

SAILING INSTRUCTIONS

XXIV TROPHEE BAILLI DE SUFFREN

From Thursday 20 June to Saturday 6 July 2024

Notice of Race, Program, Sailing Instructions and Charter of Good Conduct available on:
www.tropheebaillidesuffren.com ; www.snst.org ;

Partner yacht clubs:
Société Nautique de Saint-Tropez www.snst.org; Llega Navale Sardegna www.leganavale.it/sardegna ;
Bizerte Nautical Club;
Royal Malta Yacht Club www.rmyc.org , Yachting Malta www.yachtingmalta.org

Port information for port calls:
www.port-de-saint-tropez.com ; www.marinesifredi.it ; www.marina-bizerte.com
<https://en.cnmarinas.com/marinas/grand-harbour-marina/>;
www.rmyc.org ;

Tourist and useful local information:
www.ot-saint-tropez.com ;

Further information on racing regulations and safety:
Fédérations de voile : www.sailing.org; www.ffvoile.net; www.rfev.es/ ; <http://ftv.org.tn> ; www.yachtingmalta.org

Class Associations, Rules & CIM Gauge:
www.cim-classicyachts.org ; www.afyt.fr ; www.aive-yachts.org; www.ranc.es.
Règles & Jauge IRC : www.ycf.fr

National yacht clubs (flag, naval etiquette,...):
www.ycf-club.fr ; www.rmyc.org;

Environmental Protection Charter: www.ecogestes.com

Summary:

- | | |
|---|--------------------------|
| 1-Organization | 13-Arrivals |
| 2-Rules | 14-Penalty System |
| 3-Registrations | 15-Time Limit |
| 4-Identification | 16-Protest |
| 5-Notice to competitors, official table | 17-Control and equipment |
| 6-Changes to Race Instructions | 18-Classification |
| 7-Signals Made on Shore | 19-Safety and Monitoring |
| 8-Race Schedule | 20-Etiquette |
| 9-Course | 21-Responsibility |
| 10-Related Marks | |
| 11-Departures | |
| 12-Gates | |

1. Organisation :

The TROPHEE BAILLI DE SUFFREN 2024 is organized by the S.N.S.T. (Société Nautique de Saint-Tropez), the Llega Navale Sardinia Sardinia Italy, the Sport Nautique Bizertin Bizerte Tunisia (SNB), the Royal Malta Yacht Club (RMYC) Malta and Yachting Malta (YM), coordinated by the Marenostum Racing Club (M.R.C).

2. Rules

2.1 The regatta is governed by:

The Rules as defined in the current Sailing Racing Rules, including the requirements of the FFV.

The rules of the International Regulations for Preventing Collisions at Sea apply from the legal time of sunset to the legal time of sunrise.

The rules of the CIM 2024 for vintage and classic sailboat races.

The rules of the IRC 2024 for sailboats classified as "Spirits of Tradition".

The notice of race of the BAILLI DE SUFFREN TROPHY.

These sailing instructions.

2.2 In all cases, the French language text will prevail in the event of a dispute.

2.3 The official time is given by the GPS (TU+2)

3. Entries

3.1 Competitors must present at the time of their registration the documents defined in chapter 7 "ADMISSIBILITY AND ENTRIES" of the notice of race.

3.2 By registering for this event, each competitor acknowledges that it is up to them, under their sole responsibility, to decide whether to start or continue racing. They also agree to abide by the rules cited in article 2 and to waive any recourse other than that provided for by these rules.

3.3 Crew change during the event: any crew change must be requested in writing to the Race Committee during a stopover.

3.4 The list of boats by class will be posted on the official notice board before 9:00 am on the first day of racing.

4. Identification

4.1 Each boat must have an identification on the mainsail. This number must correspond to the one given during registration before the start.

4.2 If the boat does not have a number, a dodger will be fixed in the lifelines on the port and/or starboard aft. This dodger will be given against a deposit, at the time of registration, by the organizing committee.

4.3 Competitors must display in a clearly visible manner in their backstay or, failing that, in the starboard shroud, the race flag and a class flag, both of which may be given by the organizing committee.

4.4 The race or partner flag will possibly also be given to participants. This must then be hoisted on the forestay during stopovers.

4.5 Any competitor who is no longer racing must remove these distinctive flags.

5. Notice to competitors, Race Committee Office, Official Notice

Racing Rules of Sailing » <http://www.racingrulesofsailing.org/documents/8864/event>

Ce tableau électronique d'information est le Tableau Officiel d'Informations pour cette régate.

i



Déposer une demande d'instruction



Finish declaration

NOTE : Lorsque vous remplissez un formulaire, la procédure (définie dans les RCV et dans les IC) reste inchangée.



Tableau officiel d'informations



Convocations au jury



Décisions



Contestations de classement

Le jury et les parties se réservent le droit de limiter l'accès du public à certaines décisions.*

6. Changes to the sailing instructions

Any change to the sailing instructions will be posted on the official notice board no later than two hours before the scheduled start on the day it comes into effect, except for any change in the race schedule, which will be posted before 20h00 on the day before it is to come into effect.

