



NOTICE OF RACE

2026 Tornado Open, Mixed & Youth World Championships

Organising Authority : **the Saint-Pierre Quiberon Regatta Society (SRSP)**
 on behalf of the International Tornado Association (ITA)
 'with the support of the National Institute of Nautical Sports (I2N)'
 under the authority of the French Sailing Federation (FFVoile) and the World Sailing (WS)

Grade 2

July 12-19, 2026

Saint-Pierre Quiberon

Preamble

The notation [NP] in a rule means that a boat may not protest another boat for breaking that *rule*. This changes RCV 60.1.

The notation [DP] in a rule means that a "standard penalty", as defined in RCV 60.5, may be imposed by the Race Committee or the Technical Committee without a hearing. This changes RCV 63.1 and A5.

Prevention of violence and incivility

The FFVoile recalls that sporting events are above all a space for exchange and sharing open and accessible to all. As such, competitors and support persons are asked to behave in all circumstances, ashore and on the water, in a courteous and respectful manner regardless of the origin, gender or sexual orientation of other participants.

1 RULES

- 1.1 The event will be governed by the current rules as defined in The Racing Rules of Sailing (RRS 2025-2028). Other documents under definition Rule (g) include :
 - 1.1.1 [The Equipment Rules of Sailing 2025-2028](#)
 - 1.1.2 Equipment inspection Regulation of the event,
 - 1.1.2 [SP] The ITA class rules and the Equipment Inspection Regulations, available at <https://www.tornado-class.org/class-rules/>
 - 1.1.3 [NP] The Support Team Regulations (STR), including support vessels.
- 1.2 The National Authority prescriptions that apply are started in NoR Appendix A.
- 1.3 [DP] RRS 40.1 applies at all times while afloat. This changes RRS 40 and the preamble of Part 4.
- 1.4 RRS 90.3 (e) applies.
- 1.5 If there is a conflict between languages the English text takes precedence.

2 SAILING INSTRUCTIONS (SI)

- 2.1 The SI will be available online at : <https://www.srsp.fr/eng/international/>

3 COMMUNICATION

- 3.1 The on line official notice board is located at : <https://www.srsp.fr/eng/international/>
- 3.2 A WhatsApp group for competitors and coaches will be created: see the Sailing Instructions.
- 3.3 [DP] All support person vessels shall carry a VHF radio capable of communicating on channel
On the water, the Race Committee will make courtesy broadcasts on VHF Radio.
- 3.4 [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. ELIGIBILITY AND ENTRY

- 4.1 The event is open to all boats of the international Tornado class, including both New Rig Tornado and Classic Rig Tornado configurations.
- 4.2 On 1 March 2022, World Sailing published the following recommendations in reaction to the situation in Ukraine to help preserve the integrity and safety of the 2026 Tornado Open, Mixed & Youth World Championships, entries shall be open to competitors of all nationalities, but not to competitors holding only Russian or Belarussian nationality. The Organizing Authority may amend this rule following any further Work Sailing decisions on the situation with Russia and Belarus.
- 4.3 Competitors shall comply with WS Regulation 19 – Eligibility Code . Each competitor shall be registered as a World Sailing sailor at: <https://www.sailing.org/sailors/world-sailing-profile/>.
- 4.4 Competitors under 18 years of age shall provide a signed and completed parent (or guardian) consent and declaration form. The forms are available to download on : [World Sailing website](#)
- 4.5 Only current, fully paid members of the International Tornado Association may enter the event.
- 4.6 [NP] All competitors shall have a relevant sports ID issued by their respective National Authorities.
- 4.7 Eligible boats may enter by completing the entry form and submitting it, together with the required fee, to: <https://stpierre.axyomes.com/client/index.php?lang=en>
- 4.8 To be considered an entry in the event, a boat shall complete all registration requirement and pay all fees.
- 4.9 Late entries will be accepted at the sole discretion of the Organizing Authority.
- 4.10 The Organizing Authority may cancel or postpone an event I case of very serious reasons (COVID restrictions, travel restrictions imposed, etc). Competitors will be notified of canceled events by email and posting on the events website. In case of cancellation the entry fees will be refunded.

