CLASS RULES

FIGARO BENETEAU 3

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Association loi 1901 - 7 rue Honoré d'Estienne d'Orves - La Base – 56100 LORIENT - Tel : 00 33 6 11 73 13 35 - Email : cfb.admin@orange.fr

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CLASS RULES 2022

These Class Rules are Closed Class Rules.

Unless it is specifically written in the Class Rules, their appendices and the interpretations that "**you shall**", then "**you shall not**".

INTRODUCTION

The goal of the FB3CR is to define the nomenclature/nature of the One Design FB3 and to ensure that all boats are identical in terms of building procedures, hull shape and appendages, weight distribution, deck and interior layout, sail plan and performance.

FUNDAMENTAL PRINCIPAL

The FIGARO BENETEAU Class is strictly One Design whereby the female or the male skipper makes the difference.

The FIGARO BENETEAU Class shall promote sporting equity between the competitors, who shall in turn respect the rules at all times. The fundamental objective of these class rules is to ensure that this principle is respected.

When a piece of equipment or a component is not expressly authorised by these rules, their appendices or interpretations, it shall not be installed and/or used.

Everything that concerns the boat, its sails and equipment, and those elements that are not currently used or that implicate the use of materials that have never been used or accepted by the FBCA in the past, or all that is not treated in this **FB3CR**, appendices, interpretations, plans and specifications, shall be considered illegal, until there is a decision published by the **FBCA**.

The fundamental principle of the FIGARO BENETEAU 3 Class Rules is based on the CERTIFICATE of CONFORMITY issued by the FIGARO BENETEAU CLASS. Any attempt on the part of the owners and / or skippers to modify their boat with the aim of acquiring a real or supposed advantage will be subject to the immediate suspension, as a precaution, of the Certificate of Conformity, **pending the penalty application provided for this purpose in Chapters H and I of these rules.**

Legend: In blue and in bold: The changes made to the text for 2023
~~Strike through~~: The 2022 version eliminations.

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CHAPTER A – THE FUNDAMENT RULES

A.1. CLASS RULES

The Class Rules consist of the following documents:

- Ø This document and its appendices.
- Ø The Class Rule interpretations and eventual modifications; published chronologically.
- Ø The Rules concerning the events approved by the Figaro Bénéteau Class.

A.2. ABBREVIATIONS

COLREG International Regulations for Preventing Collisions at Sea
FFV French Sailing Federation
WS Word Sailing
RRS Racing Rules of Sailing
ERS Equipment Rules of Sailing
OSR Offshore Special Regulations
PSMer First Aid Training
FBCA Figaro Bénéteau Class Association
FB3 Figaro Bénéteau 3
BP Boat Passport
MC Measurement Commission
FB3CR Figaro Bénéteau 3 Class Rules

A.3. AUTHORITY

A.3.1. The managing authority for these rules is the owners' association known as the Figaro Bénéteau Class Association, abbreviated to "**FBCA**" in these Class Figaro Bénéteau Rules, abbreviated to "**FB3CR**". It is governed by its own statutes and internal regulations.

A.3.2. The FBCA declines all legal responsibility relative to the application of these rules and accepts no claims made against it.

A.3.3. VPLP Design is the owner and copyright holder of the drawings and specifications of this class.

A.3.4. The Figaro Bénéteau Class Association is the owner and copyright holder of the document “Figaro Bénéteau Class Rules.”

A.4. LANGUAGE

French and English are the two official languages of FB3CR. In the event of a disagreement with regard to a translation, the French text will prevail.

A.5. RACING RULES OF SAILING AND THE EQUIPMENT RULES OF SAILING

A.5.1 Modification of the rule RRS 51

These FB3CR rules shall be read and applied accompanied by the ERS, the RRS and the OSRs (See FB3CR A.2.)

Rule 51 of the RRS is amended and replaced by the following rule:

a) Non-sealed equipment, movable equipment below decks, when not being used for their primary purpose, shall be stored below decks: these items shall be moved to any position inside the hull.
b) Sails, when on deck, shall be attached anywhere within the zone bounded by the lifelines, pushpits and pulpit. However, sails shall not be stored on top of the life raft or within the zone between the life raft and the aft lifelines.

A.5.2 Reminder of the rule RRS 3.3(c)

"Acceptance of the rules includes agreement (c) as to such decision, not to resort to any court or tribunal not provided for in these rules;"

A.6. BOAT PASSPORT (BP)

Each boat possesses a "**BOAT PASSPORT (BP)"**.

The **BP** is a digital module (Software owned by FBCA) that identifies the boat and holds the entire technical history of each boat right from delivery from the Bénéteau boatyard. This **BP** is held on a server managed by the FBCA.

The skipper responsible for the boat (owner or charterer) shall constantly consult and update the **BP.**

It is important to understand the meaning of the word location: the port or the technical zone where the boat is stored ashore or afloat, or the boatyard or property where it is stored or any other place.

The FBCA shall, at any time, instruct a Measurer to identify and/or inspect a boat.

In the case of the absence of the skipper/owner, a representative shall be designated.

Each boat's BP is protected by a confidential password.

Access to the contents of the BP is strictly reserved to the people duly accredited by the FBCA.

All authorisation requests for anticipated work/refits etc shall be requested in advance through the Boat Passport (BP).

A.6.1. Authorisation request to carry out work, modifications, maintenance

This declaration shall be made at least 8 days before the effective date of the project intervention. The FBCA shall decide to reduce this period.

This request shall precisely detail the anticipated works.

The request shall identify:

- **The name of the yard and/or the technician** and the exact location where the boat shall be viewed,
- **The name of the technician along with their contacts,**

-

- **The date and the nature of the works and the anticipated timeline to completion.**

The yards and/or technicians shall be approved and hold membership of the FBCA (See FB3CR B.1.4).

The skipper shall await approval from the FBCA before commencing the works.

A.6.2. General description of procedures

Maintenance or suspension of the Certificate of Conformity. (See FB3CR A.8).

This decision is solely the responsibility of the FBCA.

Depending on the nature of the request made to the FBCA by the skipper, the FBCA shall:

a) Authorise an unrestricted intervention **without requiring a compliance check**, ensuring the Certificate of Conformity remains current.

b) Authorise an unrestricted intervention **requiring a compliance check**. In this case the validity of the **Certificate of Conformity** shall be suspended until an official measurer, mandated by the FBCA, has carried out the **compliance check** and the FBCA has **re-validated the Certificate**.

To determine which procedure to follow, the FBCA shall delegate a measurer **or** any other person it considers retains no conflict of interest.
These inspections shall be carried out at any time and at any location, in the presence of the owner and/or skipper and/or their designated representative.

Chapter I of these FB3CR deals with the case of infringement(s) of the procedures described in the BP and/or the FB3CR including the Appendices and Interpretations.

A.7. INTERPRETATIONS

Any interpretation of the RCFB3 shall only be made by the Class Measurement Committee (MC).

The latter shall be assisted at the discretion of the Class members, a Class measurer, or persons exterior to the Class who act as experts.

The internal debates of this Measurement Committee are confidential, only the conclusions are published and distributed to members who are up to date with their subscriptions.

A.8. CONFORMITY

EU Directive: The FB3 has been subjected to the relevant evaluation procedures to obtain the CE mark (Conformity with EU Directive 2013/53). It is not within the competence of the FBCA to verify compliance with the EU Directive.

Class Rules: The FB3 is subjected to the class rules defined in this document. These class rules are associated with nominal values, tolerances that apply to those dimensions, weights, shapes and the relative positions of the various appendages. This is referred to as a **certificate of compliance** within the Class Rules.

Only the FBCA is competent to manage the Certificate of Conformity.

CHAPTER B – ORGANISATION

B.1. PROCEDURE, CONFORMITY, CHECKS AND INSPECTIONS

B.1.1. Overview (Boat Identification)

B.1.1.1. The hull numbers attributed by the FBCA are the manufacturer's hull build numbers (example '**002'**: Extracted from the CIN N° FR-SPB FL **002**G718).

A sail number is issued by the FBCA. This number shall be displayed on both sides of the mainsail, on the coach roof. It should also be present on the foredeck or on dodgers if not on the foredeck.

B.1.1.2. The manufacturer's hull build numbers, known as CIN Numbers **(Appendix "FB3-AX00/B")** and are issued by the builder as follows:

FR-SPB FL **002**G718 conforming to the ISO 10087 Standard, where,

002 is the first boat in the series (001 is the prototype),

G is the month of production,

7 (after the letter G) is the year of production, 18 is the year of the model.

The CIN number is engraved by the Builder on the starboard side of the transom **and shall remain permanently visible.**

B.1.1.3. The boat's name (registered name or equivalent for foreign flagged vessels) and its registered home port shall both be clearly marked on the boat's transom as described in Appendix FB3-AX9/D.

B.1.1.4. Certificate of Conformity

The FB3 as delivered by the builder, identified by the number engraved into the starboard side of the transom, is a standard-built boat, conforms to the designer's plans and specifications, the CE Directive and the FB3CR. At the moment of purchase from new, the owner shall receive from the builder, the invoice, the various warranty documents, instruction manuals, other documents including the WDC (Written Declaration of Conformity to the EU Directive) enabling registration with the competent national maritime and administrative authorities and the FBCA.

Before the delivery of each new boat and following an inspection by a class measurer, the FBCA shall issue the first **Certificate of Conformity to the Class Rules.**

All works, of any nature, carried out on a boat with a valid Certificate of Conformity automatically suspend the validity of the current Certificate of Conformity. A further request for the revalidation of the Certificate of Conformity shall be made by the skipper (owner or charterer) after the works.

B.1.2. The skippers (owner or charterer) shall be members of the FBCA.

B.1.3. Sale or charter of a boat

In the case of the sale or the charter of a boat by its owner, a new Certificate of Conformity shall be issued, and a new BP set up. Reference to the previous skipper shall be maintained within the BP so as to maintain the historic records of the boat.

The previous skipper and/or owner shall request the FBCA to remove their personal details from the BP.

B.1.4. Technicians

The technicians/shore crew (companies or individuals) (boatyard, shore crew, sailmakers… non-exhaustive list), but not including intellectual service providers, shall be members of the FBCA.

B.2. MEASUREMENT PROCEDURE

B.2.1. The boats, their equipment and sails shall be certified in line with the FB3CR and measured, checked and inspected exclusively by:

- FBCA approved measurers, in possession of the official stamps, as listed in **APPENDIX "FB3-AX00/A"**
- By the technical coordinator in post, mandated by the Measurement and Safety Commission.

B.2.2. No owner or skipper shall certify, or check his/her own equipment, nor shall a sailmaker measure their own product (conflict of interest).

B.2.3. The certifications and inspections shall be carried out using the official documents, that is to say the FB3CR, drawings, appendices, interpretations, measurement forms, along with the RRS, ERS and the OSR.

B.2.4. Measurement techniques shall comply with the ERS except where they are modified and described in the FB3CR.

B.2.5. Once issued with the **FB3CR Certificate of Conformity** it is the sole responsibility of the owner and/or skipper to ensure that his/her equipment remains in compliance with the conditions set out for the delivery of the certificate.

B.2.6. A skipper (member of the FBCA) shall, upon written request to the FBCA, inspect a competitor's boat before or after an event. The goal of this type of inspection is to avoid conflicts during competition.

Such an inspection shall be followed-up the same day with a report to the FBCA.

The following conditions apply to this type of inspection:

a) The inspection (exterior and interior inspection, presentation of the Certificate of Conformity, etc) shall be made in the presence of the skipper, or the designated representative of the inspected boat.

b) The inspection shall be made with the boat afloat or ashore, but the skipper requesting the inspection shall not request that the boat be put ashore or weighed.

c) The inspection shall not take place during competition - the period that begins 96 hours before the published hour of "Race Ready Time" as published in the event's Notice of Race or modified by amendments of the first race of the event and ends with the publication of the final results by the event jury.

d) Only the FBCA, following a properly constituted hearing involving both parties, shall rule on the alleged problem(s).

e) The FBCA shall inform both skippers of its findings in writing. These findings shall be noted in the BP of the boat concerned.

B.2.7. Checks and Inspections

The FBCA Board shall, outside of competition time and in accordance with FB3CR A.6 (BP), request the verification of the conformity of the FB3, with the original delivery or to the present rules, including the verification of the structure by taking cored samples and analysing them.

The measurer's associated costs for this mission shall be borne by the claimant and will be billed by the FBCA.

B.2.7.1. Checks and Inspections proceeding the event

In the 15-day period leading up to the "Ready-to-Race" time for each race, checks on the weight, appendage geometry, general geometry and FB3 equipment shall be carried out by the Measurement Commission (MC).
In the case of non-conformity with the FB3CR, the skipper shall make every effort, before the "Ready-to-Race" time to return his/her FB3 to conformity.
Any identified anomalies shall be recorded in the BP for each boat concerned.

B.2.7.2. Checks and inspections during an event

Controls shall be carried out at any time during the race, i.e. from the day and time from which the competitors shall be available to the organisation and until the arrival on shore of the last competitor of the last race. All except during the races themselves, according to what is reasonable by taking into account the nature and duration of the controls, the means available and the event programme.

