

29 APRIL / 10 MAY 2026
2nd Edition

SAILING INSTRUCTIONS

Published 8th April 2026

The notation [NP] denotes a rule that shall not be grounds for protest by a boat. (This changes RRS 60.1(a)).

The notation [DP] in a rule means that the penalty for a breach of the rule may, at the Jury's discretion, be less than disqualification

[SP] denotes a rule for which the race committee or technical committee may apply a standard penalty without a hearing or a discretionary penalty may be applied by the international jury after a hearing. However, the race committee or technical committee may protest a boat if it considers a standard penalty is inappropriate.

Geographical coordinates: the coordinates of the points given are based on the WGS 84 geodesic system and their positions are not grounds for redress (this changes RRS 61).

1. RULES

The event will be governed by:

- 1.1 All the rules and articles in the Notice of Race,
- 1.2 The regulations of the FFVoile. The texts of these regulations (or the links to the texts) are available at: <https://arbitrage.ffvoile.fr/regles-et-documents/>
- 1.3 Part 2 of the RRS applies up to a radius of 30 miles after the start line and of 30 miles before the finish line for both these parts of the course covered in daylight hours. It is replaced by Part B (steering and sailing) of the International Regulations for Preventing Collisions at Sea (IRPCAS) for these parts of the course covered at night and for the rest of the course.
- 1.4 All times given in these Sailing Instructions, any amendments and on the official noticeboard are French local time: **GMT + 2.**
- 1.5 [DP] A breach of RRS 28.1 will be a discretionary penalty (this changes RRS A5.2)
- 1.6 The 2026 Class40 Class Rules and the 2025-2028 ERS.

2 RACE OFFICE

- 2.1 The offices of the Event's General Organisation, Race Direction, the Race Committee, the Technical Committee, the International Jury and the press office are located in the organisation tent in the event village on the esplanade of J4/ darse du Mucem.
- 2.2 The Race Office is open from 1400 to 1800 on Wednesday 29th April 2026.
Opening times thereafter are:
 - From 0900 to 1300 and from 1400 to 1800, from Thursday 30th to Saturday 2nd May 2026,
 - From 0800 to 0900 on Sunday 3rd May 2026
 - Saturday 9th and Sunday 10th May until the prize-giving.
- 2.3 The official noticeboard is online only at:

<https://www.med-race.com/en/skippers-area/>

- 2.4 Mobile phone contacts for competitors and safety:
 Race Direction: Miranda Merron +33 6 75 58 91 70
 +44 7714 300 440 (whatsapp)
 2nd safety phone number: Manfred Ramspacher +33 6 08 16 98 29

Competitors that wish to send a confidential email to Race Direction, the Race Committee, the Technical Committee and/or the Jury shall send it to race@sirius-events.com

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Changes before the start
 Changes to the SI will be posted on the official noticeboard (<https://www.med-race.com/en/skippers-area/>) 4 hours before the start at the latest. Competitors will be informed of any new post via a notification from Race Direction on the « SKIPPERS CIC MED CHANNEL RACE 2026 » Whatsapp group. This changes « Race Signals ».
- 3.2.1 The Race Director, in agreement with the Race Committee, may change the course. The change of course will be signalled before the first boat is at 15 nautical miles from the mark, gate or line that begins the leg to be changed.
- 3.2.2 Race Direction will signal a change of course to all boats by text message/ e-mail, and then repeated, if possible, by oral instructions. The message will describe the new course, the order in which marks are to be passed or rounded and the side on which each mark is to be left. This changes RRS 33.
- 3.2.3 Competitors shall confirm receipt of this information. It is the competitors' responsibility to check for any possible change of course.
- 3.3 List of marks and gates where the course may be changed:
- « Porquerolles » gate between N cardinal Jeune Garde and the Ile du Grand Ribaud lighthouse
 - « Calvi » gate between virtual marks Calvi A 42°34 048 N/ 008°46.328 E and Calvi B 42°33.912 N/ 008°46.755 E
 - « Bouches de Bonifacio » gate between S cardinal Lavezzi and N cardinal Marmorata
 - « South Sardinia » gate between the Capo Spartivento lighthouse and the Spartivento virtual mark at 38° 47.700 N/ 008° 50.727 E
 - « South Mallorca » gate between the Punta Salinas lighthouse and Isla Horadada lighthouse

And any other mark added in the course.

4. SIGNALS MADE ASHORE

There will be no signals made ashore. This changes « Race Signals »

Boats will be notified via the official noticeboard defined in SI 2.3.

5. SCHEDULE (NP)

5.1 Event programme

Date	Heure	
Monday 27th April 2026	1000	Class40s can enter the Mucem port
Wednesday 29th April	2000	Date and time limit for boats to arrive in the Mucem port in Marseille (financial penalties for late arrival – see chapter 11)
From Thursday 30th April to Saturday 2nd May	0900 – 1800	Equipment inspection and registration confirmation – closes at 1400 on 2nd May
Saturday 2nd May	1000	Safety/ start briefing, followed by official photos. Mandatory attendance for competitors
Sunday 3rd May	1100 1300	Class40s depart from the Mucem port Race start in the rade sud de Marseille – coastal course in the rade sud

Friday 8th and Saturday 9th May		Boats expected to finish; boats must make for the Mucem port in Marseille as soon as they have finished
Sunday 10th May	1400	Boats depart from the Mucem port

5.2 Social programme

Date		
Wednesday 29th April 2026	14H00 - 20H00	Opening hours of the skipper – partner village Welcome in the skippers' tent / open bar/ music
Thursday 30th April	09H00 - 16H00 10H00 - 20H00 19H00	Schoolchildren day Opening hours of the skipper – partner village Metropole evening event – skippers invited
Friday 1st May	11H00 - 20H00 10H00 19H00	Village open to the public Opening hours of the skipper – partner village Official cocktail event
Saturday 2nd May	11H00 - 20H00 16H00 10H00 - 20H00	Village open to the public Official presentation of the skippers in the public village Opening hours of the skipper – partner village
Sunday 3rd May	10H00 - 17H00	Opening hours of the public and skipper – partner village
Saturday 9th May	10H00 - 20H00 15H00 - 01H00	Opening hours of the skipper – partner village EUROPA music festival on the J4 esplanade
Sunday 10th May	10H00 - 17H00 12H00	Opening hours of the skipper – partner village Prize-giving in the race village depending on when boats finish

6. CLASS FLAG

The class flag will be the Class40 flag.

