



MARTINIQUE CATA RAID 2020

FORMULA 18 RAID WORLDS

26th January to 1st February



CENTRE NAUTIQUE WIND FORCE DU ROBERT

GENERAL SAILING INSTRUCTIONS

[DP] denotes a rule for which the penalty is at the discretion of the Jury.

[NP] denotes that a breach of this rule will not be grounds for a protest by a boat.

[SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing

Preamble

Both team members shall present at registration:

- A valid licence from their MNA, if any,
- A parental consent for competitors under the age of 18 years.
- A valid measurement certificate for any part of equipment used.

Each participating boat shall be insured with valid third-party liability insurance, including coverage when racing at the venue of the Championship, with a minimum cover of 1.500.000 Euros per event or the equivalent. This document shall be in French or English language.

Competitors nationality will be defined according to passport or ID card.

1 RULES

The regatta will be governed by:

- 1.1 The Racing Rules of Sailing 2017-2020 (RRS).
- 1.2 The International Maritime Organisation ColReg
- 1.3 The Equipment rules of Sailing 2017-2020 (ERS).
- 1.4 The Formula 18 Class Rules and the Formula 16 Class Rules (CR).
- 1.5 These General Sailing Instructions (GSI).
- 1.6 The Specific Course Instructions for each leg (SCI).

If there is a conflict between Notice of Race and Sailing instructions, the Sailing Instructions will take precedence.

If there is a conflict between languages the English text will take precedence.

The prescriptions of the FFVoile which apply will be posted on the official notice board.

1.7 Advertising *[DP]*

Boats shall display the advertising chosen and supplied by the organizing authority.

If this rule is broken, World Sailing Regulation 20.9.2 applies.

It is the responsibility of the crew to apply and to maintain the stickers provided by the organization.

All competitors will be requested to wear the bibs provided by the OA over any other piece of clothing.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located as mentioned in SCI.
- 2.2 Skippers meeting: a skipper meeting will be held every day one hour before warning signal at the latest. **At least one crew member shall attend this meeting.** This changes 90.2 (c). Information given during the briefing does not represent a change to these SIs.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted on the official notice board no later than one hour before the warning signal of the race concerned by the change(s), except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.
- 3.2 Changes to sailing instructions on the water:
Displaying 3rd Substitute on the Race Committee boat means: instructions are being given to competitors, who shall reach the Race Committee boat to take note of.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flag mast located as mentioned in SCI.
- 4.2 When AP Flag is displayed ashore, the warning signal cannot be made less than 30 minutes after the lowering of AP Flag. This changes Race Signals.
- 4.3 AP over H means: "The race is postponed; competitors are not permitted to launch. Warning signal will not be made less than 30 minutes after AP over H to be lowered, unless mentioned otherwise in the SCI. This changes Race Signals.

5 SCHEDULE

- 5.1 Equipment certification (by appointment only).
January 24th, from 09:00 to 16:00
- 5.2 Equipment inspection, stamping, and registration:
January 25th, from 09:00 to 16:00
- 5.3 Races
- January 26th : 13:00: Skippers meeting, trackers distribution
: 14:00: 1st Warning Signal for the practice race.
- January 27th : 09:00: Skippers meeting, trackers distribution
: 10:00: 1st Warning Signal for the 1st leg Schoelcher – Le Marin.
- January 28th : 09:00: Skippers meeting, trackers distribution
: 10:00: 1st Warning Signal for the 2nd leg Saint Anne – Le Vauclin.
- January 29th : Reserve day.
- January 30th : 09:00: Skippers meeting, trackers distribution
: 10:00: 1st Warning Signal for the 3rd leg Le Vauclin – Le Robert – La Trinité.
- January 31st : 09:00: Skippers meeting, trackers distribution
: 10:00: 1st Warning Signal for the 4th leg La Trinité – Le Prêcheur.
- February 1st : 09:00: Skippers meeting, trackers distribution
: 10:00: 1st Warning Signal for the 5th leg Le Prêcheur – Schoelcher.
- February 2nd : Containers loading.
- Five legs are scheduled. However, the Race Committee may decide to modify the number of sailed legs according to weather forecast or any other consideration connected to safety or deemed essential to the general organisation of the event.
- All races run and validated are taken into account for the final ranking.
- 5.4 A leg may consist of a series of races, connected to intermediate stops.
- 5.5 To alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound at least five minutes before a warning signal is made.