B.2.8. Measuring Instruments

The instruments used for measurement and inspections shall be:

a) For length measurements: Class II European Standard metallic tape measures.
b) For weight measurements: instruments whose precision is not less than 0.2% of the maximum scope of the scales (Maximum capacity of the scales 5000 daN).
c) The scales used shall have been calibrated within the previous 12 months.
d) The templates described in these rules.
e) Optical level (accuracy +/- 1 mm per metre).
f) The notion of Weight (Newton) and Mass (Kilogramme) shall be calculated using g = 9.81 m/s2.

B.3. RCFB3 MODIFICATION REQUEST

See **Appendix FB3-AX50/A**.

B.4. REQUEST FOR INTERPRETATION OF CERTAIN RCFB3

See **Appendix FB3-AX50/B**.

CHAPTER C – CONDITIONS FOR RACING

A boat shall only race if:

a) Its Certificate of Conformity is valid, (status “active” or “provisional”).
b) If it fulfills the requirements of the OSRs, modified by the FB3CR where necessary, for the race category concerned, as defined in the Notice of Race and/or the Sailing Instructions and/or their respective amendments.
c) If the skipper (and co-skipper for double-handed events) are members of the CFB and up to date with their membership fee(s) **for the CFECL events. For the Figaro BENETEAU Academy events, see the 2023 CFECL call for fees.**
d) If the skipper, and co-skipper for two-handed events, are in possession of a World Sailing Sailor Classification Code (Refer to www.sailing.org/classification).
e) If the skipper, and co-skipper for two-handed events, are in possession of valid training certificates (in accordance with section 6 of the RSP).
f) If its sails have their official class sail stickers and the FB3CR Certificate of Conformity marks.
g) If it satisfies all mandatory checks and inspections identified in the Notice of Race and/or the Sailing Instructions and/or their respective amendments.
h) If a copy of the **World Sailing Figaro Bénéteau 3 “FB3 Plan Review”** (Certificate Identification Number 000151-0098-S) is onboard.
Refer to: www.sailing.org/classesandequipment/offshore/plan_review.php
i) For crewed races, the number of people on board is limited to 4.

CHAPTER D – TECHNICAL PRESCRIPTIONS AND RULES

D.1. DESCRIPTION

Overview

The hull, deck, inner mouldings, structure, interior fitout, engine installation, equipment, as well as the ballast keel, rudders, foils, spars and the sails shall comply with the specifications, construction plans, official drawings, the FB3CR, its appendices and interpretations.

a) The hull and deck are of glass fibre, resin and PVC foam sandwich construction assembled using the infusion technique, the foils and the rudders are injection moulded.

b) The inner-mouldings and other composite components are infusion moulded in either single skin glass fibre/resin or sandwich glass fibre/resin/PVC foam.

c) The moulds are supplied by CHANTIERS BENETEAU S.A.

d) Except when specified, it is forbidden to drill, rebuild, replace materials, change the shape or the contours of the hull, the deck, the inner mouldings, the propeller and shaft, with the intention of reducing weight or improving or reducing the moment of inertia, and either directly or indirectly improving performance.

e) Each FB3 is supplied by the builder without electronic navigation equipment.

It is **mandatory** to add the electronic equipment provided for in **APPENDICES FB3-AX12/A, Abis, B, C, D and E.**
It is permitted to improve the hydrodynamic flow around the through-hull fittings associated with the electronic navigation systems described in APPENDIX FB3-AX12/A and B over an area of the hull limited to a circle of 150mm diameter centred on each through-hull fitting. A tangent filler connection between these two circles is permitted **(APPENDIX "FB3-AX15/A").**

f) It is permitted to drill through the deck to allow for the passage of electrical cables on condition that this is only done in the zones described by BENETEAU in **APPENDIX "FB3-AX08/D"** and made watertight again afterwards.
g) It is permitted to improve the hydrodynamic flow around the through-hull fitting associated with the engine cooling water inlet, over an area of the hull limited to a circle of 150 mm diameter centred on the through-hull fitting.
h) It is permitted to carry out filler fairing:
   - At the connection between the hull and the keel fin;
   - At the connection between the hull and the propeller shaft fairing;
   - At the connection between the propeller shaft fairing and the P-bracket.

It is permitted to fair the surface of the hull/keel fin in the manner described below:
- The area over the hull to the keel fin shall be faired over a length equal to the length of the cover +100 mm maximum and over a width of 150 mm maximum each side (with respect to the centreline of the boat).
- The fairing is limited to 50 mm maximum on the vertical faces of the keel fin.
- All fairing filler shall be of a contrasting colour to the rest of the hull.

It is permitted to fair the surface of the hull close to the P-bracket and the propeller shaft cover in the manner described below:

- The area over the hull to propeller shaft cover joint shall be faired over a length equal to the length of the cover +100 mm maximum and over a width of 100 mm maximum each side (with respect to the centreline of the boat).
- The fairing is limited to 50 mm maximum on the vertical faces of the propeller shaft cover.
- All fairing filler shall be of a contrasting colour to the rest of the hull.
- The hull to propeller shaft cover joint fairing radius shall not be greater than 15 mm.
- The two times five 10 mm diameter holes drilled in the propeller shaft cover, and drilled by the builder, shall not be filled nor modified to reduce drag.

Notes:

- It is not permitted to transform a new anode into a “corroded” anode by any mechanical means, with the intention of diminishing its diameter.
- Skippers’ attention is drawn to Measurement ‘9’ in **APPENDIX “FB3-AX06/B”.**

i) It is not permitted to laminate:

- Between the outside skin of the hull and the keel fin.
- Between the outside skin of the hull and the propeller shaft cover.

j) Composite lamination is permitted (according to the protocol in **APPENDIX “FB3-AX15/B**”):

- Between the keel fin and bulb, over a width of 60mm around the junction
- Along the leading edge of the keel fin, over a width of 20mm on each side.

D.2. AUTHORISED HULL MODIFICATIONS

All modifications or repairs or maintenance carried out on the boat shall conform with the BP procedures (See FB3CR A.6).

D.2.1. Hull preparation (APPENDIX FB3-AX16: Hull treatment protocol)

The preparation of hull shall comply with the protocol described in **APPENDIX "FB3-AX16".**

Under no circumstances shall the hull measurement control marks, references engraved on the hull, be masked.
In the case of hull preparation according to the protocol described in **APPENDIX "FB3-AX16"**, the measurement marks in positive characterised by 2 X at the stern, 2 X at the foils and two lines at the bow shall be passed in negative by at least 1 mm in depth.

The fairing (smoothing of surfaces) of the hull, by sanding and/or coating(s), is strictly forbidden.

FBCA brings Rule 53 of the RRS to the skipper’s attention: "FRICTION RESISTANCE " A boat shall not expel or spill any substance such as a polymer or have a special surface texture that could improve the water flow characteristics within the boundary layer.

From 1st August 2020, **all FB3s shall have a protection of hull work in adhesive film or epoxy paint / antifouling complex on the areas according to the protocol defined in APPENDIX FB3-AX16, respecting the following points:**

An application for work authorisation is compulsory before any preparation of hull work.

A detailed report with photos at each stage and a full description of the work carried out shall be submitted. The Class measurer or a person mandated by them shall intervene at any time to inspect the work carried out.

D.2.2. Topside decoration

The only technique permitted to decorate the hull is with the application of adhesive films.

The layout of the lettering or graphics shall conform with the publicity rules described in **APPENDICES FB3-AX09/A and D** and shall at all times allow **the measurement marks scribed into the hull to remain visible.**

D.2.3. Fairing of minor imperfections

It is permitted to fair and repair minor surface defects (scratches, local impacts). These types of repairs shall be noted in the BP (See FB3CR A6).

D.2.4. Interior and non-slip paint

It is forbidden to repaint the interior of the boat except in areas where repairs have been carried out. They shall be declared in the BP (see FB3CR A.6). The application of anti-slip adhesive strips is authorised without restriction.

D.2.5 Counter Plates

Counterplates installed under the runner blocks and jib height adjustment blocks are permitted.

D.3. FITTINGS, EQUIPMENT AND ARRANGEMENT

D.3.1. Deck Equipment

Deck equipment and fittings are defined in **APPENDICES FB3-AX01/A/B/C/D/E/G/H/I**, and shall not be modified, nor moved and shall only be replaced with components with the same reference, positioned in the same place.

D.3.2. Supplementary equipment and fittings

Additional equipment and fittings limited to those defined below are permitted:

1 - Spinnaker barber-hauler control systems

2 - Foil rake locking system achieved by means of shock cord, purchase and/or friction rings and ClamCleat type cleats,

3 - Methods to connect unused halyards near the foot of the mast using textile padeyes glued to the deck or any other arrangement that avoids drilling holes in the deck at the base of the mast.

4- A second set of sheets and pulleys is permitted for the gennaker or spinnakers,

5- System to secure jibs lowering on deck (textile padeyes are permitted),

6- Rigid and/or fabric deflectors to limit the ingress of water through the passages of the foils' control ends,

7- Elastic soft catches,

8- Rigid or flexible system fixed to the deck using glue and/or scratch tape or any other system that excludes drilling into the hull and protects the companionway from water ingress,

9- A seal glued to the companionway cover to seal it,

10- Locking system and adjustment of rigging screws,

11- Reefing system for J2 reefing made by means of trips, friction rings and T-bones,

12- Sheet circulation system.

13- Complete system for the gennaker including one furler, one swivel, one furling line and either one snatch block or one ring with which to hang the line on the aft lifelines.

Additional "steering wheel" fittings that shall be used as spare material are authorised subject to reserve:
1- That this equipment is part of the inventory of the boat's equipment listed in the appendices,
2- That this material is not glued, screwed or sewn and that it is easy to dismantle for weighing (RTS and on-board weights).

As it is impossible to list all the equipment likely to be added to the boats, any addition of equipment is subject to the prior agreement of the FBCA.

D.3.3. Arrangement

D.3.3.1. Storage
The storage systems installed in the boat, consisting of anti-roll cloths, rushes, composite/textile padeyes or bungee cords are authorised for the storage of onboard materials.

D.3.3.2. Companionway door
The original altuglass companionway door is divided into two parts, attached to each other. It shall not be replaced by a door made of a different material, nor shall it be lightened by any means whatsoever. The weight of the door (2 parts) is **4.3 kg**. Each of the two parts shall comply with chapter ORS 3.08.4.

D.3.3.3. Bunks
The bunks and their fixing brackets shall comply with the drawings attached in **APPENDIX FB3-AX08/C.** They shall be sealed in place (APPENDIX FB3-AX08/H). It is permitted to add wear rings between the fixing brackets, partitions and bunks. Modifying the bunk hoist mechanism is permitted.

D.3.3.4. Gas stove
A gas stove is mandatory onboard. It shall either be fixed or, when used at sea, the stove shall be fixed and secured inside the boat in a safe immediate environment, preventing any risk of falling and overturning during its use. It shall be fitted with a safe fuel cut-off.

D.3.3.5. Lifelines
The lifelines surrounding the deck shall conform with the specifications described in **APPENDICES FB3-AX10/A/B/C/D**.
The tension in the lifelines shall conform with OSR Article 3.14.1 (i). A textile and foam padding arrangement shall be installed on the lifelines.

D.4. RUNNING RIGGING

The lengths are given **for information only**. Changes or modifications to the running rigging supplied by the yard are permitted under the following conditions:

- The diameters given in the table below are recommended ~~minimum~~ diameters. ~~A 1mm diameter tolerance is permitted if over-sheathing. The ends must be of constant diameter, except when spliced.~~
- The runners and the bobstay can be over-sheathed provided that the total diameter is at least 8 mm and the core material can be checked at some point,
- It is forbidden to unsheathe the ends of all the strops and all the ends with a diameter less than or equal to 5 mm, except for the vang,
- **Over-sheathing and undersheathing** is permitted ~~in blockers **and constrictors,** and in raking areas,.~~ End terminations are unrestricted.
- Except for PBO fibres, all other types of fibres are permitted.