5 FEES

- 5.1 Fees are as follows:

Class	Entry Fee per boat before midnight 11/06/2026	Entry Fee per boat after 12/06/2026
Tornado	€600	€650
Support boats	€75	€75

- 5.2 The registration fees include:
- a contribution of €50 to the International Tornado Association,
 - a welcome cocktail on the terrace of the SRSP,
 - daily post-race refreshments (cakes and drinks),
 - specially curated local gifts.
 - exclusive access tot he Gala dinner (except for wine).
- 5.3 All entry fees shall be paid either
- online at: <https://stpierre.axyomes.com/client/index.php?lang=en>
 - in cash to the Organizing Authority on-site registration online
 - or by bank transfer at the following bank account, naming the event, the name oft he helmsman and the sail number or the name oft he support person:
- Bank Account details :

- Credit Agricole du Morbihan
- SRSP - Regates St Pierre Quiberon
- IBAN: FR 76 1600 6420 1129 2888 0161 047
- BIC: AGRIFRPP860

5.4 Fees are non-refundable, except for the event being canceled by the Organizing Authority, if the entry is rejected or as stated in NoR 4.10.

6 [DP] ADVERTISING

Boats may be required to display advertising chosen and supplied by the Organizing Authority.

7 SCHEDULE

7.1 The schedule will be as follows:

Date	Time	Activity
July 12	09:00 AM – 06:00 PM	Registration
July 12	09:00 AM – 06:00 PM	Equipment Inspection
July 13	09:00 AM – 04:00 PM	Registration
July 13	09:00 AM – 04:00 PM	Equipment Inspection
July 13	02:00 PM – 04:00 PM	Practice Race
July 13	06:00 PM	Opening Ceremony – ENVSN (INN)
July 14	09:00 AM	Competitors / coaches Meeting
July 14	12:00 AM - 05:00 PM	Opening Series
July 15	TBA	Competitors / coaches Meeting
July 15	TBA	Opening Series
July 15	06:30 PM	Welcome Cocktail – SRSP
July 16	TBA	Competitors / coaches Meeting
July 16	TBA	Opening Series
July 17		Reserve Day
July 17	07 :30 PM	Gala Dinner – ENSVN (INN)
July 18	TBA	Competitors / coaches Meeting
July 18	TBA	Opening Series
July 19	TBA	Competitors / coaches Meeting
July 19	TBA	Opening Series
July 19	TBA	Prize Giving Ceremony - ENVSN

7.2 15 Opening Series are scheduled.

7.3 The maximum number of races sailed per day will be 3, unless in order to complete the required minimum number of races to constitute a series. Races may be scheduled on the Reserve Day.

7.4 On the last scheduled day of racing no warning signal will be made after 02:00 PM

8. EQUIPMENT INSPECTION

8.1 A technical committee for the 2026 World Championships shall be appointed in accordance with RRS 92.

8.2 [DP] Boats shall be available for equipment inspection from the date and time specified in NoR 7.1.

8.3 Each boat shall produce or verify the existence of a valid measurement certificate.

8.4 [DP] Equipment inspection shall be conducted in accordance with the Equipment Inspection Regulations.

8.5 Measurement and equipment checks may be made throughout the event at the discretion of the Event Technical Committee, the Race Committee or the International Jury.

8.6 [DP] RCV 78.1 is changed so that competitors are responsible for ensuring that their boat is maintained in accordance with the Class Rules and that the measurement certificate, where applicable, remains valid.

8.7 [DP] Each Boat is required to comply with RCV 78.1 and the Equipment Inspection Regulations from the time of its pre-race equipment inspection onwards unless otherwise approved by the Event Technical Committee. Non-compliance may be protested and penalized as if it were discovered after racing.

9 VENUE

- 9.1** NoR Appendix B shows the plan of the event venue.
9.2 NoR Appendix shows the location of the racing areas.

10 COURSES

- the courses will be Windward/Leeward with a spreader mark at the windward leg and buoy to windward and a gate at the leeward leg off the course.
- More details will be included in the Sailing Instructions.

11 PENALTY SYSTEM

- 11.1** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty
An international jury is constituted in accordance with Annex N of the RCV.
- 11.2** RRS 44.3 will not apply.
- 11.3** RRS Appendix P, Special Procedures for Rule 42 applies.
- 11.4** RRS P2 is deleted and replaced by: "P2. When a boat is penalized under Rule P1.2, her penalty shall be a one turn penalty under Rule 44.2. If she fails to tack it, she shall be disqualified without a hearing."
- 11.5** An International Jury will be appointed in accordance with Rule 91 (b)
- 11.6** Penalties for breaches of class rules, RRS 50 and 78 or rules in the NoR/SI marked [DP] or [SP] should be the case go to a hearing, are at the discretion of the International Jury.
- 11.7** For breaches of NoR/SI marked [SP] and breaches of the Class Rules, the Race Committee or Technical Committee may apply a standard penalty without a hearing to the race(s) closest in time to the incident. The scores of other boats shall not be changed. However, the Race Committee or Technical Committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalized with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this Race Committee action. This changes RRS 60.1 and Appendix A5.