7. THE COURSE

7.1 The course is described in Appendix 3

7.2 the Race Committee will display a D flag if the course includes an offset mark. When a green flag is displayed, the mark is to be rounded to starboard. If no flag is displayed, the mark is to be rounded to port (this changes Race Signals).

7.3 A coastal course in the Rade Sud de Marseille, to be inserted between the start and the island of Porquerolles may be included by amendment 4 hours before the start at the latest.

7.4 Official ranking at a mark

The Race Committee may shorten the race under RRS 32.1 at one of the marks listed below, ranking boats according to their order of passage based on YB data:

- « Calvi » gate between virtual marks Calvi A 42°34 048 N/ 008°46.328 E and Calvi B 42°33.912 N/ 008°46.755 E
- « Bouches de Bonifacio » gate between S cardinal Lavezzi and N cardinal Marmorata
- « South Sardinia » gate between the Capo Spartivento lighthouse and the Spartivento virtual mark at 38° 47.700 N/ 008° 50.727 E
- « South Mallorca » gate between the Punta Salinas lighthouse and the Isla Horadada lighthouse

Boats shall record their time when passing these marks, gates or lines, and make available, if required, a record of their track. Boats will be informed of the Race Committee's decision as soon as possible.

8. INFLATABLE MARKS

Start mark	Offset mark	Course marks	Finish mark
Cylindrical Blue buoy	Cylindrical Orange buoy	Cylindrical Red buoy	Cylindrical Orange buoy

8.1 The other course marks are described in Appendix 3.

9. PROHIBITED AREAS (DP)

Boats shall not sail in the prohibited areas as set out in official nautical documents, Traffic Separation Schemes (TSS), protected areas for swimming and around dive boats, as well as all areas forbidden to navigation as specified in Appendix 4 when racing.

It is the skippers' responsibility to familiarise themselves with the areas that are prohibited or regulated. Prohibited areas are considered as obstructions. RRS [Definitions Obstruction (c)]

10. THE START

10.1 Declarations (DP)

The list of sails embarked must be sent to the Technical Committee no later than 1300 on Sunday 26th April 2026.

All boats shall deliver to the Race Office no later than 1000 on Saturday 2nd May 2026:

- Their emergency contact form available at the Race Office,
- The non-routing declaration (Appendix 1)

10.2 Starting area: **Rade Sud de Marseille.**

The Race Committee may change the position of the starting area by notifying competitors by **VHF 72** of the new position of the starting vessel.

10.3 The starting line shall be between a mast displaying an orange flag on the committee vessel at the starboard end of the line and the course side of the start mark at the port end of the line.

10.4 Starting sequence, changing RRS26

<i>Minutes before the start</i>	<i>Visual Signal</i>	<i>Position</i>	<i>Sound Signal</i>	<i>Means</i>
<i>15 minutes</i>	<i>Orange flag</i>	<i>Raised</i>	<i>One</i>	<i>Start sequence in 5 minutes</i>
<i>10 minutes</i>	<i>Class40 flag</i>	<i>Raised</i>	<i>One</i>	<i>Warning signal</i>
<i>5 minutes</i>	<i>P flag</i>	<i>Raised</i>	<i>One</i>	<i>Preparatory signal</i>
<i>1 minute</i>	<i>P flag</i>	<i>Lowered</i>	<i>One long</i>	<i>One minute</i>
<i>0</i>	<i>Class40 flag</i>	<i>Lowered</i>	<i>One</i>	<i>Starting signal</i>

10.5 Starting Penalties

10.5.1 The World Sailing DR21-01 ALTERNATIVE STARTING PENALTY will apply:

Under DR21-01, the definition Start is changed as follows:

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

- (a) at or after her starting signal, or
- (b) during the last minute before her starting signal.

10.5.2 A boat is OCS when she starts in accordance with SI 10.5.1 b). She shall not return to the pre-start side of the line. A Stop and Go penalty of one (1) hour will apply according to the provisions set out in SI 14.5.

10.5.3 The Race Committee will, if possible, broadcast the names or sail numbers of the boats penalised at the start (OCS) as soon as possible on VHF 72. Failure to broadcast or receive VHF communication shall not be grounds for redress (this changes RRS 61.1(a)).

10.5.4 A boat that has not crossed the starting line more than 30 minutes after the starting signal will be scored DNS. The boat may become a late starter if her request is submitted to Race Direction within one hour after the starting signal.

10.6 Courses for late starters and boats returning to Marseille with or without outside help

- 10.6.1 Late starters may only start once Race Direction has given written permission to that effect, and no earlier than the time indicated by the Race Committee. No late start will be permitted beyond 24 hours after the race start.
- 10.6.2 For all late starters, the race time will be calculated from the starting signal of the race.
- The starting line shall be a line between special mark « D » (43°15.640 N – 005° 20.000 E) of the artificial reef park to port and the virtual « Start » mark (43° 15.762' N, 5° 19.799' E) to starboard.
- The course for a late starter is as follows:
The course as described in Appendix 3, excluding the coastal course specified in SI 7.3.
- 10.7 A boat that has returned to Marseille after having started:
A boat that, after having started, has returned to the port of Marseille with or without outside help, and wishes to sail the race, will be considered a late starter. She shall comply with SI 10.6

11. THE FINISH

- 11.1 The finishing line will be on the course side of a line between special mark « D » (43°15.640 N – 005° 20.000 E) of the artificial reef park to starboard and the « Finish » mark (43° 15.762' N, 5° 19.799' E) to port. If the « Finish » mark is missing, its geographical coordinates will constitute the virtual « Finish » mark.
- 11.2 If the Race Committee is not on station when a boat finishes, she shall notify the Race Committee of her finishing time and the names and sail numbers of boats finishing immediately ahead and behind as soon as reasonably possible.
- 11.3 If possible, at night or in case of poor visibility, the finishing marks will display a strobe light.
- 11.4 Return to Marseille
After finishing, each boat shall make for the Mucem port in Marseille as soon as possible.
- 11.5 Time limit
Boats that fail to finish by 1800 on Sunday 10th May 2026 will be scored DNF (this changes RRS 35 and A5).