Designation	Quantity	Diametre	Length
MAST:			

MAINSAIL HALYARD 2/1	1	8 MM	47 M
Forestay head fitting	2	8 MM	31 M
SPINNAKER HALYARD	1	8 MM	35 M
RUNNER	2	7 MM	13.7 M
RUNNER TAIL 2/1	2	8 MM	13 M
BOOM:			
REEF PENNANT 1	1	8 MM	13 M
REEF PENANNT 2	1	8 MM	22 M
CUNINGHAM	1	6 MM	6 M
Cunningham strop to be fixed on HARKEN violin pulley	1	5 MM	1.5 M
OUTHAUL PURCHASE SYSTEM	1	6 MM	6 M
Boom end fixed point mainsail LOOP	1	5 MM	0.5 M
LOOP pulley block fixing MAINSAIL 2151 N°1	1	4 MM	0.25 M
MAINSAIL purchase LOOP 2151 N°2	1	4 MM	0.35 M
MAINSAIL purchase LOOP 2151 N°3	1	4 MM	0.45 M
Textile shackle for mainsail outhaul, jib and spinnaker sheets	5	5 MM	0.2 M
HULL:			
SPINNAKER/GENNAKER SHEETS	4	8 MM	26 M
SPI BARBERHAULER	2	6 MM	8 M
SPINNAKER BARBERHAULER RING LOOP	2	4 MM	0.2 M
SPINNAKER TACK LINE	1	8 MM	22 M
Lashing + antal ring at the extremity of the bowsprit	1	3 MM	1.5 M
MAINSHEET	1	8 MM	25 M
FINE MAINSHEET	1	6 MM	9 M
MAINSHEET TRAVELLER	1	7 MM	16 M
Mainsheet traveller block loop	1	5 MM	0.3 M
Spinnaker and Genoa turn block loop	4	4 MM	0.25 M
JIBSHEET	2	8 MM	10 M
ALTITUDE ADJUSTMENT PURCHASE 1	2	6 MM	4.15 M
ALTITUDE ADJUSTMENT PURCHASE 2	2	5 MM	1.6 M
FINE TUNE ALTITUDE ADJUSTMENT	2	8 MM	9 M
JIB BARBERHAULER 1	2	6 MM	2 M
FINE TUNE JIB BARBERHAULER	2	8 MM	6.5 M
BOOM VANG FINE TUNE	1	6 MM	14 M
BOOM VANG STROP 1	1	8 MM	2.1 M
BOOM VANG STROP 2	1	6 MM	1.9 M
BOOM VANG STROP 3	1	5 MM	1.8 M
Boom vang boom ring strop	1	6 MM	1.1 M
Boom vang single block loop at mast step	2	3 MM	0.2 M
Boom vang double block loop at mast step	2	4 MM	0.25 M
Mast step bushing loop	1	5 MM	0.3 M
Boom vang strop 1 lashing to mast step bushing loop	1	3 MM	0.5 M
Reef tack snap shackle lashing at gooseneck	1	3 MM	0.12 M
HELMSPERSON FOOTREST ADJUSTMENT	2	6 MM	2.5 M
Lower Cunningham block attachment loop	1	3 MM	0.12 M
Outhaul block attachment loop	2	3 MM	0.7 M
FOILS:			
FOIL OUTHAUL ADJUSTMENT	2	8 MM	12 M
FOIL INHAUL ADJUSTMENT	2	8 MM	8 M

RAKE ADJUSTMENT PURCHASE 1	2	6 MM	2 M
RAKE ADJUSTMENT PURCHASE 2 EXTERIOR	2	5 MM	2.2 M
FINE PALAN	2	6 MM	5 M
Lashing for the foil head sheave pin	2	2.5 MM	0.5 M
RAKE RELEASE SHOCK CORD	2	10 MM	2.5 M
T-Bone loop for foil outhaul pulley	2	5 MM	0.1 M
BOBSTAY :			
BOBSTAY	1	8 MM	1.25 M
LASHING	1	3 MM	1.5 M
INTERIOR:			
RUDDER STOP STROP	2	6 MM	1.15 M
BUNK ADJUSTMENT PURCHASE	2	7 MM	6.5 M
Bunk block attachment lashing	4	3 MM	0.6 M
Bunk adjustment upper block soft shackle	4	3 MM	0.1 M

D.5. BOAT WEIGHING

D.5.1. The boat's ready-to-sail mass (Ready to Sail: RTS), complying with the inventory of onboard equipment defined in **APPENDIX FB3-AX14/B** and weighed under the conditions defined in the weighing protocol described in **APPENDIX FB3-AX14/A**, shall be no less than **3293kg**.

The mass of the boat in RTS configuration shall be recorded on the Certificate of Conformity.

Weighing shall be carried out with a scale belonging to the CFBA. If the actual weight of the boat is **3293kg**, it shall be made up to the minimum weight with the addition of 5kg lead pigs, arranged as follows in the place described in **APPENDIX FB3-AX08/I:**

Ready to Sail weight of boat	Corrector Weights		
	Total	Bow	Stern
From 3292 to 3288 kg	5	0	5
From 3287 to 3283 kg	10	5	5
From 3282 to 3278 kg	15	5	10
From 3277 to 3273 kg	20	10	10
From 3272 to 3268 kg	25	10	15
From 3267 to 3263 kg	30	15	15
From 3262 to 3258 kg	35	15	20
From 3257 to 3253 kg	40	20	20
From 3252 to 3248 kg	45	20	25
From 3247 to 3243 kg	50	25	25
From 3242 to 3238 kg	55	25	30

And so forth.

The corrector weights shall be sealed in place (**appendix FB3-AX08/H**). It is permitted to partially laminate them to prevent them from peeling off, but they shall always remain clearly visible so that they shall be checked and sealed by the measurer.

D.5.2. The corrector weights onboard the boat (if any) shall only be removed, with the FBCA's written permission (BP), following the annual RTS weighing.
Following a new RTS weighing, the skipper shall choose to keep the original corrector weights onboard.

The total weight of the corrector weights in RTS configuration shall be recorded on the Certificate of Conformity and in the BP. They shall not be partially or totally removed outside of a RTS weighing session and are therefore an integral part of the boat for the purposes of maintaining a valid certificate of conformity.

D.5.3 Procedure for lifting the FB3
The procedure for lifting the FB3 is described in appendix **FB3-AX14/C**.

D.6. FLOATATION

See **Appendix "FB3-AX18"** for installation details. The 2 Plastimo airbags shall be sealed ~~at both forward and aft ends~~ in place as specified in (APPENDIX FB3-AX08/H).

Maintenance: Regularly check the bag for residual water, if necessary, clean and dry well, especially the immediate environment around the gas cylinder so as to avoid corrosion.

Servicing: The Airbag should be serviced every ~~3~~ **2** years at the Plastimo factory in Lorient. The cylinder should be replaced every ~~9~~ **8** years. In case of intensive use, an annual revision is recommended to ensure the integrity of the system.

D.7. PROPULSION UNIT

D.7.1. The nomenclature of the propulsion unit and its controls are described in **APPENDIX FB3-AX06/A/B.** It is permitted to replace the diesel filler cap with the Goïot filler cap, order no. 105777 or 93623. It is permitted to replace the metal water inlet elbow with a straight one.

The propeller shaft sealing arrangement, for when it is required, is described in **APPENDIX FB3-AX6/C** and that of the locking nut for the forward gear is described in Appendix FB3-AX06/D.

In the event of needing to replace part or all of the motor, the replacement motor shall be as defined below. **The engine and installation shall not be lightened by any means.**

D.7.2. The engine serial number and the gearbox serial number are recorded on the Certificate of Conformity and the BP.

D.7.3. The regulator, water syphon, fuel filter and ~~water filter~~ and the anti-siphon shall not be replaced or moved and shall conform with the plans submitted for the installation's CE: FR-SPB FL 001G718 approval. The water filter shall be lowered and fixed on the screws of the diesel filter (in opposition) to allow its observation.

D.7.4. The folding blade **propeller** RH 25 15/11 (Bénéteau Reference 040252) shall not be replaced with a different model. The area, shape, blade sections, micro-geometric roughness and blade's thickness shall not be modified.

D.7.5. Fuel
The diesel tank shall be full at the start of each race of an event or the 1st race of the day. The diesel shall be visible to the measurer from the deck through the filler cap.

D.8. ELECTRICAL EQUIPMENT

The nomenclature of the electric equipment is described in the **APPENDICES FB3-AX07/B/C/E/F.**

D.8.1. Batteries

The batteries are described in **APPENDIX FB3-AX07/D**. All batteries are no maintenance, Gel-electrolyte, sealed batteries. The engine starter battery shall not be replaced with a model of different technology.

The position of the battery packs shall not be modified.
The total weight of the servitude batteries shall be between **62 and 66 kg.**
The weight of the engine starter battery shall be between **17 and 19 kg.**
It is forbidden to modify the location of the battery pack; they shall be contained in the original sealed watertight boxes. They shall be sealed as described (**APPENDIX FB3-AX08/H**).

D.8.2. Alternators

The alternators are described in **APPENDIX FB3-AX07/D.**
Reference Primary Alternator: **Nanni 48201149.**
Reference Secondary Alternator: **Nanni 48201741M.**

D.8.3. Navigation lights and wiring APPENDIX "FB3-AX07/G".

Only the lights described in **APPENDIX "FB3-AX07/G"** are authorised. The original power supply wires for the masthead, mooring, bow and stern lights (0.75 mm² grey) shall be replaced by power supply wires with identical functions but of "aviation" quality, however the above section shall be respected.

D.8.4. Miscellaneous: Electricity

Lighting and speakers are permitted if they do not require drilling of the composite parts for their fixings. The location of this installation is unrestricted.

D.8.5. Solar Panels

It is permitted to embark one or more solar panels during the race. These panels will not be counted as extra onboard material weight.
The installation and wiring are unrestricted, provided that it does not require drilling a composite part.

D.9. AUTOPILOTS, ELECTRONIC AND COMMUNICATION EQUIPMENT

D.9.1. Autopilot(s)

RRS rule 52 is modified as follows:
"A boat's standing rigging, running rigging, spars and movable hull appendages, **with the exception of the rudders**, shall be adjusted and operated only by the power provided by the crew."

The **primary autopilot** is defined in **APPENDICES FB3-AX12/Abis and FB3-AX12/D.**

The **auxiliary autopilot** is authorized among the following models:

- Autopilot Raymarine ST 2000
- Autopilot Simrad TP32
- Raymarine T2 Linear drive autopilot and/or 1 NKE pilot Gyro 3 computer and/or 1 NKE fluxgate compass sensor and/or 1 NKE angle sensor and/or 1 isolated 12/12 V -3 A- converter and/or 1 multigraphic pilot control and/or 1 NKE 9060121 junction box (in this configuration the Raymarine actuator shall be removed from the boat and the rest of the installation subtracted from the measured weight to define the RTS weight).

D.9.2. Distress beacons APPENDIX FB3-AX08/F

Each boat shall be equipped with a SARSAT – COSPAS EPIRB distress beacon, transmitting on frequencies 406 and 121.5 MHz and coded with the boat's MMSI number and stored in the position defined in **APPENDIX FB3-AX08**.

~~This **manually and hydrostatically activated** beacon shall not be a Personal Location Beacon (See OSR Article 4.19).~~

~~A Personal **Location** Beacon shall be carried by all crew for all Category 1 and 2 races.~~

~~A personal AIS beacon shall be carried by all crew for all Category 1, 2 and 3 races.~~

D.9.3. Electronic or communication equipment

It is reminded that any performance enhancing assistance is prohibited.

D.9.3.1. A navigation processor unit is permitted as defined in APPENDICES FB3-AX12/A & B.

D.9.3.2. Computer

A computer is compulsory. Screens are permitted onboard. 1 computer and/or 1 screen are taken into account in the RTS weighing. Any change of equipment after a RTS weighing shall be declared in the BP. During a RTS weighing, the measurer shall compare the equipment onboard with the equipment onboard during the previous RTS weighing.

D.9.3.3. Tablets and smartphones

Tablets (or smartphones) without a SIM card are permitted onboard. A self-adhesive seal supplied by the FBCA is compulsory on all these devices for races in OSR 4, 3 and 2.
Smartphones or mobile phones with an integrated SIM card are forbidden onboard for races in OSR 4, 3 and 2 from the official pontoon start time.
They are permitted onboard without restriction for races in OSR 1.

D.9.3.4. VHF / AIS

Each boat shall be equipped with a **ICOM M605 VHF transceiver** with a minimum antenna power of 25 Watts.
An emergency antenna system shall be capable of being quickly set up.

A **handset**, capable of transmission and reception, linked to the above VHF, shall be accessible from on deck.
A transmission/reception category 1, 2, 3 & 4 **AIS** system shall be installed. The transponder shall be coded with the boat's MMSI number, registered name (followed by SOLO SAILOR) and VHF call sign. The transponder shall be connected to the masthead antenna.
A **portable VHF** shall be installed near the navigation block and shall be capable of being charged from the boat's service batteries.

D.9.3.5. SSB receiver

The reception of cards issued by organisations affiliated to the W.M.O. (World Meteorological Organisation) on a computer, with suitable software, from an SSB receiver is authorised.

D.9.3.6. Iridium

Where iridium is mandatory, the fixed external iridium antenna is permitted, in which case it shall be fixed to the central mast located between the two rear half-balconies.
The iridium Go model is authorised.
For category 1 events and according to the Notice of Race for the other categories:

- All external communications are authorised except for communications that shall assist a competitor in the field of race strategy, routing and/or reception of meteorological data.

- No competitor information shall be passed on to a competitor or group of competitors except from the Race Direction.
- In the event of a proven infringement of the rule, a protest will be lodged which the Jury will then investigate.
- It is forbidden to use the fax and e-fax entrances and exits except in OSR 1.
- A non-routing charter will be signed by each competitor before the start of the event.
- SIM cards shall be sealed before the start of the event.
- Sending and receiving e-mails and SMS is permitted.
- E-mail requests for weather maps are permitted.
- The organisation will send the runners at least two rankings per day, except in case of force majeure.