12 SCORING

- 12.1** Four(4) races are required to be completed to constitute a series.
- When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
- When five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- When twelve (12) or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 12.2** There will be a final official ranking list for:
- the Open Tornado World Championship,
 - the Mixed Tornado World Championship,
 - the Youth Tornado World Championship,
 - the Classic Tornado Cup, if needed.
- 12.3** Mixed and Youth Championship rankings will be based on the Open Tornado championship results without recalculation.

13 [DP] SUPPORT PERSONS AND SUPPORT PERSON VESSELS.

- 13.1** All support person vessels and designated drivers shall be registered with the Organizing Authority and will be required to comply with local legislation and the Support Team Regulations (STR), by completing the registration form, posted at <https://stpierre.axyomes.com/client/index.php?lang=en> no later than July 12 and pay the corresponding entry fees as stated in NoR 5.1. The Organizing Authority may refuse or accept late registrations at their sole discretion.
- 13.2** Support persons shall confirm the registration of their vessels and submit the names and sail numbers of the competitors they are supporting at the Race Office before the end of the registration.
- 13.3** A support vessel includes any vessel that is under the control or direction of a support person as defined in the RRS and also includes any person gathering data that may be used by a team or competitor.
- 13.4** [DP] Support person vessels shall be identified with a flag with their three-letter national code clearly displayed, or with a sticker of their three-letter national code on each side of the boat or engine. The minimum height for the letters shall be 200 mm. The flag or stickers will be provided by the Organizing Authority (a deposit of € 10.00 is required).
- 13.5** Each support person vessel at the event shall be insured with valid third-party liability insurance with a minimum cover of 1.500.000 € (or the equivalent) per incident and valid for the event.

14 CHARTERED OR LOANED BOATS

A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

15 [DP] [NP] BERTHING

Unless otherwise instructed, boats shall be kept in their assigned places while in the boat park.

16 [NP][DP] MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT

16.1 By participating in the event, competitors, registered support persons, or other persons legally bound to this Notice of Race, automatically grant to the International Tornado Association and the Organizing Authority and their sponsors, the right in perpetuity to make, use, and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of the competition without compensation.

16.2 Competitors may be required for interviews during the event.

16.3 Boats may be required to carry cameras, sound equipment, or positioning equipment as specified by the Organizing Authority.

17 DATA PROTECTION

The Organizing Authority will process, and store personal data collected from competitors and registered support persons or another person legally bound to this Notice of Race in connection with the event. Protection of personal data shall be arranged in compliance with the local legislation or, where applicable, in compliance with the EU GDPR Regulation.

18 RECOGNITION OF RISKS

18.1 Competitors participate in the event entirely at their own risk and they are reminded of the provisions of RRS 3, Decision to Race. The responsibility for the decision to participate in a race or to continue with it is solely with the Person in Charge (as defined in RRS 46); to that extent, the Person in Charge also accepts full responsibility for the crew. The Person in Charge is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and seaworthiness of the registered boat.

18.2 The responsibility for the decision to provide support to a competitor or to continue with it is solely with the registered support person; to that extent, the registered support person also accepts full responsibility for the crew on the support person vessel. The person in charge of the support person vessel is responsible for the qualification and the correct nautical conduct of the crew as well as for the suitability and the seaworthiness of the registered support person vessel.

18.3 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

18.4 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.

18.5 They are responsible for the safety of themselves, their crew, their boat, and their other property whether afloat or ashore.

18.6 They accept responsibility for any injury, damage, or loss to the extent caused by their own actions or omissions.

18.7 By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event and they are fit to participate.

18.8 The provision of a race management team, safety boats, judges and other officials and volunteers by the organizer does not relieve them of their own responsibilities.

18.9 The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

18.10 They will familiarize themselves with any venue/event specific risks, adhere to rules and information produced for the venue/event and they will attend any venue/event safety briefings.

