



France 2026 Offshore Double Handed World Championships



NOTICE OF RACE

Marseille – September 23rd – October 2nd

Initial version, February 25th 2026

[Change Log:](#)

The Organising Authority (OA) is the Yacht Club de France (YCF) with the support of Cap-Regatta, RORC, Jeanneau and CNTL Marseille with the support of the FFVoile.

Preamble

The 2026 Offshore Double Handed World Championship will be raced on Sun Fast 30OD boats, with a two persons mixed crew and without on-water assistance.

The notation [NP]' in a rule means that a boat may not protest another boat for breaking that rule and for which the international jury may refuse to hold a hearing. This changes RRS 60.1(a) and 63.1.

The notation [SP]' in a rule means that a standard penalty may be applied by the race committee without a hearing, or a discretionary penalty may be applied by the international jury with a hearing. This changes RRS 63.1 and A5.

1 RULES

- 1.1 The regatta is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) replace RRS Part 2 from 20.00 until 08.00
- 1.3 The Offshore Special Regulations (OSR) 2026 -2027.
 - 1.3.1 All boats shall be supplied and comply with OSR Category 3 with liferaft.
 - 1.3.2 At least one crewmember will require an approved World Sailing Offshore Personal Survival Course
 - 1.3.3 According to OSR 6.05.3. the two crewmembers shall be familiar with First Aid procedures, hypothermia, drowning, cardio-pulmonary resuscitation, and relevant communications systems
 - 1.3.4 At least one crew member shall have an appropriate radio operation license recognised by a national authority
- 1.4 World Sailing Appendix WP Rules for Waypoints available at: [Appendix WP](#)
- 1.5 World Sailing DR25-01-Tracking to determine starting and finishing for 2025-2028: available at: [WS-DR 25](#)
- 1.6 Rules changed

- 1.6.1 RRS 28.1 The penalty for an infringement will be DP - This change RRS A.5.2
- 1.6.2 RRS 41 is changed in NOR 3
- 1.6.3 RRS 44.1, RRS 60 are modified as described in NOR 11 "Penalty System".
- 1.6.4 RRS 52 is changed as follows: the boats are allowed to use an energy source other than manual force for the operation of an automatic pilot
- 1.6.5 When rule 20 applies, a boat may indicate her need for room to tack or her response by VHF.
- 1.7 FFVoile National Prescriptions, available [Here](#) will apply.
- 1.8 All times in the documents are French local time (UTC+2)

2 SAILING INSTRUCTIONS

The Sailing Instructions will be available after 12:00 on the 01st September 2026 on the Official Notice Board (ONB).

3 COMMUNICATIONS

- 3.1 The online official notice board (ONB) is online, [Click here](#)
- 3.2 [DP] Official communication with competitors will be through the online ONB, and there will be additional courtesy information via e-mails and/or WhatsApp. Each boat shall have at least one device connected to the internet with WhatsApp installed, excluding satellite communication device.
- 3.3 The Organizing Authority (OA) will be supplying a satellite tracker. Nothing shall be done to inhibit these transmissions.
- 3.4 [DP] VHF: Boats shall watch VHF 16.
- 3.5 [DP] RRS 41(c) is changed as follows:
 - 3.5.1 A boat shall not receive help from any outside source, except help in the form of information which is freely available to all boats, which shall include navigational, weather, tide or current information from any source which is available to all boats whether or not by payment of a fee or subscription, but shall not include information gathered or the subject of interpretation by, or any advice received from, any source not on board the boat and which is specific to the boat and her situation.
 - 3.5.2 By way of an example and interpretation, downloading charts, weather and/or tidal GRIB files from subscription services, or having such information passed to the boat in its pure form, is permitted but receiving messages or information which is the result of interpretation from outside of the boat is not permitted.