D.9.3.7. 4G communication Box

Only the 4G Figaro "Rom Arrangé" Router (sealed and not allowing data reception) shall be installed onboard. It shall not be modified and shall be declared at the start of each event (signed declaration). Its use is reserved for media communication only.

D.10. FIRST AID KIT, EQUIPMENT FOR LIFE ONBOARD

D.10.1 First Aid Kit

~~The onboard pharmacy shall be stored in the packaging available from Outils Océan.~~ The Primary First Aid Kit location onboard the FB3 is at the discretion of the skipper. The “Day” First Aid Kit shall be stored inside the Outils Ocean pack in the boat on the port side halyard tunnel **APPENDIX FB3-AX60/A**.

Required contents of the First Aid Kit:

	Dénomination Commune Internationale (DCI)	Risque d'allergie		Exemple de nom commercial proposé			RSO 0		RSO 1		RSO 2		RSO3
N° de code		Dopage	Type d'action	Si féminine	Nom du produit acheté		Solo	Eq.	Solo	Eq.	Solo	Eq.	
	Trousse d'urgence												
A20	Paracétamol codéine		Anti douleur niveau 2	Dafalgan Codeïne			16	32	16	16	16	16	
U20	Adrénaline inj 0,3/0,3	X	Anti état de choc	Anapen			1	1	1	1			
U30	Prednisolone 20mg	X	Anti allergique	Solupred			20	40	20	40	20	20	20
U90	Garrot tourniquet		Arrêt saignement				1	1	1	1	1	1	1
	Sac Journalier												
A10	Paracétamol 1g		Anti douleur niveau 1	Doliprane, Dafalgan			16	32	16	32	16	16	16
A41	Ketoprofène LP 100mg		Anti inflammatoire	Biprofénid			40	60	20	40	20	20	
A50	Phloroglucinol 80mg Lyoc		Anti spasmodique	Spasfon Lyoc			20	20	20	20	20	20	
B01	Cetirizine 2mg		Anti allergique	Zyrtec Aerius			15	30	15	15	15	15	
D50	Antinaupathique**		Anti mal de mer	Mercalm**			1	1	1	1	1	1	1
D60	Metopimazine sublingual 7,5mg		Anti vomissements	Vogalene Lyoc			16	32	16	32	16	16	
G01	Acide Tranexanique 500mg		Anti hémorragie	Exacyl	X		20	20	20	20	20	20	
P05	Compresses hydratantes brûlure		Réhydratation peau	Burnshield			2	2	1	1	1	1	
P60	Pommade anti inflammatoire Diclofénac		Douleur articulaire	Voltarene			1	1	1	1	1	1	
T01	Compresses gaze stériles 7,5 x 7,5 par 5		Nettoyage, protection				20	60	20	40	20	20	20
T02	Sparadrap 2,5m x 5cm		Fixation				2	3	1	2	1	1	1
T10	Chlorhexidine 0,05% unidose		Désinfection peau	Chlorhexidine			20	20	10	10	10	10	10
T20	Pansement spray		Protection étanche	Nexcare			1	1	1	1	1	1	1
T25	Pansements adhésifs étanches par 10		Protection blessure				1	1	1	1	1	1	1
T30	Bande cohésive tensoplus 8cm		Immobilisation	Tensoplus			1	1	1	1	1	1	1
T32	Poche froid		Antidouleur et œdème	Cold Pack			2	2	2	2	2	2	
T40	Bande adhésive élastique 6cm		Immobilisation	Elastoplast			1	1	1	1	1	1	
T70	Ciseaux droits pansement		Multi usage	ciseaux dauphins			1	1	1	1	1	1	1
T72	Pince à échardes sans griffes		Extraction corps étranger				1	1	1	1			
T80	Gants d'examen		Asepsie				20	20	5	5	5	5	
T85	Gel antiseptique hydro alcoolique		Désinfection				1	1	1	1	1	1	
U80	Mèches hémostatiques		Antihémorragique	Coalgan			5	5	5	5	5	5	
X01	Couverture survie		Protection froid				1	1	1	1	1	1	

	Sac général et réserve														
A10	Paracétamol 1g			Anti douleur niveau 1	Doliprane			16	32	16	32	16	16		
A20	Paracétamol codéine			Anti douleur niveau 2	Dafalgan Codéine			16	32	16	16				
D02	Racecadotril 100mg			Anti diarrhée	Tiorfan			20	40	20	40	20	20		
D10	Omeprazole 20mg			Anti ulcère	Mopral			14	28	14	28	14	14		
D20	Macrogol			Constipation	Movicol sachet			20	20	20	20				
J01	Amoxicilline Ac Clavulanique 1G		X	Antibiotique général	Augmentin			24	48	24	48	24	24		
J10	Pristinamycine 500mg			Antibiotique peau et os	Pyostacine			32	48	32	48	16	16		
J20	Ciprofloxacine 500mg			Antibiotique urinaire	Ciflox			24	24	24	24				
J40	Ceftriaxone 1g injection sous-cutanée			Antibiotique puissant	Rocéphine			10	10						
M01	Thermomètre médical électronique			Mesure				1	1	1	1				
M10	Bandelettes urines glu, prot, leuco, nit, sang			Mesure	Exacto (3 bandelettes)			1	1	1	1				
P12	Sulfadiazine argentique			Traitement brûlure	Flammazine			1	2	1	1	1	1		
P15	Sucralfate. Sulfate de zinc. Sulfate de cuivre			Protection cutanée	Cicalfate			1	2	1	2				
P20	Mupirocine 2%			Antibiotique	Mupiderm			1	1	1	1	1	1		
P30	Ciclopiroxolamine 1%			Anti mycosique	Mycoster 1%			2	2	1	1				
P40	Dipropionate de betametasone 1%			Anti inflammatoire peau	Diprosone			1	1	1	1	1	1		
E01	Trousse de soins dentaires			Soins dents	Dentapass			1	1	1	1				
N01	Oxytétracyclin polymyxin nystatin dexamethason			Otites	Auricularum			1	1	1	1	1	1		
N20	Chlorehexidine chlorobutanol bain bouche			Bain de bouche	Eludril			1	1	1	1				
Y02	Acide Fusidique			Antibiotique yeux	Fucithalmic			1	2	1	2	1	1		
Y05	Sérum physiologique unidose			Nettoyant doux	Physiodose			20	40	20	40	20	20		
Y11	Vitamine A pommade ophtalmique			Calmant yeux	Vitamine A Dulcis			1	1	1	1	1	1		
S01	Seringues 5ml			Injection				10	10						
S10	Aiguilles injection sous-cutanée			Injection				10	10						
S11	Aiguilles injection intra-musculaire			Injection				10	10						
T30	Bande cohésive tensoplus 8cm			Immobilisation	Tensoplus			2	2	1	2		1	1	
T35	Attelle malléable bras main			Immobilisation	Boston SamSplint			1	1	1	1				
T36	Attelle d'extraction			Immobilisation	Attelle KED				1						
T38	Collier cervical C3			Immobilisation	Collier réglable			1	1	1	1				
T39	Orthèse cheville taille médium			Immobilisation souple	Boa			1	1	1	1				
T40	Bande adhésive élastique 6cm			Immobilisation	Elastoplast			2	3	1	2		1		
T45	Agrafeuse à peau (5 agrafes minimum)			Fermeture plaie	Precise			1	1	1	1				
T46	Ote agrafe			Soins plaie				1	1	1	1				
T50	Sutures cutanées adhésives 6mm x 75mm			Fermeture plaie				2	3	2	3				
T51	Bandelette adhésive + colle cutanée			Petite chirurgie	Leukosan SkinLink			2	2	2	2				
T52	Kit suture			Fermeture plaie					1		1				
T53	Aiguilles serties courbes 2/0, 3/0, 4/0			Fermeture plaie					1		1				
T60	Pansement hydrocolloïde 10x10			Traitement brûlure	Hydrocoll			1	1	1	1	1	1		
T75	Bistouri			Petite chirurgie				1	1	1	1				
X11	Endoscope Androïd/PC***			Exploration				1	1	1	1				
X50	Guide médical de bord			Documents				1	1	1	1	1	1		
X51	Fiche d'observation médicale			Documents				1	1	1	1				
Note : La morphine, embarquée en complément à l'appréciation du skipper et sous sa responsabilité, doit être accompagnée de l'ordonnance ayant servi à la délivrance.															
** Antinaupathique à choisir éventuellement selon sensibilité individuelle.															
*** Facultatif selon équipement autorisé. Pour les courses en solitaire, remplacer par 2 miroirs 10x10cm minimum.															
La notice du produit donne les informations de référence. Vérifier date de péremption, quantités et état de chaque produit avant toute compétition.															
Il est recommandé de vérifier la légalité des produits de la pharmacie au regard de la liste des interdictions médicamenteuses selon les publications semestrielles de l'Agence Mondiale Antidopage.															
Les compétiteurs ayant des antécédents (allergies, asthme ou tout autre pathologie) doivent en avertir la direction médicale de la course. Si la ou les pathologies présentés avec une participation à la compétition, ils doivent se munir du traitement adapté à leur cas, en quantité suffisante, et en informer la direction médicale.															
Il est vivement recommandé de n'utiliser l'ensemble de ces produits que sur les conseils d'un médecin à distance.															

D.10.2 Life onboard equipment: APPENDICES FB3-AX13/A et B

The following equipment shall be fitted:
- Lee cloths
- Rope tail bag(s), these shall be compartmentalised by dividers,
- Pockets,
- Foam-based helming seat

Additional “life on board” elements may be taken on board (mattresses, sleeping bags, bean bags, …). Inflatable mattresses are not permitted. Waterproof bags shall be included in the on board weights and their internal volumes shall be considered as full.

D.11. EMERGENCY GRAB BAG OR CONTAINER

~~Please refer to **APPENDIX FB3-AX08/A.**~~ **The location is unspecified.**
It shall be watertight, fitted with a tip ending in a carabiner, be marked "SURVIVAL", with the sail number and the name of the boat in large indelible letters. ~~Its closure will be sealed and its location **(APPENDIX FB3-AX08/H).** One~~

~~or more padeyes, glued, shall be used to fix it.~~ It shall have positive buoyancy. A test will be carried out before the sealing. (Note: application of at least 0.1 m² of orange, fluorescent paint on the outside of the container).

Contents of the Survival Container:

- o Portable VHF with extra battery
- o Signal mirror
- o Waterproof electric lamp with bulb and spare batteries
- o 1 survival blanket per person onboard
- o 4 automatic hand lights
- o 2 orange smoke generators
- o 2 fluorescein sachets
- o 2 cyalume sticks
- o 1 knife
- o 1 strobe light
- o The "EMERGENCY GRAB BAG" part of the pharmacy with the following contents:

	Dénomination Commune Internationale (DCI)	Risque d'allergie		Exemple de nom commercial proposé			RSO 0		RSO 1		RSO 2		RSO3
N° de code		Dopage	Type d'action	Si féminine	Nom du produit acheté		Solo	Eq.	Solo	Eq.	Solo	Eq.	
A10	Paracétamol 1g		Anti douleur niveau 1	Doliprane			16	16	16	16	16	16	16
D50	Antinaupathique*		Anti mal de mer	Mercalm**			1	1	1	1	1	1	1
D60	Metopimazine subling 7,5mg		Anti vomissements	Vogalene Lyoc			16	16	16	16	16	16	16
J01	Amoxicilline Ac Clavulanique 1G	X	Antibiotique général	Augmentin			12	12	12	12	12	12	12
T30	Bande cohésive tensoplus 8cm		Immobilisation	Tensoplus			1	1	1	1	1	1	1
* Antinaupathique à choisir éventuellement selon sensibilité individuelle.													
** Facultatif selon équipement autorisé. Pour les courses en solitaire, remplacer par 2 miroirs 10x10cm minimum.													
La notice du produit donne les informations de référence. Vérifier date de péremption, quantités et état de chaque produit avant toute compétition.													
Il est recommandé de vérifier la légalité des produits de la pharmacie au regard de la liste des interdictions médicamenteuses selon les publications semestrielles de l'Agence Mondiale Antidopage.													
Les compétiteurs ayant des antécédents (allergies, asthme ou tout autre pathologie) doivent en avertir la direction médicale de la course. Si la ou les pathologies présentés avec une participation à la compétition, ils doivent se munir du traitement adapté à leur cas, en quantité suffisante, et en informer la direction médicale.													
Il est vivement recommandé de n'utiliser l'ensemble de ces produits que sur les conseils d'un médecin à distance.													

For OSR Category 1 races ONLY, an additional waterproof bag containing Liferaft Pack 1 contents (OSR 4.20.2 >24hours) shall be on board, sealed closed, and include:

- 2kg of food rations,
- 6 litres of drinking water,
- 1 survival blanket per person,
- 1 vomit bag with an efficient and simple closing system per person,
- 1 knife,
- 1 flashlight,
- 1 first aid kit (with pills against sea sickness),
- 1 red parachute flare,
- 3 red hand lights.

D.12. SURVIVAL WETSUIT

For OSR races 1, 2 and 3, one thermal protection wetsuit per crew member shall be onboard guaranteeing a thermal insulation of 0.75 Clo when immersed without having to wear special polar underwear.