7. Signals made ashore

AP flag means: the race is delayed; the warning signal will not be made less than 1 hour after the Preview has been lowered.

In Saint-Tropez, signals made ashore will be sent to the mast located at the Société Nautique and repeated on the VHF on the race channel.

8. Race schedule

Saturday 22 June at 12h30 Start of the 1st leg Saint-Tropez / Carloforte, San Pietro Island, Sardinia (Italy) 260 nautical miles,

Wednesday 27 June at 15h00 Start of the 2nd leg Carloforte / Bizerte (Tunisia): 150 nautical miles,

Tuesday 2 July at 15h00 Start of the 3rd leg Bizerte / Valletta (Malta) 240 nautical miles,

9. Course

The course, approximately 650 nautical miles (direct route) will connect Saint-Tropez (France) to the Royal Malta Yacht Club (Malta) with two stopovers: the first in Carloforte (San Pietro Island, Sardinia, Italy), and the second in Bizerte (Tunisia)

10. Marks

In Saint-Tropez :

START buoy: ORANGE inflatable buoy approximately 400m north of the Capitainerie Tower.

Bouillabaisse buoy: WHITE inflatable buoy (position on "annex Saint-Tropez")

See the specific annexes for stopovers.

11. Departures

The start and finish procedures will be given on the regatta safety channel.

The boats that have not crossed the start line within 30 minutes of their start signal will be classified DNS.

However, if for technical reasons and/or in exceptional circumstances, a boat cannot start within the time specified above, it may however be authorized by the Race Committee to start beyond this time, provided that it complies with the following provisions :

- Immediately notify the Race Committee of its problem

- Specify the time it needs to reach the start area.

The Race Committee may then grant him authorisation by indicating the time at which he may start and, where applicable, the new starting line and the first mark to pass.

In all cases, the officially accepted starting time will be the start time of the race.

In the event of a downwind start and for safety reasons, spinnakers, gennakers or any downwind sail are prohibited before the start line has been completely crossed.

11.1 IN SAINT-TROPEZ

Definition of the starting line in Saint-Tropez :

The starting line is oriented at 350°. It is defined by the alignment of a mast bearing an orange flag at the place called "TOUR de la CAPITAINERIE" and an inflatable buoy moored at Cap 350 of the Tour de la Capitainerie and approximately 400m from the northern jetty of the port of Saint-Tropez. Boats must start between these two marks.

The starting signals will be sent from the TOUR of the CAPITAINERIE.

Departure:

Starting line, Bouillabaisse buoy to be left to starboard, passage by the starting line leaving the Starting Mark to port.

Rule 30.1 does not apply for departures given from the TOUR of the CAPITAINERIE.

All the cardinal buoys or marks, and particularly the Seiche à l'huile, the Rabiou tower and the Moutte tower must be left on the side required by maritime regulations.

See Saint-Tropez appendix

Departure procedure in Saint-Tropez:

Weather briefing/departure procedures/route/safety/ at 8:30 am at the SNST club house on the morning of the departure.

The warning signal is the SNST flag (red, white, red with a marine anchor in the white).

Departures will be given according to rule 26. Visual signals will be sent on the Tour de la Capitainerie. Times will be counted based on visual signals. The absence of an audible signal must not be taken into consideration.

Decision to race in Saint-Tropez:

The Skipper, or his representative, must file a "decision to race" with the committee office, at the SNST, at the latest at the race start briefing.

Beware of the submerged rocks along the port breakwater (J. REVEILLE jetty) and the many fast shuttles in the gulf.

Consult the AVURNAV and information on the Ile du Levant Shooting Training Zone on: <https://portail.ping-info-nautique.fr/avurnav-notice>

11.2 AT CARLOFORTE: See appendix "CARLOFORTE"

11.3 AT BIZERTE: See appendix "BIZERTE"

11.4 AT MALTA: See appendix "MALTA"

11.5 Reminders:

In the event of an individual recall:

An OCS vessel at the time of departure that does not repair correctly will be penalized by adding 2 hours to its race time.

12. Gates

For each leg, a passage gate is set up to best manage the race. When crossing this gate, each competitor must note the time and GPS position of the boat on the finish sheet. These points are defined in WGS84.

A boat can use one of the defined gates as a finish line and finish.

He will be ranked at this score after those who finished at the Arrival defined according to art 13.1/2/3 of the IC. They will be noted DPI on the result sheet. The times of passage will be checked from the beacon position file.

Following his arrival at a gate, the competitor can start the engine to join the leg stopover.

12.1 1st Gate: Saint-Tropez / Carloforte.

The gate is a line connecting the following two points:

The Cap CACCIA lighthouse to Port: 40° 33.647N; 008° 09.756E

Virtual Mark MVE1 to Starboard: 40° 21.339N; 006° 54.199E

12.2 2nd Gate: Carloforte / Bizerte.

The gate is defined by two points which are:

• GALITE island to be left on Port side: 37° 31.125N; 008° 53.887E

• GALITON island to be left on Starboard side: 38° 29.863 N; 008° 52.540E

12.3 3rd Gate: Bizerte/Malta.

