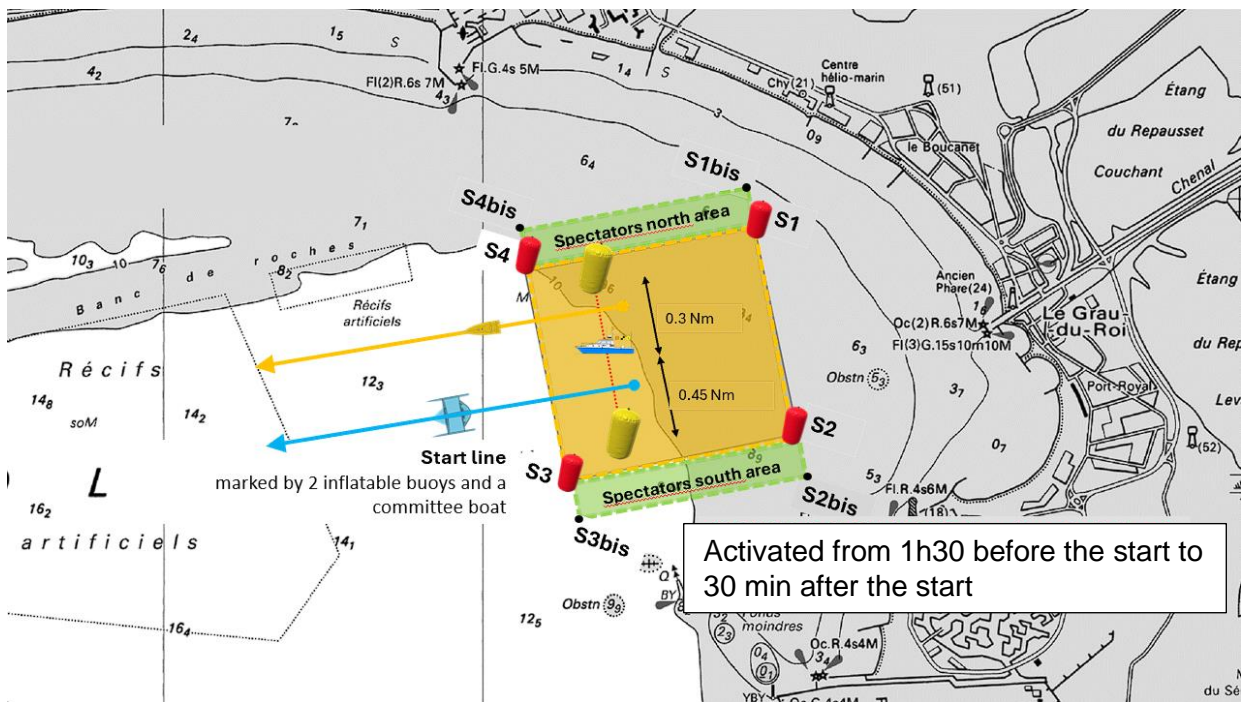
WPT	POSITION
CARB1	39°11.155 N - 009°34.500 E
CARB2	39°11.160 N - 009°41.120 E
CARB3	39°06.735 N - 009°41.110 E
CARB4	38°58.725 N - 009°32.150 E
CARB5	39°03.750 N - 009°24.060 E
CARB6	39°08.455 N - 009°24.060 E

PROHIBITED AREA - ALGERIA

WPT	POSITION
ALG1	37°23.040 N - 008°41.615 E
ALG2	35°04.000 N - 008°41.615 E
ALG3	35°04.000 N - 002°12.825 W
ALG4	35°24.000 N - 002°12.825 W
ALG5	35°59.090 N - 001°12.490 W
ALG6	36°44.940 N - 000°46.565 E
ALG7	37°09.250 N - 002°43.020 E
ALG8	37°14.685 N - 004°27.905 E

PROHIBITED AREA - ZAFFARINES ISLANDS AREA

WPT	POSITION
ZAFF1	35°11.365 N - 002°25.140 W
ZAFF2	35°10.450 N - 002°24.555 W
ZAFF3	35°09.830 N - 002°27.345 W
ZAFF4	35°10.165 N - 002°27.765 W
ZAFF5	35°11.305 N - 002°26.675 W



START AREA MED MAX

WPT	POSITION
S1	43°32.530 N - 004°06.570 E
S2	43°31.660 N - 004°06.820 E
S3	43°31.460 N - 004°05.490 E
S4	43°32.340 N - 004°05.240 E