D.13. ANCHORAGE

D.13.1. Main anchor "heavy" APPENDICES "FB3-AX08/H" and "FB3-AX13".

Heavy anchoring shall have the following specifications:

- 12 kg anchor (Plastimo ref. no. **40 10 44**)
- Chain **ø 8 mm**, longer than **10 metres**, in one piece and a **10 mm** shackle
- **35 metres of cable ø 14 mm** minimum (measurement tolerance plus or minus 5cm)

- A suitable bag is required (APPENDIX FB3-AX13), it allows the anchorage to be sealed in the place provided (APPENDIX FB3-AX08/H).
- Anchor, chain, and cable are separately lead-sealed.
- The weight of the anchor and its chain shall be between **25 and 26 kg**.

Any use of the "heavy" main anchorage during the race shall be declared at the finish.

D.13.2. Anchoring "light"

The light anchorage is made up of:
- An anchor,
- From the chain,
- Ropes of different types, diameters and unrestricted lengths.

Anchor and chain shall not weigh less than 9.5 kg. Light anchoring is obligatory onboard. During OSR category 1 races, it shall be fixed and sealed in the same bag as the heavy anchor (**APPENDIX "FB3-AX08/H"**).

Any use of "light" anchorage during the race shall be declared at the finish.

D.14. SECURITY MATERIAL

Designation	OSR	FB3CR/AX	crewed	OSR race category			seal AX08/H
				3	2	1	
Fixed material :							
Exterior :							
Sail number on deck or dodger	4.01.2	AX09/D	1	1	1	1	
Sail number on each side of the roof		AX09/D	x	x	x	x	
Skipper name on the roof		AX09/D	x	x	x	x	
Bénéteau markings on roof, bow and stern		AX09/A	x	x	x	x	
Serial number		B.1.1.2 AX00/B	x	x	x	x	
Boat name		B.1.1.3 AX09/D	x	x	x	x	
French Championship Pavilion		AX09/F	x	x	x	x	
Racing flag		AX09/F	x	x	x	x	
Bow emergency light (green and red)	3.27.3	AX07/G	1	1	1	1	
Stern emergency light (white)	3.27.3	D.8.3	1	1	1	1	
Unsheathed and tensioned lifelines	3.14.6.a	AX10/A/B/C/D	x	x	x	x	
Lifelines (2000 daN)	4.04	AX08/B et Bbis	x	x	x	x	
Navigation compass	3.24.a		1	1	1	1	
Door element retention(s)	3.08.04b	D.3.3.2.	x	x	x	x	
Pump lever secured by one end	3.23.5		1	1	1	1	
Ladder			1	1	1	1	
Liferaft	4.20.1	AX08/B/G	1	1	1	1	xx
Lifebuoy horseshoe model	4.22.3 et 4	AX08/B	1	1	1(2 - double)	1(2 - double)	
+ pole type IOR	4.22.4		1	1	1	1	
Recovery line	4.22.7 et 8	AX08/B	1	1	1	1	
Knife in its case along the helm	4.25		1	1	1	1	
In the mast :							
VHF antenna	3.29.13.b		1	1	1	1	
Three colour lights in masthead	3.27.2	AX07/G	1	1	1	1	

Emergency grab bag or container :		D.11	**1**	1	1	1	x
Portable VHF + extra battery	3.29.05		**1**	1	1	1	
Signal mirror			**1**	1	1	1	
Waterproof electric light with bulb and spare battery	4.21.b		**1**	1	1	1	
Buoyant watertight flashlight	4.21.d		**1**	1	1	1	
Survival blanket			**1**	1/pers	1/pers	1/pers	
Automatic hand light	4.23.1		**4**	4	4	4	
Orange smoke generators	4.23.1		**2**	2	2	2	
Fluorescein sachets			**2**	2	2	2	
Cyalume sticks			**2**	2	2	2	
Knife	4.21.e		**1**	1	1	1	
First Aid Kit		D.11	**1**	1	1	1	
Inside the boat :							
« Heavy » anchorage	4.06	D.13.1 AX13+08/H	**1**	1	1	1	xxx
«Light » anchorage	4.06	D.13.2	**1**	1	1	1	x (OSR1)
Safety drawing displayed	4.12		**1**	1	1	1	
Hand holds (ducts)	exemption		**2**	2	2	2	
VHF ICOM M605 + Micro exterior		D.9.3.4	**1**	1	1	1	
AIS	3.29.13	D.9.3.4	**1**	1	1	1	
GPS	4.22.2.c		**1**	1	1	1	
Distress beacon Sarsat Cospas	4.19	D.9.2 AX08/F	**1**	1	1	1	
Survival drysuit		D.12		1/person	1/person	1/person	
Iridium satellite telephone		D.9.3.6		1 following NOR	1 following NOR	1	
2nd autopilot		D.9.1				x **(solo)**	
Electric bilge pump			**2**	2	2	2	
Manual bilge pump	3.23.1		**2**	2	2	2	
Pump lever secured by a line	3.23.5		**1**	1	1	1	
Knife in its case accessible from the companionway	4.25		**1**	1	1	1	
Fire extinguishers type 89B	4.05.2	AX08/A	**2**	2	2	2	xx
Tapered soft wood plugs	4.03		**6**	6	6	6	
Emergency kit (on port duct)		D.10.1	**1**	1	1	1	
Fire blanket (on starboard duct)	4.05.1		**1**	1	1	1	
WC bucket	3.18		**1**	1	1	1	
Bunk		AX08/C	**2**	2	2	2	xx
Battery (engine+2 servitudes)		D.8.1	**3**	3	3	3	xxx
Jerrican Diesel 20L		AX08/G				1	x
Emergency water jerrycan 10L with 9L drinking water	3.21.3		**1**	1	1	1	xx
Drinking reserves 20L		D.15.3				5	xxxx
Registration number legible from the cockpit			**x**	x	x	x	
Floatation Plastimo		D.6/AX18	**2**	2	2	2	xxxx
Buoyancy foam SMM (bow)		D.6/AX18	**x**	x	x	x	
Mobile material :							
Lifejacket	5.01.1		**1 /pers**	1 /person	1 /pers + 1	1 /pers + 1	
Safety harness compatible with lifejacket	5.02.1		**1 /pers**	1 /person	1 /person	1 /person	
Gaz cartridge + percussion head per type of lifejacket	5.01.2			1/type of lifejacket	1/type of lifejacket	1/type of lifejacket	
Tetherswith overload indicator	5.02.3			1 /person	1 /person	1 /person	
Flash Light	4.07.b			2	2	3	
Personal beacon PLB / person		D.9.2			1	1	
AIS beacon / person	4.22.1b	D.9.2		1	1	1	

Portable VHF on charts table		D.9.3.4	**1**	1	1	1	
Emergency VHF antenna	3.29.01		**1**	1	1	1	
First Aid Kit	4.08	D.10.1	**1**	1	1	1	
Storm jib of a bright colour	4.26	G.5	**1**	1	1	1	
National, N, C and courtesy flags			**3**	3	4	4	
Mooring buoy			**1**	1	1	1	
Navigation cone			**1**	1	1	1	
Radar reflector	4.10.1		**1**	1	1	1	
Foghorn	4.09		**1**	1	1	1	
Waterproof electric light with batteries			**1**	1	1	1	
Searchlight	4.07.a		**1**	1	1	1	
Hydrocarbon absorber			**1**	1	1	1	
Spare parts and tools incl. hacksaw + 5 blades	4.16		**1**	1	1	1	
Rigid bucket with rope	3.23.1.a		**2**	2	2	2	
Diving mask			**1**	1	1	1	
Bearing compass	3.24.b		**1**	1	1	1	
Emergency pump (Rule 3700 with 2 ground clamps 25A and 3M of discharge pipe int. Diam. 38MM)	4.30.1		**1**	1	1	1	
Cooking facilities	3.20	D.3.3.4	**1**	1	1	1	
First Aid manual	4.08		**1**	1	1	1	
Navigation equipment	4.11		**1**	1	1	1	
Navigational charts, light list and chart plotting equipment	4.11		**x**	x	x	x	
Tide table and logbook (digital format)							
COLREG							

D.15. FRESH WATER

D.15.1. Emergency drinking water

A 10L jerrycan, without tap, fitted with a rope, filled with 9 litres of fresh water is compulsory onboard and sealed (closure and location) in the space provided on the starboard side of the keel head **(APPENDICES "FB3-AX08/A and H").** This jerrycan shall be marked "SURVIVAL" with the sail number and the name of the boat.

D.15.2. Mobile drinking reserves

Drinks and/or liquid food are permitted onboard within the following limits:

- For category OSR 1 solo events: volume less than or equal to 15 litres
- For category OSR 1 double-handed events: volume less than or equal to 50 litres
- For OSR 2, 3 and 4 category events, the volumes of drinks are free but are counted in the weighing of the weights onboard.

The Figaro Bénéteau Class encourage its members to use reusable containers. Plastic bottles of any volumes are forbidden.

D.15.3. Fixed drinking reserves

For races in category OSR 1, 5 rigid food jerrycan of 20L each are obligatory. They shall be filled at the start and sealed in the place provided, symmetrically distributed on the port and starboard sides of the keel head **(APPENDICES "FB3-AX08/A and H").**

D.16. NUTRITION STORES

The FBCA invites its members to choose their supplies by taking into account the amount of waste generated (packaging) and the carbon footprint linked to their production (favouring local products).

- It is permitted to take food onboard for the day of departure after the race set-up time. This food shall be in reasonable quantity and adapted to the needs of the crew for the day of the start.
- Solid food is authorised in quantities adapted to the event being contested.
- Empty watertight containers (shalls, bottles, etc....) are counted as full.

The following items are authorised without being counted in the above volumes: one saucepan or pressure cooker with a volume of less than ~~5~~ 2 litres, one kettle with a volume of less than ~~5~~ 2 litres, one waterproof insulated food gourd per person with a volume of less than 1.5 litres, one waterproof food box per person with a volume of less than 1.5 litres.

CHAPTER E – APPENDAGES

Overview

Methodology

For the purposes of a keel, rudder or foil inspection, it is the skipper's responsibility to ensure that all measurement templates shall be applied to the relevant surfaces.

For a keel and bulb inspection, there shall be a clearance of at least 20cm below the bulb, to allow Template D (See APPENDIX FB3-AX04/B) to be correctly positioned.

E.1. KEEL FIN AND BULB

The keel fin and bulb arrangement is described in **APPENDIX FB3-AX04/E.**

E.1.1. Surface of the keel fin and bulb

Surface fairing of the keel fin and bulb assembly is permitted on condition that:

i. The geometry as defined by the Bénéteau design drawings is maintained.
ii. Checks and inspections with the appropriate templates are made.
iii. The geometric location of the keel fin and bulb assembly is maintained.
iv. The fairing goes no further than the metallic elements of the assembly.

The keel fin and bulb shall be painted following the fairing operation.

The maximum thickness of the filler shall not exceed 1mm at any place over the whole assembly.

Any fairing operations shall not touch the anticorrosion protection layer (sand blasted/metallisation 80-100 microns on the keel fin/primer, filler, « International » paint) carried out at assembly by the foundry (Fonderie LEMER).
The keel fin bulb assembly is one piece and shall not be dismantled.

Any fairing operations on the keel fin bulb assembly shall be recorded in the BP (See FB3CR A.6).

E.1.2. Keel removal and sealing operations

The boat is delivered with the keel fitted incorporating a sealing mechanism in the keel bolts.
If no class measurer nor the FBCA technical coordinator is available during the removal of a keel, another member of the FBCA shall be mandated by the FBCA. That member shall submit a report with photographs to the secretariat of the FBCA.

Keel removal and replacement operations require the boat to be reweighed, which shall be done with the FBCA's loadcell.

Keel removal and replacement shall be carried out in compliance with PB procedures (See FB3CR A.6). A Class approved measurer or the FBCA technical coordinator shall be present for a keel replacement.

All modifications aimed at increasing the draft of the boat are prohibited.

The procedure for removing and replacing the keel are described in **APPENDICES FB3-AX04/F/G**.

E.1.3. Keel fin geometry

The shape of the keel fin sections A & B shall be checked with Keel Templates A & B, as described in **APPENDIX FB3-AX04/A**, that describe the curves that link the leading and trailing edges of the fin between the hull and the bulb in the longitudinal plane.

The digital template files are available on request from the FBCA.

a) Minimum thickness

- Keel templates A and B, described in the drawing "Minimum thickness keel measurement templates" **(APPENDIX FB3-AX04/A)**, describe the designer-defined section shapes and the minimum thicknesses permitted.

- Between sections A and B, the keel fin surface is regulated. A straight edge laid along a line joining the two section's points of ¼, mid or ¾ chords, along the leading and trailing edges, shall not show a hollow of greater than 2mm.

- As described in **APPENDIX FB3-AX04/E** the trailing edge of the keel fin shall maintain a constant thickness all the way to the keel-hull joint.

a) Maximum thickness

To allow for manufacturing errors a tolerance of **2mm** each side of the keel fin is permitted with respect to the shapes defined in (a) above.