4 [NP] ELIGIBILITY AND ENTRY

- 4.1 The regatta is only open to mixed two person crews of 1 Woman and 1 Man. Please refer to the World Sailing Transgender Policy, available at [WS-Transgender Policy](#)
- 4.2 At least the person in charge shall be a national of the country they represent and member of their MNA. Registration shall be endorsed by the MNA
- 4.3 World Sailing Eligibility shall apply. Each athlete shall be registered with World Sailing on the website: <https://www.sailing.org/sailors/profiles/> [World Sailing IDs for all crews will be required to complete the online entry.]
- 4.4 Each competitor shall present during registration a supporting document to justify membership of a World Sailing MNA and a supporting document to justify valid third-party liability insurance with a minimum cover of 2,000,000 € or equivalent.

French sailors shall be holders of the 2026 FFVoile Competition License

For each competitor without a FFVoile Club license, whether foreign or French national living abroad shall present during registration:

- a supporting document to justify membership to a World Sailing Member national authority.

- a supporting document to justify a valid third-party liability insurance with a minimum cover of 2 million Euros.

It is also recommended to take out insurance against the loss of the damage deposit

- 4.5** Competitors under 18 years of age shall upload a signed and completed parent (or guardian) consent and declaration form when making the online registration. The forms are available for download during the online registration process on the regatta website
- 4.6** The 2026 ODHWC will be sailed with the boats supplied by the OA (Sun Fast 30 OD Class).
- 4.7** The quota of the regatta is 22. The minimum quota is 10. If 10 or less teams have entered by 30th June 2026, the regatta will be cancelled and deposits refunded.
- 4.8** World Sailing will appoint a Selection Panel. The OA will issue invitations following instruction from the Selection Panel
- 4.8.1** Initially, one boat shall be allocated per MNA that requests an entry before June 01st.
- 4.8.2** An automatic invitation will be issued to FRA, the Host Nation.
- 4.8.3** If more than 22 requests for entry are received by June 01st, the Selection Panel will confirm which Nations are successful. Unsuccessful Nations shall be entered to a waiting list, ordered by the Selection Panel
- 4.8.4** If less than 22 entries, the Selection Panel will allocate a second spot to all or part of MNAs already registered.
- 4.9** Entry procedure
- 4.9.1** Entry applications are only available to MNAs in good standing with World Sailing and shall be sent to regates@cntl-marseille.fr.
- 4.9.2** MNAs shall send their application according to the following schedule.

Expression of Interest-Deposit 1 000 €/boat	Before 23:59 on 01 st June 2026
Confirmation from the WS Selection Panel	Before 23:59 on 10 th June 2026
Acceptance of invitations by MNAs	Before 23:59 on 29 th June 2026
Payment confirmation	Before 23:59 on 13 th July 2026
Deadline for all information to be received	Before 23:59 on 14 th September 2026

- 4.9.3** To remain eligible, a representative of the MNA must complete the online registration for all their national team/s by 23:59 on the 13th July 2026.
- 4.9.4** The Expression of Interest shall allow for each MNA the quota (2 Maximum) desired for the regatta. The deposit shall be reimbursed by the OA to teams not selected, or if the regatta is cancelled.
- 4.9.5** No later than 10th June 2026, the OA shall confirm to each MNA the quota places available for that MNA. The OA shall also include an invoice and wire transfer instructions. Any MNA that has not paid the amount on the invoice shall lose the quota places attributed to that MNA.
- 4.9.6** Quotas that become available after 10th June 2026, shall be allocated according to the decision of the Selection Panel
- 4.10** World Sailing Neutrality Policy (A5) shall apply. AINs are permitted to compete as individuals on teams. Teams of AINs are not permitted to compete.
- 4.11** [DP] Substitution of crew by a MNA is not allowed after the first race, and in any case without prior written approval of the OA and shall comply with any restrictions in the Notice of Race

5 FEES

- 5.1** The entry fee is 5 000 € (not including 20% VAT if applicable).
- 5.2** The entry fee includes:
- Charter fee of Sunfast 30OD including life raft, according to the schedule, from 23rd.September to 02nd October 2026
 - Berthing fees from 23rdSeptember to 20thOctober 2026
 - Access to one training session on 23rd or 24th September 2026
 - Access to the boats for one qualification race and the Final race (if qualified)