12 SAFETY-COMMUNICATIONS

- 12.1 Each competitor shall wear a personal flotation device for the entire race when they are on deck.
- 12.2 The race channel is **VHF 72**. The reserve channel is **VHF 77**.
The harbour channel for the Grand Port Maritime de Marseille is **VHF 12**.
- 12.3 Satellite phone (DP/NP)
- 12.3.1 For safety reasons, boats shall have their satellite phone switched on with an audible ringtone and their VHF on listening watch on VHF16 for the entire duration of the race.
- 12.4 Positioning beacons (DP/NP)
Each boat is equipped with a YB beacon, which ensures boat tracking.
Each crew shall provide a deposit cheque for 800 Euros made out to SIRIUS EVENEMENTS. This cheque will not be cashed, and will be given back upon return of the beacon to the Race Office in Marseille after finishing, or as soon as possible after retiring, in which case the skipper is required to send the beacon back at his/her own expense, to the following address:
YB Tracking Ltd. - Unit 8, Fulcrum 2,
Whiteley, Fareham-PO15 7FN - United Kingdom
- 12.5 AIS (DP)
Boats shall have their AIS on (transmission and reception) from the moment they leave the dock until their return to the dock in Marseille.
- 12.6 Retirement (DP/NP)
- 12.6.1 a boat retiring from the race shall do his/her best to inform Race Direction and then confirm in writing
- 12.6.2 Any competitor who activates his/her Cospas-Sarsat beacon shall not switch it off without the permission of the rescue authorities.

13 OUTSIDE HELP / NON-ROUTING (DP)

Competitors may only gather the following weather data:

- Satellite images.
- Meteorological charts of observed and forecast data.
- Grib files.

Access to digital or graphic information is authorised only if:

- It is accessible to all competitors, with or without payment, and there exists no exclusive arrangement between a data supplier and a competitor or a group of competitors.
- The information is “raw”, that is to say, as published by the weather organisations, and not modified, prepared or interpreted for a competitor or a group of competitors.

Access to this digital or graphic information is allowed only if it is provided, directly or indirectly, by an official weather organisation: Météo France, Met Office, ECMWF, NOAA, NCEP, Wetterweld.de, Météo Consult. However, the data may be reformatted to facilitate or accelerate access, so long as this reformatting does not modify the weather information contained therein. At the request of Race Direction, each competitor shall be able to provide the access details and any software required for the visualisation and use of the data. Race Direction reserves the right to prohibit a competitor’s access to data which in its judgement would contravene the letter or the spirit of the rules of the race.

14 PENALTY SYSTEM AND REDRESS

14.1 Penalty at the time of the incident

14.1.1 When part B of section II of the IRPCAS applies, RRS 44.1 Penalties at the time of an incident applies to incidents between boats (this changes RRS 44).

14.1.2 Turns penalty:

The Two-Turn penalty is replaced by a One-Turn penalty. This changes RRS 44.2.

After having taken a penalty according to RRS 44.2, the boat shall notify Race Direction within the protest time limit (see SI 15.3).

14.1.3 A boat that causes injury or serious damage or that obtains a significant advantage in the race as a result of her breach may ask the Jury for a time penalty instead of having to retire from the race. (This changes RRS 44.1(b)). The request must be made as soon as possible before the protest time limit specified in SI 15.3.

14.2 Penalty or redress decided by the Jury after a hearing

14.2.1 The penalty for breaking a rule shall be a discretionary time penalty, unless the boat is disqualified and unless financial penalties apply. The « Med Channel Race Penalty Guide » (SI Appendix 7) applies.

14.2.2 Jury’s discretionary power:

(a) For minor breaches, the Jury may reduce the penalty to no penalty at all.

(b) For serious, deliberate or repeated breaches, the Jury may increase the penalty, including up to disqualification.

14.2.3 A decision of redress granted by the Jury after a hearing will be a time bonus, unless there are exceptional circumstances.

14.3 For the breach of a rule other than a competition rule, penalties will be financial, to be paid to the Organising Authority. Such penalties will be awarded by the Organising Authority. After an initial financial penalty, the Jury pay protest a further breach in accordance with SI 14.2.1.

14.4 Accidentally broken seal

When the Technical Committee decides, following an inspection, or from a report from the boat’s crew, that a seal been damaged or broken accidentally, the Jury, through the Technical Committee, may propose a standard penalty without a hearing in accordance with RRS 60.5(b)(3).

- For a broken engine seal: penalty 45 minutes.

- For another broken seal: penalty 15 minutes.

If the boat does not accept the standard penalty, the Jury will open a hearing for the protest lodged by the Technical Committee.

14.5 Taking a penalty when racing

The Jury, via Race Direction, shall inform a boat of any penalty as soon as reasonably possible. Race Direction will inform the boat of the zone or a time limit within which the penalty is to be taken.

Before taking her penalty, the boat shall contact Race Direction who will time the penalty from the segment which it has designated.

Once the penalty has expired, and been confirmed by the Race Committee, the boat shall cross the segment again before continuing racing.

15 PROTESTS, REQUESTS FOR REDRESS AND REOPENING OF HEARINGS

Preamble: For incidents occurring at sea, part 5 of the RRS shall be changed as follows. For protests made ashore, the procedures for a hearing provided for under RRS 60.2(b), 60.3 and 63 shall apply.

15.1 Informing the protestee:

15.1.1 A boat that is racing and that intends to make a protest shall inform the other boat at the first reasonable opportunity by VHF on the race channel or by email. No red flag is necessary (this changes RRS 60.2(a)(1)). The protestor shall notify the Jury at the same time via Race Direction.

15.1.2 Notices of protests from the Race Committee, the Technical Committee and the Jury will be displayed on the official noticeboard and sent to all boats to inform them in accordance with RRS 60.2(d). Notification will be via VHF on the race channel or by email (this changes RRS 60.2(d)).

15.1.3 A boat ashore that intends to make a protest against another boat that is still racing, must inform the other boat in accordance with 15.1.1 above.

15.1.4 A boat that requests redress must submit its request to the Jury via Race Direction in accordance with the procedure set out in 15.1.1 above.