18.11 The Organizing Authority and all persons involved in the regatta organization will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

19 INSURANCE

Each participating boat shall be covered with valid third-party liability insurance with a minimum cover of €1,500,000 per incident or the equivalent. The Organizing Authority will not be responsible for verifying the status and validity of such certificates.

20 PRIZES

Prizes will be given as follows:

- Tornado Open: to the first 5 classified boats,
- Tornado Mixed: to the first 5 classified boats,
- Tornado Youth (each crew member under 26 years old on 31/12/2026) : to the first 3 classified boats,
- Tornado Classic Cup : to the first 3 classified boats.

The ITA will award a medal to the 3 best crews in the Open, Mixed and Youth categories.

In case of less than 3 participants, the prize will be awarded only to the first winner.

21 FURTHER INFORMATION

For further information, contact **SRSP (Philippe)**: contact@srsp.fr or pblanquefort@yahoo.fr

APPENDIX A – NATIONAL PRESCRIPTIONS

APPENDIX B – VENUE PLAN

APPENDIX C – RACE AREA

APPENDIX D – SUPPORT TEAM REGULATIONS

APPENDIX A

Regulations of the French Sailing Federation (FFVoile) Racing Rules of Sailing 2025-2028 Version of 15th of October 2024

Prescription 1

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>

Prescription 2

(*) 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.

Prescription 3

(*) 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 withdraws from a race or accepts a penalty does not, by that such action, admit legal liability.

Prescription 4

(*) 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.

Prescription 5

(*) 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.

Prescription 6

(*) 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 more than his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.

Prescription 7

(*) 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.

Prescription 8

(*) 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)).

Prescription 9

(*) 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

Prescription 10

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

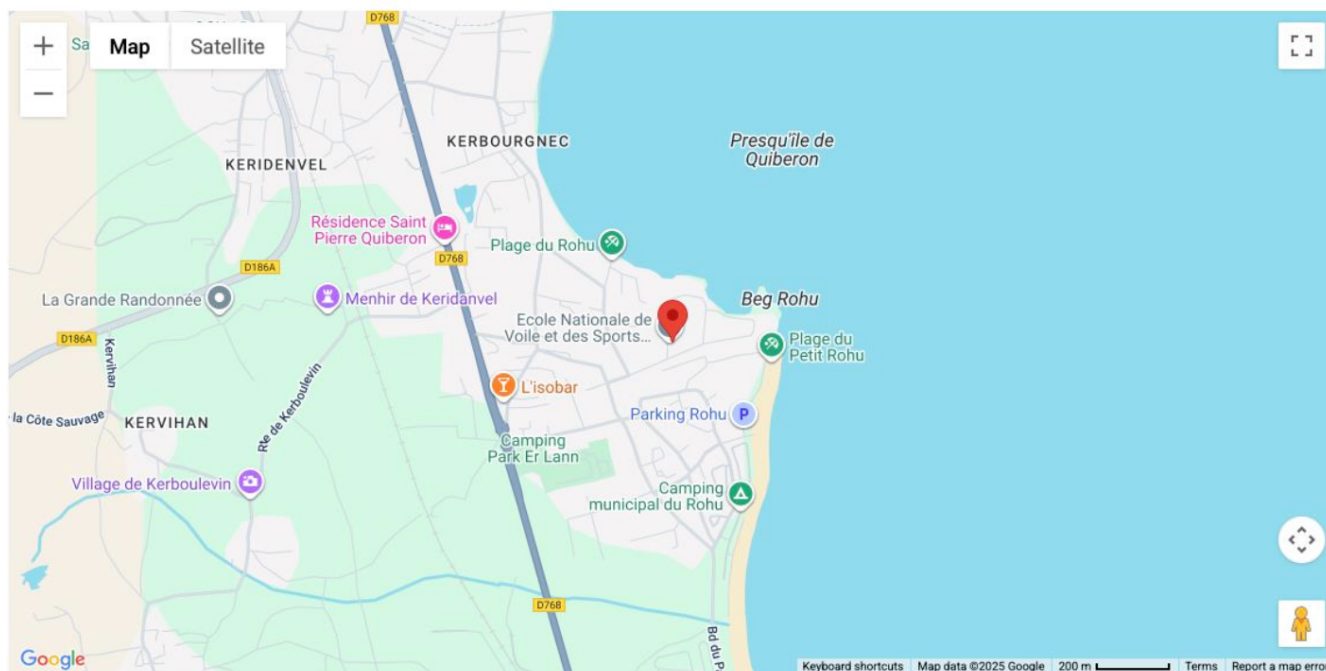
The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such approval shall be posted on the official notice board during the event.

