



SAILING INSTRUCTIONS

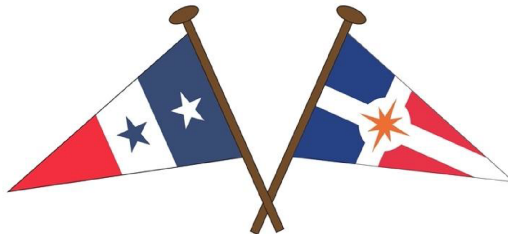
CAP MARTINIQUE 2024

LA TRINITÉ > FORT DE FRANCE

First non-stop transatlantic race open to amateurs

14 APRIL 2024

The SAS TRANSAT IRC,
The YACHT CLUB DE FRANCE (YCF) Racing Hub
Club affiliated with the French Sailing Federation (Fédération Française de Voile).



Grade 4

Partenaires officiels



Partenaires institutionnels



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Preamble

Official time:

The times will be expressed as follows:

Ashore, including for start and finish operations: in local time.

At sea, in universal time (UTC).

The **notation [DP]** (Discretionary Penalty) in a rule in the Sailing Instructions (SI) means that a penalty for a breach of the rule may, at the discretion of the Jury, be less than disqualification.

The **notation [NP]** (No Protest) in a rule in the SI means that a boat cannot protest another boat for a breach of the rule in question. This changes RRS 60.1(a).

The **notation [SP]** (Standard penalty) denotes a rule for which the Jury can apply a standard penalty.

1. RULES

The race will be governed by:

1.1. The rules as defined in the Racing Rules of Sailing (RRS) 2021-2024
Competitors are reminded of rule 4 'Acceptance of the rules' and rule 4.3 (c) in particular.

1.2. The Notice of Race (NOR) including its appendices and amendments.

1.3. The French Sailing Federation's Prescriptions translated for overseas competitors detailed in Appendix 1 of the Notice of Race.

1.4. IRC rule 2024.

1.5. Part B, section II (Steering and Sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) when these replace Part 2 of the RRS.

1.6. Offshore Special Regulations (OSR 2024-25) World Sailing (WS), category 1, Monohulls (Mo).

1.7. According to World Sailing's development rule DR21-01, the definition Start is changed as follows:

Start *A boat starts when, having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either*

(a) at or after her starting signal, or

(b) during the last minute before her starting signal.

When a boat starts in accordance with item (b) of the definition Start, she shall not return to the pre-start side of the line to comply with item (a) of the definition Start, and shall receive a penalty of 2 hours, without a hearing. (This changes the RRS A4, A5 and A11).

1.8. Modification of RRS 52

Boats are permitted to use energy other than manual power for operating an automatic pilot that solely influences the boat's course.

1.9. The following modifications, detailed below, in addition and/or to further clarify those set out in the NOR:

- **RRS 28.1 (Sailing the race):** modified in SI 11;
- **RRS 33 (Changing the next leg of the course):** modified in SI 9.3.2;
- **RRS 41 (Outside help):** modified in NOR 6.2 (amendment);
- **RRS 44.1 (Taking a penalty):** modified in SI 13.1.1;
- **RRS 44.2 (One-Turn and Two-Turns Penalties):** modified in SI 13.1.3;
- **RRS 45 (Hauling out; making fast; anchoring):** modified in NOR 18.2;
- **RRS 60.1(a) (Right to protest; right to request redress):** Preamble;
- **RRS 61 (Protest Requirements):** modified in SI 14 Preamble, SI 14.2.1 and SI 14.2.2;

- **RRS 62 (Redress):** modified in SI 11.5 and SI 14.3.2;
- **RRS 62.1(a) (Redress):** modified in SI 3.1 and SI 11.5.
- **RRS 63.1 (Hearings):** modified in SI 13.3;
- **RRS 64.2 (Decisions):** modified in SI 13.2.3;
- **RRS 66 (Reopening a hearing):** modified in SI 14.4.3 and SI 14.5;
- **RRS A5.1 & A5.2:** modified in SI 11.9;

1.10. WP appendix on virtual waypoints.

1.11. In the event of the translation of these Sailing Instructions, the French text will prevail.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the SI will be published prior to 09:00 hours on the day they come into force, unless there is a change to the race schedule, in which case this will be published before 20:00 hours on the evening before it takes effect.

2.2. When boats are at sea, in compliance with RRS 90.2(c), changes to the Sailing Instructions may be given verbally via VHF. If the boats are not within visual or VHF range, changes will be communicated to each boat via email, via satellite phone or via instant messaging. Each skipper must acknowledge receipt of the changes.

3. NOTICES TO COMPETITORS

3.1. Notices to competitors will be published on the official notice board on the race website <https://cap-martinique.com/documents-skippers> and on Race HQ's official information board, the location of which is detailed in 3.2.

Where possible ashore, competitors will be informed via a WHATSAPP message about any new publications. This shall not be grounds for a request for redress (This changes RRS 62.1(a))

Infos Cap Martinique 2024

Groupe WhatsApp



3.2. Race HQ is located:

- Prior to the start in La Trinité sur Mer, on the Capitainerie (Harbour Office) platform [tel: +33(0)6 33 02 81 28] [email: dc@cap-martinique.com].
- During the Race, virtual HQ (tel: +33(0)6 33 02 81 28)

- In Fort de France on the Capitainerie (Harbour Office) platform in the port of L'Etangs Z'abricots, Fort-de-France (tel: +33(0)6 33 02 81 28) [email: dc@cap-martinique.com].
- 3.3. In the start and finish areas, the Race Committee intends to monitor and communicate with competitors on the VHF channel set out in **appendix 2 Course**.
- 3.4. A so-called '**Red**' phone is dedicated to emergency calls from competitors, see 18.7.
- 3.5. Intermediate rankings and positions during the race:
- 3.5.1. The organiser puts in place a procedure for polling the positions of the boats using the **Ocean Tracking** tracker system (see **NOR 11**) and the Iridium and/or Iridium GO system.
 - 3.5.2. The positions of the boats visible on the cartography of the Cap Martinique website are refreshed every 4 hours except at the start and finish (see SI 3.6).
 - 3.5.3. An FTP and HTTPS address will be at the competitors' disposal at all times with a 'Posreport' file of the latest positions received.

**FTP,
HTTPS,
login
password**

will be sent to the competitor no later than Thursday 11 April 2024 at 12:00 hours.

