



MICRO CLASS

European Championships 2026

Grade 3

October 9th to 11th 2026

Aix les Bains – France

Organizing Authority:

Club Nautique Voile Aix les Bains

SAILING INSTRUCTIONS

The notation [NP] in a *rule* means that a boat cannot protest (No protest) another boat. for an alleged breach of that rule This changes RRS 60.1

The notation [DP] in a *rule* means that the penalty for a breach of that rule may be less than DSQ (discretion of the protest committee).



1. RULES

The regatta will be governed by

- a) the Rules as defined in the Racing Rules of Sailing.
- b) The Fédération Française de voile (FFVoile) prescriptions will apply. See appendix.
- c) The Fédération Française de voile (FFVoile) regulations.
- d) [DP] The Micro Class Rules.
- e) The IMCCA Regulation A.

In case of a translation conflict, the English text will prevail.

2. CHANGES TO THE SAILING INSTRUCTIONS (SIs)

Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3. COMMUNICATION WITH COMPETITORS

3.1 Notices to competitors will be posted on the Official Notice Board (ONB) on registration.

3.2 The ONB is on the WhatsApp channel European Championship Microclass CNVA 2026.

Link : <https://whatsapp.com/channel/0029VbDgcuy8qIztXxsGm51e>

QR code available in Appendix QR code

3.3 The Official Notice Board of the Jury is the web site "Jury decisions".

Link: <https://jurydecisions.ffvoile.fr/events/Championnat%20d'Europe%20Micro%202026>

QR code available in Appendix QR code

3.4 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

3.5 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. CODE OF CONDUCT [DP] [NP]

4.1 Competitors and support persons shall comply with reasonable requests from race officials.

4.2 Competitors and support persons shall place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagpole located on the terrace of the clubhouse

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.

6 SCHEDULE OF RACES

6.1 Not more than four races will be sailed per day.

6.2 Schedule :

- Friday 9th : 1st warning signal 13:30
- Saturday 10th : 1st warning signal 10:00
- Sunday 11th : 1st warning signal 10:00

6.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

6.4 On the last scheduled day of racing no warning signal will be made after 14:30.



- 6.5 The Championship consists in a single series.
- 6.6 The series may include one or more long-distance race(s).
- 6.7 The OA reserves the right to change this schedule.
- 6.8 Any change to the programme will be posted on the ONB before 20:00 on the day before the change will take effect.

7. CLASS FLAG

The Class flag is MICROCLASS Flag.

8. MEASUREMENT

- 8.1 According to IMCCA rules, the crew in the Micro Proto category is 3 persons.
- 8.2 The European Championship is sailed on inland waters, as an exception for the Racer and the Cruiser divisions, the crew can be reduced to 2 persons. The crew shall be the same from the 1st to the last race.
- 8.3 Crew members shall present boats, sails, and rigging for equipment check and comply with the schedule defined by the order number attributed on arrival.
- 8.4 No more than one set of sails shall be presented at equipment control, including:
 - 1 Main sail.
 - 1 or 2 Head sails.
 - 1 storm jib (not mandatory)
 - 1 Spinnaker
- 8.5 Nationality letters and sails numbers are required on the main sail. All sails shall be previously measured and certified by a class measurer. Any non-certified sail can be certified on site before the competition for an administrative fee of 30 € per sail.
- 8.6 In the event of damage, the boat and/or the equipment may only be replaced with the prior written consent of the Technical Committee. If the damage occurs less than 90 minutes before the first scheduled start of a race day and before the start of the last race of the day, provisional verbal clearance shall be obtained from either the race committee, the international jury or equipment inspectors. A request for written authorization must then be submitted before the end of protest time on the day on which the replacement takes place
- 8.7 Boats may be controlled at any time.

9 VENUE

- 9.1 Appendix "French prescriptions" provides a translation in English of the FF Voile prescriptions.
- 9.2. Appendix 1 provide the location of the race areas and the list of marks (with their numbers) for the long race .

10 THE COURSES

Courses to be sailed will be of windward-leeward course and/or long-distance course.

- 10.1 Appendix 1 provides the list of marks (with their numbers) for the long race.
- 10.2 Appendix 2 provide the windward-leeward course.

11 PENALTY SYSTEM

- 11.1 RRS 44.1 is changed so that the two-turns penalty is replaced by a one-turn penalty
- 11.2 Appendix Semi-Direct shall apply.
- 11.3 Appendix T-Arbitration shall apply



12 COURSES

Numeral pennant displayed on the race committee signal boat, no later than the warning signal, means that a windward-leeward race will be sailed.