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

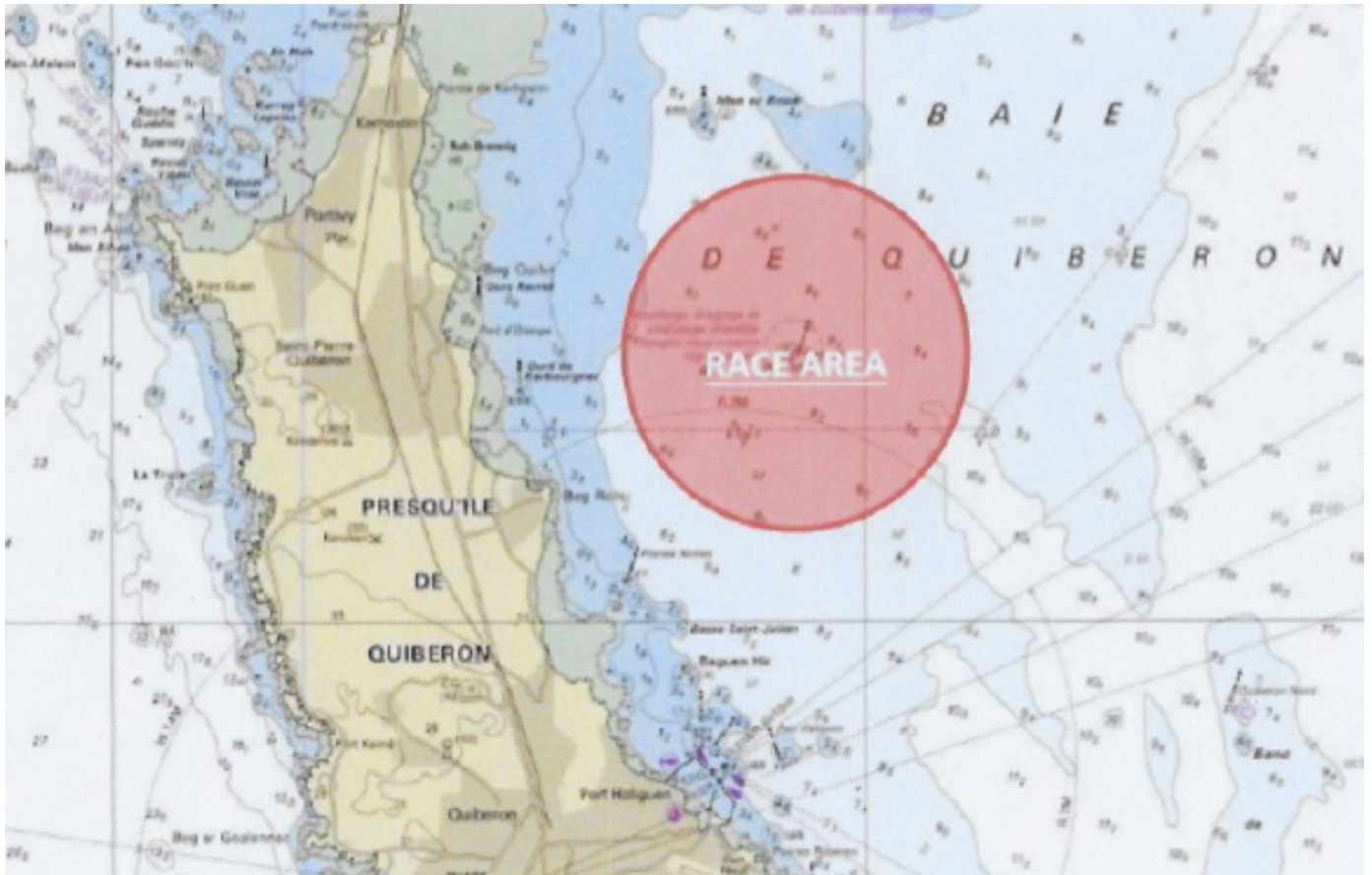
Appeals shall be sent to: Fédération Française de Voile, jury d'appel - 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr, using preferably the appeal form downloadable on the "Arbitrage" website of FFVoile.

