



SAILING INSTRUCTIONS

Normandy Match Cup

02-06 June 2022

www.normandie-cup.fr

Abbreviations:

PC – Protest Committee

IJ – International Jury

NoR – Notice of Race

RRS – Racing Rules of Sailing

ONB – Official Notice Board

NA – National Authority

OA – Organizing Authority

RC – Race Committee

SI – Sailing Instructions

CR – Course Representative

1. RULES

1.1. The event will be governed by:

- The 'rules' as defined in the RRS, including Appendix C;
- The rules for Handling Boats (SI addendum C) which also applies to any practice sailing ;
- Class rules will not apply;

1.2. Any prescriptions of the National Authority that will apply will be posted on the ONB.

1.3. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

1.4. Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course, she will be scored no points without a hearing'.

1.5. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

2. ENTRIES & ELIGIBILITY

2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.

2.2. To remain eligible the entire crew shall complete registration including to sign the liability form by all crew members, pay any entry fee, pay the damage deposit and complete crew weighing, on Thursday 02 June from 1000 until 1700, unless extended by the OA.

2.3. The damage deposit is the limit of liability of each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.

- 2.4. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or IJ.
- 2.5. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6. When a registered skipper is unable to continue in the event, the CR may authorize an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the CR may authorize a substitute, a temporary substitute or other adjustment.
- 2.8. All French participants (each member of the crew) with a FFVoile (French Sailing Federation) license must present the following when they register:
 - a) Their valid FFVoile competition sailing license or their valid FFVoile membership sailing license accompanied by a medical certificate of competition aptitude issued less than one year before the date of the competition as well as parental consent for those participants under 18.
 - b) If necessary, the authorization to display advertising.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the online ONB at <https://www.normandie-cup.fr/tableau.html>. When reasonably possible, notices will be sent on the WhatsApp group.
- 3.2. Signals made ashore will be displayed at the Société des Régates du Havre.
- 3.3. Skippers shall attend the first briefing, will be at 09:00 on June 3rd, 2022 in the "Salon Joinville".
- 3.4. The first meeting with the umpires will be at 09:15 on June 3rd 2022, following the first briefing.
- 3.5. A daily morning meeting will start at 9:00 in the "Salon Joinville".
- 3.6. Following racing each day there may be a competitors debrief with umpires.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. Changes to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the CR.
- 4.2. Flag L over the numeral pennant of the most recent notice will be displayed ashore each day until the boats have departed for the race area.
- 4.3. Changes made afloat will be signaled by the display of flag 3rd Substitute with three sound signals. An umpire will communicate the amendment verbally or in writing to competitors.

5. BOATS AND SAILS

- 5.1. The event will be sailed in Beneteau First Class 7.5 type boats.
- 5.2. The sails to be used will be allocated by the RC and include a mainsail, genoa, jib, and gennaker (asymmetrical spinnaker). The sail combination to be used will be signaled from the RC boat before the attention signal. The signals will have the following meaning:

Signal	Mainsail	Fore Sail	Gennaker
No Flag	FULL	GENOA	YES
Flag "R"	FULL	JIB	YES
Flag "R + S"	ONE REEF	JIB	YES
Flag "G"	ONE REEF	JIB	NO

- 5.3. Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

- 5.4. An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.
- 5.5. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by numbers and colors.
- 6.2. If supplied by the OA, the mainsail shall display skipper's names.
- 6.3. Boats will be allocated by draw, either daily or for each stage as decided by the OA.
- 6.4. Boats will be exchanged in accordance with the pairing list and race schedule.

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The total number of crew, including the skipper, shall be five (5) or six (6). All registered crew shall sail all races unless excused by the OA.
- 7.2. The maximum total crew weight, determined prior to racing shall be 340kg, when wearing at least shorts and shirts.
- 7.3. Crew weight may be checked during the regatta. At any re-weighing the total weight limit is increased by 10kg. Any crew weighing in excess of this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.
- 7.4. When a registered skipper is unable to continue in the event the OA may authorize an original crew member to substitute.
- 7.5. When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum B. Match pairing lists will be provided at the briefings or may be distributed on the water if a new stage commences part way through a racing day.
- 8.2. In a knock-out series between two skippers:
 - a) They will alternate assigned ends for each match.
 - b) When the series has been decided, further matches between these two will not sailed;
 - c) Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3. The number of matches to be sailed each day will be determined by the RC.
- 8.4. The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 8.5. The intended time of the first attention signal each day is 09:30.
- 8.6. If the OA changes the intended time for the first attention signal for any day, it will be posted on the official notice board before 20:30 the previous day.
- 8.7. Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8. When a match cannot start at the intended time, the RC may advise the competitors verbally through the umpires of its intention to change the starting order. Flag 3rd substitute will be not used.
- 8.9. When, in a knock-out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9. RACING AREA

- 9.1. For Stage 1, 2, 3, 4, 5 and the first part of stage 6, the racing area will be in the Bay of Le Havre, France.
- 9.2. For the end of stage 6, the racing area will be in the "Bassin de la Manche" (entrance of the harbor).

