

NOTICE OF RACE
EUROCUP 29er
CARNON 29er EUROCUP
1 - 5 April 2026



Organising authority: CER Pôle Espoirs Voile Occitanie from Mauguio Carnon affiliated to the French Federation of Sailing, associated with Association of Class 29er and the Yacht Club Mauguio Carnon, organizes Eurocup French Race between the 1st and the 5th of April 2026.

Important information:

Due to different activities around the club, if you want to arrive before Wednesday April the 1st, please send your request at 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 6th at midday.

Preamble The notation [NP] in a *rule* means that a boat cannot protest against another boat when infringing this *rule*. This changes RRS 60.1(a).
The notation [DP] in a *rule* means that the penalty for a breach of that *rule* may, at the discretion of the protest committee, be less than disqualification.

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 person 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.

Warning and awareness of aquatic plants inland waters.

More and more exotic aquatic plants are being transported. Once installed in our aquatic environments, their proliferation generates impacts on our practices, biodiversity and health. Do not be part of it!

1. Check: First inspect your boat, paying particular attention to all areas where aquatic plants and living organisms may be present (daggerboard trunk, daggerboard, foil, fin, rudder, trailer, self-bailer, mooring anchor, etc.).
Also inspect your personal belongings. Plant fragments can survive for up to three weeks in a fold of a wet suit.
Also check your trailer which can bring up a lot of aquatic vegetation.
2. Clean: If possible, clean your equipment in hot water, your boat and trailer using a high pressure washer.
3. Dry: Drying the boat and equipment completes the decontamination process.

- 1 RULES**
The Regatta is governed by:
- 1.1** The rules as defined in *The Racing Rules of Sailing*;
- 1.2** National prescriptions, translated in English for non-French speaking competitors, in joined appendix A named “prescriptions” and published online on Racing Rules of Sailing website: <https://www.racingrulesofsailing.org/documents/13416/event?name=Carnon%252029er%2520EUROCUP>;
- 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://www.29er.org/assets/29erMedia/29er%20RACE%20MANAGEMENT%20GUIDELINES%202024-2.pdf>
- 1.5** When this notice of race is translated, the English text will take precedence.
- 1.6** Appendix T will apply.
- 2 SAILING INSTRUCTIONS (SIs)**
- 2.1** The SIs will be available after 9PM on the 1st of April 2026 in Montpellier on the <https://www.eurocup-29er-carnon.com> website.
- 2.2** The SIs will be posted according to FFVoile prescription.
- 3 COMMUNICATION**
- 3.1** The online notice board can be found at following web address <https://www.racingrulesofsailing.org/documents/13416/event?name=Carnon%252029er%2520EUROCUP>
- 3.2** [DP] [NP] 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**
In accordance with RRS76.1, the organizing authority will refuse or cancel the entry of any competitor of Russian or Byelorussian nationality or displaying Russian or Byelorussian nationality and the entry of boats whose owner or manager is a Russian or Byelorussian individual or entity.
- 4.1** The regatta is open to all boats from class 29er answering the conditions explained below.
- 4.2** 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: www.29er.org/membership/
- 4.3** Eligible boats may enter online on the website: www.eurocup-29er-carnon.com/registration from the 23rd of January 2026. There will not be any new registration accepted on site.
- 4.4** Each crew must agree with the “29er safety Rules” (Appendix B of the Notice of Race).
- 4.5** Competitors must be 13 years old or older before Decembre 31st 2026. Entries from sailors under this age will not be accepted by the organizing authority.
- 4.6** Required documents for registration :
- 4.7.1** a. For each competitor, to have:
- a valid FFVoile Club licence with “Competition” mention
 - or
 - FFVoile Club Licence mentioning “Pratiquant” or “Adhésion” accompanied with:
 - for minors, a testimonial of completion of a questionnaire related to the health condition of the minor competitor
 - for adults, a medical certificate dated less than one year, mentioning the absence of any medical objection to participate in sailing competition.
- b. For each competitor without a FFVoile Club licence, whether foreign or French national living abroad:
- 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.
 - for minors, a testimonial of completion of a questionnaire related to the health condition of the minor competitor or, for adults, a medical certificate dated less than one year, mentioning the absence of any medical objection to participate in sailing competition (written in French or English).
- c. A parental authorization for any minor competitor.
- 4.7.2** For the boat:
- the valid measurement form or rating certificate, when its presentation is required by a rule;