6 CLASS FLAGS

Class flag is pink F18 logo on white flag.

7 RACING AREA

- 7.1 Racing area extends around Martinique.
- 7.2 Nautical charts: It is the own responsibility of the teams to get proper navigation documents related to the sailing area, such as Nautical Charts SHOM n°6738 Martinique South Part and n° 7041 Martinique North Part.

8 THE COURSES

- 8.1 Courses are described in SCI.
- 8.2 When SCI plan different possible courses for the day, relative identifying signals are precised in SCI, and those will be displayed together with the warning signal at the latest.
- 8.3 Offset mark
- (i) Displaying D flag on Race Committee boat means: There is an offset mark to round. Not displaying D flag means there is no offset mark to round. This changes Race Signals.
- (ii) Displaying Green flag on Race Committee boat together with D flag means: Offset mark has to be left to starboard. No Green flag means the offset mark has to be left to port. This changes Race Signals.
- 8.4 No later than the warning signal, the Race Committee may post approximate compass bearing and distance to the offset mark.
- 8.5 When a gate is used, boats shall cross the gate from the direction of the previous mark and round either mark of the gate.
- 8.6 Grouping the fleet:
- (i) In order to group the fleet, the Race Committee may stop the race at any mark, by displaying S and Orange flags, and then to proceed to a new start nearby.
- (ii) A new starting procedure will begin one minute after S flag to be lowered. Competitors will then have to finish the race as initially defined in SCI.

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- (iii) The mark where the grouping has been made will have to be rounded as initially defined in SCI.
 - (iv) Leg ranking will be made by addition of intermediate racing times.
 - 8.7 Interruption:
 - (i) S and AP flags displayed on the Race Committee boat means: the race is interrupted, and a new start may occur later on.
 - (ii) A new starting procedure will begin one minute after S and AP flags to be lowered, competitors having then to finish the race as initially defined in SCI.
 - (iii) Leg ranking will be made by addition of intermediate racing times.
 - 8.8 At any mark, course may be changed as follows:
 - (i) Displaying C over F flags on a Race Committee boat means: after passing through the Race Committee boat and the mark, competitors have to directly reach the finish line as initially defined in SCI.
 - (ii) Displaying C flag and a mark number on a Race Committee boat means: after passing through the Race Committee and the mark, competitors have to directly reach the mentioned mark and then to keep on sailing the course as initially planned in SCI.
 - (iii) Displaying S over Blue flags means: competitors have to finish through the Race Committee boat and the mark, and shall remain available to the Race Committee.
 - 8.9 Stopping the course:
Displaying S over H flags on Race Committee boats means: the course is interrupted and the boats have to reach the shore.
 - 8.10 Race Committee may confirm those instructions using VHF channel 72.
 - 8.11 Maritime buoyage
Respect of maritime buoyage is the sole responsibility of the skippers.

9 MARKS

- 9.1 All marks to be rounded are defined in SCI.
- 9.2 Unless defined otherwise in SCI, finish mark will be red inflatable buoy.
- 9.3 Offset mark is a white cylindrical buoy.

10 ZONES CLOSED TO SHIPPING [DP]

Competitors have to respect zones closed to shipping, especially when marked by specific buoying.

11 THE START

- 11.1 Race start will be made according to RRS 26.
- 11.2 Except defined otherwise in SCI, the starting line will be between two staffs displaying an orange flag on Race Committee vessels.
When needed, Race Committee vessels may use their engine to maintain their position.
- 11.3 Starting line location:
 - (i) Starting line location is defined in SCI.
 - (ii) Race Committee may change starting line location by displaying L flag. This means: escort the Race Committee boat to the new starting line location. This changes Race Signals.
 - (iii) During this escorting, boats have to stay close to the Race Committee boat. Any breach to this instruction by a team may lead to a DSQ for the leg or for the whole race.
 - (iv) Starting procedure will begin one minute after L flag to be lowered.
- 11.4 A boat starting later than 4 minutes after her starting signal will be scored DNS (this changes RRS A4 and A5).