The gate is defined by a line connecting the following two points:

• Linosa island to be left on Starboard side 35° 52.266N; 012° 52.694E

• Virtual Mark MVE3 on Port side 36° 44.431N; 013° 31.991E

13. Arrivals

2 nautical miles before each arrival, the Skipper must imperatively notify the Committee Boat and/or the yacht club of call on the VHF channel 77 (and on the specific channel of each club when indicated) as well as the Harbour Master's Office of the port or marina on channel 16 (or other channel if indicated) by specifying his status as a participant registered for this race, as well as his "E.T.A." (Expected Time of Arrival).

In the event it is not possible to establish VHF contact, the Skipper must contact the Race Committee, the President of the decentralized Jury or the Race Director by telephone.

Boats arriving at the port of call ahead of the expected arrival time (see below) must request specific authorisation from the Harbour Master's Office to enter and moor. In the event of unavailability of a berth, which is possible at this time (e.g. in Saint-Tropez, Carloforte, Bizerte and Malta), the boats may be required to anchor outside the port, nearby, under their own responsibility and must inform the Harbour Master's Office, the stopover club and the Race Committee. In the event of intermediate mooring in the port at a berth other than that subsequently reserved for the competitors, it will be up to the competitors to ensure the conditions of their mooring, then to be able to reach the quay reserved for them. In the two cases mentioned above, the boats will be able to reach their reserved berth as soon as the scheduled arrival time."

Finish declaration:

After each race, each Skipper, even if he abandons, must fill out online via the QR code Racing Rules of Sailing "Arrival time" his finish declaration or abandonment sheet as soon as possible and at the latest 2 hours after the arrival of the boat. In the event of a night arrival, the stage sheet must be filled out at the latest at 09:00.

A competitor who does not observe this rule will be penalized according to 44.3(c) by 10% of the registered members of his class without instruction (modification rule 63.1) rounded up to the next higher unit.

13.1 Arrival in Carloforte: See Appendix Carloforte

13.2 Arrival in Bizerte: See Appendix Bizerte

13.3 Arrival in Malta: See Appendix Malta

14. Penalty system

14.1 The penalty system for an infringement of a rule of Chapter 2 is a two (2) lap rotation penalty as soon as possible (this modifies rules 44.1 and 44.2 of the RRS).

14.2 Replacement penalties for infringements of rules other than those of Chapter 2:

When the rules of Chapter 2 of the RRS no longer apply and are replaced by Part B Section III of the RIPAM, SI 14.1 does not apply.

Whether or not an infringement of these rules is found, may, after a hearing, be sanctioned with a penalty in accordance with 44.3(c) which may range from 10% of the race time to disqualification.

An infringement of a rule other than those of Chapter 2 of the RRS may be penalized according to a discretionary penalty of at least 1 place, unless otherwise notified in these SI.

14.3 A competitor must not intentionally throw rubbish into the water. RRS 55. However, the attachment of downwind sails with strands of pure wool is permitted.

15. Time Limits

The times limit are given in local time.

- Carloforte: June 26 12h00
- Bizerte: June 30 12h00
- Malta: July 5 18h00

16. Protests

16.1 "Protests" (and acknowledgements of infringements) must be completed online via the Racing Rules of Sailing QR code "Submit a request for instruction". The time limit for submitting protests (modification RRS 61.3) will be two hours after the boat's arrival at the stopover. If the boat arrives after 20h00, the protest may be submitted the following day before 09h00.

It will be up to each competitor to present, at the request of the Jury, all information available on their Plotter or GPS (route, passage of waypoints, engine clutch, etc.). Spontaneous declarations of recognition of infringement are encouraged in accordance with the friendly and courteous spirit of the race.

16.2 For the application of rule 61.1(b), the numbers of the boats subject to a protest by the Race Committee or the Jury for an incident observed in the racing zone will be posted on the official board before the expiry of the period specified in § 17.1. If this is not possible, the duration of the extension of the posting period will be specified (modification RRS 61.1(b)).

16.3 The summons will be posted within 30 minutes after the deadline for filing protests to inform competitors where, when and how the hearing in which they are parties or cited as witnesses will be held.

16.4 The Jury will investigate the protests in the order, if possible, of the filings. In agreement with the interested parties, the Jury may investigate the protests before the deadline for filings.

16.5 Modification of rules 62.2 and 66 of the RRS: no request for reopening or redress will be accepted beyond the protest time limit following the oral communication of the decision except on the last day of racing when the time limit is reduced to 30 minutes after the oral communication of the decision concerned.

17. Measurement and equipment check

A boat or its equipment may be checked at any time to verify compliance with the safety rules, class rules and the sailing instructions. On the water, a member of the Technical Committee may ask a boat to immediately join a given zone to be checked.

The coefficients to be used for calculating the corrected times, as they appear in the declarations of the competitors when they register, will be posted on the official board at the end of the registrations, and at the latest two hours before the scheduled time for the start of the first race. Claims concerning these coefficients are admissible up to 2 hours after this time of posting or the deadline for claims of the first race.

18. Scoring

18.1 Scoring by class

The ranking of a leg will be done for each class in corrected time "time on time".