- 3.6. Satellite tracking at the start and finish on the race website.
Within a 15-mile radius of the start line, boats will be polled every 5 minutes.
From within a 15-mile radius of the finish line, boats will be polled every 5 minutes.

3.7. AIS [DP]

Competitors shall keep their AIS switched on (transmitting and receiving) from 13:00 hours local time in La Trinité sur Mer on the day of the race start until they complete the race and dock in to the port of L'Etangs Z'abricots, Fort de France.

4. CODE OF CONDUCT [DP] [NP]

- 4.1. The competitors and support persons must comply with any justified requests from the umpires.
- 4.2. The competitors and support persons must manage all the equipment and position the advertising supplied the Organising Authority with care and good seamanship, in line with the operating instructions and without interfering with how the boat operates.

5. SIGNALS MADE ASHORE

- 5.1. The signals made ashore are hoisted on the flag staff located:
in La Trinité sur Mer: on Quai Caradec,
- 5.2. Once the Answering pennant is hoisted, the warning signal cannot be displayed less than 60 minutes after the Answering pennant is removed (this changes Race signals).

6. SCHEDULE OF RACES

- 6.1. Date of the race

Date	Class
14 April 2024	IRC

Reminder of the **NOR 9 programme**: “According to the weather conditions forecast on 14 April 2024, Race Management and the OA expressly draws the competitors’ attention to the fact that the start date may be modified, including by anticipating the start by a maximum of 24 hours (to be announced on Thursday 11 April 2024 at the latest).”

- 6.2. The scheduled time for the race warning signal is 14:52 hours.
- 6.3. To warn the boats that a race or sequence of races is about to begin, an Orange flag will be hoisted with a sound signal at least five minutes before hoisting the warning signal.
- 6.4. Safety briefing scheduled for Thursday 11 April, 10:00 hours, at the Salle de la Vigie in La Trinité-sur-Mer. Compulsory presence of all the duo and solo competitors.
- 6.5. The Sailing Instructions and organisation briefing scheduled for Friday 12 April at 10:00 hours, Salle du Voulien in La Trinité-sur-Mer.
Presence and compulsory signature for all the duo or solo competitors.
At the end of this briefing, a photo session is scheduled in the port of La Trinité-sur-Mer.
- 6.6. The weather briefing is scheduled for Sunday 14 April at 09:00 hours in the large marquee in the start village.

7. CLASS FLAG

The IRC class flag is the **YCF flag**.

8. RACING AREAS

The location of the racing areas is set out in **appendix 1** Racing areas.

9. THE COURSE

9.1. The course is described in appendix 2 Course, including the order in which the marks must be passed and on which side they must be passed, as well as the indicative lengths of the courses.

Competitors arriving late (SI 11.7) must adhere to the start set out in **SI 11.8** then *sail the course*.

9.2. Prohibited areas

- 9.2.1. Boats competing in the race are not permitted to enter or sail in prohibited areas.
- 9.2.2. The coordinates of the prohibited areas are set out in Appendix 3.
- 9.2.3. Prior to the start or during the race, Race Management may outline other areas according to the risks identified for the boats’ safety.

9.3. Changes to the course

- 9.3.1. The course may be changed for safety reasons.
- 9.3.2. To report a change to the course or a shortening of the course, the Race Committee will send all the competitors a written message to the boat’s email address via Race Management. This send may be accompanied by verbal instruction via telephone or instant messaging (This changes RRS 33 and Race signals).
- 9.3.3. At Race Management’s request, the Race Committee may:
 - (a) position a mark to be rounded or left to a required side
 - (b) position one or some gate(s)

9.3.4. provided that it notifies all the boats sailed single-handed or double-handed before they get to within 300NM of the mark or the gate where the section of modified course begins.

9.4. Shortening of the course at a gate (Modification RRS 32):

The Race Committee may shorten a race following a request to do so from Race Management for safety reasons, and validate the race ranking by recording the official position report at the gate to calculate the corrected race time.

Competitors will be informed by Race Management before the first double-handed or single-handed crew crosses the finish line using the following message: "The race has been shortened at gate X and the last official position report will be used to calculate the corrected race time."

10. MARKS

The start, windward, course and finish marks are set out in **appendix 2 Course**.

11. THE START

The start will take place on Sunday 14 April 2024 at 15:00 hours local time in La Trinité sur Mer.

11.1. No later than the warning signal, the Race Committee will hoist the D flag if the course comprises a windward mark. It will hoist the green flag to indicate that it must be left to starboard. In the absence of a green flag, it must be left port (this changes Race signals).

11.2. Races will be started by using RRS 26 modified, with the warning signal made 8 minutes before the starting signal (see **appendix 2 Course**).

11.3. The starting line is described in appendix 2 Course.

11.4. When a pin boat is positioned in line with the starting line, it is an obstacle. From the preparatory signal, no competing boat shall pass between this boat and the starting mark, including if she returns across the line to restart the race.

11.5. If any part of a boat's hull is on the course side of the starting line when the starting signal is made and she is identified, the Race Committee will attempt to broadcast her sail number on the VHF channel (see **appendix 2 Course**). Failure to make a broadcast or reception via VHF will not be grounds for a request for redress (this changes RRS 62.1(a)).

11.6. According to World Sailing's development rule DR21-01, a boat which infringes rule **1.7** will be awarded a 2-hour penalty without a hearing (this changes RRS 29.1).

11.7. A boat that does not start within **60** minutes after her starting signal will be considered late in line with SI 11.8.

11.8. A boat that is late:

a) a boat that is not in a position to take the start within the time limit set out in SI 11.7 may be permitted to take the start after a decision by the Race Committee and Race Management, within a minimum of two hours and within a maximum of **48** hours after the starting signal for the race.

b) The new starting line is described in **appendix 2 Course** (this changes RRS 28.1).

c) She shall sail the course as set out in the appendix Course.

11.9. A late boat that does not start after the time limit set out in the SI 11.8.(a) will be scored DNS without a hearing (this changes RRS A5.1 and A5.2).

