



# 29er

## NOTICE OF RACE

*EUROCUP 29er  
COYCH  
From 29<sup>th</sup> march to 1<sup>st</sup> april 2024*

**Organising authority:** COYCH Club from Hyeres affiliated to the French Federation of Sailing, associated with Association of Class 29er organizes Eurocup French Race from March 29<sup>th</sup> to April 1<sup>st</sup> 2024.

**Important information:**

**Teams who want to come earlier need to book places by this link:**

<https://www.hyeres.fr/centre-de-preparation-aux-jeux-base-nautique-du-port-saint-pierre>

**We can not welcome crews without booking.**

**All boats and trailers need to have left the Base Nautique before the April 2<sup>nd</sup> at midday.**

### 1. RULES

The regatta will be governed by:

1.1 the rules as defined in *The Racing Rules of Sailing*

1.2 National prescriptions translated for foreign competitors are defined in joined appendix named "prescriptions"

1.3 FFvoile regulations

1.4. The 29er Class Race Management guidelines will apply, however failure to follow these guidelines are not grounds for redress:

[https://29er.org/assets/29erMedia/pdf/29er\\_Race\\_Management\\_Guidelines-201904.pdf](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 take precedence.

### 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 90 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 COYCH website **exclusively** from 23<sup>th</sup> January to 20<sup>th</sup> of March 2023 . Payment required on [www.coych.org](http://www.coych.org) before **March 20th at 11pm** . No new registration will be accepted on place.

3.3 Each crew have to agree with the “29er safety Rules” (Attachment C of this Notice of Race)

3.4 French competitors shall present the following at registration:

- their valid FFVoile licence with medical stamp, or accompanied with a medical certificate (dated less than one year) certifying the absence of any medical objection to participate in sailing competition and a parental authorization for the minors,
- if necessary a valid authorization to display advertising on boat
- be a member of national 29er class

3.5 Non French sailors:

- All sailors shall provide proof of insurance with a 3rd party liability of a minimum of €1.5 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).

### 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.

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### 5. ENTRY FEES

The required rights are the following ones, as attested by date on postmark :

- 210 € until March 20<sup>th</sup> 2024 payment online on [www.coych.org](http://www.coych.org) from the 23<sup>rd</sup> of January to the 10<sup>th</sup> of March 2024
- No fees refund after March 10<sup>th</sup> 2024

## 5. FORMAT OF THE EVENT

Depending on the number of registered boats registered, qualifications and finals may be held (fleet gold and silver).

4 races are required to be completed by all fleets to constitute a regatta, 5 qualifying races for both fleets must be completed to proceed to the final series. If only 4 races 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. During the final series, the GOLD fleet will be equal to half of the total fleet (rounded off in the upper figure if total fleet is odd). The qualifying series points less discard will be carried forward to the final series.

## 6. SCHEDULE

Friday 29th March 2024	8h30 to 13h 14h After Racing	Registration confirmation First warning signal Opening aperetive
Saturday 30th March 2024	11h After Racing	First warning signal Snacking
Sunday 31st March 2024	11h After Racing	First warning signal Snacking
Monday 1st April 2024	10h30 After races ASAP	First warning signal Prize giving ceremony

6.1 On the last day of the regatta, no warning signal will be made after 2h30PM

## 7. SAILING INSTRUCTIONS

The sailing instructions and their appendices will be available during confirmation of registration from the 29<sup>th</sup> of March at 8.30 AM and on the COYCH website.

## 8. THE COURSES

7.1 Courses will be as follows: windward/leeward or others

7.2 The location of the racing areas will be described in the appendix **RACING AREAS**

## 9. SCORING

5 races are required to constitute a series.

## 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

Prizes will be given as follows:

Top 3 Male teams

Top 3 Female teams

Top Mixed gender team

Top Under 17 male team

Top Under 17 female 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

Coach or support boats have to register by the entry form on line with a payment of 30 euros and agree with the "29er Support Vessel Regulations" (Attachment D of this Notice of Race)

## 14. FURTHER INFORMATION

For any further information, please contact:

**COYCH :** Adress : 14 avenue du Docteur Robin 83400 HYERES  
Contact : Sophie BARRUE  
Phone Number : 00.33.494 386 167  
Mobile number : 0033 625 62 24 80  
Mail: [contact@coych.org](mailto:contact@coych.org)  
Web Site : [www.coych.org](http://www.coych.org)

For the accommodation, please contact: **Tourism Office – Sea House: Phone : 00.33.494. 019.210**

## 15. IMPORTANT INFORMATION

**Motor homes are prohibited on the port, on beach and around on parking places. They are welcome in the nearest camping (less than 1km).**

**Teams who want to come earlier need to book places by this link:**

<https://www.hyeres.fr/centre-de-preparation-aux-jeux-base-nautique-du-port-saint-pierre>

**We can not welcome crews without booking.**

**All boats and trailers need to have left the Base Nautique before the April 11<sup>th</sup> at midday.**

## ANNEXE PRESCRIPTIONS FEDERALES

### FFVoile Prescriptions to RRS 2021-2024 translated for foreign competitors

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.

(\* FFVoile Prescription to **RRS 64.4** (*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 67** (*Damages*):

Any question or request related to damages 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 liability for damages.

(\* FFVoile Prescription to **RRS 70. 5** (*Appeals and requests to a national authority*):

The denial of the right of appeal is subject to the written approval of the Fédération Française de Voile, received before publishing the notice of race. 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 to prescriptions*):

Prescriptions of the FFVoile shall not be changed 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 the FFVoile website [www.ffvoile.fr](http://www.ffvoile.fr), shall be the only translation used to comply with RRS 90.2(b)).

