



NOTICE OF RACE

EUROCUP 29er
CARNON 29er EUROCUP
17 - 20 April 2025

Organising authority: CER Pôle Espoirs Voile Occitanie from Mauguio Carnon affiliated to the French Federation of Sailing, associated with Association of Class 29er organizes Eurocup French Race and the Yacht Club Mauguio Carnon, between the 16th and the 20th of April 2025.

Important information:

Due to different activities around the club, if you want to arrive before Wednesday April the 16th, please send your request at fabien.cadet@ffvoile.fr. In your email, please detail the number of dinghies, RIBs, trailers and vehicle type so we can assess your request.

All boats and trailers need to have left the Yacht Club before April the 21st at midday.

1. RULES

- 1.1 The regatta will be governed by: the rules as defined in The Racing Rules of Sailing;
- 1.2 The National Authority Prescriptions translated in English will be published on the events Official Notice Boards;
- 1.3 FFvoile regulations;
- 1.4 The 29er Class Race Management guidelines will apply, however failure to follow these guidelines is not grounds for redress: https://29er.org/assets/29erMedia/pdf/29er_Race_Management_Guidelines-201904.pdf;
- 1.5 In case of translation of this notice of race, the English text will prevail;
- 1.6 Appendix T will apply.

2. ADVERTISING

In accordance with ISAF Regulation 20 (Advertising Code) as modified by the advertising regulation of the FFVoile, boats may be required to display the advertising chosen and supplied by the organizing authority.

3. ELIGIBILITY AND ENTRY

3.1 The regatta is open for 180 boats Class 29er. All sailors (both helm and crew) are required to be members of the International Class Association in accordance with class rule C.2.2. see link to membership. <https://www.29er.org/membership/>

3.2 Eligible boats may enter online on the website: <http://www.eurocup-29er-caron.com/registration> from the 10th of February 2025. There will not be any new registration accepted on site.

3.3 Each crew must agree with the “29er safety Rules” (Attachment B of this Notice of Race)

3.4 French competitors shall present the following at registration:

- their valid FFVoile licence either marked “competition” or accompanied with a medical certificate (dated less than one year) certifying the absence of any medical objection to participate in sailing competition.
- a parental authorization form for a minor (aged under 18).
- if necessary, a valid authorization to display advertising on boat.
- be a member of the national 29er class.

3.5 Non-French sailors:

- All sailors shall provide proof of insurance with a 3rd party liability of a minimum of €1.5M mln.
- Present authorisation (in French or English) (dated less than one year) certifying absence of any medical objections to participation at the event.
- Parental authorisation form for a minor (aged under 18).
- Be a member of the international 29er class.

4. MEASUREMENT

4.1. All boats must conform to the class rules. Boats may be inspected at the discretion of the organizers. Class rules can be found here: <https://www.29er.org/resources/technical/>

4.2. Female teams will be required to carry a Rhombus on the sail as per C10.3 of the class rules.

5. ENTRY FEES

The required fees (in Euros) are the following ones, as attested by date on postmark :

- 250 € until April 6th 2025.
- 350 € from April 7th to 16th 2025.
- No refund fees after March the 20th 2025

Payment can be made online on “website address”.

6. FORMAT OF THE EVENT

- 6.1 Depending on the number of registered boats, qualifications and finals may be held (gold, silver, bronze and emerald fleet).
- 6.2 5 races are required to be completed by all fleets to constitute a regatta, 5 qualifying races for each fleet must be completed to proceed to the final series. If only 4 races or less are completed by the end of Day 2 no final series races will be held. The fleets will be approximately of an equal number of boats, up to a limit of 45.
- 6.3 The qualifying series points less discard will be carried forward to the final series

7. SCHEDULE

| | | |
|---------------------------------------|------------------------------|--|
| Wednesday April 16 th 2025 | 13h to 18h | Registration |
| Thursday April 17 th 2025 | 8h30 to 12h/ 14h 19h00 | Registration First warning signal Opening Ceremony |
| Friday April 18 th 2025 | 10h After Racing | First warning signal Snacking |
| Saturday April 19 th 2025 | 10h After Racing | First warning signal Snacking |
| Sunday April 20 th 2025 | 10h After Racing ASAP | First warning signal Prize Giving Ceremony |

- 7.1 On the last day of the regatta, no warning signal will be made after 16h

8. SAILING INSTRUCTIONS

The sailing instructions and their appendices will be available during confirmation of registration from the 16th of April at 1 PM and on the www.eurocup-29er-caron.com website.

9. THE COURSE

- 9.1 The course will be windward/leeward
- 9.2 The location of the racing areas will be described in the appendix A **RACING AREAS**

10. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

11. PRIZES

Podiums will be rewarded when a minimum of 10 teams per category are registered. Should a category fail to register 10 teams, only the winner of this category will be rewarded.