12. THE FINISH

- 12.1. The finishing line is set out in appendix 2 Course. Each competitor must announce to the Race Committee their approach to the starting line via VHF (see **appendix 2 Course**) 5 miles before the finishing line.
- 12.2. [DP] If the Race Committee is absent when a boat finishes, she should report her finishing time in **local time** when crossing the finishing line (whose coordinates are given in **appendix 2 Course**) via an email/SMS message to the Race Committee and to Race Management:
Boat 'Name', 'Sail number' Passage across the finish line on 'DD' MAY 2024 at 'HH MM SS' local time in Fort de France.
- 12.3. **7 full days (168 hrs)** after the arrival of first boat sailed single-handed or double-handed, the finish line will no longer be in place. Instead, competitors will apply the procedure set out in 12.2.
- 12.4. **14 full days (336 hrs)** after the arrival of the first boat sailed single-handed or double-handed, the finish line will be closed, competitors who haven't finished will be ranked **DNF** (this changes the RRS A5.1 and A5.2).

13. PENALTY SYSTEM AND REDRESS

- 13.1. Penalty at the time of the incident
- 13.1.1. For the purposes of RRS 44.1, a breach of part B of section II of the IRPCAS in an incident between competitors will be deemed to be a breach of chapter 2 of the RRS (this changes RRS 44.1).
- 13.1.2. Turn penalty: after taking a penalty in line with RRS 44.2, the boat shall inform Race Management of this within the same time limit as for protests (see SI 14.3).
- 13.1.3. A boat which has caused injury or serious damage or gained a significant advantage in the race through her breach may ask the Jury for a time penalty instead of being forced to retire from the race (this changes RRS 44.1(b)). This request must be made as soon as possible before the end of the time limit for protests, detailed in SI 14.3.
- 13.2. Penalty or redress decided by the Jury after a hearing
- 13.2.1. The penalty for breaking a rule will be a discretionary time penalty unless the boat is disqualified and unless financial penalties apply. When the boats are racing, unless there are exceptional circumstances, the penalty shall be taken in accordance with SI 13.5 below. In RRS A.5.1, delete "that did not sail the course". Discretionary penalties will be decided upon by the Jury in accordance with the 'Penalty Guide' (SI Appendix 6).
- 13.2.2. Jury's discretionary power
- For breaches deemed minor, the Jury may reduce the penalty down to no penalty at all.
 - For breaches deemed serious, repeated or deliberate, the Jury may increase the penalty or disqualify the competitor.
- 13.2.3. A decision of redress granted by the Jury after a hearing will be a time bonus unless there are exceptional circumstances.
- 13.3. Accidentally broken seal noted by the President of the Technical Committee **[NP],[SP]**
 In the event that the President of the Technical Committee notes during an inspection, or is informed by a competitor still racing, that a seal has been damaged or is broken, and that in

their opinion the breakage is accidental, the Jury, via the Technical Committee, may ask the competitor if they wish to accept a standard penalty without a hearing (this changes RRS 63.1).

In the event of a broken seal, the competitor shall record this event in their log and send an SMS to the red number indicating 'case number, sail number, boat name, damaged/broken seal: Date HH.MM UTC.'

The list of standard penalties for seals is set out in *APPENDIX 4: LIST OF SEALS*.

If a competitor refuses the standard penalty, the Technical Committee shall protest the boat and the Jury shall open a hearing.

13.4. Engine use

From the preparatory signal, boats are racing and must no longer put their engine into gear. They can use it during the race, without being in gear, to recharge their batteries.

If the skipper decides to put the engine in gear for what they deem to be an essential reason, they must report this event in their log and send an SMS to the red number or email RM indicating the 'case number, sail number, boat name, Use of the engine: Date HH.MM UTC, cause: establish the facts.'

13.5. For a breach of article 13.4, the Jury can, following a hearing, apply a penalty of up to 4 hours added to the elapsed race time through to **disqualification**.

13.6. Taking a time penalty when racing

As soon as possible after making its decision, the Jury, via Race Management, shall inform the boat concerned of the penalty. Race Management will then indicate to the competitor a zone or a time limit within which the penalty shall be taken.

When a boat is getting ready to take a penalty, the boat shall contact Race Management who will then time the penalty from a segment which it will have indicated to the competitor.

At the end of the penalty, if it has been taken and confirmed as such by the Race Committee, the boat shall go back across the same segment before resuming racing.

14. PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS

Preamble:

For any incident occurring on the water, Part 5 of the RRS shall be changed as follows:

For protests made ashore, the procedures regarding a hearing provided for under RRS 61.1 (first sentence), 61.2, 61.3 and 63 shall apply.

14.1. General information

14.1.1. Hearing request forms are available at the Jury secretariat located:

- in La Trinité sur Mer at Race HQ,
- in Fort de France at Race HQ,
- as well as via download on the race website at the address <https://cap-martinique.com/documents-skipppers/>

14.1.2. Notices will be displayed on the official notice board to inform competitors as soon as possible about any hearings which they are a part of or where they are called as witnesses.

Hearings will take place:

- at Race HQ in La Trinité sur Mer,
- in the Jury room located in Fort de France, in the harbour office (capitainerie) of the port of L'Etangs Z'abricots, Fort-de-France.

They will begin at the time indicated on the official notice board.

If the Race Committee or Protest Committee intend to protest a boat it shall inform the boats according to rule 61.1 (b).

14.1.3. Any breaches in the Sailing Instructions 1.6, 18, 17.2, 21 cannot be the subject of a protest by a boat (this changes RRS 60.1(a)).

Penalties for these breaches may be lighter than a disqualification if the Jury so decides.

14.1.4. A boat which has been stopped for checks or verification by a state body (police customs, maritime affairs), may obtain redress after the Jury (this changes RRS 62).

14.2. Informing the protestee

14.2.1. A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity via VHF on the race channel (see appendix 2) or by email. She need not display a red flag (this changes RRS 61.1(a)). The protestor shall notify the Jury at the same time via Race Management.

14.2.2. Notices of protests from the Race Committee, the Technical Committee and Jury will be posted on the official notice board and sent to the relevant boats to inform them, in accordance with RRS 61.1(b). They will be communicated via VHF on the race channel (see appendix 2) or by email (this changes RRS 61.1(b)).

14.2.3. A boat ashore that intends to make a protest against another boat that is still racing must inform that other boat in accordance with SI 14.1.1 above.

14.2.4. A boat that requests redress must submit its request to the Jury via Race Management in accordance with the procedure set out in SI 14.1.1 above.

14.3. Protest contents

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

14.4. Time limits

14.4.1. For protesting

The time limit for lodging a protest, for the Race Committee, the Technical Committee, or the Jury, for a boat that is racing, shall be twelve hours after having learnt about the incident concerned by the protest.