The inspection is made using the same templates and by fitting a **4mm** block at each end of the template pair, which shall then close over the section.

c) Profile compliance

This 2mm tolerance per side shall not be used to modify the section shape defined by the designers. The Measurement Committee (MC), or the FBCA approved measurers, shall check the section by placing a half template onto the surface of the fin and shall not be able to place a **0.5mm** block between the template and the fin.

d) Supplementary Notes

It is forbidden to lighten the keel fin or bulb by any means.

It is forbidden to re-machine the keel fin, even whilst maintaining the designer-defined geometry (See FB3CR E.1.2).

e) Trailing edge chamfer

The trailing edge of the keel fin has a chamfer defined in ANNEX "FB3-AX04/E bis". It is strictly forbidden to modify this chamfer.

E.1.4. Bulb geometry

By complying with **FB3CR E Overview** and **Supplementary Notes E.1.3 d)** above, the shape of the bulb shall be checked using the Templates C, D and E as described in **APPENDIX FB3-AX04/B.**

E.1.5. Keel / bulb assembly positioning and weight

These are described in **APPENDICES FB3-AX04/C & D.**

E.1.6. Keel Weight

The weight of the finished keel is measured before assembly on the hull; its value is reported in the PB. The weight of the keel shall be 1111KG +/- 10KG (APPENDIX " FB3-AX04/E "). Keel weighing shall be carried out by either a CFB measurer or the Technical Coordinator of the CFB at the time of the removal or replacement of a keel (see E.1.2).

E.2. STEERING SYSTEM **(technology, rudders and linkages)**

The serial number of each rudder is engraved on the rudder stock and shall be recorded in the BP (FB3CR A.6).

a) The reference plans for the rudders and their nomenclature are described in **APPENDIX FB3-AX02/A**.
b) The reference plans for the rudder layout are described in **APPENDIX FB3-AX02/B.** It is permitted to use one of the tiller height adjustment screws on the square to make a tiller lift stop. It is permitted to add a sealing cap on the tiller square. A rudder parallelism adjustment system shall be fitted.

From 2022, it is permitted to apply antifouling to the rudders following the protocol as described in APPENDIX « FB3-AX02/G ».

Sanding the rudders with 800, 1000, 1200 grain only, in order to reduce their micro-geometric roughness.
The rudder bellows reference is unrestricted.

E.2.1. Rudder stops

The rudder stop strops are described in **APPENDIX FB3-AX02/F.**

E.2.2. Shape and geometry of the rudders

All the dimensional data ~~relating to this paragraph~~ **as well as the associated control templates for the rudders** are incorporated in the APPENDIX "FB3-AX02/C and D". **The trailing edge of the rudders shall have an external chamfer (port for the port rudder and vice versa for the starboard rudder). It is strictly forbidden to modify the shape of the rudders, especially the chamfer.**

E.2.3. Structural modification

No modifications shall be made to the structure of the rudders, their stocks and the linkage systems.

E.2.4. Positioning of the rudders

The dimensional data relative to the positions of the rudders are described in APPENDIX FB3-AX02/E.

E.2.5. Rudder stock washer

Adjustment between the top of the rudder blade and the bottom of the hull is permitted.

A washer is installed in the factory (Reference Bénéteau 199612), which sets the gap for the correct functioning of the rudder rotation. This spacer can be adjusted to the outer surface of the hull **and can be fixed by 2 screws (FB3-AX02/H).**

This washer/spacer shall only be replaced with an equivalent part.

E.2.6. Rudder weights (blade and stock)

Each rudder shall weigh 13.7 kg +/-0.2 kg**.**

E.3. THE FOILS

E.3.1. The nomenclature for the foil system is described in **APPENDICES FB3-AX03/A/B/C/D.**

Only the fittings and control lines shall be replaced during a race.

E.3.2. The position, arrangement and attachment methods of the fittings associated with the adjustment, extension and retraction of the foils shall **not** be modified.

E.3.3. The factory delivered foils have a **serial number** which shall be recorded in the BP **(See FB3CR A.6).**
Any changes/replacements/or modifications shall only be made with the previous authorisation of the FBCA.

E.3.4. The nomenclature and description of the bearing systems are described in **APPENDICES FB3-AX03/C/D.** All foil bearings, moveable and fixed, interior and exterior are defined by Chantier Bénéteau. No modifications shall be made to the materials and/or geometry, and/or micro-geometric surface roughness, of these parts.

E.3.5. It is permitted:
- To apply a lubricating coating to the translation surfaces of the foils.
- **To sand the foils with 800, 1000, 1200 grain only**, in order to reduce their micro-geometric roughness.
- To apply adhesive film to the lifting surfaces of the foils such that the section remains within the defined tolerances when checked with the FBCA templates.
- **To apply an antifouling on the immersed part of the foils according to the protocol of the APPENDIX " FB3-AX03/J "All these operations shall be declared in the Boat Passport (BP).**

E.3.6. Shape and weight of the foils.

The geometry and shape of the foils is described in **APPENDICES FB3-AX03/E/F.**

Each non-equipped foil shall weigh 36.7 kg +/- 0.8 kg, corresponding to the weighing at MULTIPLAST after painting.

E.3.7. Foil positions

The transverse and longitudinal positions of the foils are defined in **APPENDICES FB3-AX03/G et H.**

Retracted foils:

Tension on each foil retracting control line shall result in each foil assuming a fully retracted position against a mechanical stop in the casing.

When this position has been reached a measurement band (5 mm wide black band marked with an indelible pen) shall be placed on the top of each foil.

When the foil is fully “retracted” the mark shall touch the outside edge of the exterior foil bearing.

Incidence control and the longitudinal position of each foil:

The incidence control and the longitudinal position of each foil shall be checked using a “triple calibration” tool as described in **APPENDIX FB3-AX03/I.**

E.3.8 Advertising on the foils See APPENDIX FB3-AX09/F 2/2

E.3.11. Structural modifications (ISO 12215-9)

All foil structural modifications are **prohibited.**

E.4. PROPELLER SHAFT, P-BRACKET, PROPELLER SHAFT COVER

E.4.1. Permitted maintenance and modifications to the propeller shaft cover and the P-Bracket, as well as their respective joints to the hull, are defined in D.1. (h) (i).

E.4.2. The position of the P-Bracket and the propeller shaft cover are defined by two dimensions with respect to the hull, defined in **APPENDIX FB3-AX06/B.**

E.4.3. No modifications to the propellor shaft dimensions or materials (Inox 316L) shall be made.

CHAPTER F – RIG

Overview

It is forbidden to modify the mast, spreaders, boom, bowsprit and any of their fittings, with the intention of lightening them below the FB3CR minimum weight for each component.

Protective elements shall be installed to reduce chafe and/or friction and/or to avoid sails becoming damaged from constant contact during manoeuvres with elements of the rig. It is at the discretion of the skipper as to what he/she installs, where and how. None of these extra elements shall have any other purpose other than that described above.

It is authorised:

- to wedge the fixed point of the main halyard,
- to install aerodynamic fairings on the support of the NKE mast repeaters.

F.1. OVERVIEW

The mast and the boom are exclusively supplied by the sparmakers **SPARCRAFT**. The nomenclature and description are described in **APPENDICES FB3-AX05/A/B/C/D.**

The mast, boom, spreaders and bowsprit shall only be replaced with components with the same references.

F.2. THE MAST

a) The mast shall be stepped on the mast step fitted during the construction of the boat and whose position shall not be modified.
b) The adjustment of the standing rigging whilst racing is permitted.
c) The mast, spreaders, boom and bowsprit shall be decorated using adhesive films.
d) The mast weight, fully rigged, shall be measured before delivery from Bénéteau. The mast shall be presented for weighing in the following configuration:
    1. Full fitted-out and ready to be stepped.
    2. Halyards removed and replaced by 4 mm diameter messenger lines.

	Minimum	Maximum
Mast weight	**91.10 kg**	**95.50 kg**

F.2.1. The serial number is engraved on the **luff groove near the feeder.** The serial number shall be recorded in the BP.

F.2.4. Standard Rigging

These parts are supplied by SPARCRAFT. Only Dyform® cable forestays supplied by SPARCRAFT, with an engraved serial number, shall be fitted.
The forestay shall conform to the specification in **APPENDIX FB3-AX05/E.**
The lateral, rod standing rigging shall conform to the specification in **APPENDIX FB3-AX05/E.**
The length of the forestay shall be defined by the distance between the intersection of the longitudinal axis of the forestay and the forward face of the mast at one end and the centre of the pin that joins the bottom of the forestay with the forestay chainplate and shall fall between the two values below.

Forestay Length:

Minimum: **13.220 m**
Maximum: **13.280 m**

The forestay chainplate is supplied by Bénéteau.
Its geometric position on the hull is defined by Bénéteau.

F.3. THE BOOM

The lengths and diameters of the “loops” and “bushings” are un-restricted. It is permitted to modify the original pop rivet fasteners with stainless steel versions. The outhaul is unrestricted.

F.4. THE BOWSPRIT **(APPENDIX FB3-AX01/I)**

F.4.1. The materials and layout of the bowsprit shall conform to the designer’s drawings.

A batten, or similar system, positioned at the forward extremity of the bowsprit to hold the lazy sheet up shall be fitted. A second tackline with a second friction ring shall be installed to facilitate spinnaker maneuvers.

CHAPTER G – SAILS

G.1. MESUREMENT AND CERTIFICATION

G.1.1. Certification

To be used in a race, each sail shall be measured and have a completed label, signed and dated by an approved FBCA measurer and bearing his/her certification mark affixed both on the sticker and the body of the sail. This mark is a stamp with the initials of the FBCA approved measurers. Each sticker must be :

- For the mainsail, set on starboard near the tack,
- **For the gennaker, placed on starboard near the clew,**
- For other sails, set on starboard near the halyard point.

The measurements and copies of the stickers will be recorded in the BP.

G.1.2. The sails shall comply with the FB3CR that applied at the time of their certification.

G.1.3. Measurements shall be done in compliance with the techniques defined in the Equipment Rules of Sailing (ERS), except where the method is described in these rules. In addition to the ERS H.5.1, the leech lines, foot lines and lufflines shall be loose. This modifies ERS H.5.1

G.1.4. Only one set of sails is allowed per event. These sails must comply with the present chapter G of the RCFB3. ~~For the OSR category 1 events~~, a second used A2 spinnaker, **sealed in its bag**, is allowed on board. In all cases, the sails must be declared before the beginning of each event. ~~**From category OSR 1 to 3**~~.

A complete set of sails must be composed of:
- a mainsail,
- a J2 genoa,
- a gennaker,
- a spinnaker A2,
- a spinnaker A4,
- and a storm jib.

The sails must remain on board for the duration of the regatta except in case of repair(s) or replacement(s), it is however authorised to unload them punctually on the pontoon to facilitate their folding.

G.1.5. New Sail

A new sail is a sail that has never been registered on a OSR category 1 or 2 event of the FBCA calendar or has not been used more than 50% of the overall race time of the first for a time trial or more than 50% of the coefficients for a points race, on one of these events, or has been used for less than 3 events of the FBCA calendar.

G.1.6. Second-hand sail

A second-hand sail is a sail that has been registered on an event of category OSR 1 or 2 of the FBCA calendar or that has been used more than 50% of the time of the first for a time trial or more than 50% of the coefficients for a points race, on one of these events, or that has been used for at least 3 events of the FBCA calendar.

G.1.7. Limitation of the number of new sails

General principle: New sails are assigned to a skipper. A quota limits the number of new sails that shall be used for a period of one calendar year during events on the FBCA calendar. However, some events shall be out of quota and are therefore not subject to these restrictions.

G.1.7. Limitation of the number of new sails

The quota of sails for the **2023** season is limited to:

1 complete set of sails + 1 spinnaker A2 or jib J2 or gennaker

+ 1 complete set of sails for the Transat Paprec. This set of sails, if it is new, cannot be used in any other event of the CFECL championship.

For the year 2023, the Figaro Bénéteau ACADEMY races shall be out of quota.

The only sails to be used in an event are those whose sticker number is declared by the competitor on their Sail Declaration which shall be given to the class secretariat on the date fixed by the measurement commission.
Checks of the sail stickers may be carried out at the finish of each individual race.

G.1.8. Sail Repairs

Sails shall be repaired, provided that the surface area repaired does not exceed 50% of the total surface area of the sail and that it remains in conformity with this chapter G of the FB3CR.

G.2. SAILMAKING

G.2.1. The choice of sail designer and sailmaker is open.

The construction of each sail shall be such that ***"the sail is soft".***

G.2.2. Permitted sail making materials

With the exception of Carbon fibres and PBO fibres, all fibre types are permitted. The CFBA reserves the right to modify annually the list of permitted sail making materials. **The FBCA invites its members to use biosourced materials for the manufacture of sails.**

G.2.3. Sail Making Techniques

The following manufacturing processes are authorised:

- Flat panel assembly, the panels made from woven cloth (Warp and Weft fibres 0°/90°), layers of multiple fibres, and/or/without, films, frames, reinforcing fibres. (Within the limits of work carried out in accordance with the rules).
- All types of membranes combined with woven cloth (Warp and Weft fibres 0°/90°), or layers of multiple fibres, and/or/without, films, frames, reinforcing fibres.
- Filament-based materials in the form of membranes or flat panel assembly.