15.2 Content of a protest

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

15.3 Time limits

15.3.1 For protesting

The time limit to lodge a protest for a boat racing, for the Race Committee, the Technical Committee or the Jury, is six hours after having learnt about the incident concerned by the protest. No protest from a boat will be accepted beyond three hours after her finish.

15.3.2 For requesting redress

The time limit for requesting redress for a boat racing, for the Race Committee, for the Technical Committee or for the Jury is six hours after having learnt about the incident concerned by the request. The same time limit applies to a request for redress relating to a decision from the Jury, from the time that the decision is received. When competitors are ashore, the time limit will be two hours after the Jury's decision has been posted on the official noticeboard. (This changes RRS 61.2).

15.3.3 For requesting the reopening of a hearing

For protests and requests for redress judged at sea in the parties' absence, a request for a reopening shall be made within the six hours after the decision has been communicated to the parties (This changes RRS 63.7).

For protests and requests for redress judged ashore in the presence of parties, a request for a reopening shall be made within the two hours after the decision has been communicated to the parties. (This changes RRS 63.7).

15.3.4 The jury may extend the time limit if it considers that it has good reason to do so.

15.4 Hearing and decisions

15.4.1 A hearing may begin as soon as the jury has been informed of the protest, which may be made by any appropriate means of communication taking the circumstances into account (This changes RRS 63.1).

15.4.2 The obligation to have communication equipment on board in working order, such as a satellite telephone and a VHF, automatically implies the ability to be present at the hearing. (This changes RRS 63.1).

15.4.3 The information communicated during the protest, such as descriptions of the incident, questions and answers, witness statements, etc., communicated by telephone, VHF, email, Inmarsat message or by any other means, shall be considered as forming the hearing. (This changes RRS 63.4).

15.4.4 In accordance with the preamble of SI 15, the procedure provided for in SI 15.4 shall apply only with regard to protests or requests for redress when competitors are racing.

However, depending on the circumstances, the jury may decide to apply this same procedure when one of the parties is still at sea or when the number of judges does not comply with RRS N1.

15.4.5 The jury's decision will be displayed on the official noticeboard and communicated by email to the parties and to all competitors as soon as reasonably possible after the hearing has ended.

15.4.6 The Jury's decisions are final in accordance with 70.3(a).

16. SCORING

16.1 Boats will be ranked in the order in which they finish, after allowing for any penalties or redress.

16.2 Intermediate rankings and positions during the race
Intermediate rankings are scheduled every hour and published on the website.
Positions (Posreport) and rankings can be accessed via the FTP (Posreport).

Site: ftp.geovoile.net - The login and password will be provided to competitors.

17. EQUIPMENT AND MEASUREMENT INSPECTIONS, SEALS (DP/NP)

17.1.1 Pre-start equipment and measurement inspection will take place from 0900 on Thursday 30th April until 1800 on Saturday 2nd May 2026. A boat that does not comply with the rules governing the event shall be excluded from the event.

17.1.2 At least one of the two crew shall be present during the inspection of the boat. Boats shall remain in the Mucem port in Marseille during the inspections. No boat shall leave the port without the written permission of Race Direction.

17.1.3 The grab bag as defined in OSR 4.21 shall contain the following items:
- 2 orange smoke flares and 4 red hand flares,
- a watertight hand-held VHF, or with a waterproof cover with spare battery
- a watertight strobe light with spare batteries and bulb (except for LEDs),
- 2 survival blankets
- Fluorescein sachets.

17.1.4 According to Class Rule 2.7.1, the maximum quantity of embarked drinking water and drinkable liquid is 49 litres, in the fixed tanks of the boat and/or in containers of not more than 10 litres. In addition, a jerrycan containing 9 litres of emergency drinking water is mandatory onboard This volume is not included in the 49 litres authorised above.

17.1.5 Navigation lights shall be exhibited between 1900 and 2300 Thursday 30th April and Friday 1st May 2026.

17.2 Seals

The items listed in Class40 rules 2.2 shall be sealed. The seals shall not be removed or broken until after the boat is inspected after finishing. An equipment inspector will seal any unsealed item, will replace any existing seal at the competitor's request and will check that all seals are in place. It is the competitor's responsibility to verify that all seals are properly affixed and are in compliance with the event.

17.3 Engine seal

17.3.1 The engine seal of the forward and reverse gear is mandatory and shall be fitted according to the procedure defined in Appendix 6 « Auto-sealing procedure ». The engine seal shall not be broken or removed without authorisation.

17.3.2 If a boat needs to use her engine for propulsion or when an engine seal is broken, the skipper shall first inform Race Direction, and then she shall:

- a) Replace the seal as soon as it is safe to do so, using a seal provided by the Technical Committee.
- b) Submit a report as soon as possible to the Race Committee, stating the time and position of the incident, and the time and position when the seal was replaced, and if possible, the time during which the engine was used for propulsion and the reason for doing so.
- c) Send a photo of the seal before breaking it as soon as possible to Race Direction (in the case where the skipper decides to break the seal) and send a photo of the new seal in position. Both photos are to feature a piece of paper showing the code provided by Race Direction.

17.4 Mandatory paper charts (OSR 4.11.1): at least
- SHOM 7014 Balearics to Corsica to Sardinia
Or equivalent

17.5 Pitstops

Pitstops during the race are authorised. The procedure is as follows:

- The skipper shall inform Race Direction (VHF, email, telephone).
- Race Direction will approve the pitstop location and define conditions for the use of the boat's engine.
- The boat may remove the engine seal and replace it after the pitstop. SI 17.3.2c shall apply
- The minimum pitstop time will be 2 hours (Class Rule 2.11).