No protest from a competitor will be accepted beyond 4 hours after the boat's arrival in the port of L'Etangs Z'abricots in Fort de France and if the latter's arrival is after 20:00 hours local time the protest must be lodged prior to 10:00 hours local time the following morning and 7 full days after the arrival of the first boat. This time may be delayed at the Jury's discretion. The time will be displayed on the official notice board.

14.4.2. For requesting redress

The time limit to request redress, for the Race Committee, the Technical Committee, or the Jury, for a boat that is racing, shall be twelve hours after having learnt about the incident concerned by the protest. The same time limit applies to a request for redress relating to a decision from the Jury, from the time that the decision is received. When competitors are ashore, the time limit will be two hours after the Jury's decision has been posted on the official notice board. (This changes RRS 62.2).

14.4.3. For requesting the reopening of a hearing

For protests and requests for redress judged at sea in the parties' absence, a request for a reopening shall be made within twelve hours of the parties having been informed of the decision (This changes RRS 66).

For protests and requests for redress judged ashore in the parties' presence, a request for a reopening shall be made within the four hours of the parties having been informed of the decision, the time limit being reduced to 30 minutes, 7 full days after the arrival of the first boat. (This changes RRS 66).

14.4.4. The Jury shall extend the time limit if there is good reason to do so.

14.5. Hearings and decisions

- 14.5.1. A hearing may begin as soon as the Jury has been informed of the protest, and it can be heard by any appropriate means of communication taking the circumstances into account (This changes RRS 63.2).
- 14.5.2. The obligation to have communication systems in good working order, such as a satellite telephone and a VHF radio, automatically implies the ability to be present at the hearing (This changes RRS 63.3).
- 14.5.3. The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email or any other radio means, shall be considered to be the hearing (This changes RRS 63.6).
- 14.5.4. In accordance with the preamble of SI 14, the procedure set out in SI 14.4 shall only apply with regard to protests or to requests for redress when competitors are racing. However, depending on the circumstances, the Jury may decide to apply this procedure when one of the parties is still at sea or when the number of judges physically present does not comply with RRS N1.
- 14.5.5. The Jury's decision will be published on the official noticeboard and communicated by email to the parties and to all the competitors as soon as reasonably possible after the hearing has ended.

15. SCORING

- 15.1. A single-handed and a double-handed ranking in corrected time will also be established and based on the boats' corrected times, increased by penalties or reduced by any bonuses.
- 15.2. An overall ranking in corrected time will be established for informational purposes.
- 15.3. For series of boats with the same commercial name (e.g. Figaro 2) where the number of entries is greater than 5, a separate ranking in elapsed time will be established provided that these boats have an identical IRC TCC.
- 15.4. The calculation of corrected time for the boats which are subject to it will be done according to the *Time-on-Time system of IRC rule part B 12.2*.
- 15.5. The coefficients to be used for calculating corrected time will be displayed on the official notice board, at 12:00 hours on *Friday 12 April 2024*. Protests relating to these coefficients are permitted up to 18:00 hours on *Friday 12 April 2024*. Under exceptional circumstances, the Protest Committee may accept such a protest being lodged later on.

16. SAFETY REGULATIONS

- 16.1. Wearing a lifejacket is compulsory when racing, from the moment the sailor leaves the dock to their arrival dockside.
- 16.2. Boats flying a French flag shall be approved and fitted out for offshore navigation. Boats flying an overseas flag shall comply with the legislation of their flag for offshore navigation.
- 16.3. A boat which retires from a race must inform the Race Director as soon as possible by any means at their disposal.
- 16.4. Positioning trackers

All the boats are equipped with a positioning tracker enabling the boat to be tracked.

Any tracker not returned to the organiser by 29 May 2024 at the latest will be charged 600 euros.

- 16.5. In the event that the satellite tracker supplied by the organisation for locating and tracking the boat malfunctions or fails to work, the boat must message Race Management twice a day (08:00 and 20:00 hours UTC) via SMS or email or another means the 'boat name, sail number, case number, date, UTC time, position, heading and speed over the ground (COG & SOG).'
- 16.6. The VHF channel for the radio session for the start in La Trinité sur Mer **is** (see appendix 2 Course).
- 16.7. For the finish in Fort de France see **appendix 2 Course**.
- 16.8. A permanent listening watch on Channel 16 is mandatory.
- 16.9. Each boat must be equipped with a satellite phone, which must be on standby mode throughout the duration of the races.

*In case of an emergency
(serious damage, health issue, request for assistance...)
Race Management's phone number is:*

+33(0)6 33 02 81 28

It will be monitored 24/7 by Race Management or the Organisation.

This number is reserved solely for competitors during the race.

- 16.10. At the race finishes, no one is allowed to climb aboard until a member of the Technical Committee has done so, unless there is an immediate emergency due to safety reasons, with the exception of interviews by the media office for the Cap Martinique.

17. REPLACEMENT OF COMPETITOR OR EQUIPMENT

- 17.1. [DP] Substitution of a *co-skipper* for the double-handed crews will not be allowed without the prior written approval of the Race Committee or the Jury.
- 17.2. [DP] Substitution of damaged or lost equipment will not be allowed unless authorised by the Technical Committee or the Race Committee. Requests for substitution shall be made at the first reasonable opportunity.

18. EQUIPMENT AND MEASUREMENT CHECKS

Application of **6.1, 6.2, 6.3 and 11** of the Notice of Race.

- 18.1. Special requirements.

In addition to the category 1 OSR obligations, each boat allowed to participate in the event shall, in particular,

- 18.1.1. Be equipped with a satellite geolocation tracker, supplied by the organisation.
- 18.1.2. Comply with the Maritime Affairs regulation set out in division 240 relating to the fit-out of French flagged pleasure craft or that relating to the specific flag of any overseas boats.

- 18.2. A boat or its equipment may be inspected at any time to check it complies with the Sailing Instructions, the IRC measurement and the applicable OSR rules.
- The safety check forms for the equipment are available on the website <https://cap-martinique.com/documents-skippers/>

18.3. Seals

18.3.1. The list of seals (appendix 4) will be completed, if need be, no later than Thursday 11 April 2024 at 09:00 hrs.

18.3.2. The anchoring equipment, the life rafts and their grab bag, the emergency drinking water supply and the non-fixed drinking water supply (appendix 4) will be sealed before the start.

The seals must not be broken or removed before the boat is inspected at the finish.