G2.4. General Conditions

The use of metallic materials containing more than 0.8% Titanium is prohibited.
Leechlines, footlines and lufflines shall be of any material.
Heavy Weather sails shall conform with the OSR, and where applicable modified by the FB3CR.
All fittings and accessories used on a sail shall be currently available, standard 'off-the-shelf' products.

The sailmaker shall note, within a radius of 50cm from the tack, the type of fibres used in the sail.
Fibre sample testing shall take place (Test Laboratory: laboratoire **IFTH**, 69130 ECULLY).
No sailmaking techniques and processes, other than those outlined in FB3CR, are authorised, unless prior written permission from the CFB has been granted.
All definitions used in FB3CR refer to the Equipment Rules of Sailing (ERS): *Part 2 DEFINITIONS/ G1.4 SAIL CONSTRUCTION (page 23)*

G.3. MAINSAIL **(APPENDIX FB3-AX11/A: Mainsail)**

G.3.1. Definition of the characteristic points of the mainsail (head, tack, clew)

Identification of the three points is defined in the ERS (G.4.1, G.4.2, G.4.3).

Rules C.4.7 and F.2.2(b) of the ERS relative to the positioning of the black band on the mast are replaced with the following text: *The upper limit above which the Mainsail shall not be hoisted is a mechanical limit installed at the time of the mast's manufacture by SPARCRAFT.*

It consists of mechanical stop bolted to the mast tube on which comes to bear the luff tape of the mainsail.

The head of the sail, as defined in ERS (G4.2 (a)) shall not, by any artificial means, above the lower surface of the mechanical stop as described above.

The dimension "P" as described in FB3CR is the distance between the lower surface of the mechanical stop described above, and the intersection of the projection of the top of the boom when perpendicular to the mast. The distance between these two limits shall be 12.650m.

G.3.2. Construction

Paragraphs G1 and G2 of the FB3CR apply to this sail.

a) The sail shall have a maximum of six battens that shall be removable from their respective batten pockets.

- Each batten, not including its fittings, shall be a single component.
- Carbon fibre shall not be used in the battens
- Battens shall have varying inertias
- **Standard carbon-containing batten boxes and their accessories are permitted.**

b) The following elements shall be used: seams, glues, tapes, screws, bolts, eyelets, batten reinforcements, batten pocket elastics, batten pocket ends, leechlines, lufflines and footlines.

c) "Velcro" cleats or cover flaps, chafe protection, camber stripes and tell-tales shall be used.

G.3.2.1. Reefing

Three reefs shall be built into the sail. The reef levels are defined by the mast tube reinforcement heights:
- h1 = 11.05m +/- 0.1m
- h2 = 8.45m +/- 0.1m
- h3 = 6.325m +/- 0.1m

The three heights h1, h2 and h3 are measured along the luff of the sail from the head as defined in H.5.1 (e) ERS.

A Cunningham hole or strop shall be fitted. A mini-reef along the leech shall not be fitted.

G.3.2.2. Windows

A maximum of two windows, made of unrestricted transparent material, whose total area does not exceed 0.8 m², shall be fitted.

G.3.2.3. Foot

Loose-footed sails are authorised. Zip fasteners shall not be fitted.

G.3.2.4 Mainsail foot fairing

No kind of rigid and/or cloth fairing in a horizontal or vertical plane relative to the boom shall be fitted.

G.3.2.5 Mainsail luff, mast/mainsail fairing

No kind of fairing, of any nature, whose goal is to improve aerodynamic performance (or diminish turbulence) in the region of the mast/sail transition, shall be fitted.

G.3.2.6 Aerodynamics of the mainsail head.

No kind of fairing of any nature (rigid and/or soft), in a horizontal or vertical plane, with respect to the theoretical line between the head (**halyard point**) and the intersection of the leech and the head, shall be fitted.
The mainsail shall be a ***"soft sail"*** as defined in FB3CR G.2.1.

Except within a radius of 152 mm from the halyard point, the mainsail shall have no rigid components.

Standard batten fittings shall be fitted.

G.3.3. Dimensions

The dimensional characteristics of the Mainsail are detailed in **APPENDIX FB3-AX11/A - Mainsail Dimensions.**

G.3.4. Main halyard and mainsail luff arrangement

A two-strand hoist system is mandatory for the main halyard.

Only the original Wichard haulage shackle (Wichard reference 11604) is permitted for this purpose.

A luff-tape or friction-based slider system shall be used to mechanically attach the mainsail to the mast.

G.3.5. Class Insignia, Sail Numbers and Sail Decoration

G.3.5.1. The FBCA emblem must be installed according to the diagram in **APPENDIX "FB3-AX09/B/E"**. It is ~~red~~, black or white by default. ~~For new sails, white emblem is allowed~~. **The emblem, the star and the foil may be harmonised with the decoration of the boat while respecting the obligation to have a contrast between the emblem and the fabric and/or colour of the mainsail.**

G.3.5.2. The sail numbers shall be positioned, and of dimensions, to conform with the diagram in **APPENDICES FB3-AX09/B/E, and in compliance with RRS 77 and Appendix G. The FBCA insists on the obligation for contrast in colour between the sail numbers and the fabric and/or colour of the mainsail.**

G.3.5.3. Decoration
The decoration on the mainsail is open as described in **appendix « FB3-AX09/B »**.

G.4. HEADSAILS: **GENOA J2**

FB3CR articles G1 and G2 apply to this sail.
This sail shall only be set from the forestay fixed to the bow of the boat (modification of RRS 54)

G.4.1. Construction of the Genoa J2 (APPENDIX FB3-AX11/3: JIB J2)

G.4.1.1. Reefing

A reef is compulsory at least 1150mm from the tack on the luff. Above that point eyelets spaced at a maximum separation of 1000mm shall be placed along the full length of the luff. The tuff luff is removed. The system for attaching the genoa to the forestay is open. The reefing system is also open.
Cunningham systems are permitted subject to rule D.3.2 of the FB3CR. A quick release system shall be used.

G.4.1.2. Windows

3 windows are permitted for the tell-tales, made of unrestricted transparent material. Each with a maximum length of 400mm and a maximum width of 300mm.

G.4.1.3 Battens and their positions.

3 battens of maximum 1200mm are permitted along the leech, in addition to one full-length batten.
Carbon fibre shall not be used in the battens.

G.4.1.4. Advertising

Except where expressly described within an event's Notice of Race, publicity (without lettering) and/or decoration (without lettering) shall be placed on the sail as defined in **APPENDIX FB3-AX09/C.**

G.4.1.5 Dimensions

The dimensional characteristics of the J2 are specified in the **appendix "FB3-AX11/B": JIB J2**.

G.5. HEAVY WEATHER SAILS: **STORM JIB**

This appendix refers to OSR Chapter 4.26.1 which defines a maximum area of **7.6** m2 and a maximum luff length of 8 meters, with the follows additional prescriptions:

- Only woven cloth (Warp and Weft 0/90) of polyester fibre shall be used for the sail and its reinforcements.
- The storm jib shall be of a bright colour
- From the tack eyelets, spaced at a maximum separation of 1000 mm shall be placed along the full length of the luff

- A system to attach the storm jib, shall be permanently installed and ready to use.
- The storm jib shall have no battens.
- The head of the storm jib shall not exceed 100 mm in width.

G.6. GENNAKER **(APPENDIX FB3-AX11/D: GENNAKER)**

FB3CR articles G1 and G2 apply to these sails with the exception of the FB3CR G.2.3 which for the Gennaker is replaced with the following:

- Only flat panel, tri-radial construction is permitted
- Constructions that include custom oriented fibres or filaments are prohibited.

G.6.1.1 Construction
On any size or shape of sample taken from anywhere in the Gennaker (except in reinforced areas) the sample's characteristics (uniformity of density, spread of fibres, general mechanical properties) shall be essentially identical.

This headsail shall be set on a flying forestay (of any technology) or a free luff, tacked to fitting at the forward extremity of the bowsprit. The flying forestay shall respect the material restrictions described in FB3CR G2.2.
This sail shall be set on a furler.

G.6.1.2 General dimensions and fittings.
The percentage of width at mid-height is 55-60%. No battens shall be fitted to the Gennaker.
3 windows are permitted for the tell-tales, made of unrestricted transparent material. Each with a maximum length of 400mm and a maximum width of 300mm.

G.6.1.3. Decoration
The decoration on this sail is open.

G.6.2. General dimensions and fittings.

The dimensional characteristics of the gennaker are specified in the APPENDIX "FB3-AX11/D":

Gennaker. The width at mid-height shall be between 55% and 60% of the foot length. Battens are not

authorised.

Up to three telltale windows may be installed, in a transparent material of maximum length 400 mm and maximum width 300 mm each.

G.7. ASYMMETRIC SPINNAKERS **(APPENDIX FB3-AX11/E)**

G.7.1. Materials

Polyester and Polyamide 6.6 cloth are the only permitted materials for the body and reinforcements used in making the asymmetric spinnakers.

G.7.2. Mid-Height Width

The mid-height width shall not be less than 75% of the foot length.

G.7.2.1. Spinnakers A2 & Spinnakers A4

The maximum areas (SPA) of the A2 and the A4 spinnakers shall be:

Spinnaker A2: 115m²
Spinnaker A4: 80m² with a maximum SLU of 15m.

These areas are calculated using the following formula:
SPA= ((SLU+SLE)/2*((SFL+ (4*SHW))/5)*0.83

SLU = Luff length
SLE = Leech length
SFL = Foot length
SHW = Mid Height Width (Luff/Leech)

G.7.3. Spinnaker Bag

Only spinnaker bags whose bottoms are made of mesh that let water pass through shall be used.

G.7.4. Equipment

The following equipment shall be used:

a) Spinnaker socks
b) For the A4 spinnaker, a furler other than that of the Gennaker is authorised and/or flying forestay anti-torsion cable.
c) A retrieval line fitted to the spinnakers. Its diameter and nature are open.

G.7.5. Decoration

The decoration of these sails is free.

CHAPTER H - RULES CONCERNING THE OFFICIAL EVENTS on the FBCA calendar

Reminder

Identity of the entities that govern these events:

- Event Organiser (RRS89),
- FFV appointed Race Committee (RRS 90)/Jury (RRS91)/ Technical Committee (RRS 92),
- FBCA Class Measurer (appointed by the FBCA) **and/or FBCA Technical Coordinator.**

OSR Event Categories:

The RSO categories are defined **by World Sailing and can be found at:**
https://www.sailing.org/tools/documents/WSOffshoreSpecialRegulations20222023v2-[27823].pdf

The applicable OSR Category is defined in each event's Notice of Race:

- *Category 0:* The FBCA is not concerned
- *Category 1:* Examples: Transatlantic Races, long-distance single-handed races
- *Category 2*: Examples: Solitaire du Figaro and Le Havre Allmer Cup
- *Category 3*: Examples: Tour de Bretagne, Solo Guy Cotten Concarneau and Solo Maître Coq
- *Category 4*: Example: Spi Ouest France

For Category 5 events, the materials, equipment and provisions, Category 4 regulations shall apply.

H.1. EVENTS

The texts in Chapter H outline the management of the races designed to be part of the FB3CR Event Calendar.

H.1.1. Type and Event identification

The event organiser shall define in the Notice of Race:

- The type of event it is organising (singlehanded, two-handed, fully-crewed),
- The number of races programmed,
- The applicable OSR Category,
- The group associated with the contract that links the Organiser with the FBCA.

These four items condition the material and equipment, their mandatory and/or permitted position onboard, the seals and the penalties applied in case of rule infringement.

H.2. EVENT CHECKS AND INSPECTIONS FOR INFRINGEMENTS OF FB3CR, APPENDICES and/or INTERPRETATIONS

H.2.1. Definition of inspection times

The boats shall be in race configuration, as described in the FB3CR, at the latest at the time specified on the official notice board. This time, or the delay before the scheduled warning signal, will be posted before 18:00 the day before it takes effect, or within half an hour of the decision to modify the programme when it takes place after 18:00.
Checks on the weight of the equipment, materials, food and drinks onboard will be carried out a maximum of 3 hours before the warning signal or 1hour and 30minutes before the time set by the Race Direction for the boats to leave.

H.2.2. Compliance time

After this time, only the following material shall be unloaded:
- The mainsail cover,
- The genoa cover,
- The fenders, except for 1 modular foil fender from Outils Océan (see **APPENDIX "FB3-AX13/B"**) shall remain onboard for the duration of the race,
- The mooring lines
- A mobile phone.

After this time, only the following material shall be loaded:
- The solid food of the day in reasonable quantities and adapted to the needs of the crew for the 1st day of the race,
- A USB key or a paper file of negligible weight.