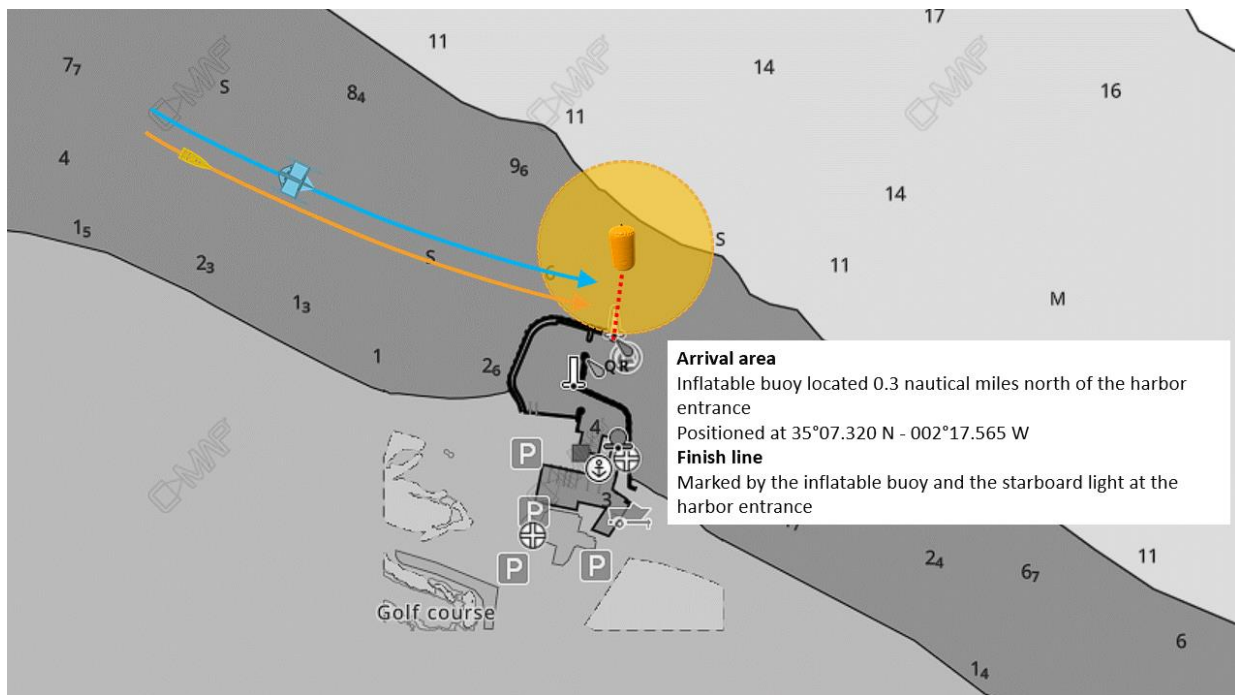
SPECTATORS AREA MED MAX SOUTH

WPT	POSITION
S2	43°31.660 N - 004°06.820 E
S3	43°31.460 N - 004°05.490 E
S3bis	43°31.290 N - 004°05.540 E
S2Bis	43°31.490 N - 004°06.880 E

SPECTATORS AREA MED MAX NORTH

WPT	POSITION
S1	43°32.530 N - 004°06.570 E
S4	43°32.340 N - 004°05.240 E
S4bis	43°32.510 N - 004°05.190 E
S1bis	43°32.710 N - 004°06.520 E

27 APPENDIX 5 : FINISH AREA AND LINE AT SAÏDIA RESORTS SAÏDIA RESORTS



SPORTING PENALTIES FOR RULES INFRINGEMENTS

For infringements for which another penalty is provided, the international jury has the option to impose a penalty ranging from 0 to DSQ (disqualification).

To determine the penalty, the jury will refer to this document.

Discretionary penalties are not merely a list of penalties. Penalties must be adjusted and justified to maintain the uniformity of decisions.

The general concept is to establish a base penalty for each infringement and then to increase or decrease it based on the circumstances.

This system proposes penalty ranges for the most common infringements.

If the infringement is not listed, answers to general questions will help determine the applicable range.

Penalties are divided into 4 ranges:

- Range 0: Financial penalty
- Range 1: From 0 to 6 hours
- Range 2: From 2 to 24 hours
- Range 3: From 24 hours to DSQ

The average penalty should be taken into account, followed by questioning to determine whether to increase or decrease it within the same range or to change ranges.

A positive answer to the questions below should result in a reduction of the penalty time:

1. Was the breach accidental (or was it the result of exceptional circumstances)?
2. Was there a good reason or justification for the breach?
3. Was the breach reported by the skipper him/herself?
4. Did someone who is not part of the crew or team contribute to the breach?
5. Was/are there any attempt(s) to avoid the breach?