(\* FFVoile Prescription to **RRS 91(b)** (*Protest committee*):

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

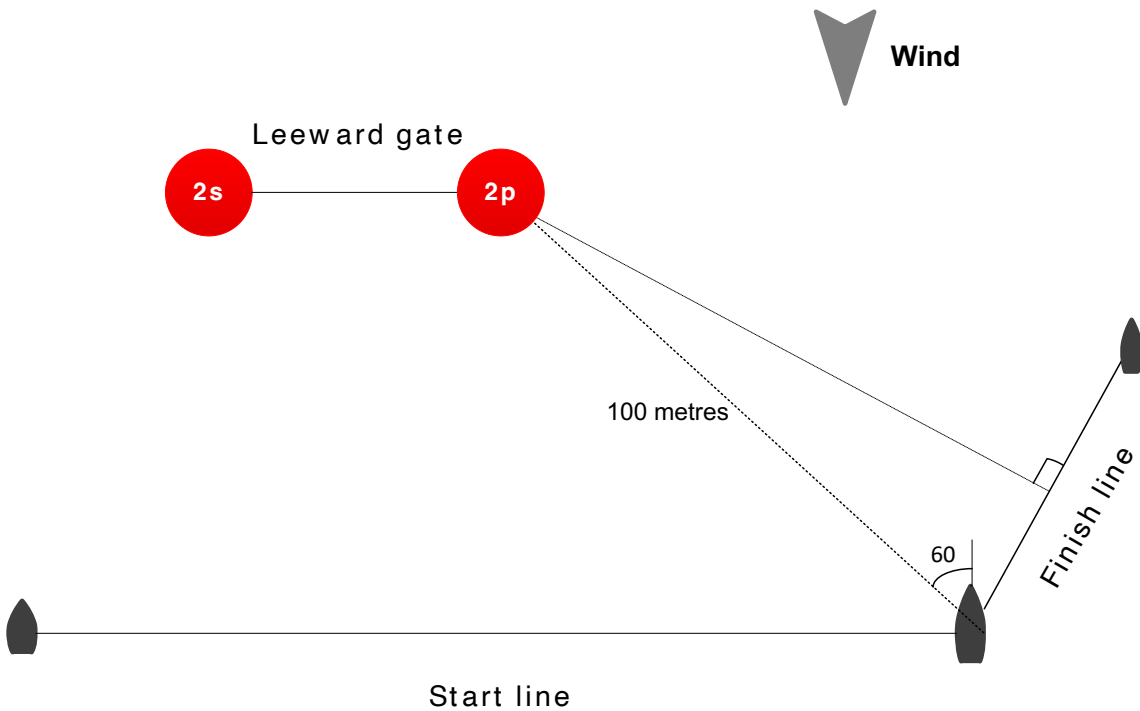
FFVoile Prescription to **APPENDIX R** (*Procedures for appeals and requests*):

Appeals shall be sent to the head-office of Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: [jury.appel@ffvoile.fr](mailto:jury.appel@ffvoile.fr), using preferably the appeal form downloadable on the website of Fédération Française de Voile: <http://espaces.ffvoile.fr/media/127235/formulaire-dappel.pdf>

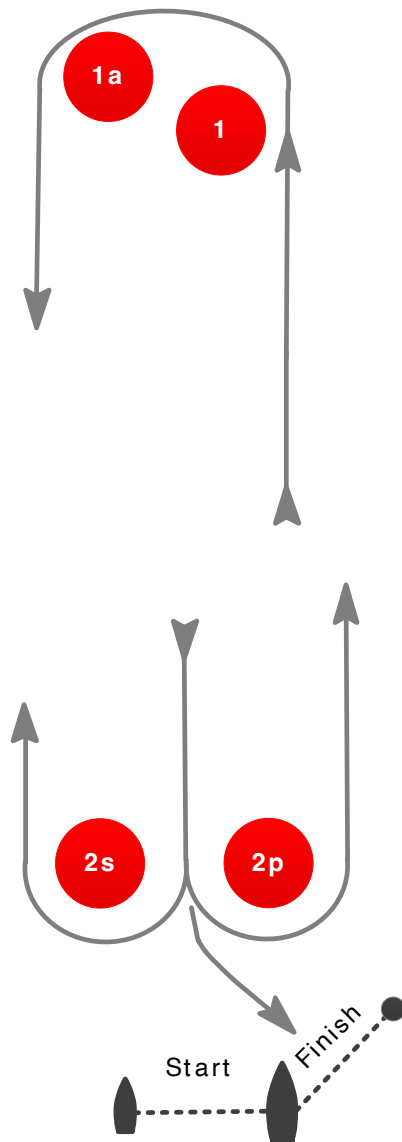


## Attachment B :29er COURSE CONFIGURATION

29er START LINE, FINISH LINE AND LEEWARD GATE	
START LINE	7x number of starters
FINISH LINE	60 metres
GATE WIDTH	50 metres (increase up to 60 metres above 15 knots)
SPREADER MARK	100 metres at 60° off the wind



<b>L</b>	<b>COURSE: WINDWARD / LEEWARD with spreader mark and reaching finish</b>
Signal	Mark Rounding Order
L2	Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
L3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish





# ATTACHMENT C

## SAFETY REQUIREMENTS

The logo for the 29er sailing class, featuring the number '29' in a large, bold, blue font, followed by the word 'er' in a smaller, blue, italicized font.

### 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 gunwhale, 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

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## ATTACHMENT D

# SUPPORT VESSEL REGULATIONS *29er*

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 immobiliser) 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 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 metres of any boat racing
  - Within 100 metres 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 metres of any mark of the course while boats are in the vicinity of that mark
  - Within 100 metres of the finishing line while boats are finishing
  - In addition, support vessels that are motoring above 5 knots shall remain at least 150 metres from any boat racing