Compensated time = Race time x (TCF x C) for CIM

Compensated time = Race time x TCC for Esprit de Tradition IRC

C = coefficient from the sail declaration for CIM yachts

Points awarded

The points awarded will be "at a minimum"

Overall ranking by class

The overall ranking by class will be established by adding the points obtained at each leg (all legs count)

The points awarded will be "at a minimum" application of Appendix A of the RRS.

18.2 "Admiral Satan's saber of honor"

All CIM boats will be reclassified in a single class according to their corrected time. "At a minimum" points will be awarded to them.

Ranking by leg, bonus or penalty "crew" of leg points (DPI)

- A bonus of points at each leg is awarded to the boat when the owner of the yacht is on board: -0.4 points.

- A penalty of points at each stage is awarded to the boat when the crew is mainly provided with a boarding contract or group three (3)

World Sailing: +0.4 points.

General ranking of the "Sabre"

For the general ranking of the Sabre, all races count, the points of the legs ranking of the "Sabre de l'Amiral Satan", bonused or penalized will be added. The boat with the fewest points will be declared the winner.

In the event of a tie in the sum of points, Appendix A of the RRS will be applied.

18.3 "Sabre du JEDI" ranking

All boats measured Esprit de Tradition will be reclassified in a single class according to their corrected time.

"Minimum" points will be awarded to them.

Ranking by stage, bonus or penalty "crew" of stage points (DPI)

- A bonus of points at each stage is awarded to the boat when the owner of the yacht is on board: -0.4 points.

- A penalty of points at each stage is awarded to the boat when the crew is mainly provided with a boarding contract or World Sailing group 3: +0.4 points.

Overall ranking of the "Sabre"

For the overall ranking of the Sabre, all races count, the points of the legs ranking of the "Sabre du Jedi", bonused or penalized will be added. The boat with the fewest points will be declared the winner.

In the event of a tie in the sum of points, Appendix A of the RRS will be applied.

18.4 Other rankings

Other trophies may be made. The winner of the "Sabre" cannot compete for these additional rankings.

18.5 The use of the engine is authorized as defined in rule 42.3 (i) only. Each start of the engine in this context will be the subject of a detailed declaration which will be submitted to the Jury for assessment.

19 Safety

The VHF channel for permanent vacation and monitoring between participants, the organization and the stopover yacht clubs is 77.

Each boat will give the organization a mobile phone number that must be reachable when approaching the coast.

ORGANIZATION:

- Race Direction: Lionel PEAN +33 6 49 47 86 78

- Presidents of the Race Committee:

In Saint-Tropez: Jean Pierre EPOUDRY +33 6.89.47.25.00

In Carloforte: Lionel PEAN. +33 6 49 47 86 78

In Bizerte: Lionel PEAN +33 6 49 47 86 78

In Malta: Michael MIFSUD +356 998 237 80

- Jury President: Peter DIMECH RMYC +356 9950 3126

Organization on board during the race:

- Coordination: Lionel PÉAN +33 6.49.47.86.78

on HERMITAGE

19.1 Monitoring

In order to allow the CROSSMED, Race Committee and the MRCC to monitor the boats, competitors must have their AIS transponder permanently activated, plus they will embark beacons provided by the organization. These beacons will be installed by the organizer. It is forbidden to stop them during the race.

Tracking link: <https://carto.oceantracking.fr/tbs/carto>

19.2 Withdrawal

Any competitor who abandons the race must bring his race flag and do everything possible to notify the Race Committee as soon as possible for reasons of safety and information of the assistance services. Failing which, the Jury may pronounce his exclusion from the event.

- by VHF on channels 77, 16, and/or by telephone to the partner yacht clubs at the start and finish of each leg, see the appendices of each leg,

- if necessary, by telephone to the emergency assistance organizations at sea such as CROSSMED for the Var: +334.94.61.71.10. – for Italy (in Rome) for Sardinia: MRCC: +39.06.59.23.569.

19.3 Safety equipment

Each boat must have on board the safety equipment required by the OSR category 3 WS regulations in force. See “Specific TBS regulations”: special rules for offshore racing, annexed to the notice of race.

19.4 Any boat equipped with a satellite telephone and/or a permanent GPS positioning beacon must report this to the Race Committee.

19.5 Reminder of rule 1.2 of the RRS

“Each competitor is personally responsible for wearing a buoyancy system appropriate to the conditions”. In the same spirit of caution, it is mandatory that each crew member present on deck during the night be equipped with a safety harness attached to the lifeline,

19.6 Weather and nautical charts

Each boat must consult the weather conditions on the route to be followed before each departure and regularly during navigation, as well as the usual risks encountered when sailing (shallow waters, sandbanks, wrecks, ships, etc.).

19.7 Particular attention must be paid, particularly at night, to drift nets sometimes encountered off the Italian coast in Sardinia or Tunisia, usually indicated by small white buoys.

19.8 It is the responsibility of each Captain to ensure the proper conduct of his crew on land, the proper mooring of his boat in ports, respect for the environment at sea and in the port on the quays and on land, as well as always the safety conditions of people, boats and property under his responsibility.

