

VIKING'S CUP

24th – 27th of January 2025

SAILING INSTRUCTIONS

Abbreviations:

PC – Protest Committee	NA – National Authority
IJ – International Jury	OA – Organising Authority
NoR – Notice of Race	RCV – Race Committee Vessel
RRS – Racing Rules of Sailing	SI – Sailing Instructions
ONB – Official Notice Board	RC – Race Committee

1. RULES

- 1.1. The event will be governed by:
 - (a) the 'rules' as defined in the RRS 2025-2028, including RRS Appendix C;
 - (b) the Rules for Handling Boats (SI Addendum C), which also apply to any practice sailing and sponsor races. Class rules will not apply;
 - (c) any prescriptions of the NA that apply will be posted on the ONB.
- 1.2. Add after the first sentence of RRS A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 1.3. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

2. ENTRIES & ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2. To remain eligible the entire crew shall complete registration including to sign the liability form by all crew members, pay any entry fee, pay the damage deposit and complete crew weighing, on the 24th of January from 10.00 until 17.00 and on the 25th of January from 08.00 until 09.00, unless extended by the OA.
- 2.3. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 2.8. All French participants (each member of the crew) must present the following when they register:
 - (a) their valid FFVoile competition sailing licence or their valid FFVoile membership sailing licence accompanied by a medical certificate of competition aptitude issued less than one year before the date of the competition as well as parental consent for those participants under 18.
 - (b) if necessary, the authorization to display advertising.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the ONB located at the CVSAE.
- 3.2. Signals made ashore will be displayed from a flagpole in front of the CVSAE. When « Y » flag is displayed ashore or on the RCV, personal flotation device shall be worn at any time while afloat, according to RRS 40.
- 3.3. Skippers shall attend the first briefing and the first briefing with the umpires which will be immediately following the first briefing of the event, which will be at 09.00 on the 25th of January at CVSAE's club house, unless excused by the OA.
- 3.4. Skippers shall attend a press conference and/or debrief at CVSAE's tent each day they race, starting as soon as possible after the last race of the day.

4. AMENDMENTS TO SAILING INSTRUCTIONS

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

5. BOATS AND SAILS

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

Signal	Mainsail	Fore sail	Gennaker
No flag	Full	Genoa	Yes
Code flag "I"	Full	Jib	Yes
Code flag "Z"	One reef	Jib	Yes
Code flag "U"	One reef	Jib	No

- 5.3. Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.4. An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.
- 5.5. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by colours.
- 6.2. If supplied by the OA, the mainsails shall display skippers' names.
- 6.3. Boats will be allocated by draw, either daily or for each stage as decided by the OA.

6.4. Boats will be exchanged in accordance with the pairing list and race schedule.

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The total number of crew, including the skipper, shall be four (4) or five (5). All registered crew shall sail all races unless excused by the OA.
- 7.2. The maximum total crew weight, determined prior to racing shall be 350 kg, when wearing at least shorts and shirts.
- 7.3. All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RCV.
- 8.2. In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match.
 - (b) when the series has been decided, further matches between these two will not be sailed;
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3. On the last day of racing, the last warning signal will be 15.00 approximately.
- 8.4. The number of matches to be sailed each day will be determined by the RC.
- 8.5. The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.6. If the OA changes the intended time for the first attention signal for any day, it will be posted on the ONB before 20.30 the previous day.
- 8.7. Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8. When a match cannot start at its intended time, the RC may advise the competitors verbally through the umpires of its intention to change the starting order. Flag 3rd substitute will not be used.
- 8.9. When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be Bedanne's Lake.

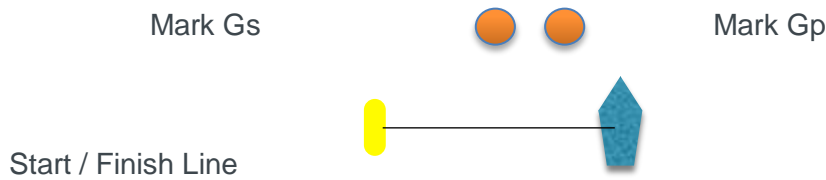
10 COURSE

10.1. Configuration, Signals and Course to be Sailed

- (a) Configuration (not to scale)
The order of the windward marks is subject to change.

Marks W





The sequence of marks W position is not subject to redress.

- (b) The Course
The course will be:
- | | |
|-----------|--|
| No signal | Start - W - Gp/Gs - W - Finish |
| Flag "O" | Start - W - Gp/Gs - W - Gp/Gs - W - Finish |
| Flag "R" | Start - W - Gp/Gs - W - Gp/Gs - W - Gp/Gs - W - Finish |
- Marks shall be rounded to starboard. The gate shall be sailed with Gs to starboard - Gp to port. If one mark of the gate is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signalling a course change. This changes RRS 33.
- (c) Description of Marks
Mark W will be a white, green or red inflatable cylindrical mark.
Marks Gs and Gp will be orange inflatable cylindrical marks.
The windward mark for each match will be signalled by displaying a flag on the RCB with the colour of the mark at the preparatory signal. This changes RRS 27.1.

10.2. Starting / Finishing Line

The starting/finishing line will be a line between the course side of the yellow inflatable cylindrical mark at the pin end of the line and a staff displaying an orange flag on the RCV.

10.3. Course Limits

- (a) a number of small buoys may be laid close to the shore. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.
- (b) these lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) there is no penalty for touching these buoys except if there is a floating line fixed between the buoys. In such configuration, there will be a penalty for touching the buoys or the floating line.
- (d) a breach of this sailing instruction is not grounds to protest by boats but is subject to action by umpires in accordance with RRS C8.2. If a boat breaks this sailing instruction while not racing, the umpires shall act under C8.4. This changes RRS C6.2 and C8.2.