12 MARK CHECKING [DP]

- (i) At marks mentioned with an asterisk in SCI, a Race Committee boat may display T flag and may make repetitive sound signals.
This means: boats shall sail across the mark and the RC boat, and keep on racing according to SCI.
This changes Race Signals.
- (ii) If the Race Committee has to interrupt or change the course between 2 marks according to RRS 32.1 (b),(c),(d),or(e), last mark checking made as described in 12 (i) will be used as intermediate or final leg ranking, the gate made by the RC boat and the mark being then considered as a finish line.
Any incident likely to be ground for protest or repair between competitors and/or Race Committee happening after this finish line will be deemed as happening when boats are not any more racing.

13 FINISH

- 13.1 Except precised otherwise in SCI, the finishing line will be between a staff displaying an orange flag and the course side of the finishing mark.
- 13.2 Finishing line location is precised in SCI.
- 13.3 When needed, Race Committee boat may use its engine to maintain its position.

14 PENALTY SYSTEM [DP]

Penalties given in percentage by the Jury will be applied according to RRS 44.3(c).

- 14.1 Penalties for infringements to RRS Chapter 2
 - (i) RRS 44.2 is changed so that the Two-turns Penalty is replaced by a One-turn Penalty.
 - (ii) A boat who made a penalty according to RRS 44.1 shall fill in a recognition form within the protest time limit.
- 14.2 Infringements to RRS 29.1 or 30.1 or 30.3 or 30.4:
 - OCS: elapsed time increased by 10 mn (this changes RRS 29.1, 30.1 & A.4),
 - UFD: elapsed time increased by 20 mn (this changes RRS 30.3),
 - BFD: elapsed time increased by 20 mn (this changes RRS 30.4).
- 14.3 Elapsed time for a boat will be increased by 15 minutes for every infringement to SI 22.1.
- 14.4 Infringements to RRS other than chapter 2 not specifically dealt with by these GSI will be sanctioned by a penalty from 10% of the elapsed time of the last finishing boat to DSQ according to Jury appreciation. *[DP]*
- 14.5 Protest Committee keeps the right to disqualify a boat.

15 TIME LIMITS

- 15.1 Time limits are as follows:
 - (i) For each Class the standard time or time limit for the first boat to finish is precised in SCI.
 - (ii) Time limit for a boat to finish after the first boat sails the course and finishes an intermediate or final leg (SI 8.6 (iv) & 8.7 (iii) is 60 minutes.
Boats failing to finish within the time limit will be scored DNF. This changes RRS A4, A5 & 35.

16 PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protest forms are available at the OA transport van. Protests and requests for redress or reopening shall be delivered there within the protest time limit.
- 16.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing today, whichever is later.
Protest time limit may differ as precised in SCI.
- 16.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room mentioned on the official notice board.
- 16.4 As far as possible, hearings will be held on the day the protests have been lodged.
- 16.5 Breach of rules 1.2, 1.3, 2.2, 10, 14.1 (ii), 18, 22.1 will not be grounds for a protest by a boat *[NP]*. This changes RRS 60.1 (a). Penalties may be less than DSQ if the Jury so decides.
- 16.6 On the last scheduled day of racing, a request for redress shall be delivered
 - (a) Within the protest time limit if the requesting party was informed of the decision on the previous day
 - (b) No later than 30 minutes after the decision has been posted.
This changes RRS 62.2 & 66.
- 16.7 Notices of protests by the Race Committee, the Technical Committee or the Protest Committee will be posted to inform boats under RRS 61.1(b). When the Race Committee or the Technical Committee is unable to lodge his protests within the time limit, the extended time will be posted on the official notice board to inform competitors. This changes RRS 61.1 (b) & 61.3.

17 RANKING

Ranking will be made by addition of elapsed race time for each race that has been sailed and validated.
All validated races will be used for computing the ranking. There will be no discard.
Time penalties will be added when applicable.

18 REPLACEMENT OF COMPETITORS OR EQUIPMENT

- 18.1 Substitution of competitors will not be allowed without prior written approval of the Race Committee or Protest Committee.
- 18.2 Substitution of damaged or lost equipment will not be allowed without approval of the Technical Committee or Race Committee. Requests for substitution shall be made at the first reasonable opportunity.

