

EUROCUP 29er

CARNON 29er EUROCUP
1 - 5 April 2026
Grade 4



29er

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.

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] (Discretionary Penalty) in a rule of the SI means that the penalty for a breach of this rule may, at the discretion of the jury, be less than disqualification.

Prevention of violence and incivility

Sporting events are above all a place of exchange and sharing accessible to everyone. Competitors and support persons are requested to behave at all times, ashore and afloat, courteously and respectfully regardless of the origin, gender, or sexual orientation of other participants or support persons. A competitor or support person who does not respect these principles may be penalized under RRS 2 or 69.

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 Attachment 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 the Sailing Instructions are translated, the English text will take precedence.
- 1.6. Appendix T will apply.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Any change to the SI will be posted no later than 2 hours before the warning signal of the race in which it takes effect, except that any change in the schedule of races will be posted before 20:00 hours on the day before it takes effect.

3. NOTICES TO COMPETITORS

3.1. Notices to competitors will be posted on the Racing Rules of Sailing website :

https://www.racingrulesofsailing.org/notices?event_id=13416

Information to connect on Racing Rules of Sailing website will be communicated during registrations.

4. COMMUNICATIONS WITH COMPETITORS

4.1. Notices to competitors will be posted on the official notice board on the Racing Rules of Sailing website:

<https://www.racingrulesofsailing.org/documents/13416/event?name=carnon-29er-eurocup>

4.2. Information to connect on Racing Rules of Sailing website will be communicated during registrations.

5. CODE OF CONDUCT [DP] [NP]

5.1. Competitors and support persons shall comply with reasonable requests from race officials.

5.2. Each crew must agree with the "29er safety Rules" Attachment B.

5.3. Modification Attachment B : The Safety team will operate on the same VHF channel than the course area and shall migrate to a separate VHF channel, number 06 (SIX) if the Deputy Safety Officer asks so.

6. SIGNALS MADE ASHORE

6.1. Signals made ashore will be displayed at the flagpole located in front of the Yacht Club and on the Racing Rules of Sailing website; https://www.racingrulesofsailing.org/event_signals?event_id=13416

6.2. [DP] When flag W is displayed, boats must stay in the places assigned in the boat park.

6.3. [DP] When flag D is displayed with one sound, it means: "The warning signal will be made not less than 45 minutes after flag D is displayed". Boats shall not launch until this signal is made.

6.4. When flag AP is displayed ashore, the warning signal will not be made less than 45 minutes after lowering AP (this changes Race Signals).

7. FORMAT OF RACING

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.

7.6.

(a) For the qualifying series boats will be assigned to 4 fleets (yellow, blue, red and purple pennant) as nearly as possible, of equal size and ability. Initial fleet assignments will be made by a seeding committee appointed by the Class and posted by 12:30 hours on the first day of racing.

(b) In the qualifying series boats will be reassigned to fleets after each day of racing. However, the first reassignment will not be made until all fleets have completed two (2) races.

If all fleets have completed the same number of races, boats will be reassigned based on their ranks in the series. If all fleets have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by all fleets. Reassignments will be made as follows: 1, 2, 3, 4, 4, 3, 2, 1.

7.7. Final Series: Boats will be assigned to final series fleets Gold (yellow pennant), Silver (blue pennant), Bronze (red pennant) and Orchid (purple pennant), based on their ranks in the qualifying series.

The Final series fleets will, as much as possible, be of equal size so that the silver, bronze and orchid fleets are no larger than the gold fleet.

8. SCHEDULE OF RACES

8.1. Dates, timing and number of races:

Date	Time	Program	Number of races
Thursday April 2 nd 2026	14.00 hours	First warning signal	4 races
Friday April 3 rd 2026	10.00 hours	First warning signal	4 races
Saturday April 4 th 2026	10.00 hours	First warning signal	4 races
Sunday April 5 th 2026	10.00 hours	First warning signal	4 races

8.2. To alert boats that a race or sequence of races will begin soon an orange flag will be displayed at least two minutes before the warning signal is made.

8.3. One additional race per day may be sailed, provided that no class is more than one race ahead of schedule and that the change is made according to SI 2.1.

8.4. On Sunday 5th of April there will be no warning signal after 16.00 hours.

8.5. A daily coaches' briefing may be scheduled an hour and a half before the first start of the day. Announcement is to be made each day before 20.00 hours on Racing Rules of Sailing.

9. CLASS FLAGS

Class flags are:

- a yellow flag (no marking) for the fleet with the yellow pennant;
- a blue flag with IQF marking in black for the fleet with the blue pennant;
- a purple flag (no marking) for the fleet with the purple pennant;
- a red flag (no marking) for the fleet with the red pennant.