10.4. Abandonment

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11 BREAKDOWN and TIME FOR REPAIRS

11.1. Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a white flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RCV and remain there, unless otherwise directed.

11.2. The time allowed for repairs shall be at the discretion of the RC.

- 11.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

Time	Visual signal	Sound signal	Means
7'	Flag F displayed	One	Attention signal
6'	Flag F removed	None	
5'	Numeral pennant displayed	One	Warning signal
4'	Flag P AND Red, White or Green flag*** displayed	One	Preparatory signal
2'	Blue or Yellow or both flags displayed**	One**	End of pre-start entry time
1'	Flag P removed	One long	
0	Warning signal removed AND Red, White or Green flag removed	One	Starting signal

This changes RRS C3.1 except preamble, (*) and (**) and RRS 27.1.

***These coloured flags describe the windward mark to round.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1. A change of course after the start will be signaled before the leading boat has begun the leg although the new mark may not be in position.
- 13.2. Change of Course Signals (changes RRS 33 and Race Signals)
- Flag "C" and a coloured flag or board means: "The windmark has been changed. Sail to a mark the same colour as the flag or board".
 - When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.3. Signaling vessel
- When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of the gate.

14 TIME LIMIT

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

15 COACH BOATS

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

16 MEDIA, IMAGES and SOUND

- 16.1. If required by the OA:
- Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
 - Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 16.2. Competitors shall not interfere with the normal working of the OA supplied media equipment.

16.3. The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 CODE of CONDUCT

17.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

17.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.

17.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or ongoing objection to an umpire's decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

17.4. Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

17.5. Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

18 DISCLAIMER

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

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS

Skipper Name	Country	Ranking *
Michelier	FRA	8
Mesnil	FRA	27
Allix	FRA	32
Courtois	FRA	35
Picot	FRA	53
Micoulot	FRA	63
Escurat	ESP	89
Mettraux	SUI	-

***World Sailing Ranking as of the 1st December of 2024**

ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Stage 1 - Round Robin

- (a) All skippers will sail a double round robin - each skipper is scheduled to sail each other skipper twice.
- (b) The skippers placed 1st through 4th from Stage 1 shall proceed to Stage 2.
- (c) The skippers placed 5th, 6th, 7th and 8th from Stage 1 shall be awarded 5th, 6th, 7th and 8th places.

Stage 2 - Semi-Finals

- (a) The highest placed skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.
- (b) The remaining two skippers shall sail each other and the higher placed skipper from Stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 4, the others to Stage 3.

Stage 3 – Petit-Final

- (a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

Stage 4 – Final

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

SI ADDENDUM C - HANDLING BOATS

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS

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

2.1 Any additions, omissions or alterations to the equipment supplied.

2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

2.3 The replacement of any equipment without the sanction of the RC.

2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

2.5 Moving equipment from its normal stowage position except when being used.

2.6 Boarding a boat without prior permission.

2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.

2.8 Hauling out a boat or cleaning surfaces below the waterline.

2.9 Marking directly on the hull or deck with permanent ink, or using any tape leaves a residue/use of duct tape.

2.10 Using a flattener as a reef or using a reef line as an outhaul.

2.11 Cross winching foresail sheets.

2.12 Omitting any headsail car or turning block before sheeting onto a winch.

2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.

2.14 Using a winch to adjust the mainsheet, backstay or vang.

2.15 Attaching lines to the fabric of gennakers.

2.16 Perforating sails, even to attach tell tales.

2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.

2.18 The use of electronic equipment, unless permitted by SI C3.1.

2.19 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.

- 2.20 Bowsprit restriction
Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set. The umpires will try to warn competitors before penalising for not retracting the bowsprit at the first reasonable opportunity.
- 2.21 A breach of SI Addendum B 2.19, 2.20 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS - The following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive tape (not duct tape nor any tape that leaves a residue)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material
 - (f) watch, timers and hand held compass and, with written permission from the OA, GoPro type devices,
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) PFDs.
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per RRS Appendix C6
 - (g) personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal. If a spinnaker sheet catcher is attached by the OA, it shall not be changed.
- 3.4 Changing the number of mainsheet purchases.
- 3.5 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is permitted.
- 3.6 The use of the jib and Mainsail's halyard, without adding system, to facilitate tacking or gybing, or to aid the projection of a crew member outboard is permitted.

4 MANDATORY ITEMS and ACTIONS - The following are mandatory:

- 4.1 Report verbally to the RC at the end of each day, even if no damage or loss is recorded. Reports shall include any evidence of matters, which could cause damage or disadvantage to the boat in future days.

When boat swaps are carried out on the water, the report should be made verbally to the PRO as soon as possible.

- 4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension and tying the tiller amidships
 - (d) securing the boat properly with fenders and bow, stern, and spring lines
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes or no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.1, 4.2 and 4.3 will be considered as damage and a charge will be deducted from the damage deposit.

SI APPENDIX D - EQUIPMENT LIST

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

1 SAILS and SAILING EQUIPMENT

- One mainsail and set of battens
- One genoa
- One jib
- One gennaker (asymmetrical spinnaker)
- One winch handle
- One spinnaker sheet
- Two headsail sheets
- One tiller extension
- Headsail cars
- One white flag
- One red flag
- One "Y" flag
- One blue flag
- One yellow flag

SI ADDENDUM E - Match Racing Penalties for Damage resulting from Contact between Boats

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

Damage will be divided into 3 levels

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

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

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

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

Deductions from Damage Deposits

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

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