- 17.6 Embarking and disembarking equipment
Equipment (including water, other drinks and diesel) shall not be embarked, disembarked (except fenders) or jettisoned from the time of leaving the dock in Marseille. At this time, the boat shall be in race configuration until she is inspected on return to Marseille after finishing.
- 17.7 A boat shall be fully compliant with all rules of the event on leaving the Mucem port in Marseille on Sunday 3rd May 2026 until the boat is inspected on return to Marseille once she has finished the race.
- 17.8 After finishing: boats may be inspected by the Technical Committee. Race Direction, and/or the Race Committee and/or the Jury may request an inspection.
After finishing, engine seals can only be removed by the Technical Committee, or by the crew with the authorisation of Race Direction and according to the procedure described in SI 17.3.2c: Race Direction will provide a code, and the crew shall take a photo of the unbroken seal with the code next to it.
- 18. EVENT ADVERTISING (DP/NP)**
Boats shall display event advertising supplied by the OA, as per NOR 2.2
In addition to NOR 2.2, each boat shall display in her rigging the 2 race flags she will receive on arrival in the Mucem port in Marseille until 2 hours after the start, and again 2 before finishing until the prize-giving.
- 19. OFFICIAL VESSELS**
Race Committee vessels and race steward boats will display the race flag.
The Technical Committee vessel will display a blue flag with JAUGE written in yellow.
The Jury vessel will display a flag marked JURY.
- 20 SUPPORT TEAM VESSELS (DP/NP)**
- 20.1 The drivers of STV shall register at the race office to get their accreditation flag.
- 20.2 Accredited STV may enter into the zone reserved for competitors defined in appendix 2 until 15 minutes before the starting signal.
- 20.3 Dual watch on VHF 16/72 is mandatory for all STV.
- 20.4 STV shall comply with Division 240
- 20.5 The kill cord shall be attached to the driver at all times when the engine is running
- 20.6 STV drivers shall comply with all instructions given by a Race Official or representative of the Organising Authority, including any request to provide search and rescue assistance.
- 20.7 STV shall comply with local rules, in particular speed limits.
- It should be noted that in accordance with the law, support team vessels are required to provide assistance, if necessary, to any boat, competitor, spectator or passenger.
- 21. HAUL-OUT RESTRICTIONS (DP)**
Boats shall not be hauled out during the regatta, except with and according to the terms of prior written permission of the Race Committee.
- 22. DIVING EQUIPMENT AND PLASTIC POOL (DP)**
Their use will be submitted to local regulations (port regulations, etc.).
- 23. COMMUNICATION (DP/NP)**
- 23.1 Competitors are required to make regular contact with the Press Office by phone to provide content for the event.
Each night, competitors shall send a message providing information about their race to the following address: contact@sirius-events.com
- 23.2 Multimedia communications
The OA has put in place multimedia communication tools to promote the race and the skippers and co-skippers. News will be broadcast via the website, Facebook and Instagram.
In order to enhance the multimedia communications, competitors shall regularly send photos, videos, and reports to:
contact@sirius-events.com, and send multimedia content to the ftp, the address of which will be provided at the briefing.
The success of these multimedia communications depends on the involvement of the competitors and on the content that they will be providing.

24. CODE OF CONDUCT (DP/NP)

- 24.1 Competitors and support persons shall comply with any reasonable requests from the Race Officials.
- 24.2 Competitors and support persons shall display the advertising provided by the organising authority carefully and in a seamanlike manner, in accordance with the handling instructions and without interfering with its functioning.

25. DATA PROTECTION

- 25.1 **Right to image and appearance:** By participating in this competition, the competitor and his/her legal representatives authorise the OA, the FFVoile and their sponsors to use his/her image and name free of charge, to display at any time (during and after the competition) moving or static photos, films or television recordings, and other reproductions of himself/herself taken during the competition, and this on any medium and for any use related to the promotion of their activities.
- 25.2 **Use of participants' personal data:** By participating in this competition, the competitor and his/her legal representatives consent and authorise the FFVoile, its sponsors, as well as the organising authority to use and store their personal data free of charge. These data may be published by the FFVoile and its sponsors. The FFVoile in particular, but also its sponsors may use these data for software development or for marketing purposes. In accordance with the General Data Protection Regulations (GDPR), any competitor who has communicated personal data to the FFVoile can exercise his/her right of access to data concerning him/her, have them rectified and, depending on the situation, delete or limit them, and oppose it, by contacting the head office of the French Sailing Federation at dpo@ffvoile.fr or by post, specifying that the request relates to personal data.

26 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. The risk of material and / or bodily damage is therefore inherent in the sport of sailing.

27. PRIZE-GIVING

If possible, the prize-giving will be held in Marseille on Sunday 10th May 2026 at 1200.

The crew of all boats that have finished shall attend, unless permitted by the OA to be absent. Boats shall remain in the Mucem port in Marseille until 1400 on the 10th May 2026.

Race Officials

- | | |
|---------------------------------|-------------------|
| - Race Committee Chairman: | Samuel Cartier |
| - Technical Committee Chairman: | Yves-Marie Leroux |
| - International Jury Chairman: | Georges Priol |

Organising Committee

- | | |
|-------------------------|-------------------------------------|
| - Event Director | Manfred Ramspacher |
| - Deputy | Robin Mauvais |
| - Race Director | Miranda Merron |
| - Site security | Joël Mutrel |
| - Public Relations | Sophie Bonvarlet / Magali Milliou- |
| - Official Photographer | Jean-Marie Liot |
| - Video | Thomas Fournier / Christophe Perray |

ANNEXE 1. /APPENDIX 1.
Déclaration de non routage / NON-ROUTING DECLARATION

NOM DU BATEAU (Name of the boat):.....N°

Nous, soussignés/*We, the undersigned*

....., skipper

.....,
et/and co-skipper

du bateau ci-dessus désigné/*of the above boat*

déclarons sur l'honneur que nous respecterons la règle de non-routage sur la CIC-MED CHANNEL RACE 2026, notamment AC 13 et IC 13.

declare upon our honour that we, the skipper and co-skipper, will abide by the non-routing rule on the CIC-MED CHANNEL RACE 2026, NOR 13 and SI 13.