19.10 The first aid kit, suitable for offshore racing, must be checked and completed before each start.

19.11 Similarly, competitors are reminded that they must implement a permanent human monitoring system (and possibly an electronic alarm) aimed at monitoring, particularly at night, the traffic of the very many cargo ships, other commercial vessels and fast shuttles between the islands or fishing vessels that are particularly frequent in these waters.

19.12 During the race, crews are strongly advised not to smoke or consume any alcoholic beverage on board. The use of doping products and narcotics is strictly prohibited.

19.13 The operation of motorized tender will be entrusted to a crew member holding a motorboat driving license.

20. Etiquette

During receptions and prize-giving ceremonies held at the sites visited, it is customary for shipowners to wear blazers, white trousers and club ties, and for crews to wear uniforms in the colors of their boats unless otherwise instructed by the organization.

On land (in the port, in the town or village, at the club), crews will wear the uniform of their boat or club. Failing this, they will dress all in white.

In the same spirit of courtesy, the tradition of this race is that each boat arriving at the stopover is welcomed during the day with refreshments and at night with hot drinks by a representative of the boat that arrived previously.

Participants must bring the four useful courtesy flags (France, Italy, Tunisia and Malta) to be hoisted in the starboard spreaders as well as the flags of their club and class association (to be hoisted at the top of the mast or in the port spreaders) before leaving Saint-Tropez. The Grand Pavois will be hoisted during stopovers and at the final arrival.

21. Liability

Competitors participate in the regatta entirely at their own risk. The decision to participate in a race or to remain in the race is their sole responsibility.

The organizing authority will not accept any liability for material damage, injury or death in the context of the regatta, whether before, during or after the regatta.



**SOCIÉTÉ NAUTIQUE
SAINT-TROPEZ**

ANNEXE SAINT-TROPEZ

Position du Mat de pavillon de la Tour de la Capitainerie : 43° 16' 352 N / 006° 38' 176 E

Position approximative de la Bouée de départ : 43° 16' 590 N / 006° 38' 118 E

Position approximative de la Bouée de la Bouillabaisse : 43° 16' 120 N / 006° 36' 900 E

Course:

Starting Line

Bouillabaisse buoy (white) to Starboard

Starting Pin end buoy to Port

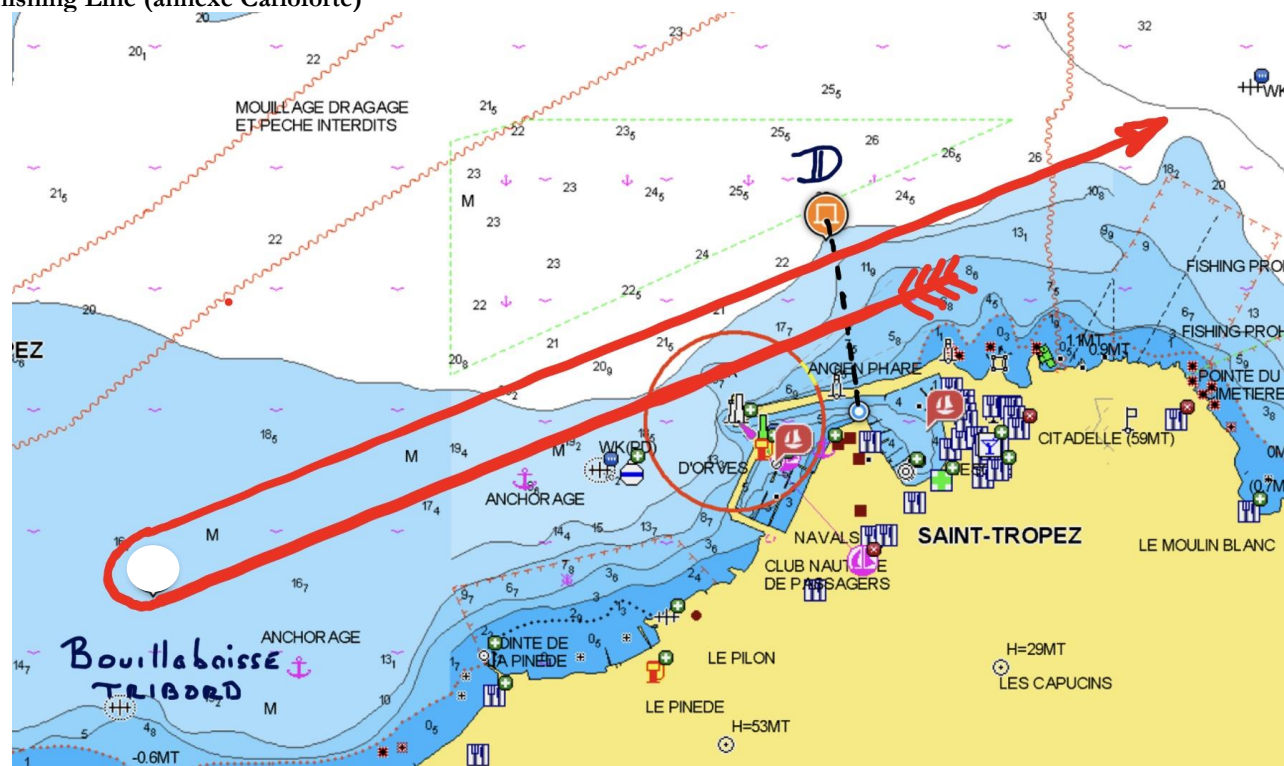
Rabiou tower to Starboard

La Moutte tower to Starboard

Rocher Fouras to Starboard

Gate leg 1

Finishing Line (annexe Carloforte)



Renseignements utiles

Position : Longitude : 06°38'00" Est / Latitude : 43°16'22" Nord / Cartes SHOM n° 7408, 5255, 6874, 6875.