- Access to the boats for one repechage race (if qualified)
 - Welcome party.
 - Prizegiving
 - Tracking
- 5.3** The entry fee shall be paid via the online payment system (direct debit or credit card) upon entering, even if the entry is cancelled later. The entry fee is non-refundable, except for the regatta being cancelled by the Organizing Authority or if the entry is rejected.
- 5.4** Each charter boat is insured by the OA for third-party liability insurance with a minimum cover of 5,000,000 € per incident. A 5,000 € damages deposit (by bank card) will be requested at the registration in Marseille. This will be refunded to competitors upon return and inspection of the charter boat. The cost of any damages or loss will be agreed by the supplier and deducted before reimbursement. Each person in charge is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the technical committee.
- 5.5** The damage deposit is the limit of liability of each person in charge for each incident. In the event that a deduction is made from the deposit, the person in charge will be required to restore the deposit to the original value within six hours to continue in the regatta
- 5.6** Additional charter days (21st & 22nd September 2026), for training purposes, is possible. In these cases, a dedicated contract will be drafted directly with CapRegatta, and fees will be directly paid to them. For the selected teams, rate has been negotiated with CapRegatta at a preferred rate of 750 € (Including 20%VAT) per day.

6 [DP] [SP] ADVERTISING

- 6.1** Boats may be required to display regatta advertising and bow numbers chosen and supplied by the Organizing Authority, in accordance with advertising code
- 6.2** Race flags: Each team entering the regatta will receive a race flag upon arrival in Marseille that shall be displayed on the Starboard external shroud. The flag(s) should be displayed at height of not less than 1,5m above the deck.
- 6.3** Each boat shall display the flags of the OA and its sponsors, supplied in Marseille, on the forestay of the boat. Flags and pennants shall be displayed:
- in Marseille
 - during any stopover from arrival and up to leaving the port,
 - after crossing the finishing line until the end of prize giving,
 - it shall remain on board the boat for the whole duration of the regatta.
- 6.4** The regatta logo as supplied by OA,
- 6.5** The person in charge may be charged for the replacement of regatta advertising materials.
- 6.6** All race flags and pennants shall be returned at the end of the regatta at boat checkout, or as soon as possible for boats that do not cross the finish line. A financial penalty of 100 € per flag or pennant shall be deducted from the damage deposit (See NOR 5.5).

7 SCHEDULE

Date	Event	Location
Wednesday 23 rd September	Boat Allocation-Registration, Training for Q1, safety Checks Welcome party	CNTL Marseille
Thursday 24 th September	Boat allocation, Safety and weather briefing, start of qualification race 1	CNTL Marseille
Friday 25 th September	Finish overnight race, boat equalization, training for Q2	CNTL Marseille
Saturday 26 th September	Weather briefing, start of qualification race 2	CNTL Marseille
Sunday 27 th September	Finish overnight race. Re-draw of boats for repechage race. - Boat equalization.	CNTL Marseille
Monday 28 th September	Repechage race	CNTL Marseille
Tuesday 29 th September	Re draw of boats for final race, equalization.	CNTL Marseille

Wednesday 30 th September	Final Race start	CNTL Marseille
Thursday 01 st October	Racing Continues	CNTL Marseille
Friday 02 nd October	Race finishes and prize giving	CNTL Marseille

8. FORMAT

8.1 The regatta shall consist of up to two (2) qualification races, a repechage race if needed and conditions allow, and a final race.

8.2 Qualification format

8.2.1 If there are less than 11 entries, the fleet shall race 1 qualification race and a final race. A boat's overall rank in the regatta shall be their rank in the final race.

8.2.2 If more than 12 entries, the fleet will be split into two (2) "groups" of, as far as possible, equal size. This initial assignment will be done by a selection panel appointed by World Sailing.