18.3.3. Seals and contesting of the quality of the seal.

It is up to each competitor to prepare their boat to facilitate the installation of seals. Each competitor is solely responsible for the integrity of their seals.

18.4. In port, boats shall display the supplied flags in the order set out by the organiser along with their national flag on a small mast.

18.5. Each boat must comply with the rules by Friday 12 April 2024 at 12:00 hours, when checks come to an end.

18.6. [DP] A boat which fails to comply with the rules in line with 18.5 shall request dispensation from the President of the Technical Committee and be compliant with the rules no later than Saturday 13 April 2024 at 12:00 hours, beyond which point the President of the Technical Committee will lodge a complaint.

18.7. [DP] A check of the navigation lights will be carried out on Thursday 11 and Friday 12 April 2024 from 19:00 to 23:00 hours.

18.8. [DP] The sail declaration (appendix 5) for sails aboard the boat shall be supplied to the Technical Committee no later than Friday 12 April 2024 at 12:00 hours, beyond which point the President of the Technical Committee may lodge a complaint.

19. OFFICIAL BOATS

The official boats are identified by a Cap Martinique flag and an orange pennant marked 'OFFICIAL'.

20. SUPPORT BOATS

[DP] [NP] Support boats must remain outside the areas where the boats are racing from the preparatory signal for the first class to take the start of the race through until all the boats have finished or retired or the Race Committee signals a delay, a general recall or a cancellation.

21. TRASH DISPOSAL

See 7.1 on sustainable development in the NOR

22. BERTHS

[DP] [NP] Boats must be kept in their allotted space when they are in the port of La Trinité sur Mer and in the port of L'Etangs Z'abricots in Fort de France.

23. HAUL-OUT RESTRICTIONS

23.1. [DP] [NP] Boats shall not be hauled out of the water during the regatta except with and according to the terms of the prior written permission of the Race Committee or Technical Committee.

24. DIVING EQUIPMENT AND PLASTIC POOLS

- 24.1. [DP] [NP] Their use will be in line with the local regulations (port area, etc.).
- 24.2. [DP] [NP] Boats shall not be cleaned below the waterline by any means during the event from Saturday 13 April 2024 at 12:00 hours until the boat finishes.

25. ADVERTISING

- 25.1. [DP] [NP] Boats shall display the three large CAP-MARTINIQUE, MARTINIQUE and MORBIHAN flags in the port of La Trinité sur Mer and in the port of L'Etangs Z'abricots in Fort de France, wherever they like on the boat.
- 25.2. [DP] [NP] Boats shall display the small CAP-MARTINIQUE flag on the backstay when leaving the port of La Trinité sur Mer, when racing and while they are in the port of L'Etangs Z'abricots in Fort de France.

25.3 [DP] [NP] 3 flags will be supplied to the competitors, which must be attached to a halyard up forward and remain in position whilst they are in the start and finish ports. These flags shall be returned to the organisation before leaving Fort-de-France.

26. PRIZES

- 26.1. Prizes will be awarded. No cash prizes are planned.