19 EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or her equipment may be inspected at any time for compliance with the class rules and sailing instructions.
- 19.2 On the water, a boat can be instructed by a member of the Technical Committee to proceed immediately to a designated place for inspection.
- 19.3 As soon back ashore, competitors are requested to check whether or not they are designated for an inspection.
- 19.4 Protest time limit for infringements to measurement and equipment controls is mentioned in SI 16.2. This changes RRS 61.3.

20 OFFICIAL BOATS

Official boats will display event flags.

21 SUPPORT BOATS

(Reserved).

22 SAFETY

- 22.1 Check out / check in procedure:
- Each competitor shall, prior to the warning signal, show up sailing on starboard at the rear of the Race Committee boat, and get acknowledgement from the Race Committee.
 - Each competitor shall bring back the tracker to the organization tent, immediately after returning ashore.
- 22.2 A boat retiring from the race shall inform the Race Committee as soon as possible.
- 22.3 Radio communications will be made using VHF channel 77.
- 22.4 Safety procedures:
- 22.4.1 Special safety procedures may be precised in Appendix, and boats shall help each other. Reminder: Racing Rules of Sailing Part 1, Fundamental Rules:
1 SAFETY
1.1 Helping Those in Danger:
"A boat or competitor shall give all possible help to any person or vessel in danger".
In consequence, all boats are required to look on other competitors and in case of emergency, alert the Race Committee immediately by VHF and help persons or vessels in danger.
- 22.4.2 If a race is shortened or cancelled after it started the remaining of the race can be done by towing boats or group sailing.
In such a case, boats must:
- Listen the race VHF channel and follow Race Committee instructions,
 - Help each other.
- Participants that break these rules will be expelled from the event.
- 22.5 Request a boat to abandon
- 22.5.1 For safety reasons, the Race Committee may request a team that is late to abandon the race. They will either sail to the finish line or be towed.
- When this rule is applied, the Race Committee shows V flag with repetitive sound signals. This changes Race Signals.
 - Boats to which this rule is applied must listen to the 77 VHF race channel for instructions from the race committee.
 - Boats to which these rules apply will receive the DNF score.
- 22.5.2 Penalties for breaking 22.5.1, after hearing:
If a boat breaks these rules for the first time, it will receive the DSQ score.
If it breaks this rule a second time, participants will be expelled from the event.
- 22.6 Safety equipment:
Every boat shall have on board the safety equipment required by the Class rules, by the prescriptions listed in 22.7, and by the maritime regulations in force.
- 22.7 Safety requirements:
- 22.7.1 Recovering after capsized:
On request of the Race Committee or the Organizing Authority, teams may be asked to demonstrate their capacity to recover the boat after capsizing.
- 22.7.2 The minimum mandatory safety equipment on board is:
- 1 paddle of at least 1 meter long,
 - 1 towing line, ready for use, 15m long and 6 mm diameter,
 - 1 righting line, ready for use, 3.5m long and 10 mm diameter,
 - 2 Personal floatation devices "CEE or PFD" approved, Length and diameters from this rule are minimums and might be exceeded.
 - 1 charged portable VHF,
 - 1 bearing compass,

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- 1 signalling mirror,
 - 2 individual waterproof flash lights.

22.7.3 The following equipment are permitted:

- Mobile GPS,
- Electronic compass.

22.7.4 Any team missing one safety equipment defined in 22.7.2 can be DSQ

22.7.5 Competitors shall wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or personal equipment (this changes RRS 40 and preamble of Part 3).

23 **DISCLAIMERS OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS Fundamental Rule 4, Decision to Race.

The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

24 **RACE OFFICIALS**

F18 Class Representative:	Olivier BOVYN, IRO, IM
Race Committee Chair:	Didier FLAMME, IRO
International Jury:	Sergey KUZOVOV (RUS), IJ, Chair Marina PSYCHOGYIOU (GRE), IJ Markus SCHWENDTNER (GER), IJ Jacques MADKAUD (FRA), NJ Alain Léoture (FRA), NJ
Technical Committee Chair:	Pierre-Charles BARRAUD, IM