- if necessary, authorization to display advertising on the boat.
Following restrictions on the number of boats will apply: 180 boats maximum.
- 4.8**
- 5** **ENTRY FEES**
-250 € until March 15th 2026;
-350 € from March 16th to April 1st 2026;
- No refund fees after March 3rd 2026.
- 6** **ADVERTISING**
6.1 [DP] [NP] Boats may be required to display the advertising chosen and supplied by the organizing authority.
6.2 [DP] [NP] The organizing authority may provide competitors with bibs, which they shall wear as authorized by World Sailing advertising Code.
- 7** **QUALIFICATIONS AND FINAL SERIES**
7.1 The event may consist in qualifications and final series, depending on the number of registered boats.
7.2 **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.
7.3 If only 4 races or less are completed by the end of day 2, no finals series races will be held.
7.4 The fleets will be approximately of an equal number of boats, up to a limit of 45.
7.5 The qualifying series points less discard will be carried forward to the final series.
- 8** **SCHEDULE**
8.1 Schedule ashore :
Entry confirmation:
- | Date | From | To |
|--------------------------------------|-------|-------|
| Wednesday April 1 st 2026 | 13.00 | 18.00 |
| Thursday April 2 nd 2026 | 8.30 | 12.00 |
- Others:
After the last race, each day, there will be a snack ashore.
Prize giving ceremony will be held on the final day of racing, as soon as possible after the last race of the day.
- 8.2** Racing schedule:
- | Date | Time | Program |
|-------------------------------------|-------|----------------------|
| Thursday April 2 nd 2026 | 14.00 | First warning signal |
| Friday April 3 rd 2026 | 10.00 | First warning signal |
| Saturday April 4 th 2026 | 10.00 | First warning signal |
| Sunday April 5 th 2026 | 10.00 | First warning signal |
- 8.3** On last racing day scheduled, no warning signal will be made after 16.00.
- 9** **EQUIPMENT CONTROLS**
9.1 All boats must conform to the class rules. Class rules can be found here:
<https://www.29er.org/resources/technical/>
9.2 Boats may be controlled at any time.
9.3 Female teams will be required to carry a Rhombus on the sail as per class rules C10.3.
- 11** **VENUE**
11.1 Appendix C shows the location of race areas.
- 12** **THE COURSE**
The course will be windward/leeward, as described in the appendix E.
- 13** **PENALTY SYSTEM**
The RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

14 SUPPORT VESSELS

- 14.1** Coaches or support boats must register by the entry form online www.eurocup-29er-caron.com/coach-registration and agree with the 29er "Support Vessel Regulations" (Appendix C of this Notice of Race).
- 14.2** [DP] [NP] Support vessels shall have on board all the elements described in the Support Vessel Regulations (Appendix C).
Support vessel pilots shall comply with all requests from the officers or representatives of the organizing authority, particularly those concerning assistance.
Support vessels shall comply with local sailing regulations, in particular speed limits in the various zones.

15 BERTHING

- [DP] [NP] Sailing boats shall remain in their places being allocated, while remaining in the boat park.
[DP] [NP] Coach boats shall remain in their places being allocated while remaining in the harbor overnight.