27. RACE DIRECTOR:

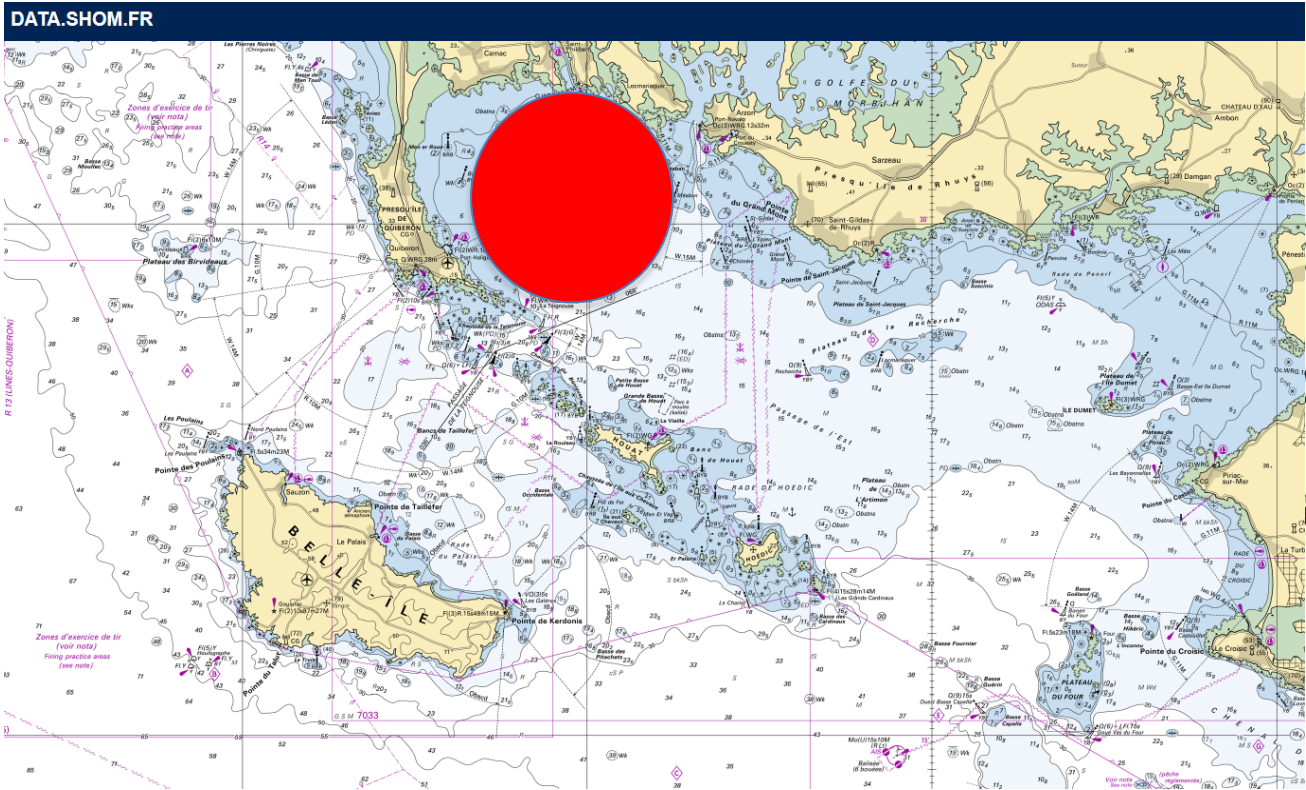
François SERUZIER

28. DESIGNATED UMPIRES:

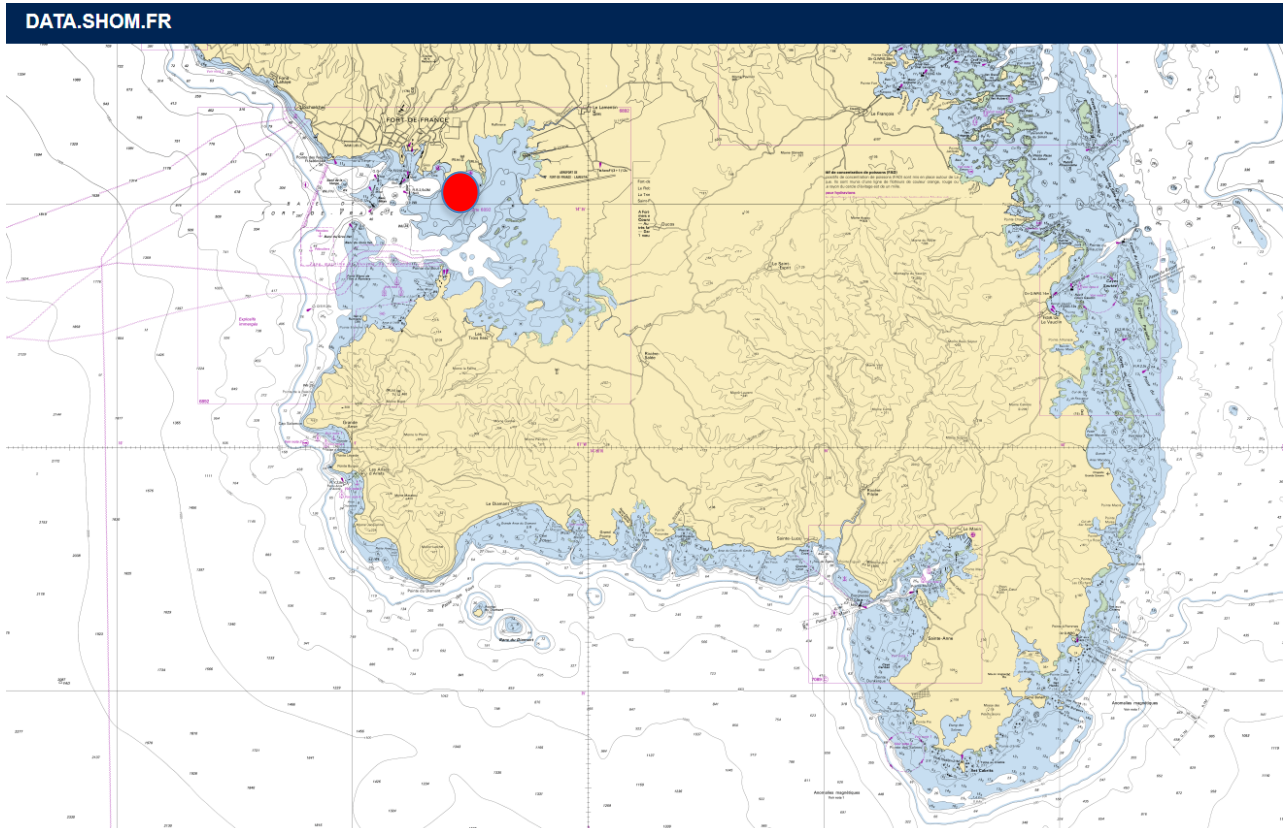
- | | |
|---|------------------|
| 28.1. President of the Race Committee: | Yvon POUTRIQUET |
| 28.2. President of the Jury: | Patrick BREHIER |
| 28.3. President of the Technical Committee: | Dominique FLAYAC |

APPENDIX 1 RACING AREAS

START ZONE BAIE DE QUIBERON



FINISH ZONE MARTINIQUE BAIE DE FORT DE FRANCE



APPENDIX 2 COURSE
CAP MARTINIQUE 2024
LA TRINITÉ > FORT DE FRANCE

Distance: around 3,800 miles.

Sunday 14 April 2024

Start 15:00 hours

1 VHF race channels:

Start LA TRINITE sur MER: **72**

Finish FORT DE FRANCE: **72**

2 Start procedure

Hoisting of the Orange flag, at least 5 minutes before the warning signal.

The race start is given using the following signals. The time must be counted from the moment the visual signals are displayed; the absence of a sound signal shall not be taken into consideration.

<i>Minutes before the start signal</i>	<i>Visual signal</i>	<i>Sound signal</i>	<i>Meaning</i>
8	Class flag	One	Warning signal
4	P, I, Z, Z and I, U or black flag	One	Preparatory signal
1	Preparatory flag removed	One long	One minute
0	Class flag removed	One	Start signal

* or as indicated in the Notice of Race or Sailing Instructions

This changes rule 26 of the RRS.

3 Start:

A: Start zone:

Baie de Quiberon, the start zone will be detailed no later than on the eve of the start at 20:00 hours.

B: Starting line

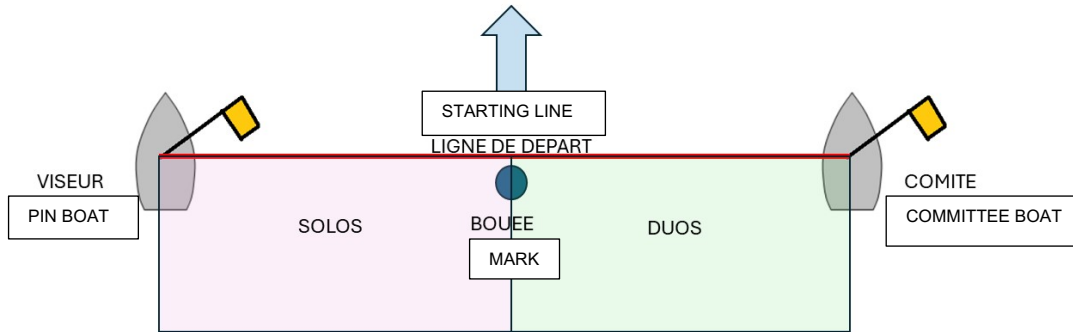
The **starting line** will be between the mast displaying an orange flag on the Race Committee boat, to be left to STARBOARD, and the course side of the starting mark (Cylindrical yellow mark or boat with orange flag staff) to be left to PORT.