Prizes will be given as follows:

Top 3 Male teams

Top 3 Female teams

Top 3 Mixed Gender teams

Top Under 17 male team

Top Under 17 female team

Top Under 17 mixed gender team

12. DECISION TO RACE

The responsibility for a boat's decision to participate in a race or to continue *racing* is hers alone. Consequently, accepting to participate in a race or to continue racing, the competitor disclaims the organizing authority of any liability for damage (material and/or personal injury).

13. COACHES AND SUPPORT BOATS

Coaches or support boats must register by the entry form online www.eurocup-29er-carnon.com/coach-registration and agree with the "29er Support Vessel Regulations" (Attachment C of this Notice of Race)

14. FURTHER INFORMATION

For any further information, please contact: Fabien Cadet - fabien.cadet@ffvoile.fr

CER Pole Espoir Voile Occitanie :

Adress : quai Eric Tabarly, Carnon Ouest, 34130 Mauguio

Contact : Fabien Cadet

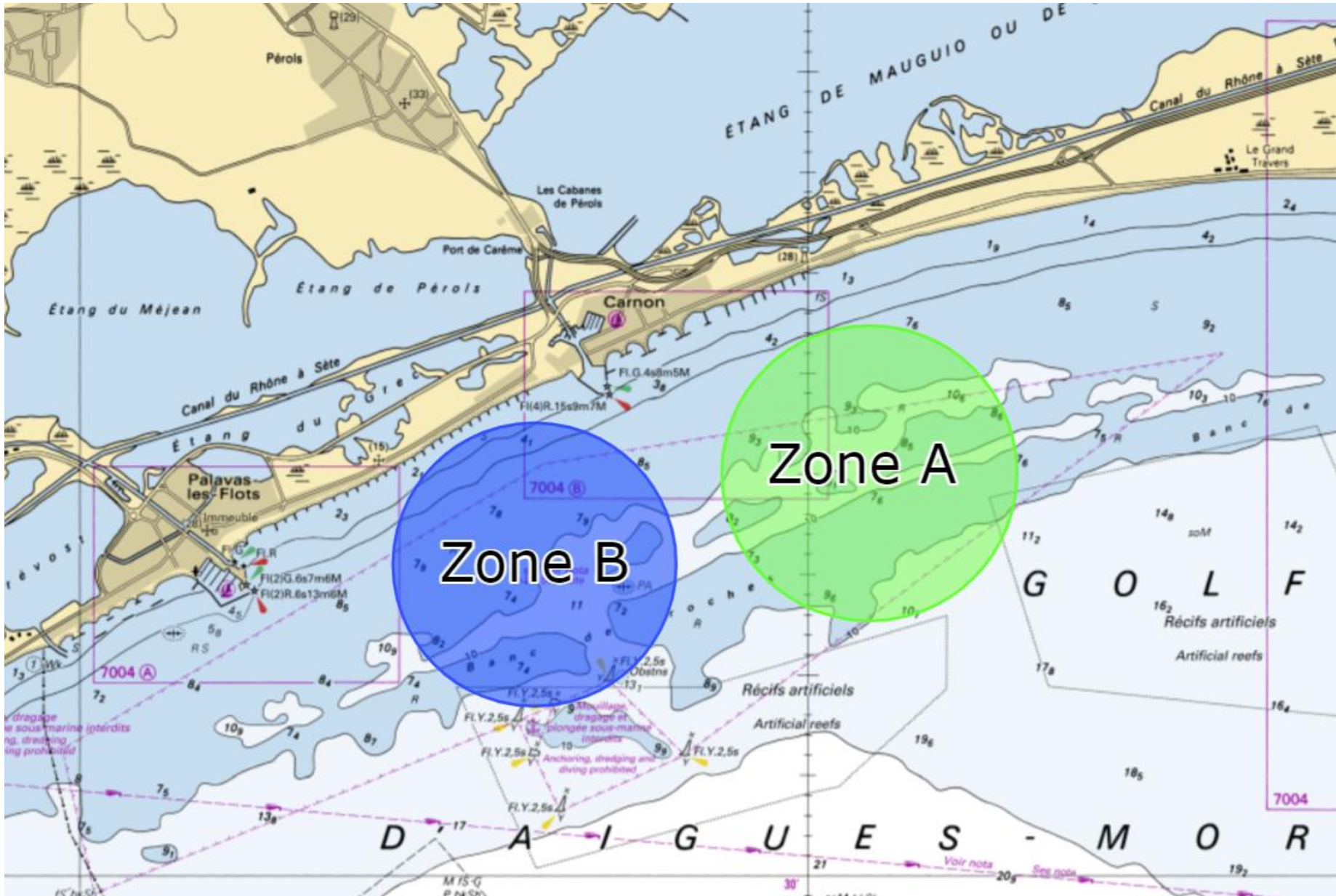
Mobile number : +33 (0)6 88 37 19 92

Mail : fabien.cadet@ffvoile.fr

Web Site : www.carnon-eurocup-29er.com

For the accommodation, you can contact the **Carnon Tourism Office** – <https://www.mauguiocarnontourisme.com>