10. RACING AREAS

10.1. The location of racing areas is defined in Attachment C RACING AREAS.

10.2. Race areas will be posted on the notice board each day with the fleet dispatch.

11. COURSES

11.1. The diagram in Attachment D COURSE DIAGRAM shows the course, including the course signals, the order in which marks are to be passed, and the side on which each mark is to be left.

11.2. The 29er Course Configuration diagram is there for indicative purposes, failure to meet the geometry will not be grounds for redress.

11.3. The course signals and the approximate compass bearing and course length of the first leg will be displayed on a board on the start line committee boat no later than the warning signal.

11.4. A gate may be replaced by a single "change mark" to be left to port (color and shape depending on the race area, see SI 12.1. and 12.2.).

11.5. Races will not be shortened. This changes RRS 32.

12. MARKS

12.1. For Race Zone Alpha (A):

Marks 1, 2s, 2p: Yellow Cylindrical

Change mark: Orange Trapezoidal

Start and Finish line marks: Red Cylindrical

12.2. For Race Zone Bravo (B):

Marks 1, 2s, 2p: Orange Cylindrical

Change mark: Yellow Trapezoidal

Start and Finish line marks: Red Cylindrical

13. THE START

13.1. The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the course side of the red cylindrical mark on the port side of the line.

13.2. [DP] [NP] Boats awaiting their start: Boats whose warning signal has not been made shall avoid the starting area during the starting procedure of other boats.

13.3. A boat that does not start within 4 minutes after her starting signal will be scored DNS (Did Not Start) without a hearing (this changes RRS A5.1 and A5.2).

14. CHANGE OF THE NEXT LEG OF THE COURSE

14.1. To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as possible. When, in a subsequent change, a new mark is replaced, it will be replaced by the original mark.

14.2. Except at a gate, a race committee boat signaling a change to a leg of the course is a mark and boats shall pass between the race committee boat signaling the change of the next leg and the nearest mark, leaving that mark on the required side (this changes RRS 28.1).

15. THE FINISH

The finishing line will be between a staff displaying a blue flag and the course side of the finishing mark.

16. PENALTY SYSTEM

16.1. Appendix P applies, amended as follows: Special Procedures for Rule 42, will apply as amended by SI 16.2

16.2. RRS 44.1 and RRS P2.1. are changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty. RRS P2.2 is changed so that it will apply to any penalty after the second one. RRS P2.3 will not apply.

16.3. If the wind is consistently 10 knots or above, measured at deck level, the Race Committee may display the flog O (Oscar) to permit "pumping, rocking and ooching". This changes RRS 44.2(a), RRS 44.2(b) and RRS 44.2(c).

16.4. If the wind drops below consistent 10 knots, measured at deck level, the flag R (Romeo) will be displayed at the next mark to round, on an organisation boat. When R is displayed at a mark, "pumping, rocking and ooching" is prohibited from that mark.

17. TARGET TIME AND TIME LIMITS

17.1. The time limit and target time are as follows: time limit 45 minutes / target time 30 minutes.

17.2. Boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored DNF (this changes RRS 35, A5.1 and A5.2).

17.3. If no boat has finished within the Time Limit the race will be abandoned. Failure to meet the target time will not be ground for redress (this changes RRS 61.1(a)).

18. PROTESTS AND REQUESTS FOR HEARING

18.1. Protest forms are to be filled online on the Racing Rules of Sailing website. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit. Information to connect on Racing Rules of Sailing website will be communicated during registrations.

Protest forms can be found online : https://www.racingrulesofsailing.org/protests/new?event_id=13416

18.2. The protest time limit is 60 minutes after the last boat has finished the last race of the day, or the Race Committee signals no more racing today, whichever is later.

18.3. Notices will be posted online on the Racing Rules of Sailing website no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room located in the Club House. They will start at the time posted on the official notice board.

18.4. Notices of protests by the Race Committee or jury under RRS 60.2(a) will be posted on the Racing Rules of Sailing website.

- 18.5. A list of boats penalised under SI 16.1 for breaking RRS 42 will be posted online on the Notice Board on the Racing Rules of Sailing website.
- 18.6. Breaches of Sis 2, 22 and 23 will not be grounds for a protest by a boat. This changes RRS 60.1. Penalties for these breaches may be less than disqualification if the jury so decides.
- 18.7. On the last qualifying and scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 61.2(b).