Société Nautique de Saint-Tropez : tél. : + 33.(0)4.94.97.30.54. , VHF : canal 72.

web site : www.snst.org ; email : info@snst.org

Chef d'escale : PIERRE ROINSON (SNST) GSM : + 33 (0)6.07.05.18.25

Coordinateur : LIONEL PEAN (MRC) GSM : +33(0)6.49.47.86.78

Directeur de course : LIONEL PEAN (SNST) : GSM : +33(0)6.49.47.86.78

Capitainerie du Port : VHF canal 9, tél. : + 33.(0)4.94.56.68.70. – www.port-de-saint-tropez.com

Plongeur portuaire (cf ancras) : TRASOMAR: +33(0)6.83.58.64.65.

Météo : VHF canal 16 et 90, tél. : 01.39.28.00.28. / 08.36.69.12.34. - Internet : www.meteoconsult.fr –

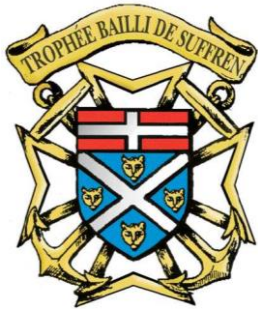
Sauvetage en mer : CROSSMED : GSM : 116/ T : 04.94.61.71.10 / 04 94 61 71 10

Société Nationale de Sauvetage en Mer sur le port de Saint-Tropez (SNSM) : GSM : 06 88 31 81 61

Gendarmerie : 04.94.02.90.00

Hôpital : 04.98.12.50.00

Urgence : GSM : 112 – Samu : 15



TROPHEE BAILLI DE SUFFREN 2024

DECISION DE COURIR DECISION TO RACE

NOM DU BATEAU.....N° VOILE OU CAGNARD.....

I undersigned, Skipper decides to start the 2024 Bailli de Suffren Trophy.

DISCLAIMER

I acknowledge having read the event information, the notice of race, the sailing instructions and the amendments as well as the anchoring conditions, concerning this race.

I certify that I have voluntarily and freely requested to participate in the Bailli de Suffren Trophy, and to start.

I accept all responsibilities, being aware that any race and that sailing day and night at sea can involve certain risks.

I fully adhere to World Sailing fundamental rule No. 4 stating that "the decision of a boat to participate in a race or to remain in the race is its sole responsibility" as well as to fundamental rule 12 of the RRS: "each crew member is personally responsible for wearing a personal flotation device appropriate to the conditions"

I particularly respect the International Regulations for Preventing Collisions at Sea from the start to the finish of each leg.

I guarantee to personally check before departure the presence, validity of the revision date and proper functioning of all on-board systems, equipment and principles of safety, survival, signaling, alert, communication (in particular the 25 W VHF radio) and propulsion, and this in accordance with the offshore navigation category.

I undertake to explain to all persons on board before departure the safety measures on board, in particular in the event of an incident, man overboard, collision, evacuation, use of life jackets and the life raft, VHF alert, etc.

I have understood that the radio watch on VHF or by GPS on the Internet, which the Organization could possibly establish, is optional and random and can in no case be considered as an additional security on which I can count.

I have checked that the crew members including me, all listed in the crew list, are holders of a passport or valid identity documents.

June 22, 2024

Signature

ANNEXE - CARLOFORTE

Finish/Start

FINISH

The finishing line is between the green post of isle Piana harbour (Fixed green light) position $31^{\circ}11'366\text{N} / 008^{\circ}19'448\text{E}$ to leave at starboard and the Scoglio la Ghinghetta island tower (2 red flash 10s) position $31^{\circ}11'983\text{N} / 008^{\circ}22'157\text{E}$ to leave at port.

The line is to be crossed from North to South.

We draw the attention of competitors that the eastern part of the island of Piana is paved with many unmarked reefs.

Many sandbanks surround the island of San-Pietro and boats must respect the access channels to the port of Carloforte. Ferries that connect Carloforte to Sardinia have priority.

At the entrance to the main port, the Sifredi Marine (VHF Channel 15) is in front of you on the right side of the port.

START

The start area will be located approximately 1.5nm in the 125° of the port of Carloforte.

The details of the start line will be provided during the start briefing of the leg.