Fait à, le2026
Location....., Date

Signature du skipper
Skipper's signature

Signature du co-skipper
Co-skipper's signature

APPENDIX 2 – STARTING AREA

Spare

APPENDIX 3 - THE COURSE

Order	Waypoint		Side	Position
1	Start			SI 10.3
*	Coastal course			SI 7.3
2	Gate « Ile de Porquerolles »			
	<i>Lighthouse Ile du Grand Ribaud</i>	Leave	Port	43°00.992 N 006°08.643 E
	<i>N cardinal Jeune Garde</i>	Leave	Starboard	43°00.421 N 006°09.594 E
3	Ile de Porquerolles	Leave	Starboard	
4	Ile du Levant	Leave	Starboard	
	Gate « Calvi »			
	<i>Orange cylindrical buoy</i>	Round	Starboard	42°34.048 N 008° 46.328 E
5	<i>Calvi virtual mark</i>	Leave	Port	42° 33.912 N 008°46.755 E
6	Gate « Bouches de Bonifacio »			
	<i>S cardinal S Lavezzi</i>	Leave	Port	41°18.620 N 009°15.262 E
	<i>N cardinal Marmorata</i>	Leave	Starboard	41°15.658 N 009°14.560 E
7	Ile La Presa	Leave	Starboard	
8	Sardinia	Leave	Starboard	
9	Gate « South Sardinia »			
	<i>Lighthouse Capo Spartivento</i>	Leave	Starboard	38°52.670 N 008°50.727 E
	<i>Virtual mark Spartivento</i>	Leave	Port	38°47.700 N 008°50.727 E
10	Gate « South Mallorca »	Leave		
	<i>Lighthouse Punta Salinas</i>	Leave	Starboard	39° 15.910 N 003° 03.202 E
	<i>Lighthouse Isla Horadada</i>	Leave	Port	39° 12.424 N 002° 58.700 E
11	Mallorca	Leave	Starboard	39°07.750 N 002°55.299 E
12	Cap Caveaux	Leave	Port	43° 15.642 N 005° 17.378 E
13	Ile Tiboulén de Maire	Leave	Starboard	43° 12.829 N 005° 19.603 E
14	Finish			SI 11.1

APPENDIX 4 - -PROHIBITED AREAS

SI 9 Prohibited areas: Whatever the course, competitors are forbidden from entering the following areas during the entire race

These prohibited areas are defined by straight rhumb lines joining the points below:

ZI Capo Testa		
1	Capo Testa 1	41°14.792 N 009°06.421 E
2	Capo Testa 2	41°14.917 N 009°07.379 E
3	Capo Testa 3	41°13.264 N 009°07.373 E
4	Capo Testa 4	41°13.366 N 009°06.420 E

ZI Lavezzi		
1	LAVEZ 1	41°24.030 N 009°16.040 E
2	LAVEZ 2	41°22.800 N 009°18.630 E
3	LAVEZ 3	41°21.950 N 009°18.920 E
4	LAVEZ 4	41°19.050 N 009°15.220 E
5	LAVEZ 5	41°19.920 N 009°14.270 E
6	LAVEZ 6	41°21.660 N 009°14.400 E

ZI Molarotto		
1	MOLA 1	40°53.050 N 009°46.700 E
2	MOLA 2	40°52.610 N 009°47.300 E
3	MOLA 3	40°51.580 N 009°47.310 E
4	MOLA 4	40°51.580 N 009°46.090 E
5	MOLA 5	40°52.609 N 009°46.075 E

ZI Carbonara		
1	CARB 1	39°11.155 N 009°34.500 E
2	CARB 2	39°11.160 N 009°41.120 E
3	CARB 3	39°06.070 N 009°41.440 E
4	CARB 4	38°59.551 N 009°32.874 E
5	CARB 5	38°59.529 N 009°30.929 E
6	CARB 6	39°04.207 N 009°23.781 E
7	CARB 7	39°08.455 N 009°24.060 E

ZI Eoliennes Bouches du Rhone		
1	EOL 1	43°14.910 N 004°47.430 E
2	EOL 2	43°12.590 N 004°52.150 E
3	EOL 3	43°08.085 N 004°48.030 E
4	EOL 4	43°10.400 N 004°43.310 E

DST Cap Corse		
1	DST Corse 1	43°02.000 N 009°33.680 E
2	DST Corse 2	43°02.000 N 009°40.000 E
3	DST Corse 3	42°54.000 N 009°43.200 E
4	DST Corse 4	42°54.000 N 009°35.300 E

APPENDIX 5: ZONEX

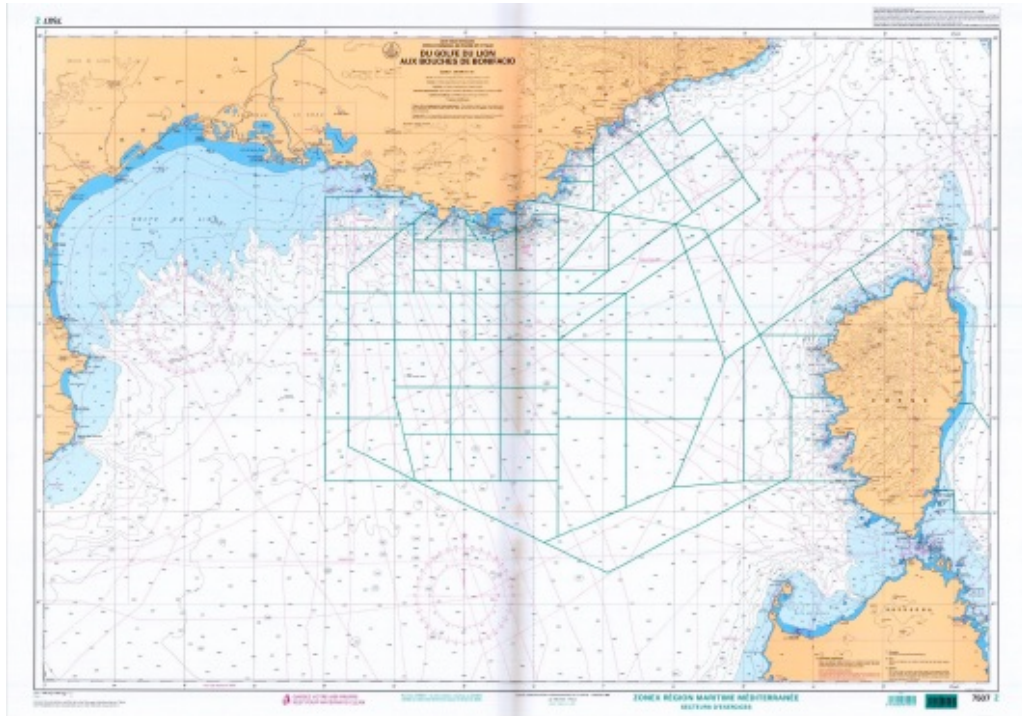
Below is the ZONEX map

REGION MARITIME MEDITERRANEE France (exercise zones), these ZONEX can be used for military, scientific or underwater operations...