16 DATA PROTECTION

- 16.1** **Image and appearance rights :** Participating in the event, the competitor and his legal representative authorise the OA, the FFVoile and their sponsors to use free of charge his image and his name, to show at any time (during and after the event) static or moving pictures, films or TV recording, as well as other reproduction from himself done during the event, and this on any support and for any use related to the promotion of their activities.
- 16.2** **Use of personal data of participants:** Participating in this event, the competitor and his legal representatives agree to and authorise the FFVoile as well as the OA to use and store, free of charge, his personal data for a period of up to one year after the end of this event. It is specified that the sporting data, in particular the results of the aforementioned event, will be stored for 30 years from the date of the event. It is only intended for use by FFVoile services, the decentralised bodies (Leagues and Departmental Committees and the club where the licence was issued), and service providers for the purposes of providing our services (technical service providers for sports data management). In accordance with the « Règlement Général sur la Protection des Données (RGPD) » (General Data Protection Regulation (GDPR)), any competitor having transmitted his personal data to the FFVoile, may exercise his right to access to his own data, have them modified, and, depending on the situations, have them deleted, limited, or to object them, sending an email to dpo@ffvoile.fr or a letter to the Head Office of the Fédération Française de Voile, mentioning that the request is related to personal data.

17 RECOGNITION OF RISKS

RRS 3 mentions: « The responsibility for a boat's decision to participate in a race or to continue racing is hers alone». Participating in this event, each competitor agrees and acknowledges the fact that sailing is potentially a dangerous activity with specific risks. These risks include strong wind, sea, sudden changes of weather conditions, failure of equipment, mistakes in boat handling, bad navigation of other boats, loss of balance on unstable surface, and causing increased risk of injury. The risk of material and/or physical damage is therefore inherent in the sport of sailing.

18 PRIZES

Podiums will be rewarded when a minimum of 6 teams per category are registered. Should a category fail to register 6 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 3 Under 17 male teams
Top 3 Under 17 female teams
Top 3 Under 17 mixed gender teams
Top Over 18 Boat (Helm + Crew)

FURTHER INFORMATION

For any further information, please contact: Nicolas David - cerpe.voile.occitanie@gmail.com

CER Pole Espoir Voile Occitanie :

Adress: quai Eric Tabarly, Carnon Ouest, 34130 Mauguio

Contact: Nicolas David

Mobile number : +33 (0) 6 80 22 61 48

Mail: cerpe.voile.occitanie@gmail.com

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

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

Appendix A
Prescriptions of the Fédération Française de Voile (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 retires 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 moreover that 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.



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.



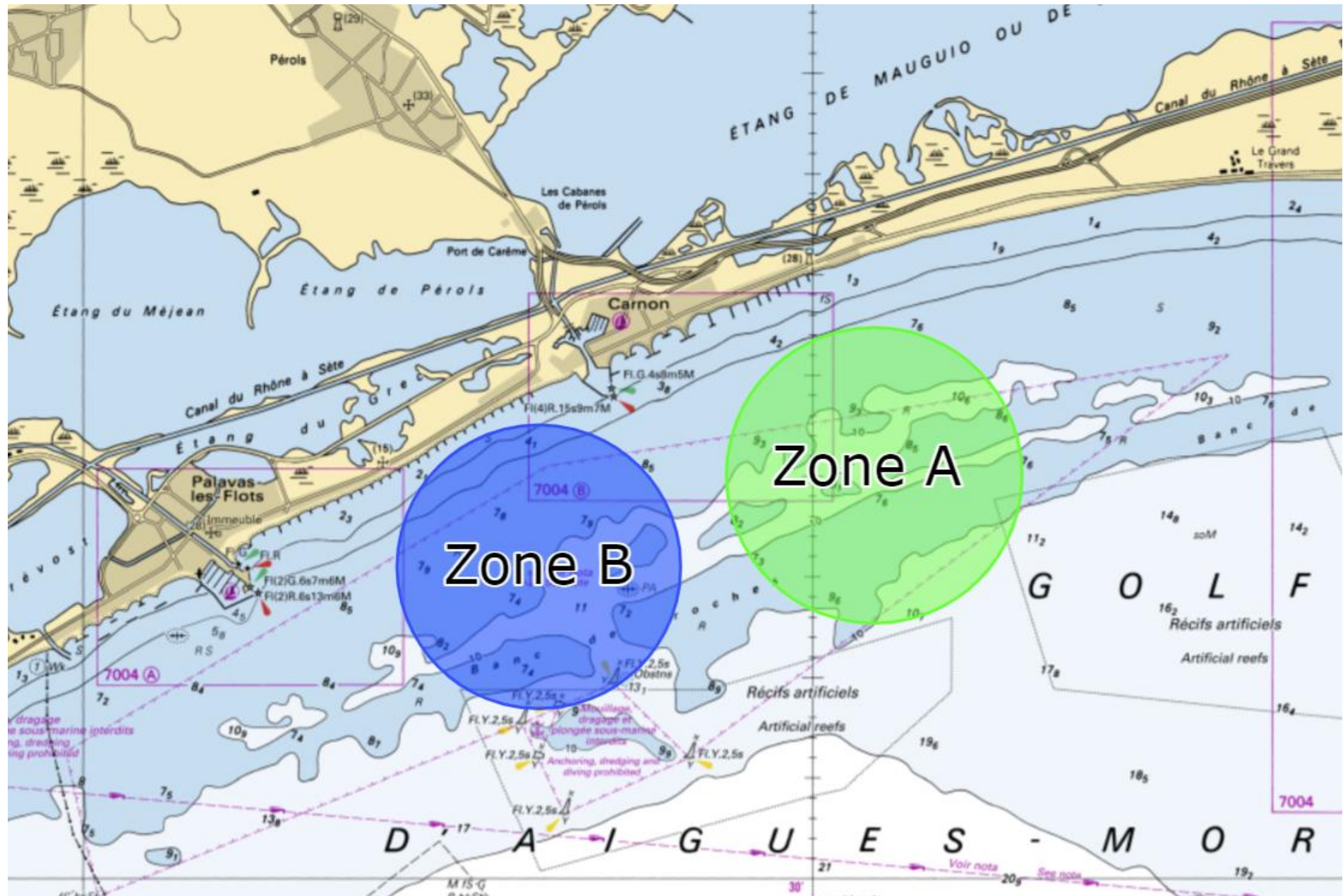
Support Vessels shall carry the following Equipment on board