10. COURSE

- 10.1. Configuration, Signals and Course to be Sailed
 - a) Configuration (not to scale)
 - b) The Course
The course will be:
No signal Start – W – Gs/Gp – W – Finish
Flag T Start – W – Gs/Gp – W – Gs/Gp – W – Finish
Marks W, Gs and Gp are yellow inflatable cylindrical marks. Marks shall be rounded to starboard. The gate shall be sailed with Gs to starboard – Gp to port. If one mark of the gate is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg, the gate or finish line may be adjusted without signaling a course change. This changes RRS 33.
- 10.2. Starting / Finishing Line
The starting/finishing line will be a line between the course side of the red inflatable cylindrical mark at the pin end of the line and a staff displaying an orange flag on the RC boat.
- 10.3. Course Limits
 - a) A number of small buoys may be laid close to the shore. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
 - b) These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
 - c) There is no penalty for touching these buoys excepts if there is a floating line fixed between the buoys or the floating line.
 - d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. If a boat breaks this sailing instruction while not racing, the umpires shall act under C8.4. This changes RRS C6.2 and C8.2.
- 10.4. Abandonment and Shortening
 - a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical'

11. BREAKDOWN AND TIME FOR REPAIRS

- 11.1. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a white flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC Signal boat and remain there, unless otherwise directed.
- 11.2. The time allowed for repairs shall be at the discretion of the RC.
- 11.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

- 11.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12. STARTING PROCEDURE

- 12.1. Match warning signals will be numeral pennants.
12.2. The next flight number will be displayed on the RC boat. Changes can be informed verbally by an umpire.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1. Changes to the course will be made by setting a replacement mark W.
13.2. Change of Course Signals (changes RRS 33 and Race Signals)
a) Flag "C" and a colored flag or board means: "The windward mark has been moved. Sail to a mark the same color as the flag or board".
b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
13.3. Signaling vessel
a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. That signal will be followed by a series of repetitive sounds signals.
b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark Gs/Gp.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15. SUPPORT BOATS

- 15.1. Support boats
a) Support person boats shall conspicuously display identification of the team being supported.
b) Any interference by a support boat with the racing or event organization may result in a penalty applied at the discretion of the IJ to the associated skipper or team.

16. MEDIA, IMAGES AND SOUND

- 16.1. If required by the OA:
a) Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
16.2. Competitors shall have the right to use any images and sound recorded during the event free of any charge.
16.3. Competitors shall not interfere with the normal working of the OA supplied media equipment.

17. PRIZES

- 17.1. Top 3 teams will be awarded.
17.2. The total event purse will be € 10 000: (ten thousand); prizes will be:

First prize	4000€
Second prize	2500€
Third prize	1500€
Fourth prize	1000€
Fifth prize	250€
Sixth prize	250€
Seventh prize	250€
Eight prize	250€

- 17.3. These prizes have been approved by the national authority and have been notified to World Sailing.
The IJ may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.
- 17.4. One wild card invitation will be issued for the Women's Match Racing World Championship 2022 (WMRWC 2022): The top placing skipper in the final results, if not already invited to the WMRWC 2022, will receive an invitation. If they do not accept the invitation then the next skipper will be invited, and so on.

18. CODE OF CONDUCT

- 18.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 18.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
- Excessive attempts of verbally coerce, coach or influence umpire decisions;
 - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4. Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 18.5. Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

19. DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

Skipper Name	Country	Sailor ID	Ranking*
PAULINE COURTOIS	FRANCE	FRAPC14	1
MARGOT VENNIN	FRANCE	FRAMV15	10
OCTAVIA OWEN	GREAT BRITAIN	GBROO6	12
SANNA MATTSON	SWEDEN	SWESM2	24
SOPHIE OTTER	GREAT BRITAIN	GBRSO20	27
LUCIE GOUT	FRANCE	FRALG61	52

*World Sailing Ranking as of 14/04/2020

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES

Event Format

Stage 1 –Round Robin

- a) One or more round robins – each skipper sails against all other skippers.
- b) The two highest scoring skippers in Stage 1 qualify for Stage 4.
- c) The skippers ranked 3rd through 6th in Stage 1 qualify for Stage 2.

Stage 2 – Second chance round robin

- a) Skippers ranked 3rd through 6th in Stage 1 sail a single round robin – each skipper sails against all other skippers.
- b) The two highest scoring skippers in Stage 2 qualify for Stage 4, the others to Stage 3.

Stage 3 – “Queen of the Castle”

- a) The highest placed skipper from Stage 1 will be assigned the starboard entry.
- b) The first skipper to score at least 2 points will be ranked 5th, the other 6th.

Stage 4 – Semi-Finals

- a) The highest placed skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.
- b) The remaining two skippers shall sail each other and the highest placed skipper from Stage 1 will be starboard entry in the first match.
- c) The first two skippers to score at least 3 points shall proceed to Stage 6, the others to Stage 5.