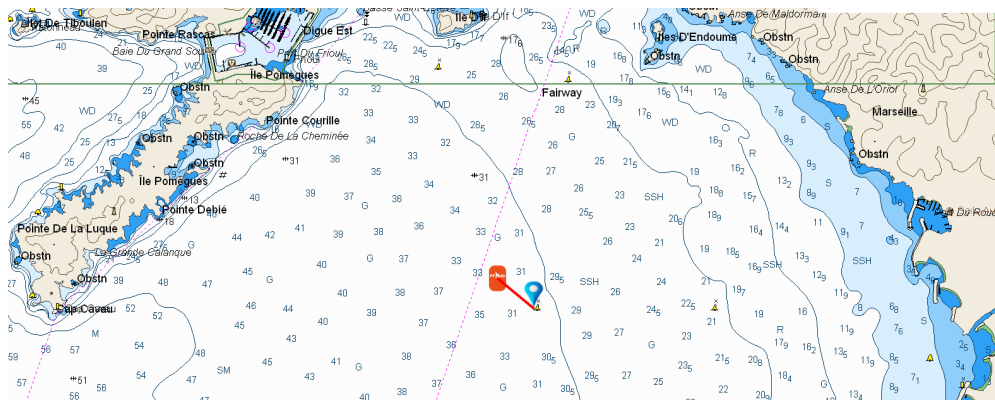
ZONEX activity is broadcast either via the AVURNAV published by PREMAR MED and/or broadcast on VHF either by the Authorities and/or by the vessels in situ.

It is your responsibility to find out whether a zone is active or not.

You must comply with instructions given to you by the Authorities and/or the vessels in situ.



APPENDIX 6 : LIGNE D'ARRIVEE/FINISHING LINE



SI 11.1

The finishing line shall be between the course side of the following marks:

Approximate position of the finishing line:

CIC MCR Finishing line		
Special mark « D »	Starboard	43°15.640 N 005° 20.000 E
« Finish » mark	Port	43° 15.762 N 005° 19.799 E

APPENDIX 7: ENGINE AUTO-SEALING PROCEDURE

SUMMARY OF SEALS	
Liferaft	In position
Additional diesel jerrycan if needed	In position
Heavy anchoring equipment	In position
Emergency water	In position and closed
Emergency fuel	In position and closed
Fixed 40l water tanks	In position

ENGINE AUTO-SEALING

The sealing of the boat's means of propulsion shall be done once the boat is outside the port using a self-sealing procedure:

- The shore crew and/or the skipper shall define with the Technical Committee the best place to affix the sealing system on his/ her boat (ease of access and check for robust, reliable sealing).
- The numbered seal and the instructions will be given to the person responsible for the safety inspection.
- After having left the harbour, once the boat is at sea, the crew will affix the engine seal themselves.
- The crew shall take a digital photo clearly showing the seal in position (the end of the seal inserted in the right direction), the number on it being legible.
- This photo shall be sent by email **text message** by **1500** at the latest on the day of the start, with the boat's name:
 - to: **Yves-Marie LEROUX +33 6 80 74 68 36**
 - **Email : yves-marie.leroux@orange.fr**
- *The Technical Committee will acknowledge receipt.*
- It is the skipper's responsibility to ensure that the photo has been received and that the Technical Committee is satisfied with it.
- If the photo is not received within the allotted time, the Technical Committee will lodge a protest.
- An illegible or unidentified photo will be deemed to be invalid and count as a failure to submit a photo.

Instructions for engine sealing

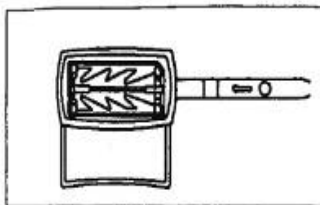


Diagram A

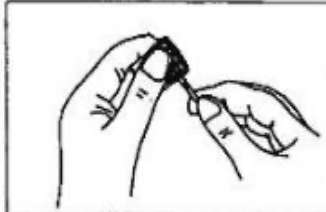


Diagram B

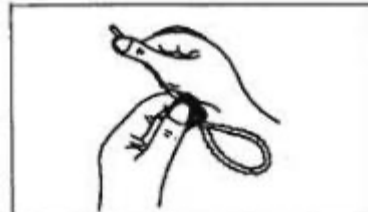


Diagram C

Step 1 Ensure the seal flap is placed with the front side facing the user as shown in diagram A

Step 2 : hold the seal flap with one hand, and with the other, insert the cable in the hole (follow the arrow) as shown in diagram B

Étape 3 : after inserting, pull it totally tight and ensure there is no gap left after sealing as shown in diagram C

APPENDIX 8: - Penalties Guide CIC Med Channel Race

For breaches of the rules for which another penalty is provided for, the International Jury may award a penalty ranging from 0 to DSQ.

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

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

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

This system offers penalty ranges for the most common breaches.

If the breach is not listed, the answers given to general questions will enable the jury to determine which range to use.

Penalties are split into 5 bands:

Band 0: Financial penalty

Band 1: from 0 to 4 hours

Band 2: from 2 to 8 hours

Band 3: from 8 hours to DSQ

Band 4: DSQ

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

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

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

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

1. Was the breach repeated?
2. Was the breach deliberate?
3. Was the breach due to negligence or a lack of attention?
4. Was(were) there any attempt(s) to avoid carrying out the breach?
5. Did anyone suffer as a result of the breach?
6. Was the breach advantageous to the boat?