8.2.2.1 The top 5 ranked boats from each qualifying race will progress to the final race. Boats ranked 6 - 11 overall in each qualifying race will progress to the repechage race.

8.2.2.2 The top ranked boats from the repechage race shall progress in order to the final race until the final race quota of Eleven (11) is full.

8.2.3 The overall ranking for the regatta shall be determined from the table below.

Overall Ranking	Result	Overall Ranking	Result
1	Final Race Rank 1	12	Repechage Race Rank 5
2	Final Race Rank 2	13	Repechage Race Rank 6
3	Final Race Rank 3	14	Repechage Race Rank 7
4	Final Race Rank 4	15	Repechage Race Rank 8
5	Final Race Rank 5	16	Repechage Race Rank 9
6	Final Race Rank 6	17	Repechage Race Rank 10
7	Final Race Rank 7	18	Repechage Race Rank 11
8	Final Race Rank 8	19	Repechage Race Rank 12
9	Final Race Rank 9	20	Repechage Race Rank 13
10	Final Race Rank 10	21	Repechage Race Rank 14
11	Final Race Rank 11	22	Repechage Race Rank 15

Note: The Race Committee may change the format, the length of the course, terminate any stage or the regatta when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages including the repechage race may be shortened or cancelled in favour of later stages.

9 [DP] EQUIPMENT INSPECTION

9.1 Boats shall be available for equipment inspection at any time when not training or racing.

9.2 Some parts of the boat and equipment will be sealed before the start in Marseille. The efficiency and quality of the seals shall be checked and endorsed by the person in charge. The number and definition of the seals will be specified in the Sailing Instructions and it is the responsibility of the competitors that the seals remain intact.

9.3 Boats will be allocated by the race committee (RC). The intention of the RC will be to allocate boats by random draw, either daily or for each round.

9.4 While all reasonable steps are taken to equalize the charter boats and any equipment variation will not be grounds for redress. This changes RRS 62.

10 PERSONAL EQUIPMENT

10.1 Mandatory equipment:

- All teams shall supply and carry a watertight handheld VHF radio capable of communicating on the VHF international channels - 16, 69, 12, 67, 72 and 06 with a

minimum emission power of 5 watts.

- Each crew member shall supply and carry at all times afloat an AIS personal crew overboard beacon.
- Each crew member shall supply a personal watertight flashlight and carry it from 20.00 et 08.00 hrs local time.
 - Each crew member shall supply and carry at all time afloat a personal knife.
- Each crew member should bring their own computer with navigation charts, able to be connected to the boat's GPS. Full connection details will be available on the ONB.
- According to NOR 3.2, every crew shall supply a phone with a SIM card which operates in France, with data. Information on purchasing a SIM card will be available on the ONB.

10.2 A list of supplied equipment is described in Addendum B

10.3 List of personal equipment permitted to bring:

- Life jackets shall be always worn afloat. CapRegatta will provide lifejackets and tethers. Competitors are allowed to bring their own life jackets and tethers if they comply with OSR 5.01 and 5.02.
- Taking on board, the following equipment is permitted:
 - iPad/tablet or similar
 - Basic hand tools
 - Adhesive tape
 - Line (elastic or otherwise of 4 mm diameter or less)
 - Marking pens
 - Handheld compasses, watches, timers and small personal video devices such as GoPro
 - Velcro tape
 - Bosun's chair
 - Handheld GNSS

11 VENUE

NoR Addendum A shows the plan of the regatta venue and the general racing area

12 PENALTY SYSTEM

12.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty for breaking one or more rules of Part 2 in an incident outside the Zone of a mark other than a starting mark while racing.

12.2 An International Jury will be appointed as provided in RRS 70.5. The right of appeal from an International Jury decision is denied as provided in RRS 70.5.

13 SUPPORT PERSON VESSEL

Support person's vessels will not be permitted

14 [DP] BERTHING

Boats shall be kept in their assigned places while they are in the Marseille harbour.