Stage 5 – Petit-Final

- a) The highest placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- b) The first skipper to score at least 3 points shall be awarded 3rd place, the other 4th.

Stage 6 – Final

- a) The highest placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- b) The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

SCHEDULE OF RACES

Every morning, during the briefing, a pairing list will be distributed to every skipper with the program of the day.

SI ADDENDUM C – HANDLING BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2. PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape leaves a residue/use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching foresail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Attaching lines to the fabric of gennakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.18 The use of electronic equipment, unless permitted by SI C3.1.
- 2.19 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

2.20 Extending the bowsprit before getting on the new leg of the course, after entering the zone a rounding mark without a gennaker set.

2.21 A breach of SI C2.19, 2.20 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS and ACTIONS - The following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape (not duct tape nor any tape that leaves a residue)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) watch, timers and handheld compass and, with written permission from the OA, GoPro type devices,
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFDs.

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) make signals as per RRS Appendix C6
- (g) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal. If a spinnaker sheet catcher is attached by the OA, it shall not be changed.

3.4 Changing the number of mainsheet purchases.

3.5 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is permitted.

3.6 The use of the Jib and Mainsail's halyard, without adding any equipment, to facilitate tacking or gybing, or to aid projection of a crew member outboard is permitted.

4. MANDATORY ITEMS and ACTIONS - The following are mandatory:

4.1 Report verbally to the PRO at the end of each day, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future days. When boat swaps are carried out on the water, the report should be made verbally to the PRO as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day

(c) releasing backstay tension and tying the tiller amidships

(d) securing the boat properly with fenders and bow, stern, and spring lines

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

1. SAILS AND SAILING EQUIPMENT
 - One mainsail and set of battens
 - One genoa
 - One jib
 - One gennaker (asymmetrical spinnaker)
 - One winch handle
 - One spinnaker sheet
 - Two headsail sheets
 - One tiller extension
 - Headsail cars
 - One white flag
 - One red flag
 - One "Y" flag
 - One blue flag
 - One yellow flag
2. SAFETY GEAR
 - Bucket and lanyard
3. TOOLS
 - Any supplied tools

SI ADDENDUM E – MATCH RACING PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.6, as amended in these Sailing Instructions, permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

Damage will be divided into 3 levels

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties – to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

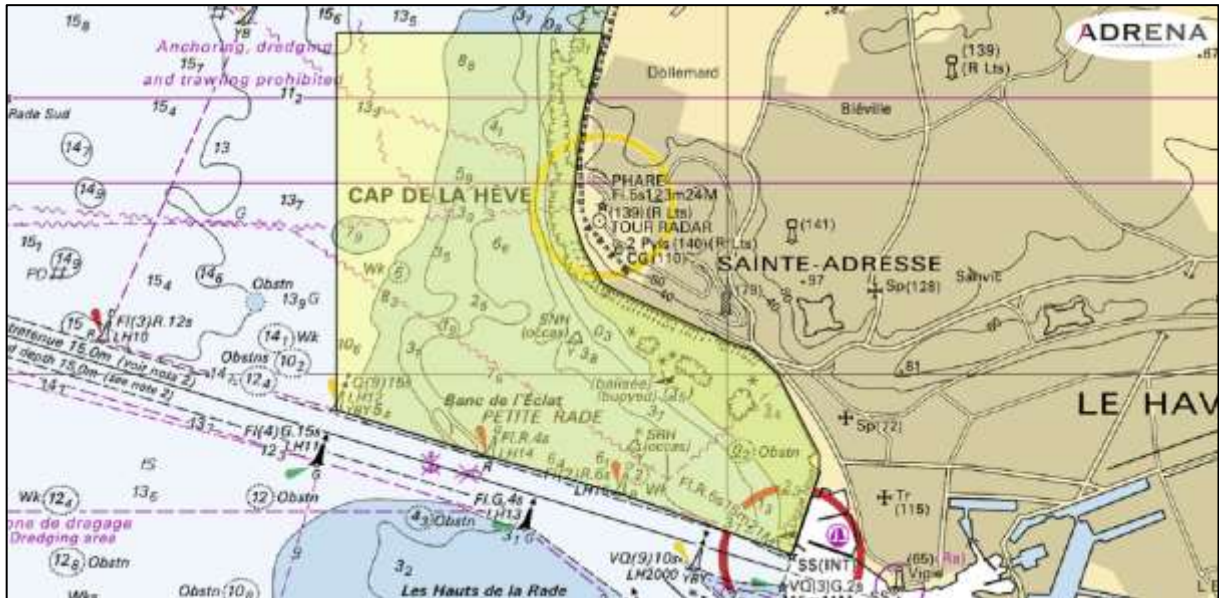
Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitors damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

SI ADDENDUM F – INTENDED COURSE AREA

For Stages 1, 2, 3, 4, 5 and first part of Stage 6:



For the end of Stage 6.