ANNEXE BIZERTE (Tunisia)

Race

Starting Line Carloforte (annexe Carloforte)

La VACCA island to Port

Del TORO island to Port

Virtual Mark MVE2 to Port

GALITON West Island to Starboard

GALITE island to Port

Finishing Line Bizerte

Pos : 38°56'111N ; 008°26'808E

Pos : 38°51'659N ; 008°24'566E

Pos : 38°39'785N ; 00824'311E

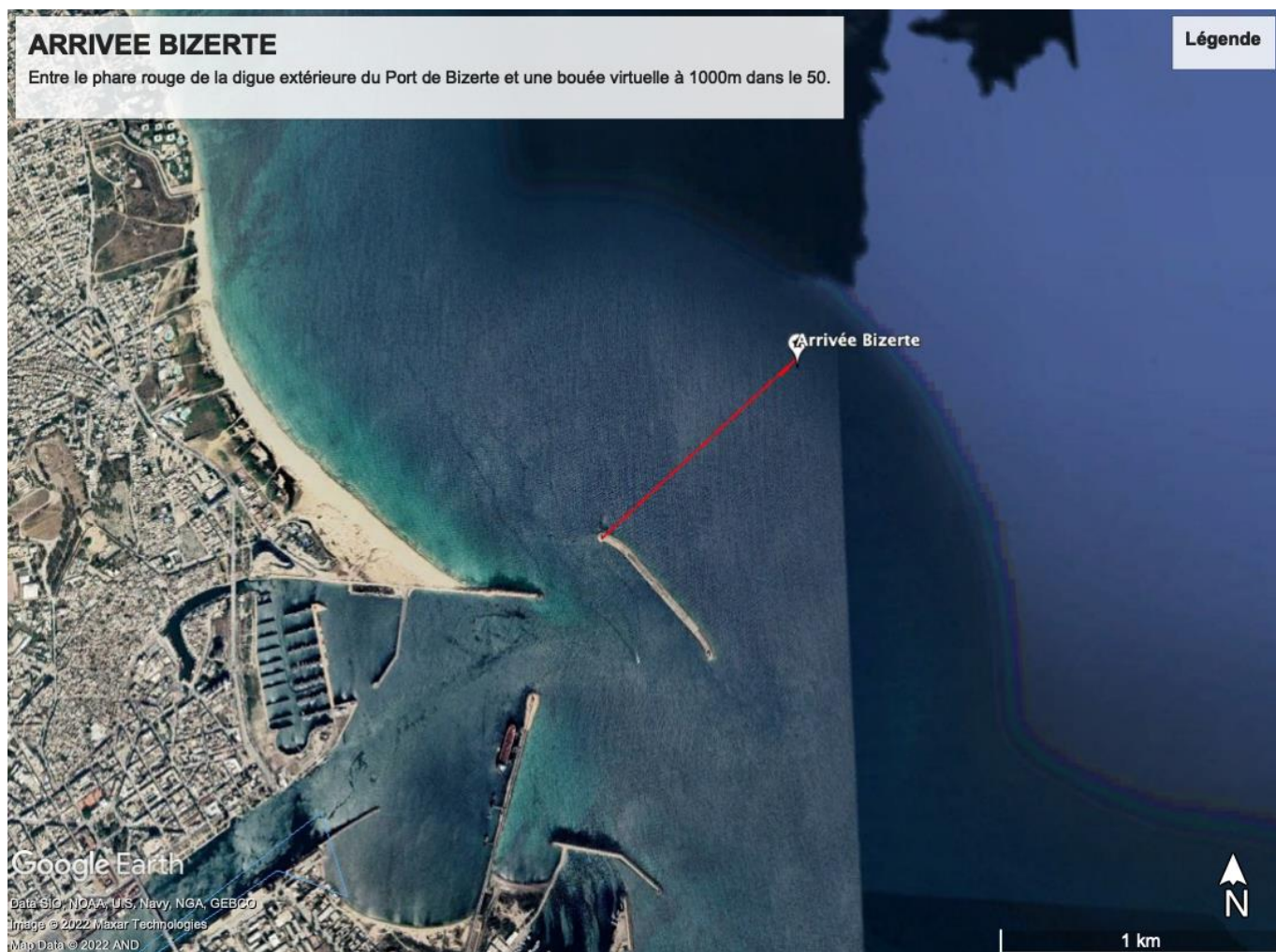
Pos : 37°29'871N ; 008°52'454E

Pos : 37°31'125N ; 008°53'887E

It is forbidden to enter the Shooting and Training Area of South Sardinia, it is therefore forbidden to navigate East of the line defined between La VACCA Island, Del TORO Island and the MVE2 mark.

BIZERTE FINISHING LINE

The finish line is marked between the Red Lighthouse (Red Flashes 5s) of the Outer Breakwater of the Port of Bizerte and a virtual buoy at 50° for 1000 meters (37°17'205N 009°54'125E). The line is to be crossed from North to South.