This time will take into account the programme of boat outings defined by the organiser. The numbers of the boats designated by drawing lots for checks will remain at the discretion of the jury and will not be broadcast. In the event of a delay on land, the boats shall remain in race configuration, controls shall be carried out at any time. The race committee shall possibly send a delay to allow these controls to take place in good conditions.
No fairing shall be carried out from the time of compliance.

H.2.3. Lifting out

During an event, it is forbidden to be lifted out of the water. In the event of an exceptional event (major intervention on the hull) and after the favourable opinion of the Technical Committee (decision motivated and posted on the official event board), the boat concerned will be authorised to be lifted out.
For the duration of the work on land, it is forbidden to intervene on any other parts of the boat which are not concerned by the period ashore. **The fairing of the hull is forbidden during the period ashore** (except in the area related to the repair).
All these operations shall comply with the prescriptions specified in the BP (Boat Passport).

H.2.4. Date and time of sail declaration

The document "Declaration on honour of sails on board and respect of one design" must be filled in and handed to the FBCA secretariat BEFORE the start of each race. The date and time of delivery of this document are defined by the MC.

H.2.5. Navigation light controls

Functional checks of the navigation lights (main and emergency) will be carried out before the start of the event.

H.3. SEALS

H.3.1. Sealing equipment

Several items of equipment on the boat shall remain in specific locations as defined in these rules. One or more textile, metallic or plastic threads, looped by a tamper-proof crimp, passed through this equipment and through immovable elements (glued padeyes) of the boat certify that this equipment have not been moved during the race. At the skipper's request, the fitting of an additional seal is authorised.
This or these sealing wire(s) shall only be broken by the skipper in the cases listed below:
- use of the "heavy" anchor (anchor and/or chain), in this case the skipper shall inform as soon as possible that they have broken the lead(s) linked to this equipment.
Any other accidental or voluntary breakage of lead during an event shall be reported as soon as possible to the Race Committee and/or the Technical Committee before finishing the race.
After the end of the race, the skipper will submit a detailed report to the Jury within the time limit for lodging claims.

H.3.2. Engine seal
For races in categories 1, 2 and 3, the propeller shaft **(APPENDIX "FB3-AX06/C")** OR the lock nut of the FB3 engine forward gear **(APPENDIX "FB3-AX06/D")** shall be sealed.

H.3.2.1. Using the engine in reverse only to remove unwanted objects
The use of the motor during the race is only permitted under the following cumulative conditions:

- in reverse,
- and for the sole purpose of removing any unwanted objects caught in the submerged appendages.

The conditions for submission to this exemption shall be subject to the restrictive monitoring of the following procedure:

- declaration to an official boat with acknowledgement of the message receipt at the beginning and end of the manoeuvre,
- in the event that it is impossible to contact an official boat, a declaration to one of the nearest competitors shall be made. It is the skipper's responsibility to inform an official boat as soon as possible. Under no circumstances shall these declarations be made reciprocally between two competitors.

Any use of the engine that would have the effect of voluntarily or involuntarily favouring the progress towards the finish line or taking an advantage over the other competitor is excluded from the cases provided for in this article and shall be penalised.

H.4. ONBOARD WEIGHT

The mobile equipment onboard is defined by any movable or non-fixed equipment. A bag of appropriate dimensions and weight per sail will be excluded from the weighing. An awning is considered to be a sail bag. **The food and equipment onboard shall be appropriate for the race to be run.**

Conditions: weighing flat on the pontoon with the scale or inside the boat with the 50kg scale. In case of bad weather, technical or disputed weighing conditions; transfer to shore. The skippers will have to present to the Technical Committee the equipment in a simple packaging, in order to carry out quick weighing.

The following are not weighed:

- All sails and their bags
- 2 headsheets (with or without post)
- 2 sets of asymmetric spinnaker sheets and/or gennaker sheets
- The survival suit(s)
- Sea gear (a pair of boots and a complete oilskin per crew member)

- The companionway hatches
- Hand pump handles
- A camera provided by an event organisation or personal **(limited to 1KG)**
- The bucket for toilet use
- The removable solar panel(s) (if any)
- The gas stove and its support
- The emergency pumps
- The emergency/safety grab bag or cannister
- **The extra Pack 1 (>24h) liferaft contents and their container**
- **Flags, dodgers and other items provided by the Organising Authority, if required by the ICs on board**

H.4.1. Permitted maximum onboard weight:

- OSR 1: uncontrolled (but the on-board equipment shall be suitable for the test to be carried out)
- OSR 2: solo: 100 kg; double: 120 kg; crew: 150 kg
- OSR 3: solo: 90 kg; double: 110 kg; crew: 110 kg
- OSR 4: solo: 80 kg; double: 80 kg; crew: 80 kg

H.5. SPECIAL EQUIPMENT PROVIDED

When equipment is requested or provided by the organisers, it shall remain onboard for the duration of the race. Their weight shall be checked but they will not be included in the weight onboard. Their use shall be specified in the notice of race and/or the race instructions.
The weight of the camera provided by the organisers is limited to 1 kg. This weight includes the camera, the support(s), the batteries, the charger and the memory cards as well as all accessories related to its use.
The weight of the personal camera is limited to 1 kg. This weight includes the camera, the support(s), the batteries, the charger and the memory cards as well as all accessories related to its use. Its weight shall be checked but will not include the on-board weight.
When a drone is embarked, its weight is limited to 3kg. This weight includes the drone, the camera, the support(s), the batteries, the charger and the memory cards, as well as all the accessories related to its use. Its weight shall be controlled but it will not include the on-board weight.
When an "Open-Port" antenna is compulsory, it shall be installed inside the boat by the organiser according to its prescriptions but in compliance with the FB3CR.

H.6. TOWING

In modification of RRS rule 41, the Sailing Instructions for an event allow for outside assistance, a yacht shall (in modification of RRS rule 42) be towed to a port or shelter provided that:

- The distance covered is less than 2 nautical miles,
- Towing does not bring it closer to the next course mark or give it an advantage,
- The race committee accepts the towing conditions.

A detailed report of the operation shall be submitted to the race committee with the declaration of arrival.

H.7. INFRINGEMENT OF FB3CR AND ANNEXES

H.7.1. Investigation of these infringements

The penalties outlined in FB3CR 'H', are the responses to infringements of the FB3CR, discovered during an event.

Infringements identified before or after an event are handled by FB3CR 'I'.

In the case of the discovery of an infringement, **the Technical Committee shall lodge a protest.**

The event Jury shall hold a hearing as outlined in RRS.

H.7.2. Penalties, appendices and interpretations.

H.7.2.1. Infringements having a direct effect on the boat's performance:

- Modification of the hull, the appendages or measurements out of tolerance, or any other modification: **Disqualification** for the races already sailed during the event. For these intentional cases, the skipper will be summoned before a disciplinary commission of the FBCA. Sanctions shall go as far as permanent exclusion from the Class. The report from the disciplinary commission will be transmitted to the FFV.
- Failure to respect the prescribed dimensions of the appendages or sails: **30 minutes minimum** penalty.
- For unintentional minor cases or due to possible wear and tear (RRS 64.3 a): **15 minutes minimum** penalty.

H.7.2.2. Overweight onboard equipment

When the onboard equipment goes over the maximum permitted, the proposed penalties are as follows:

- **One minute** maximum per kg and fraction of a kg overweight for each 100 nautical miles of racecourse length if the ranking is based on time.
- **One point** maximum per kg and fraction of a kg over weight for each 100 nautical miles of race course length if the ranking is based on points. The points penalty shall be applied according to the method described in RRS 44.3.(c).

H.7.2.3. Absence or infringement of hull corrector weights

Disqualification for the races already sailed in the current event.

H.7.2.4. Infringement of the limit of number of new sails

Disqualification for the races already sailed in the current event.

H.7.2.5. Modification of fittings or accessories

- **15 minutes minimum** penalty in a race sailed in a Category 1 or 2 event.
- **15 minutes minimum** penalty in a race sailed in a Category 3 where the ranking is based on time.
- **15 % minimum** place penalty or a time determined by the Jury for the races sailed in an event other than those types listed above.

H.7.2.6. Replacement, repair or loss of a sail.

The skipper shall notify the Technical Committee of the loss, or the destruction, or the repair of a sail requiring an external intervention and request permission to replace it or repair it.

H.7.2.6.1 In the case where the skipper fails to inform the Technical Committee, the Technical Committee shall submit a report to the event Jury (See Procedure FB3CR H.2. above). The penalty for this offence shall not be less than **1 hour.**

H.7.2.6.2

If the skipper has notified the Technical Committee and obtained its approval for replacement, the skipper shall replace it with a second-hand sail only. This sail shall be loaned to them by another skipper. In this case the penalty shall be:

For OSR Category 1 races: At the discretion of the Jury, a penalty from **1 minute minimum** per 100 nautical miles of race length to disqualification, for the race in question if the ranking is based on time or from a minimum of a 10% place penalty to disqualification for the race in question if the ranking is based on points.

For OSR Category 2, 3 and 4 races: At the discretion of the Jury, a penalty from **5 minutes minimum** per 100 nautical miles of race length to disqualification, for the race in question if the ranking is based on time or from a 10% place penalty to disqualification for the race in question if the ranking is based on points.

This penalty will be applied to the race (heat or stage) during which the sail was lost or damaged.

H.7.2.6.3
In case of damage to an A2 spinnaker, the competitor may use the second 'used' A2 spinnaker present on board. To do so, they must notify the Race Direction and/or a competitor nearby before breaking the seal spinnaker. A penalty shall be applied when the seal is broken :

For the races of category OSR 1: no penalty

For the races of category OSR 2, 3 and 4: according to the judgement of the jury, a penalty of 10 minutes minimum for each section of 100 nautical miles of course already sailed or started for the race concerned or a penalty of a minimum of 10% of the number of entries, if the ranking is by points.

H.7.2.8. Assistance and communication

In the event of non-compliance with the assistance and communication rules, in particular in the event of non-compliance with the non-routing charter, the skipper shall be disqualified for the entire event concerned and will be summoned before a disciplinary committee. Sanctions shall go as far as permanent exclusion from the Class. The report of the disciplinary commission will be transmitted to the FFV.

H.7.2.9. Other infringements

Proven breaches of the FB3CR, annexes and interpretations, not provided for above, shall be subject to penalties set out in H.7.2 above.

At the discretion of the Jury, **a minimum penalty of 1 minute** per 100 nautical miles of race length, for the race in question if the ranking is based on time or a 10% minimum place penalty for the race in question if the ranking is based on points.

H.7.3. Broken seal(s) or missing seal(s)

H.7.3.1. Penalties for infringement of FB3CR / H.3.1 (onboard equipment)

At the discretion of the Jury, **a maximum penalty of 2 minutes** per 100 nautical miles of race length, for the race in question if the ranking is based on time or a 5% maximum place penalty for the race in question if the ranking is based on points. The points penalty shall be applied according to the method outlined in RRS 44.3.(c).

H.7.3.2. Penalties for infringement of FB3CR / H.3.2. (Engine seal)

For OSR Category 1 races: At the discretion of the Jury, a penalty from **1 minute minimum** per 100 nautical miles of race length to disqualification, for the race in question if the ranking is based on time or from a minimum of a 15% place penalty to disqualification for the race in question if the ranking is based on points.

For OSR Category 2, 3 and 4 races: At the discretion of the Jury, a penalty from **5 minutes minimum** per 100 nautical miles of race length to disqualification, for the race in question if the ranking is based on time or from a 15% place penalty to disqualification for the race in question if the ranking is based on points.

This penalty will be applied to the race (heat or stage) in which the infraction occurred and shall be adjusted to the winnings assessed for that infraction.

CHAPTER I – FB3CR INFRINGEMENTS DISCOVERED OUTSIDE OF COMPETITION

I.1 INFRINGEMENT HANDLING

Outside sporting event, if an infringement to the **BP procedures** is discovered and/or the **FB3CR,** including the **appendices and interpretations**, a hearing, as described below, shall be held by the FBCA.

The inspection of the conformity of the FB3(s) shall be delegated to the Measurement Committee (MC).

The MC's mission is to the check the application and conformity of the FB3CR, to answer any eventuating interpretation requests, to manage any alleged FB3CR infringements outside of an event period, to deliver the official technical position on the interpretation of the FB3CR to a Jury that will then hold a hearing during an event.

The MC shall seek all advice, opinion and information from the FBCA or beyond, so as to best inform the chef de mission.

The MC shall not request an expert opinion from someone who shall have a conflict of interest in the case being handled.

> **For minor infringements**, the MC is powered to technically decide. It shall deliver its decision to the skipper or the owner as well as to the President and the Board of the FBCA. This decision shall be published on the FBCA website.
>
> **For major infringements**, or **blatant cheating**, the MC shall decide and deliver its report to the FBCA President who shall apply the procedure described in the FBCA regulations **(deliver to the National Authority-FFV).**

In both cases the MC shall **provisionally suspend** the validity of the boat's Certificate of Conformity.

In the case of a minor infringement, the MC shall revalidate the Certificate of Conformity after the procedure is settled.

In the case of a major infringement, the MC shall revalidate the Certificate of Conformity **after the National Authority has ruled.**

End of Class Rules.