Attachment A / ANNEXE RACING AREAS



ATTACHMENT B

SAFETY REQUIREMENTS

29er

PERSONAL REQUIREMENTS

These requirements should be read in conjunction with the Class Race Management Guidelines and the Class Support Boat Regulations. These requirements are important for Organising Authorities, Safety Officers and coaches to understand the possible problems in 29er championships.

- The minimum number of dedicated safety boats required per course area is FOUR not including mark boats or coach boats.
- The ratio of sailing boats to safety boats is very much dependent on the experience of the sailors taking part in the 29er championship and coaches are an important component of safety and should be included as part of the safety fleet and must be briefed and prepared for this important responsibility.
- The boat is designed to turn turtle quite easily and when inverted there is not an air pocket underneath the boat unlike a 420 which can have an air pocket underneath the boat when it is inverted. So the "two heads" principle of the safety boat immediately checking whether he can see the two crew members in a capsize is very important.
- In a capsize, unlike a 420 the 29er has only a small amount of buoyance around the gunwale, so in the event of a capsize it is important that a crew member is on the centreboard quickly to prevent the boat turning turtle.
- The crew weight is important in that a very light crew will have little effect on preventing the boat turning turtle, this is why as a result of the review into the incident at the Worlds in Long Beach sailors of age 12 years and under are not permitted in World and Continental championships.
- In the event of a capsize it is important for the crew to disconnect from the trapeze wire as quickly as possible to avoid the possibility of being trapped underneath the boat.
- It is important to make sure that there is no loop in the elastic where the elastic joins with the trapeze hook where the trapeze hook can become entangled in the loop. Using a bobble to attach the elastic to the hook is a much safer option.
- Masthead floats can be used in National events but not in World or Continental championships, there is no standard recommended float but these can be useful in preventing a boat turning turtle particularly in windier conditions.

EVENT SAFETY REQUIREMENTS

The Organising Authority, in conjunction with the Event Principal Race Officer, shall appoint a qualified Chief Safety Officer and if there is more than one race course a Deputy Safety Officer on each race course.

The Safety team should operate on a dedicated VHF channel separate from the Race Management channels

All Safety boats should be fully equipped with

- Life jackets / buoyance aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobiliser)
- VHF radio capable of receiving instruction from Safety or Race Committee
- First-aid kit
- Device for making a sound signal
- Compass
- Adequate anchor and tackle for conditions and depth
- Tow rope (minimum 15m long and 10mm thick)
- Knife

An Emergency meeting point should be set up to bring any casualties ashore in such a place that an ambulance can have very close access.

The Safety Officer on each course should have with him or very close by a person with full knowledge of CPR with the ability to render immediate assistance in case of emergency

David Campbell-James

Email campbelljames@btinternet.com

September 2020

ATTACHMENT C

29er

SUPPORT VESSEL REGULATIONS

Support Vessels shall carry the following Equipment on board

- Life jackets / buoyance aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobilizer) with a spare kill cord on the support boat
- VHF radio capable of receiving instruction from Safety or Race Committee
- First-aid kit
- Device for making a sound signal
- Compass
- Adequate anchor and tackle for conditions and depth
- Tow rope (minimum 15m long and 10mm thick)
- Knife

Support Vessel Regulations

- Support Vessels shall be registered with the Organising Authority and shall be marked with their applicable national sail letters clearly displayed, the minimum height for these letters is 200mm.
- Support Vessels shall comply with all local regulations
- Support Vessels shall follow Race Committee instructions on the designated VHF channel
- **Kill cords shall be worn at all times by the driver around the wrist or the leg when the engine is running**
- Life jackets / buoyance aids - it is recommended that they are worn at all times when afloat and **shall** be worn in winds of over 10 knots or when motoring at more than 10 knots
- Support vessels shall not be positioned, except during rescue operations
 - Closer than 100 meters of any boat racing
 - Within 100 meters to leeward of the starting line and its extensions from the warning signal until all boats have left the starting area or the race committee signals a postponement, general recall or abandonment
 - Within 100 meters of any mark of the course while boats are in the vicinity of that mark
 - Within 100 meters of the finishing line while boats are finishing
 - In addition, support vessels that are motoring above 5 knots shall remain at least 150 meters from any boat racing