When no numeral pennant is displayed, a long distance course will be sailed.

12.1 Windward-leeward race

12.1.a. SI Appendix 2 shows the courses, including the order in which marks are to be rounded. All marks are to be left to port.

12.1.b. Where the course includes a gate, boats shall pass between the two gate marks, leaving the port-hand gate mark to port and the starboard-hand gate mark to starboard, and may choose to round either.

12.1.c. No later than the warning signal, the race committee signal vessel shall display the course and the approximate compass bearing of the first leg.

12.1.d. If a gate mark is missing, the remaining gate mark shall be rounded and left to port.

12.2 Long Distance Race

12.2.a. SI Appendix 1 shows the possible marks for the long-distance race. The order in which the marks are to be rounded will be displayed on the race committee signal boat and announced on VHF channel 72 before the starting sequence.

12.2.b. During long distance courses all marks are to be left to port, except marks identified with the letter "S", which are to be left to starboard.

13 MARKS

13.1 Windward-leeward race

Marks 1, 2, 3s and 3p will be autonomous buoys, identified by an orange windsock.

Change course mark will be an autonomous buoys, identified by an purple windsock.

13.2 Long distance race

Marks will be autonomous buoys, identified by orange windsock

14 THE START

14.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

14.2 The starting line is between masts displaying orange flags, one on the signal vessel at the starboard end of the line and one on the pin-end boat at the port end of the line.

14.3 A boat that does not start within 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

15 CHANGE OF THE NEXT LEG OF THE RACE

15.1 To change the next leg of the race, the committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The new mark will be fitted with a windsock, to be left to port.

15.2 If a mark is subsequently replaced, the replacement mark will be orange.

15.3 The change will be signalled in accordance with RRS 33, before the leading boat has begun the leg. the new mark will be a purple mark, to be left to port.

15.4 Except at a gate, boats shall pass between the race committee boat signalling the change of the next leg and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.

15.5 A race committee boat signalling a change to a leg of the course is a mark



15.6 On a windward-leeward race, if the windward mark is changed, Mark 2 (dog leg) is no longer part of the race course and the requirement to leave all marks to port does not apply to Mark 2.

15.7 The Race Committee may reduce or abandon a race for any of the reasons listed in RRS 32.1.

16 THE FINISH

The finishing line will be between a staff displaying a blue flag on a committee Boat and an autonomous buoys, identified by an bleu windsock, except the long distance race finishing mark identified by orange windsock.

16.1 In a long-distance race, the race committee may abandon a race for any of the reasons specified in RRS 32.1 and score the race using the boats' positions at the last official scoring point at any mark (this changes RRS 32).

If a race committee boat displaying the Second Substitute flag is stationed near one of the marks, the mark and the race committee boat together constitute a gate at which an official scoring point will be established. Boats shall pass through this gate and continue racing.

If the race committee subsequently decides to abandon the race, it will display S over H, accompanied by two sound signals, meaning: "The race is abandoned and the last official scoring point will be used as the finishing order." The race committee will, if possible, confirm this information by VHF. If an abandonment is signalled this way, the gate at which the last official scoring point was established becomes the finishing line.

If an incident that may give rise to a protest occurs after a boat has cleared this finishing line and before the abandonment signal is made, no boat shall be penalized for breaking a rule of Part 2, except if it breaks RRS 14 when the incident causes injury or serious damage, or RRS 23.1.

An official scoring point may be established at any mark of the course.

17 TIME LIMITS AND TARGET TIMES

17.1 Windward-leeward race

Mark 1 Time Limit	Target time	Race Time Limit	Finishing Window
30 minutes	60 minutes	90 minutes	30 minutes

If no boat has passed the first mark within the Mark 1 Time Limit, the race shall be abandoned.

Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

17.2 Long distance races

Boats failing to finish within 1 hours after the first boat sails the course and finishes, will be scored Time Limit Expired (TLE) without a hearing. This changes RRS 35, A4 and A5

The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized, or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

18 HEARING REQUESTS

18.1 The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the jury ONB and published on the WhatsApp group.

18.2 Hearing request forms are available from the jury office located on the ground floor of the CNVA.



18.3 Notices will be posted no later than 20 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located on the ground floor of the CNVA beginning at the time posted.

18.4 A list of boats that have been penalized under Appendix SD will be posted.

19 SCORING

19.1 Two validated races are required to be completed to constitute a series.

19.2 a) When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.

b) When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

19.3 Ties : Appendix A8 shall apply.

19.4 Ties in a series score between boats shall be broken in favour of the boat that scored better in long distance race. This changes RRS Appendix A8. If the long-distance race has not been raced or validated, ties will be broken according to RRS Appendix A8.