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

	BAND 0	BAND 1	BAND 2	BAND 3	BAND 4
	Financial	0H to 4H	2H to 8H	8H to DSQ	DSQ
Notice of Race					
NOR 2 Advertising	X				
NOR 11 / 12 Obligations of presence	X				
NOR 13.2 Routing				X	X
NOR 15 Berthing	X	X			
NOR 16 / SI 20 Haul out limitation		X			
NOR 17 Media contacts	X	X			
Sailing Instructions					
SI 4.2 Stay at the dock		X			
SI 9 Prohibited area			X		
SI 10.1 Non-routing declaration		X			
SI 12.2.1 Phone VHF watch			X		
SI 12.4 AIS			X		
SI 13 Outside help				X	X
SI14 Breach of Chapter 2 or Col Regs		X			
SI 14.1.3 penalty under RRS 44.1b				X	
SI 17.2 Broken seal		X			
SI 17.3 Broken propeller shaft seal			X		
SI 17.5 Embarking and Disembarking Equipment		X			
SI 18 Event Advertising	X				
S& èa Support boats	X	X			
SI 22 Diving Equipment		X			
SI 23 Communication	X				



Class Rules or OSR					
Class Rules or OSR infringements		X	X	X	

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

Could the breach compromise safety?	Band
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4
Could the boat gain a competitive advantage?	
Absolutely not possible	1 or 2
Possible but unlikely to affect positions	2 or 3
Almost certainly would affect finishing position	3 or 4
Could the breach result in damage or injury?	
No	1 or 2
Possibly but not certainly	2 or 3
Yes	3 or 4

APPENDIX 9: AUDIOVISUAL APPENDIX

The CIC MED CHANNEL RACE has put in place an ambitious programme of media coverage right from this 1st edition:

- FRANCE TELEVISIONS / FR3 MEDITERRANÉE: **la minute CIC MED CHANNEL RACE** from Wednesday 29th April to Sunday 10th May 2026; 12 news items of 1'30" broadcast before the evening news.

- and the "**STORY DU LARGE**" (Tales from the sea): daily content on social media using onboard images

This important development has led us to formalise the video production's (Imagine In France) and photo service's (Jean-Marie Liot) expectations of **crews, who play an essential role in media coverage**, in addition to our own means of production.

1 / REQUESTS BEFORE THE EVENT

- send a bank of video images to IMAGINE IN FRANCE
- send a photo bank to SIRIUS EVENEMENTS: contact@sirius-events.com

2 / REQUESTS DURING THE EVENT:

- 30" of daily images
- 2 photos per day

3/ SHOOTING RECOMMENDATIONS FOR YOUR ONBOARD IMAGES

3.1 / TECHNICAL FUNDAMENTALS

- Be careful of the sound. Protect the microphone from the wind
- Maximum video length: 1 min 30
- Minimum duration of each shot: 5 sec
 - No sudden movements with the camera
 - No zoom
 - Sequence the video well: wide shots, tight shots, interviews

3.2/ TECHNICAL SPECIFICATIONS

Format type: MP4 - H264 – H265

Internal flow: 4Mbits/sec

Image frequency: 25im/sec

Size: 1920*1080 (landscape)

4./ EDITORIAL CONTENT

4/1Video

Set the scene with this memory aid: the 5 Ws

- Who (xxx on board xxx)
- What (on the Med Channel Race)
- When (2nd day of racing)
- Where (in the Med)
- Why (we've got 25 knots, a big swell and we've just passed this boat)

- Tell us about your sporting choices, your options, your technical problems, your repairs, the maritime traffic, etc.

- Give us information about your strategy and your position in the fleet

Ex: film VHF exchanges if you are within range of another competitor, Iridium exchanges with land ex: film your routings

- Give us ETAs for key points of the course, on the approaches to islands

- Tell us about the different weather systems you encounter and describe the landscape.
If possible, film the manoeuvres and comment on them
Tell us about the moments of respite, meals, watch changes (if double), waking up, the music you listen to, etc...
Film your encounters at sea: cargo ships, dolphins, fish, etc.
Involve the crew or co-skipper.

4/2 Photo (advice Jean-Marie Liot)

To illustrate the press articles and the Sirius social networks: on the technical side: photograph scenes of life with your co-skipper (chart table, sleeping, meals, any repairs), selfies alone or together. Get some sea spray (from the cockpit, for example, with a wave on the coachroof). Don't hesitate to use a pole to hold the GoPro (in photo mode) outboard. Try night scenes. If you are photographing something outside the boat (an encounter, another competitor, etc.) include a reference to your boat: lifelines, bow, cockpit. Send the sizes you want (at least 2000 pixels wide if possible). And keep the full-resolution photos on your computer so you can use them again later. Don't hesitate to give us a USB key or hard drive as soon as you arrive so that we can copy your media. We'll return everything to you directly afterwards.

5/ HOW TO SEND US YOUR IMAGES AND PHOTOS

—> Via WhatsApp +33 6 46 36 40 02

—> Via FTP:

ftp.cluster030.hosting.ovh.net

Identifiant: ffquod-IIF14

Mot de passe: Siriusevents26

6 / RIGHTS

The transmission of images or photos as part of the event constitutes a transfer of rights as part of the media coverage of the MED CHANNEL RACE 2026.

Contact Production audiovisuel

Thomas Fournier 06 46 36 40 02

thomas.fournier@imageinfrance.com

ANNEXE 10. /APPENDIX 10.
Inspection de quille / Keel Inspection

NOM DU BATEAU (Name of the boat):N°

Nous, soussignés/*We, the undersigned*

SKIPPER: _____

CO SKIPPER: _____

du bateau ci-dessus désigné/*of the boat above*

« Le Skipper reconnaît avoir pris connaissance de la Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23) : RSO 3.02 : La décision de mener ou de faire mener une inspection telle que décrite dans l'annexe L des RSO relève de la seule et entière responsabilité du skipper.

RSO1.02.1 Selon la RCV 3, la décision d'un bateau de participer à une course ou de rester en course relève de sa seule responsabilité. La sécurité d'un bateau et de son équipage est la seule et inaliénable responsabilité de la Personne Responsable du bateau, qui doit faire son possible pour s'assurer que le bateau est gréé au mieux, parfaitement en état de naviguer, et mené par un équipage expérimenté ayant suivi un entraînement approprié et physiquement en forme pour faire face à du mauvais temps. La personne Responsable doit aussi nommer une personne pour prendre en charge cette responsabilité dans le cas où elle-même serait dans l'incapacité de le faire.

"The Skipper acknowledges having read the Prescription FFVoile (RSO - FFVoile n°3 Bis 2022/23): OSR 3.02: The decision to conduct or have conducted an inspection as described in the OSR Annex L is the sole responsibility of the skipper."

OSR 1.02.1 Under RRS 3 the responsibility for a boat's decision to participate in a race or continue racing is hers alone. The safety of a boat and her crew is the sole and inescapable responsibility of the Person in Charge who shall do his/her best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced and appropriately trained crew who are physically fit to face bad weather. The person in charge shall also assign a person to take over his responsibilities in the event of his/her incapacitation.

Fait à, le2026

Location....., Date