The line will be formed in two sections with a cylindrical yellow mark between the two ends of the starting line

Dividing up of the fleets **[DP]**:

For the duos, the boats shall leave the cylindrical yellow mark to Port

For the solo sailors, the boats shall leave the cylindrical yellow mark to Starboard



C : Starting line for a late boat SI 11.8 b

The **starting line** will be between the port lateral beacon **Petit Trého** (47° 33.477' N, 3° 00.755' W) to be left to starboard and the south cardinal mark **Er Gazeg** (47° 33.264' N, 2° 59.293' W) to be left to port.

Starting line coordinates given in WGS 84 degrees minutes.

The GPS coordinates are given for informational purposes only and cannot be the subject of a protest or request for redress

4 Course marks:

This changes amendment No.1 (12 course) in the Notice of Race Cap Martinique.

- *Phare de la TEIGNOUSE (lighthouse) to be left to starboard.*
- *The island of Porto Santo and its hazards (Archipelago of Madeira in Portugal) to be left to Starboard.*
- *Baie de Fort de France*

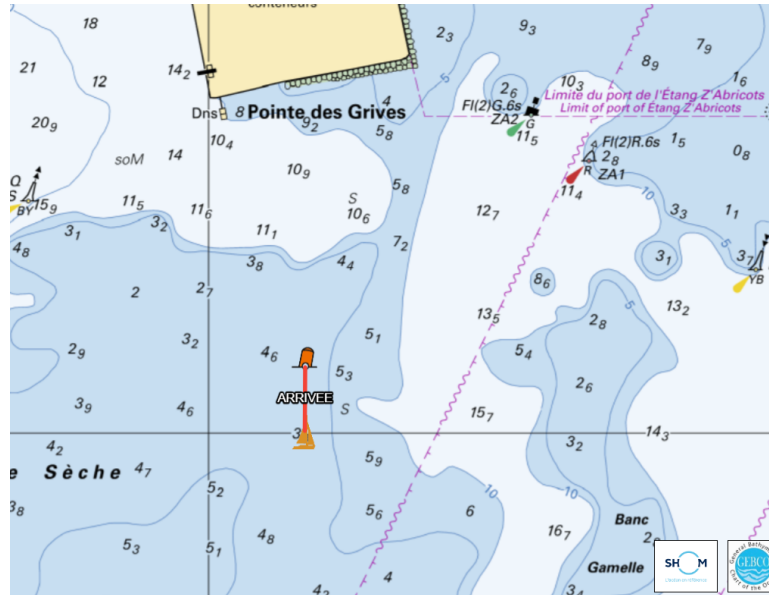
5 Finish:

A: Finishing line

The finishing line is defined by the straight line between the orange mark (where possible indicated by a flashing orange light at night) to be left to Port and the committee boat flag staff, displaying a **Blue flag** moored around 0.1 miles to the south of the yellow mark, to be left to Starboard, (where possible indicated by a flashing orange light at night).

In the absence of the finish boat, the finishing line is defined by the straight line between the orange mark (where possible indicated by a flashing orange light at night) to be left to Port and the GPS position of the committee boat to be left to Starboard, set out below in B: Coordinates of the finishing marks.

7 days after the arrival of the first boats sailed single-handed or double-handed, the finish will be defined by a straight line between the GPS position of the orange mark to be left to Port and the GPS position of the committee boat to be left to Starboard, set out below in B: Coordinates of the finishing marks.



B: Coordinates of the finishing marks:

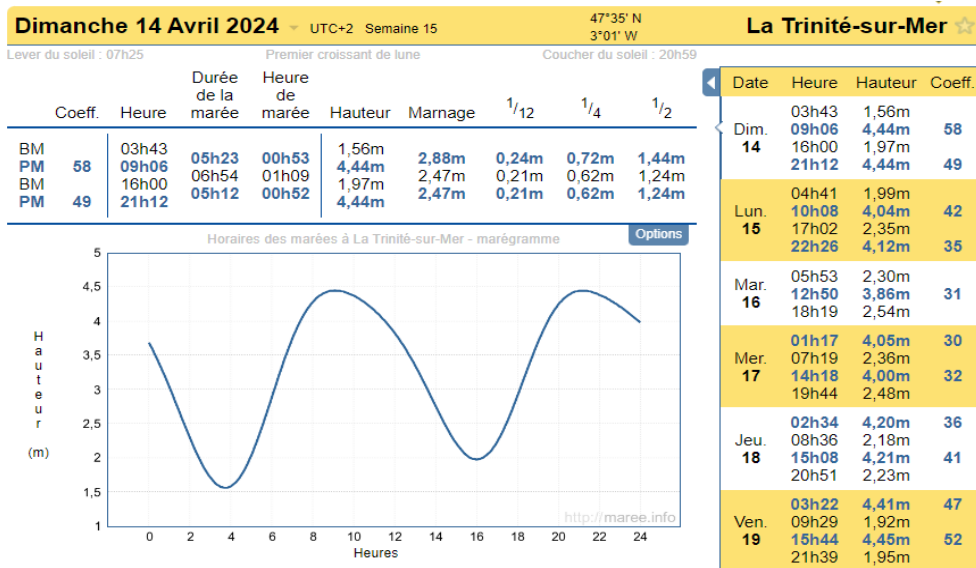
Finishing marks	Coordinates
Yellow mark	14°35.080' N, 61°02.880' W
Committee boat	14°35.000' N and 61°02.880' W

Coordinates of the finishing line given in WGS 84 degrees minutes.

The GPS coordinates are given for informational purposes only and cannot be the subject of a protest or request for redress.

The lateral system in force in the West Indies is B, with the colours reversed in relation to the system A in force in Europe.