20 SAFETY REGULATIONS [DP] [NP]

20.1 A boat that retires from a race shall notify the race committee by VHF on channel 72, or any other means, at the first reasonable opportunity.

20.2 The Class Rule 04.08.05 (closing hatches) may apply. In such a case, the Race Committee will use the following signals:

20.2 a) When flag "F" with sound signals is displayed ashore, Class Rule 04.08.05 applies as soon as possible when the boats leave the harbour.

20.2 b) When flag "F" with sound signals is displayed on the starting boat before the warning signal, Class Rule 04.08.05 applies no later than the preparatory signal,

20.2 c) When flag "F" with sound signals is displayed near a mark, Class Rule 04.08.05 applies from that mark,

20.2 d) When flag "D" with sound signals is displayed at a mark, Class Rule 04.08.05 no longer applies from this mark.

21 REPLACEMENTS OF CREW OR EQUIPMENT [DP]

21.1 Substitution of competitors is not allowed without prior written approval of the race committee.

21.2 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the race committee.

21.3 Requests for substitution shall be made to the appropriate committee at the first reasonable opportunity, which may be after the race.

22 EQUIPMENT AND MEASUREMENT CHECKS [DP]

When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

23 OFFICIAL VESSELS

Official vessels will be identified as follows:

Race Committee, mark-laying boats, pin end boat : FFV flag

Jury: Yellow flag with JURY in blue.



24 SUPPORT PERSONS [DP] [NP]

24.1 Team leaders, coaches and other support personnel shall register with the OA providing details of their boats and distinctive identification which shall include flying a White flag showing the national 3 letter code in black of the MNA. They will have to present civil liability insurance for the boat and its pilot.

24.2 Team leader, coaches and other support boats shall stay more than 150 meters to leeward of the starting line and from the leeward marks and from any racing MICRO from the time of the preparatory signal until all boats have finished the last race of the day, or all races are abandoned.

24.3 Any physical contact between support boat and competitors are forbidden (except emergency). Registration is free of charge. It includes the launching of the support boat, mooring during the event and free access to Club facilities, changing rooms and social events (same rights as competitors).

24.4 In the event of an emergency, the Race Committee may request the assistance of support boats. Registered support boats shall follow the safety procedures that will be outlined in the sailing instructions.

24.5 All persons on board support boats shall comply with the FFVoile regulations which regulates the wearing of a personal flotation device when afloat.

24.6 All support boats shall be equipped with active kill cords and a VHF marine radio tuned to the official racing channel. This channel will be indicated in the sailing instructions.

24.7 Details regarding the conduct of these support boats will be indicated in the sailing instructions.

25 TRASH DISPOSAL [DP]

RRS 47 applies.

26 HAUL-OUT RESTRICTIONS [DP]

Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the Technical Committee.

27 DIVING EQUIPMENT AND UNDER WATER PROTECTIVE COVERS [DP]

27.1 Underwater breathing apparatus and under water protective covers or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the last race of the event.

27.2 Boats shall not be cleaned below the waterline by any means during the event.

28 PRIZES

There will be a General Ranking and rankings for the Racer Division, the Cruiser Division.

Prizes will be given as follows:

- The winner of the overall ranking will be announced European Championships 2026 of the Micro Class.
- Prizes for the teams finishing 1st, 2nd and 3rd in the overall ranking.
- Prizes for the teams finishing 1st, 2nd and 3rd in the Racer Division, in the Cruiser Division.



RACE OFFICIALS

ORGANIZING AUTHORITY
Club Nautique Voile Aix les Bains

JURY
Patrick Chapelle, Chairman
Thomas Le Freche
Vincent Thomas
Gilles Dyen

RACE COMMITTEE
Pierre Mantilleri
Jean Claude Vachez
François Combet
Marie San Nguyen Canh



Prescriptions of the Fédération Française de Voile (FFVoile) Racing Rules of Sailing 2025-2028

Version of 15th of October 2024

FFVoile Prescription to RRS 25.1 (Notice of race, sailing instructions and signals)

For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used.

Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application. These standard documents can be downloaded on the "Arbitrage" website of FFVoile. <https://arbitrage.ffvoile.fr>

(*) FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules)

The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.

(*) FFVoile Prescription to RRS 65.1 (Legal liability)

Any question or request related to legal liability arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee. A boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.

(*) FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority)

The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event.