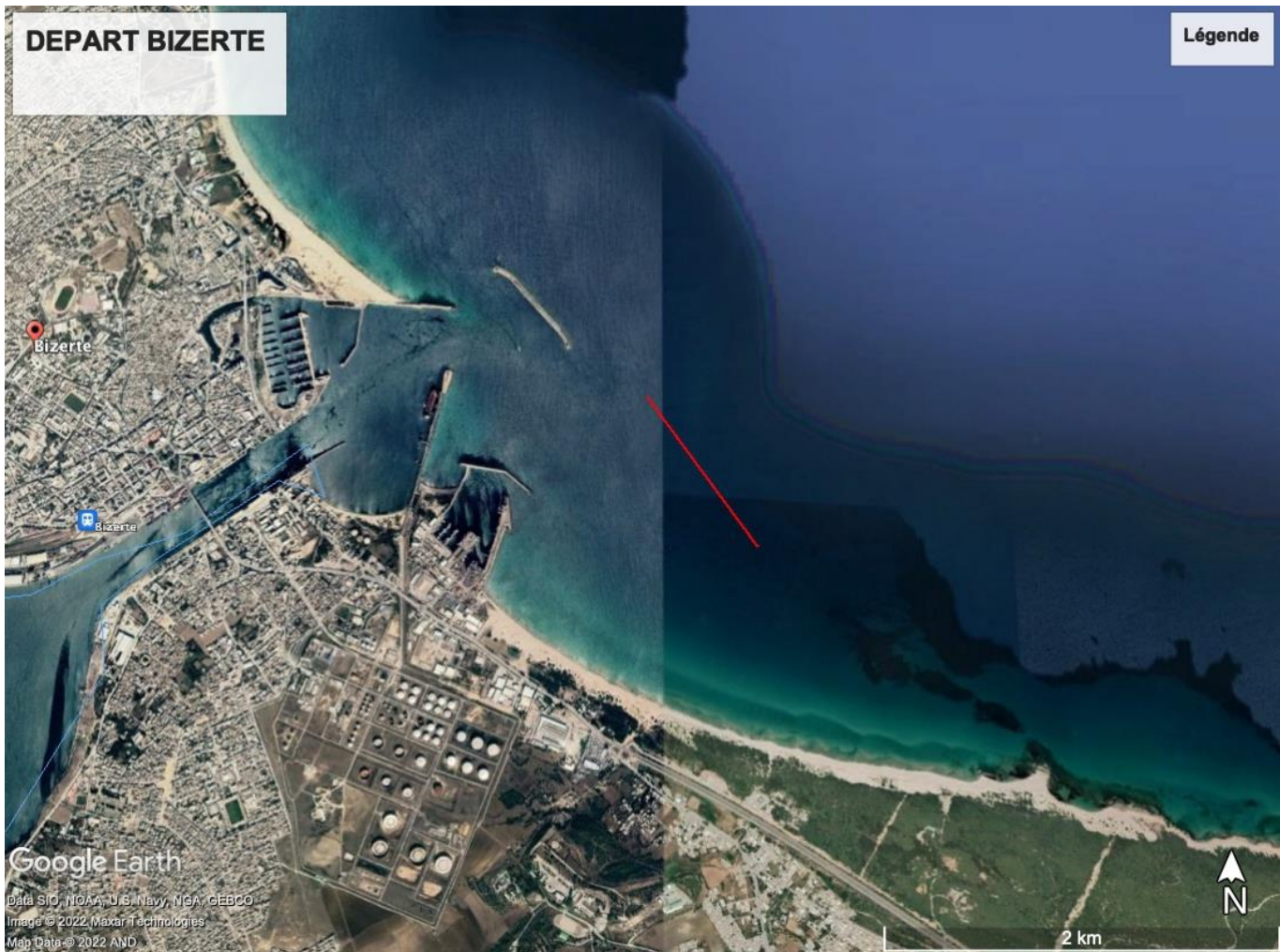


START BIZERTE

RACE

Starting Line BIZERTE
LINOSA Island to Starboard
Virtual Mark MVE3 to Port
Finish Line MALTA.

Pos : 35°52'183N ; 012°52'614E
Pos : 36°44'431N ; 013°31'991E



ANNEXE MALTA

RACE

Starting Line BIZERTE
LINOSA Island to Starboard
Virtual Mark MVE3 to Port
Finish Line in MALTA.

Pos : 35°52'183N ; 012°52'614E
Pos : 36°44'431N ; 013°31'991E

FINISH LINE



FINISH LINE MALTA

FORTIZZA ta' TIGNE 35° 54' 365 N 14° 30' 798 E
And
VALETTA 35° 54' 136 N 14° 30' 806 E
The line is to be crossed East to West

CONTACT ROYAL MALTA YACHT CLUB:

Administration:	Alana MUSCAT	alana@rmyc.org	+356 9988 6783
Race Officer:	Peter DIMECH	sailing@rmyc.org	+356 9950 3126
Commodore:	David CREMONA	commodore@rmyc.org	+356 9947 2768

ANNEXE MALTA, next

Once the finish line is crossed:

It is mandatory to contact Valletta Port Control (Valletta Radio) on VHF Channel 12 (24hrs) Tel: +356 22914491/2 before entering Valetta harbour.
Then at acknowledgment form VPC, boats can reach Grand Harbour Marina in Birgu-Vittoriosa, and proceed to the designated mooring area.

Gordon Vassallo
General Manager

Grand Harbour Marina
The Capitanerie
Vittoriosa Wharf
Vittoriosa BRG1721
Malta

Tel No: +356 2180 0700
Fax No: +356 2180 6148
Mobile: +356 7926 6954
Website: www.cnmarinas.com/ghm

