



# Les Voiles de Saint-Tropez

## Question for Officials

**Date: 2023-10-04**

---

**Question No: 03**

**Question For: Race Committee**

**Question:**

Since my first round of questions were answered by email I responded by email with follow up questions which was sent on the afternoon of 10/2. Today I received an email asking to resubmit these follow up questions on the form provided on the web site. I am attaching those aforementioned follow up questions on this form as a \*.doc.

Thank you,

Peter Isler ☒

---

**Answer:**

Dear Sir,

Please find our answers hereunder in blue.

Would you accept we publish this email on the ONB so that evrybody is aware?

Thank you.

Philippe Enel; Race Officer

Yves Léglise, Int. jury chair.

Hello,

We are looking forward to sailing again in your very special regatta this year and have a few questions that hopefully you will find helpful. We submit them in the spirit of making the competition as fair as possible for all competitors - even those that are sailing in their first Les Voiles!

We tried to submit these questions at the link provided for "Deposer une demand d'instruction" in Appendix 0 of the Sailing Instructions - but that link took me to an online protest form - which didn't seem like the right place to be asking questions before the regatta started.

1) NOR 3.2 The links provided in both the French and English translations seem to be broken - and don't provide access to the Rule(s) in question.

The link works. Your questions should have been posted on the form "resuest foe a hearing". Not the best, we admit...but this has been changed and you can now post yur questions on the web site.

2) SI 5.2.2 To ensure compliance with this rule it would be important to define waypoints using Lat/Long format. It is impossible to determine exactly where this waiting area from an image file - and therefore impossible to enforce fairly. Please provide at least the two points that define the eastern boundary of the waiting area.

The waypoints are: SW end: 43°16 362 N ; 006°37 952 E. NE end: 43°17 735 N ; 006°37 379 E

Starting and Prestart: Having sailed under essentially the same rules (SI's 5.2.2, 11 and 11.8) in previous years of LesVoiles, I've experienced the complexities of sailing a classic boat, staying safe amidst the spectators and racers in the waiting area, being prepared to race and trying to get a good start. Because the waiting area is not "square" to the starting box, with its south east (right hand) edge so much closer to the starting box it behooves a boat that is about to enter the starting box to be in this area - which is also the most densely populated with spectator boats, racers and boats simply entering and leaving the harbor - this can be a very dangerous situation for a big boat or classic boat that lacks maneuverability. But to be positioned further northwest - in the more open part of the waiting area means you are several minutes farther away from the starting box. As soon as the starting box is open, one must "ping" both ends of the line, prepare to start and begin the positioning game in very little time. I would strongly recommend that for safety and fairness - the waiting area be changed so its NE edge (closest to the starting box) be parallel to the starting box/line and not so "skewed" as it is now that creates such a potentially dangerous situation in the crowd as on prepares to enter the starting box as efficiently as possible. On top of that - there are really three areas in question - the waiting area - the starting box and the wedge of open water in between the two that is another source of confusion in the SI's. With that on the table, here's more SI questions

We will not change the position of the waiting area.

3) SI 11. When is a boat "concerned with the start"?

See SI 11.9. Listen to RC communications on VHF channel 77.

With the restrictions imposed by SI 5.2.2 , SI 11, SI 11.8 and the fact that the starts are governed by Rule 26 (5 minute warning signal)..... there is a lot for a racing boat to do when the restrictions are removed..... A prudent racing boat must "ping" both ends of the starting line, prepare their sails, and then set up for their prestart position.

See SI 11.3.

When can a boat leave the waiting area and enter the "in between" area between the waiting area and the starting box?

See under.

4) SI 11.8 When - if ever, may a boat leave the waiting area to get closer to the starting area (but not enter the starting area until satisfying SI 11.8)?

You may leave the waiting area 6 minutes after the previous start (change SI 11.8).

5) 11.5 Please explain how to comply with this rule. It's clear one cannot have the spinnaker set and flying before clearing the starting line. Do you comply with the rule if, before starting and clearing the starting line:

- \* the spinnaker bag is on deck ?

- \* the sheets and halyard are attached, but the sail is not hoisted?

- \* the sail is partially hoisted, but contained by its "sock" (packing) so that it is not full.?

- \* the sail is fully hoisted, but contained by its "sock" (packing) so that it is not yet full of wind?

The answer is in your question: spinnakers shall not be set and flying before clearing the starting line.

6) SI. 11.10 It seems as though using RRS30.1 with this Test Rule is problematic - because if you do fly the I flag - then, if a boat sails from behind the starting line, crossing it to the course side of the starting line... then the Test Rule requires the boat to sail around the extensions of the line before starting. This single case of the Rules requiring a boat to go back after crossing the line in the last minute is probably not what you intend.

RRS 30.1 will not be used.

7) SI 11.10b there is a "typo" in the english version of this rule (insert time vs 1 min)

8) SI 11.10b second paragraph - there are two "typos" in the english version of this rule

9) SI 17.1 there is a typo in the english version (modern)

10) 19 There is a typo in the subject of this rule

7, 8, 9, 10: thank you for your remarks; the typer will be fired



11) Appendix 0 - Please provide an english language version of this appendix. For simplicity - it would be nice if you could also provide the more computer friendly URL's for each of these links... a QR code is more difficult to follow when operating on a computer vs a mobile phone.

The french text is irrelevant here and just tells you the QR codes are to be used as an ONB.

URLs :

1st:[https://www.racingrulesofsailing.org/protests/new?event\\_id=7083](https://www.racingrulesofsailing.org/protests/new?event_id=7083)

2nd:[https://www.racingrulesofsailing.org/scoring\\_inquiries/new?event\\_id=7083](https://www.racingrulesofsailing.org/scoring_inquiries/new?event_id=7083)

3rd:<https://www.racingrulesofsailing.org/documents/7083/event>

4th:<https://www.racingrulesofsailing.org/schedules/7083/event>

5th:<https://www.racingrulesofsailing.org/decisions/7083/event>

6th:[https://www.racingrulesofsailing.org/scoring\\_inquiries/7083/event](https://www.racingrulesofsailing.org/scoring_inquiries/7083/event)

Questions:

<https://www.racingrulesofsailing.org/questions/7083/event?name=les-voiles-de-saint-tropez>

12) In Course 1,2,17 and 18 of the Classic boats a mark is defined as a rounding mark (with an \*) when a "string" sailing the direct course from the previous mark to the next mark/finish does not "touch" the mark - and therefore to comply with the course description and the RRS definition of a "rounding mark" one would have to sail a full 360 "loop" around the mark - which probably is not your intent.

We do not understand what you mean.

Respectfully submitted,  
Peter Isler

---