(*) FFVoile Prescription to RRS 76.1 (Exclusion of boats or competitors)

An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.

(*) FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates)

The boat's owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.



(*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules)

An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such approval shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.

(*) FFVoile Prescription to RRS 88.2 (Changes or deletions to National prescriptions)

Prescriptions of the FFVoile shall not be changed or deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on “Arbitrage” website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).

(*) FFVoile Prescription to RRS 91(a) (Minimum number of protest committee members)

The protest committee shall be composed of a minimum number of committee members in accordance with the provisions of the federal regulations of the FFVoile, unless a derogation is granted by the FFVoile

(*) FFVoile Prescription to RRS 91(b) (Appointment of an international jury)

The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such approval shall be posted on the official notice board during the event.

FFVoile Prescription to APPENDIX R (Procedures for appeals and requests)

Appeals shall be sent to: Fédération Française de Voile, jury d'appel - 17 rue Henri Bocquillon, 75015 Paris
– email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the “Arbitrage” website of FFVoile



APPENDIX SD “SEMI-DIRECT JUDGMENT”

Version: July 2025

- SD1** Rule 44.1 is changed as follows: “A boat may take a penalty when she may have broken one or more rules of Part 2 in an incident while racing (except rule 14 when she has caused serious damage or injury), rule 31 or rule 42. However,
- (a) when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take a penalty for breaking rule 31;
- (b) if she has caused injury or serious damage, or if, despite taking a penalty, gained a significant advantage in the race or series through her breach, her penalty shall be to retire.”

The penalty in rule 44.2 is a One-Turn Penalty.

- SD2** (a) While racing, a boat may protest
- another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved,
 - or under rule 31,
 - or under rule 42 modified according to RRS P5 if provided for in the class rules.
- To do so, she shall, for each protest, hail “Protest” and conspicuously display a red flag at the first reasonable opportunity (except if her hull length is 6 m or less). She shall lower the flag before, or at the first reasonable opportunity after, a boat involved in the incident has voluntarily taken a penalty or after a judge’s decision.
- (b) A boat protesting as permitted under rule SD2(a) is not entitled to a hearing, except for incidents for which no action was taken by the jury on the water. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. A judge may penalize any boat that has broken a rule and has not been exonerated, unless the boat has voluntarily taken a penalty.

- SD3** (a) When a boat
1. breaks a Sailing Instruction or a class rule governing the use of the bowsprit,
 2. breaks rule 31 and does not take a penalty,
 3. breaks rule 42,
 4. breaks rule 49 or a class rule governing crew position,
 5. gains an advantage despite taking a penalty,
 6. commits a breach of sportsmanship, or
 7. breaks rule SD5 or fails to take a penalty when a judge imposed her one,



a judge may penalize her without a protest from another boat. The judge may impose one or more penalties, each signalled in accordance with rule SD4(b), or may report the incident to the protest committee for further action. If a boat is penalized under rule SD3(a)(7) for failing to take a penalty or for not taking it correctly, the initial penalty is cancelled.

- (b) A judge who decides, based on his personal observation or on a report received from any source, that a boat may have broken a rule other than a rule listed in SD2(a), may inform the protest committee so that it may take further action under rule 60.1. However, the judge will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

SD4 A judge shall signal a decision as follows:

- (a) a green-and-white flag with one long sound signal means “no penalty”;
- (b) a red flag with one long sound signal means “a penalty has been imposed or remains outstanding.” The judge will hail or identify each such boat.

SD5 A boat penalized under rule SD4(b) shall take a penalty.

SD6 No proceedings of any kind may be taken in relation to the action or inaction of a judge on the water. A boat may protest or request redress for incidents for which no action was taken by the jury on the water in accordance with rule SD2(b).

SD7 A boat intending to

- (a) protest another boat under a rule other than rule SD5,
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress,
- shall protest or request redress within the time limit applicable to the boat.