15 [DP] HAUL-OUT RESTRICTIONS

Boats shall not be hauled out except for the purpose of repairing damage; and only after written permission from the technical committee. While hauled out for this purpose, cleaning and polishing of the hull below the waterline will not be permitted. Appendages, including rudders shall not be removed from the boat unless damaged and prior permission has been obtained from the technical committee.

16 [DP] CLEANING OF HULLS BELOW WATERLINE

Charter boats will be cleaned before the event and must not be cleaned below the waterline after that point.

17 DATA PROTECTION

The processing of personal data of the competitors and registered support persons or another person legally bound to this Notice of Race in connection with the regatta shall be carried out, on the one hand, for the performance of the contractual relationship on the basis of this Notice of Race between the competitor as well as the registered support person and/or another

person legally bound to this Notice of Race and the organizing authority as data controller) pursuant to Art. 6 (1) S. 1 (b) GDPR. On the other hand, the processing of personal data of the competitor as well as the support person and/or another person legally bound to this Notice of Race is carried out to maintain the legitimate interests of the organizing authority.

18 MEDIA RIGHTS

- 18.1 By participating in the regatta, competitors and support team automatically grant to the OA, World Sailing 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.
- 18.2 Competitors may be required to be available for interviews during the regatta.
- 18.3 The attention of all competitors and support team personnel is drawn to the privacy notices published on World Sailing's website: <https://www.sailing.org/privacy-policy/>

19 [DP] [NP]RISK STATEMENT

- 19.1 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. Competitors and support persons participate in the regatta entirely at their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By taking part, each competitor agrees and acknowledges that,
- 19.2 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 regatta,
- 19.3 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore,
- 19.4 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions,
- 19.5 By participating in any race, they are satisfied that their boat is in good order, complies with the rules, is equipped to sail in the regatta and they are fit to participate,
- 19.6 The provision of a boat, equipment, race management team, patrol boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities,
- 19.7 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances,
- 19.8 It is their responsibility to familiarize themselves with any risks specific to this venue or this regatta drawn to their attention in any rules and information produced for the venue or regatta and to attend any safety briefing held for the regatta.

20 CODE OF CONDUCT

- 20.1 Competitors and support people shall comply with any reasonable request from a regatta official or equipment supplier representative.
- 20.2 Competitors shall handle any boats or equipment provided by the OA with proper care and seamanship, and in compliance with any written instructions.
- 20.3 World Sailing may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

21 COMPETITORS 'DRONES

- 21.1 [DP] Competitors or their representatives or support persons shall not fly drones over the shore facilities or over the race area during training or racing days without complying with local legislation and without prior written approval by the Organizing Authority.
- 21.2 The approval granted at the sole discretion of the Organizing Authority restricts drones to no more than 300 meters from their own vessel.
- 21.3 No drones may be flown from 30 minutes before the start until two hours after the start, unless OA devices.
- 21.4 At any time, the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the Organizing Authority, Race Committee or International Jury at reasonable request.

22 PRIZES & TROPHIES

Trophies will be awarded to the top three.