- 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

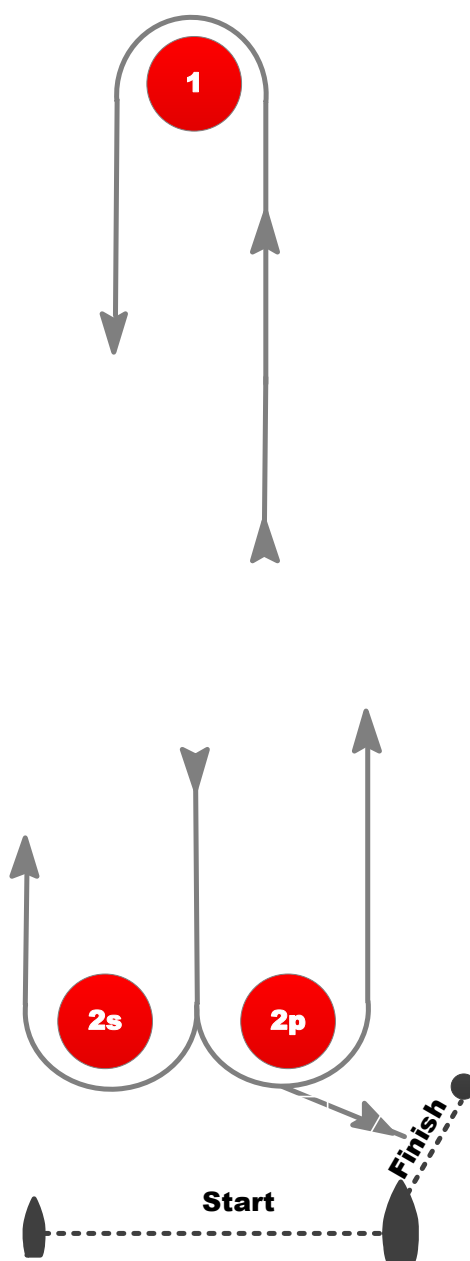
Support Vessel Regulations

- 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

Appendix D: race areas



L	COURSE: WINDWARD / LEEWARD with reaching finish
Signal	Mark Rounding Order
L2	Start – 1 – 2s/2p – 1 – 2p – Finish

**DCJ**