APPENDIX B

Coordonnées GPS : N 47°50'03.1" E -3°12'17.9"



APPENDIX C: RACE ZONE



APPENDIX D – SUPPORT TEAM REGULATIONS

Preamble

This document sets out the rights and obligations of support persons when they take part in French Sailing Federation (FFVoile) events, as defined in the FFVoile Technical Regulations.

The Racing Rules of Sailing define a **support person** as follows: Any person who

(a) provides, or may provide, physical or advisory support to a competitor, including any coach, trainer, manager, team staff, medic, paramedic or any other person working with, treating or assisting a competitor in or preparing for the competition, or

(b) is the parent or guardian of a competitor. The **FFVoile coach** is a support person holder of a corresponding diploma issued by FFVoile. In place of a FFVoile coach, a support person may avail the same prerogatives and be subject to the obligations of the coaches, as long as this person declares herself as such to the Organizing Authority. Each time the word “coach” will be used in this document, it will relate to graduate coaches and support persons declared as such.

THE COACH

- may, with his/her agreement, be included in the safety plan, is the spokesperson with the Organizing Authority for his/her team.

- Undertakes to give no assistance to his/her competitors while they are racing (as defined in the RRS),
- Undertakes to comply with the rules applicable to the race, as well as instructions from the Chairman of the Race Committee,

- Undertakes to comply with this regulation when it is attached to race documents on an event.

Coaches may, on request of the Race Committee, name a spokesperson for all coaches

THE ORGANIZING AUTHORITY

- shall not include a coach in the safety plan without his/her agreement, except when emergency procedure applies
- may organize, prior to or during the event, a meeting with the coaches and race officials,
- undertakes, as part of the emergency procedure, to provide the coach boats with the rights and privileges granted to the Organizing Authority's safety boats (fuel, insurance, etc.);
- considers the coach as the spokesperson for his/her team, subject to team agreement.

GENERAL

Support boats shall be accredited before the end of registration. If access to starting area is restricted by local Government regulations, the Organizing Authority and the French Sailing Federation will prepare a list of boats authorized to enter the starting area, in compliance with other provisions to this regulation; support persons of the French Sailing Federation Centers of Excellence will be given priority for accreditation.

When they are not used, support boats shall be parked in the places assigned to them;

IDENTIFICATION

Each support boat shall display the identification required by the Organizing Authority. For an international regatta, each coach boat shall display black national letters on a white background, either on a flag with a minimum size of 40 cm by 30 cm or on the engine cover.

DURING RACES

As far as possible, no equipment onboard a support boat may extend beyond the bow, stern or sides of the boat so as to create a danger.

Support boats shall not anchor any apparatus, equipment (buoy or marker, ...) permanently laid. The temporary use of floating objects is allowed to measure the current. These objects shall be brought aboard once the measurement is done. Support boats shall not anchor any apparatus, equipment (buoy or marker, ...) permanently laid.

The temporary use of floating objects is allowed to measure the current. These objects shall be brought aboard once the measurement is done.

INFRINGEMENTS

Any alleged breach of this regulation may be reported to the jury for hearing. Based on RRS 64.5:

(a) When the protest committee decides that a *support person* who is a *party* to a hearing under rule 60.3(d) or 69 has broken a *rule*, it may

(1) issue a warning,

(2) exclude the person from the event or venue or remove any privileges or benefits, or

(3) take other action within its jurisdiction as provided by the *rules*.

(b) The protest committee may also penalize a boat that is a *party* to a hearing under rule 60.3(d) or 69 for the breach of a *rule* by a *support person* by changing the boat's score in a single race, up to and including disqualification, when the protest committee decides that

(1) the boat may have gained a competitive advantage as the result of the breach by the *support person*, or

(2) the *support person* committed a further breach after the protest committee warned the boat in writing, following a previous hearing, that a penalty may be imposed.

All coaches and other support persons are reminded that a competing boat may be penalized for receiving outside help infringing RRS 41, Outside help.

SAFETY

Support boats shall comply with regulations applicable to | pleasure craft of less than 24 meters ("Division 240") at sea, the police regulations for inland water bodies and regulations specific to an area of water, if applicable.

It is reminded that in the absence of a wireless switch, a kill cord shall be worn whenever the motor is running, except when the driver shall move for safety maneuvers, specifically when alone and with the motor in neutral (assistance, landing, boarding, mooring, recovery, etc.).