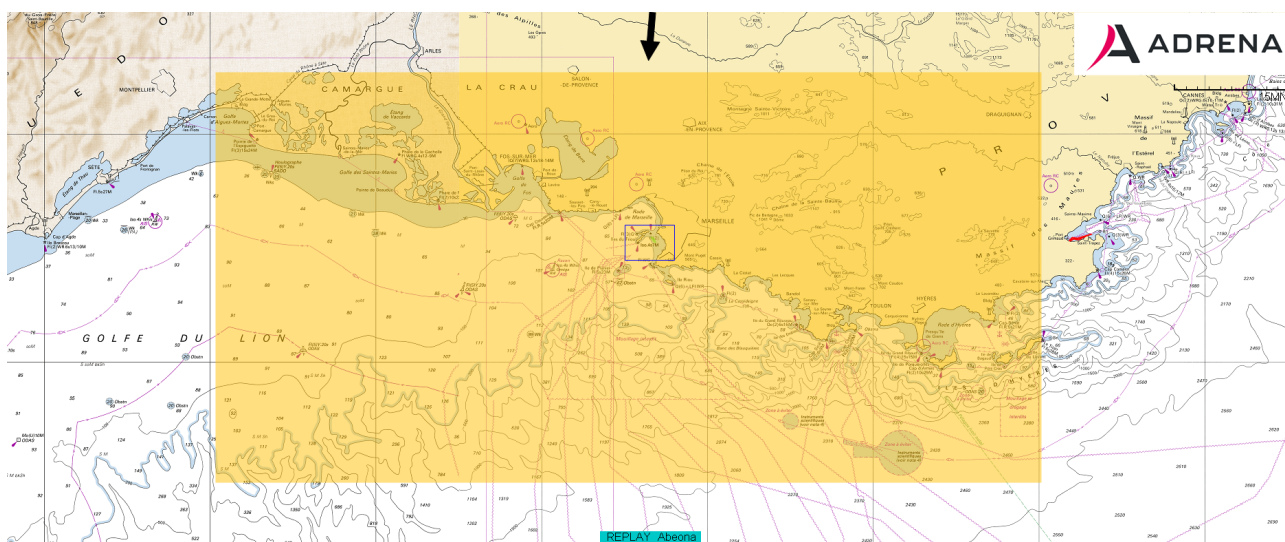
23 FURTHER INFORMATION

- 23.1 Competitors check if a visa is necessary for travel to France. Please refer to: <https://france-visas.gouv.fr/en/web/france-visas/>
- 23.2 Please allow for processing time. To obtain a letter from the organizer or assistance with this process, email: evenements@cntl-marseille.com
- 23.3 For any questions to the OA, please contact: evenements@cntl-marseille.com
- 23.4 For local information: <https://www.marseille-tourisme.com/en/>

APPENDIX A – Venue – Race Area

A.1 The venue is located at [CNTL Marseille-Vieux port](#)

A.2 Courses will be defined according to the weather forecasts



The aim is to propose overnight race for Elimination/Repechage Series and 48hrs race for the Final Race (subject to weather forecasts)

APPENDIX B – Supplied Equipment

SUNFAST 30 OD CONFIGURATION: WORLD SAILING 2026

Preamble

Below we describe the specifications of the SunFast30 OD fleet of Cap-Regatta. All the boats comply with the Class C30 rating. You can find the complete rating on the website: [CLASSC30](#) . All boats are identically prepared. The preparation procedure is available by email. You can request it from the Cap-Regatta superintendent. This document is subject to change. The final version will be published no later than June 15, 2026. For any questions or requests for clarification, please do not hesitate to contact Cap-Regatta at:

Matheo LETISSIER
Superintendent Cap-Regatta Superintendent
matheo.letissier@cap-regatta.com

1. General

Supplied boats are SunFast30OD type, conforming to the ClassC30 rating. They are CE certified and administratively up to date. We also add that the boats will have current insurance during the events. The fleet will be set up in a "Double Handed World Championship" configuration no later than two weeks before the event. The compliance procedure will be available and validated by World-Sailing before its publication.

2. The Hull

- Standard unmodified Sun Fast 30 OD
- Hull with antifouling
- Thru-hulls and probes are optimized (coated).
- In-Board Engine 13 HP + Saildrive
- Twin rudders

3. The Deck

- Standard rating equipment
- Racing ropes in HMPE

4. Electronics

- B&G Set
- H5000 Autopilot
- Raymarine autopilot cylinder
- Cockpit displays
- Speed sensor
- Battery controller
- Masthead lights
- Steaming lights
- USB sockets inside
- B&G V60 DSC VHF
- 100 Ah battery
- Shore Power Charger
- ACTISENSE NGX-USB (Teams will need bring their own computer and will connect by USB or Wi-Fi to the navigation instruments).