6 Tide table



APPENDIX 3: PROHIBITED AREAS

The prohibited areas are the polygons defined by the points below whose coordinates are as follows:
Coordinates given in WGS84 degrees minutes

1 Cape Finisterre Exclusion Zone

- • ZI Cape Finisterre A: 43°31,400N 010°05,150 W
- • ZI Cape Finisterre B: 43°21,000N 009°36,400 W
- • ZI Cape Finisterre C: 43°10,500N 009°44,000 W
- • ZI Cape Finisterre D: 42°52,900N 009°44,000 W
- • ZI Cape Finisterre E: 42°52,900N 010°13,700 W
- • ZI Cape Finisterre F: 43°18.800N 010°13.700 W

2 Cape Roca (Lisbon) Exclusion Zone

- • ZI Cape Roca A: 38°51,900 N 010°13,810 W
- • ZI Cape Roca B: 38°51,900 N 009°41,150 W
- • ZI Cape Roca C: 38°39,750 N 009°40,000 W
- • ZI Cape Roca D: 38°33,900 N 010°11,700 W
- • ZI Cape Roca E: 38°40,950 N 010°13,900 W

3 Cape St Vincente Exclusion Zone

- • ZI Cape St Vincente A: 37°02,300 N 009°11,700 W
- • ZI Cape St Vincente B: 36°56,800 N 009°09,900 W
- • ZI Cape St Vincente C: 36°52,000 N 009°04,000 W
- • ZI Cape St Vincente D: 36°49,950 N 008°57,150 W
- • ZI Cape St Vincente E: 36°24,800 N 009°05,800 W
- • ZI Cape St Vincente F: 36°28,350 N 009°21,550 W
- • ZI Cape St Vincente G: 36°43,900 N 009°39,700 W
- • ZI Cape St Vincente H: 36°56,600 N 009°43,200 W

4.1 East Canaries Exclusion zone

- • ZI East Canaries A: 28°20,500 N 014°56,900 W
- • ZI East Canaries B: 28°19,800 N 014°47,550 W
- • ZI East Canaries C: 27°48,750 N 015°00,150 W
- • ZI East Canaries D: 27°51,600 N 015°08,800 W

4.2 West Canaries Exclusion zone

- • ZI West Canaries A: 28°38,010 N 015°46,650 W
- • ZI West Canaries B: 28°33,800 N 015°39,430 W
- • ZI West Canaries C: 27°58,600 N 016°12,950 W
- • ZI West Canaries D: 28°03,550 N 016°19,500 W

APPENDIX 4: LIST OF SEALS

SUMMARY OF THE SEALS	
<i>Exterior life raft</i>	<i>Sealed in position</i>
<i>Interior life raft</i>	<i>Sealed in position</i>
<i>Life raft GRAB BAG</i>	<i>Sealed in position</i>
<i>Main set of anchoring equipment</i>	<i>Sealed in position</i>
<i>Emergency water supply</i>	<i>Sealed shut and in position</i>
<i>Non-fixed water supply</i>	<i>Sealed in position</i>

STANDARD PENALTIES FOR BREAKING SEALS	
<i>Exterior life raft</i>	<i>20 mn</i>
<i>Interior life raft</i>	<i>40 mn</i>
<i>Main set of anchoring equipment</i>	<i>1 hr</i>
<i>Emergency water supply</i>	<i>1 hr</i>
<i>Non-fixed water supply</i>	<i>1 hr</i>

APPENDIX 5: SAIL DECLARATION

I, the undersigned (*surname, forename*)

skipper of the boat (*name and sail number*)

undertake to carry the following sails in the '**CAP MARTINIQUE**' race.

Type	ENDORSED YES/NO	Material			Surface area For sails ENDORSED
		100% Polyester	100% nylon	Exotic	
Mainsail					
Solent					
J2					
J3					
CO					
S2					
S3					
S4					
A2					
A3					
A4					

Signed in LA TRINITE sur MER on: /04/2024.

Signature

APPENDIX 6: PENALTY GUIDE

For breaches of the rules for which another penalty is provided for, the International Jury may award a penalty ranging from 1 to DSQ.

In deciding the penalty, the Jury will rely on this document.

Discretionary penalties are not simply a list of penalties. The penalties must be adjusted and justified in order to maintain uniformity with regards to any decisions.

The general concept is to establish a basic penalty for each breach of the rules, then increase or reduce this according to the circumstances.

This system offers penalty ranges for the most common breaches. If the breach is not listed, the answers given to general questions will enable the Jury to determine which range to use.

Penalties are split into 4 bands:

Band 1:	from 0 to 6 hours
Band 2:	from 2 to 24 hours
Band 3:	from 24 hours to DSQ
Band 4:	DSQ

The average penalty must be taken into consideration, then it must be determined through questions whether it is appropriate to increase or decrease the penalty in the same band or to adopt another band.

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

Was the breach accidental (or was it the result of exceptional circumstances?)

Was there a good reason or justification for the breach?

Was the breach reported by the skipper themselves

Did someone who is not part of the crew or support team contribute to the breach?

Was (were) there any attempt(s) to avoid the breach?

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

Was the breach repeated?

Was the breach deliberate?

Was the breach due to negligence or a lack of attention?

Did anyone suffer as a result of the breach?

Was the breach advantageous to the boat?

The Jury may use other questions it deems relevant to determine whether the penalty should be increased or reduced.

	BAND 1	BAND 2	BAND 3	BAND 4
	0h - 6H	2H - 24H	24H - DSQ	DSQ
Notice of race				
NOR 6.2(c)without assistance				X
NOR 13 Technical pit stop			X	
Instruction de course				
SI 3.7 AIS	X			
SI 9.1 Course			X	
SI 9.2 Prohibited areas			X	
SI 18.9 Sail declaration	X			
SI 11.6 Individual recall	2 hours			
SI 13.4 Log book		X		
SI13.1.1 Breach of Part 2 or IRPCAS			X	
SI 13.1.3 Injury or serious damage			X	
SI 18.3 Broken seal	X	X		
Breaches of the Class Rules or OSR		X	X	

If the penalty is not listed in the table above, or if several bands apply for the same breach, the line of questioning below will accompany the initial questioning.

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4
Could the breach give the boat a competitive advantage?	
No	1 or 2
Possibly but unlikely to affect the ranking	2 or 3
It certainly would affect the ranking at the finish	4
Could (or did) the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	4

WP APPENDIX

Modification to the Racing Rules of Sailing

WP APPENDIX – RULES FOR WAYPOINTS

When stated in the Notice of Race, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

WP1 Modification to the Definitions:

WP1.1 The definition Mark is changed to:

Mark: An object or waypoint the Sailing Instructions require a boat to leave on a specified side, a Race Committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the mark.

WP1.2 Add new definition Waypoint:

Waypoint: A geographic position on the surface of the water, defined by WGS84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

WP1.3 The definition Zone is changed to:

Zone: The area around a mark within a distance of three hull lengths of the boat nearer to it. The area of the zone at a mark that is a waypoint may be changed in the Notice of Race or Sailing Instructions. A boat is in the zone when any part of her hull is in the zone.