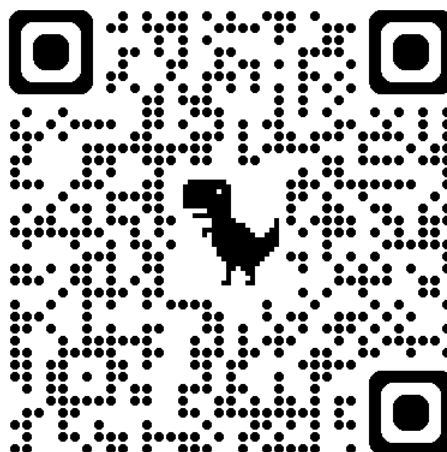
APPENDIX QR CODES

Official Noticeboard



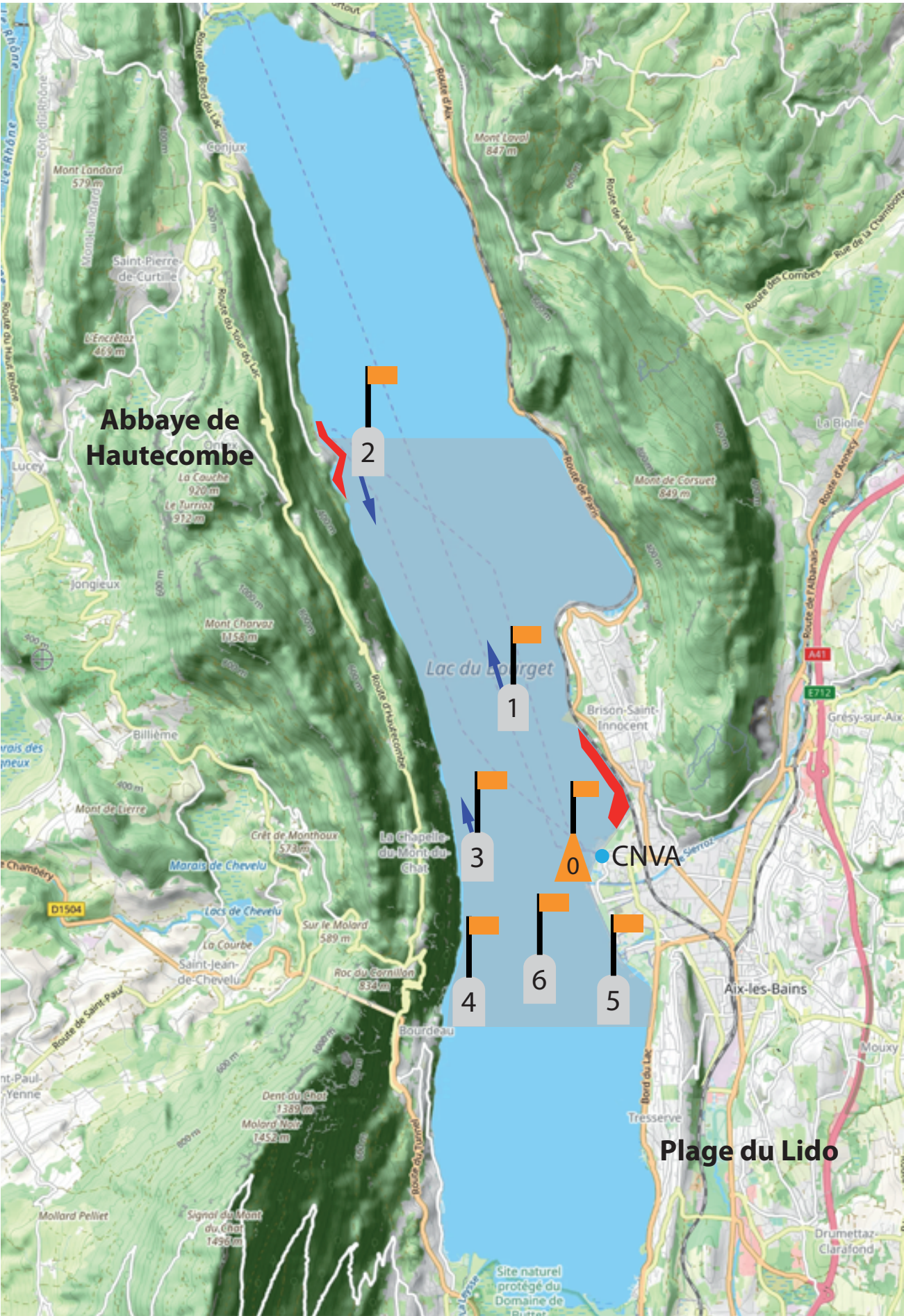
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<https://jurydecisions.ffvoile.fr/events/Championnat%20d'Europe%20Micro%202026>



Appendix 1
Race area / Marks list for long distance course

 Restected areas



Appendix 2

windward-leeward course



Numeral pennant 1 : Start – 1 – 2 – 3p – Finish



Numeral pennant 2 : Start – 1 – 2 – 3p/3s – 1 – 2 – 3p – Finish



Numeral pennant 3 : Start – 1 – 2 – 3p/3s – 1 – 2 – 3p/3s – 1 – 2 – 3p Finish