A positive answer to the questions below should result in an increase in the penalty time:

1. Was the breach repeated ?
2. Was the breach deliberate ?
3. Was the breach due to negligence or a lack of attention?
4. Did anyone suffer as a result of the breach?
5. Was the breach advantageous to the boat?

The jury may use other questions that they find relevant to determine whether the penalty should be increased or decreased.

	RANGE 0	RANGE 1	RANGE 2	RANGE 3
	Financial	0h to 6H	2H to 24H	24H to DSQ
Notice of Race				
NOR 5.1 Advertising	X			
NOR 5.3 Recognition Marks	X			
Sailing Instructions				
SI 1.7 Waste Disposal (RRS 47)		X		
SI 2 Advertising of the event	X			
SI 5 Communications		X		
SI 5.11.3 AIS		X		
SI 10 Start area		X		
SI 9.1 Courses			X	X
SI 9.2 TSS and Forbidden areas			X	
SI 9.3 Technical Stopover		X		
SI 10.3 Start line		X		
SI 13.2 Retirement			X	
SI 14.1.1 Infrangements Chapter 2 or IRPCAS			X	X
SI 14.1.3 Omission of penalty		X		
SI 14.1.4 Injury or damage			X	X
SI 14.2.4 Seal Breakage		X		
SI 18.7 Engine Seal Breakage			X	
SI 22 Obligations of the skippers	X			
Class or OSR rules				
Infrangements to class rules or to the OSR		X	X	X

If the penalty is not listed in the table above, or if multiple ranges apply to the same infringement, the following questioning complements the initial questioning.

Does the infringement compromise safety?	Range
No	1 or 2
Possible but not certain	2 or 3
Yes	3 or 4
Does the infringement provide an advantage to the boat?	
No	1 or 2
Possible without affecting the ranking	2 or 3
Certainly changes the position at the finish	3 or 4
Did the infringement cause (or can it cause) damage or injury?	
No	1 or 2
Possible but not certain	2 or 3
Yes	3 or 4

FINANCIAL PENALTIES FOR INFRINGEMENTS OF ORGANIZING RULES

Each non-sporting rule infringement will be penalized with a fine of 1000 euros (one thousand euros), to be paid to the SNSM.

Nom du Bateau / Boat Name:

Je soussigné(e) / *I the undersigned*,:

chef de bord du bateau ci-dessus désigné, déclare sur l'honneur que je suis engagé(e) dans la course « MED MAX | Occitanie – Saïdia Resorts » avec mon co-skipper / *Skipper of the above boat declare on my honour that I have entered the « MED MAX | Occitanie – Saïdia Resorts » race with my co-skipper* :

Nom & Prénom / *Name & Surname* :

de notre plein gré, en acceptant sans restriction ni réserve les règles internationales de course à la voile, l'Avis de Course de l'épreuve, le règlement de classe et de sécurité et les Instructions de course, ainsi que tout avenant rendu nécessaire.

of our own free will, and we agree totally and without restriction to be bound by the Racing Rules of Sailing, the Notice of Race, the Safety and Special Regulations and the Sailing Instructions and any necessary amendment.

Nous nous engageons à ne pas être router.

We commit to not being routed.

Nous reconnaissons que la course à la voile est dangereuse. *We understand that yacht racing is dangerous.*

Je déclare savoir que la sécurité de mon bateau relève de ma seule et inaliénable responsabilité, que je fais le nécessaire pour que le bateau soit prêt à affronter le mauvais temps, que le bateau possède tout l'équipement de sécurité nécessaire et que nous connaissons la manière de l'utiliser.

I declare that I know that the safety of my boat is my sole and inalienable responsibility, that I have prepared the boat to encounter adverse weather conditions, that there is on board the boat all the proper safety equipment and that we know how to use it.

Je déclare que nous prendrons, avant le départ, connaissance des prévisions météorologiques et qu'il nous appartient de prendre ou non le départ de la course, puis de continuer ou non la course.

I declare that we will, prior to the start, familiarise ourselves with the weather forecast and that it is our sole decision whether or not to start the race, or to continue to race.

Je reconnais et accepte que l'organisateur, ESCONDIDA S.A.S, et toute autre entité ou personne participant à l'organisation de cette épreuve, déclinent toute responsabilité à quelque titre que ce soit en cas de décès, perte, dommage ou blessure aux personnes et aux biens du fait de ma participation à l'épreuve.

I hereby agree and acknowledge that the Organising Authority, Escondida S.A.S, and any other party involved with the organisation of the race have no responsibility whatsoever for any death, loss, damage, injury that might occur to persons and goods as a consequence of my participation in the race.

Fait à (*signed in*) :

Le (*date*) :

Signature du skipper (*Skipper signature*):

Signature du co skipper (*Co-Skipper signature*):