5. The Rigging

- Carbon mast and boom (Sparcraft/Pauguer), single spreader level
- Standing rigging in Dyform
- Dyform forestay
- Spliced halyards
- Anemometer at masthead
- Mainsheet + fine-tune system

6. Safety Equipment

- 6-person liferaft <24h
- Grab bag
- Plastimo life jackets
- Standard offshore safety equipment
- EPIRB beacon
- Additional safety level RSO 3

7. Interior Fittings

- Chart table
- Fixed toilets
- Sink + water tank
- Bunks with frames x2
- Lee cloths
- Diesel tank
- Black water tank

8. Sails

The sails comply with the C30 rating.

- Mainsail (GV)
- J2
- J3
- Gennaker
- A2
- A4
- Storm Jib
- Trysail

Sails will all be in the same condition on the day of the event.

To supplement our statement, below you will find the standard inventory.

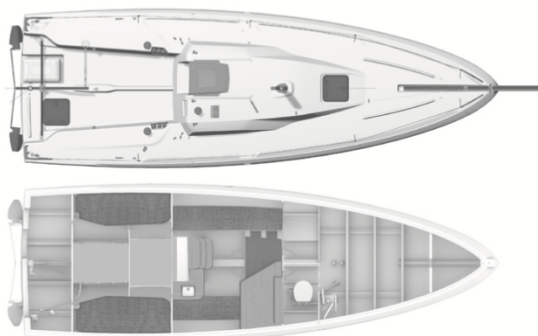
9. Not on board:

harness, seaweed rod, 3rd sheet with opening pulley, tools.

There are no computers on board.

Each team comes with its own equipment and has two means of connection: Wi-Fi or USB

Sun Fast 30 One Design



Specifications	
Overall length	10,40 m / 34'1"
Hull length	8,99 m / 29'5"
Waterline length	8,40 m / 27'6"
Max beam	2,99m / 9'9"
Displacement	2 650 kg / 5 842 lbs
Keel draft	2,00 m / 6'6"
Keel weight	1 000 kg / 2 205 lbs
Berths	2 + 2 (option)
Engine	10 Hp / 7,4 Kw
Fuel Capacity	40 L / 10 US gal
Sail area upwind	59,0 m ² / 635 sq ft
Sail area downwind (asymmetrical spin.)	137 m ² / 1 474 sq ft
CE Category	A4 / B5 / C6
Architect	[VPLP Design]

RETRACTABLE BOWSPRIT:

- Retractable bowsprit Carbon tube profile / Carbon look
- Rider / Rings
- Tack chaineplate
- End cap
- Bowsprit exit and re-entry maneuvering tackle

DECK HARDWARE:

- 2 stainless steel bow pulpits with strut
- 2 stainless steel pushpits
- 1 Pair of stainless steel stanchions with strut

CONSTRUCTION:

Hull: Hull made in monolithic fiberglass infused with Elium resin + reinforced areas
Hull counter-mold made in fiberglass and Elium"

Deck: Hull made in sandwich infused fiberglass / Elium + PET Foam.

Bulkheads: Waterproof bulkhead in mixed CP and glass/Elium infusion sandwich + PET foam

COCKPIT / TRANSOM:

- Symmetrical cockpit bench seating with protective coamings
- Manual bilge pump near the helmsman
- 1 navigation compass on roof facade
- Accommodation of the liferaft in the aft deck reservation
- Adjustable helmsman footrests
- 1 Deck hatch for access to the rear water-tight compartment
- Regulatory boarding ladder

- 3 pairs of stainless steel stanchions with strut
- 2 stage of guard line
- Livet foot wedge integrated into the molding of the deck
- Lifeline chainplates, centre, cockpit, gangways
- Self-supported mainsheet traveller
- 8 Clutches for halyards, tack line and others adjustments (Pit)
- Mainsail sheet adjustment by fine tackle on cockpit bottom boss
- 2 primary winches 35 STP HARKEN (genoa and spinnaker sheets)

STEERING:

- 1 Tiller
- 1 Emergency tiller
- Double composite rudders on the transom with Uni carbon reinforcement
- Rudder on stainless steel pintles / femelots
- Linkage bar fitted with ball joints
- Pivot axis / autopilot bar sector

RIGGING:

- Mast 9/10e fractional carbon rig / carbon look / profile on the deck
- 1 pair of carbon swept back spreaders
- Carbon profile with attached bolt rope
- Dyform stainless steel wire forestay
- Dyform stainless steel shrouds
- Windex at masthead
- Twin backstays
- Carbon "rectangular" profile boom

- 1 Winch 35 STP HARKEN "piano" halyards, tack line and others sail maneuvers
- 2 Winch handles 10"
- 2 flat-deck sheave for genoa sheets return
- 2 sheave for spinnaker sheets return
- 2 Clutches for running backstays
- 2 Jib sheet friction rings / 3D ajustable jib trim sheet
- Stainless steel shroud and lower shroud chainplates on hull side
- 2 Backstay chaineplate (stainless steel padeyes)
- Mast foot with integrated halyard sheave

- "Boomkicker" rigid boom vang + tackle with return to the pit
- Triple sheave box
- Delivered without sails.

RUNNING / RIGGING:

- 1 Mainsail halyard
- 1 masthead spinnaker halyard
- 1 fractional spinnaker halyard
- 1 jib / storm-jib halyard
- 2 Jib sheets
- 2 Spinnaker sheets with barber adjustment
- 1 Spinnaker tack-line
- 1 Mainsail edge tackle
- 2 Mainsail reef bumps and return to the pit
- Mainsheet traveler
- 3D ajustable jib trim
- 1 Cunningham

COMPANIONWAY:

- Sliding composite companionway cover
- Companion module (Plywood/PET Foam sandwich) with wooden steps in laminated Iroko.

ELECTRICAL PANEL:

- 12V circuit
- 1 engine battery (50 Ah) in the engine compartment
- 1 service battery (100 Ah)
- 1 battery monitor
- 1 12V socket
- 1 block of 4 USB sockets
- Ceiling lighting and TAC
- Tricolor navigation lights at the masthead
- Navigation lights on deck
- Top light
- Mooring light
- Engine battery switch
- Service battery switches

LIVING AREA / SALOON:

- 2 aluminum pipe-cots under cockpit
- 2 molded seat benches
- 1 Deck hatch
- Galley module with sink
- Charts table module

TOILETS:

- 1 Toilet block
- Black water tank

FORWARD SECTION:

- Waterproof bulkhead in Plywood / PET Foam with opening hatch

ENGINE:

- Sail Drive diesel engine: 10 HP NANNI
- Engine control with removable handle in the cockpit
- Engine control panel
- Accessibility to the engine via removable companionway cover
- Transmission Sail Drive avec chassis moulé intégré au contre moule
- Two-blade folding propeller
- Filters: Seawater - Diesel - Decanter
- Anti-siphon valve
- 1 translucent 40 L rotomoulded diesel tank
- Fuel circuit breaker on pull tab in descent

ELECTRONIC:

- Autopilot B&G H5000
- Electrical actuator Raymarine Type 1
- Compas 9X B&G

- Graphic Display H5000 + Pad pilot
- Central Unit B&G Triton Edge
- B&G H5000 Display
- B&G H5000 Pilot Controller
- Compass B&G Precision 9
- B&G ZG100 HF GPS Sensor
- B&G WS710 wind vane sensor with boom
- Pilot Remote Control

VHF AIS:

- Fixed marine VHF 156-163MHz, 25W, with DSC Class D, IP67
- AG100: COMAR GPS antenna 10 meters of cable
- Marine antenna 156-162 MHz

MISCELLANEOUS:

- Mixed cast iron keel with lead bulb
- Owners manual
- Transport cradle with conformers

HEADROOM:

- Companionway: 1,90m / 6'23"
- Forward end of saloon: 1,70 m / 5'6"
- Toilets: 1,65 m / 5'4"
- Aft cabins: 1,30 m / 4'3"