19. ARBITRATION

Appendix T will apply

20. SCORING

- 20.1 FIVE (5) races are required to be completed by all fleets to constitute a regatta.
- 20.2 Qualifying series can be up to 10 races. When 4 races have been completed, the overall score will be the boat's overall scores excluding her worst score. The overall score is carried forward from the qualification series into the final series. Final series can be up to 10 races with one discard when 4 races have been completed.
- 20.3 To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry available on Racing Rules of Sailing website.
- 20.4. For the qualifying series, RRS A5.2. is changed so that the scores are based on the number of boats assigned to the largest fleet.

21. SAFETY REGULATIONS

- 21.1. When the flag Y (Yankee) is displayed onshore, PFDs shall be worn at all time on the water. This changes RRS 40.
- 21.2. A check-in/check-out system is implemented under the following procedures:
At each departure to and return from the water, including in the event of an early return signaled by flag "H", signing in and out is mandatory for all racing classes.
All boats shall sign out before going afloat and sign in immediately upon returning ashore.
The sign-out list will open 1 hour before the day's first warning signal.
A boat that fails to sign out before departure will be scored DSQ (Disqualified) without hearing for the first race of the day.
A boat that fails to sign in upon return will be scored DSQ without hearing for the last race of the day.
A boat that fails to both sign out and sign in will be scored DSQ without hearing for all races of the day.
Sign-in/out deadlines:
Sign-out: Before the first warning signal of the day.
Sign-in: Before the protest time limit following the last race of the day.
- 21.3. [DP] [NP] A boat that retires from a race shall notify the race committee as soon as possible.
- 21.4. Under all circumstances coaches and other support boats are expected to assist any boat in distress.
- 21.5. When the flag V (Victor) is displayed by the Race Committee boat, coach and other support boat will collaborate with the Race Committee in rescue tasks (RRS 37 Search and rescue instructions).

22. REPLACEMENT OF CREW OR EQUIPMENT

- 22.1. [DP] Substitution of competitors will not be allowed without prior written approval of the race committee or the jury.
- 22.2. [DP] Substitution of damaged or lost equipment will not be allowed without the approval of the race committee. Requests for substitution shall be made at the first reasonable opportunity.

23. INSPECTIONS AND EQUIPMENT CHECKS

- 23.1. [DP] A boat or its equipment may be inspected at any time to verify compliance with class rules, the notice of race, and the sailing instructions.
- 23.2. [DP] On the water, a member of the technical committee may request a boat to proceed immediately to a designated area for inspection.

24. OFFICIAL BOATS

24.1. Support boats shall be registered with the Organizing Authority and confirm the sail number of all their competitors. Support boats shall comply with local legislation and the 29er Class Support Boat Regulations (see International Class website under Events and Race Management).

24.2. Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the race committee signals a postponement, recall or abandonment.

24.3. If called upon support boats will be required to act as rescue boats (see SI 19.4 and 19.5).

25. SUPPORT PERSONS

25.1. [DP] [NP] Support persons shall stay outside areas where boats are racing from the preparatory signal of the first class to start until all boats have finished or retired, or until the race committee signals a postponement, general recall, or abandonment.

25.2. The FFVoile regulations governing support persons' intervention in competitions shall apply.

25.3. [DP] [NP] Support boats shall comply with the "Support Vessel Regulations" Attachment C.

26. RADIO COMMUNICATIONS

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

26.2. The Race Committees will be using VHF radio channel:

Seventy two (72) for the A (Alpha) course;

Seventy seven (77) for the B (Bravo) course;

Six (06) Security clearance VHF channel.

27. ELECTRONIC EQUIPMENT

No competitor or support team shall use a drone over the racing area.

28. DISPOSAL OF WASTE

Waste may be placed aboard official or support boats.

29. BERTHING

[DP][NP] Boats shall be kept in their assigned places in the boat park.

30. PRIZES

Prizes will be awarded 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)

APPOINTED OFFICIALS

Race Committee Chair:

Cathy Post – President of the Race Committee

Jean Luc Bort – President of the Race Committee

Bernard Louis Schweitzer – assistant Race Committee

Jade Sablayrolles – assistant Race Committee

Clémence Trepos – assistant Race Committee

Jury Chair:

Alexis Duvernoy – President of the Jury

Bruno Gutierrez - Judge

Theo Wendling - Judge

Anthony Davey - Judge

Mathieu Viguier – Results Official

ATTACHMENT A : PRESCRIPTIONS
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.

ATTACHMENT B : SAFETY REQUIREMENTS



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.

ATTACHMENT C : SUPPORT VESSEL REGULATIONS



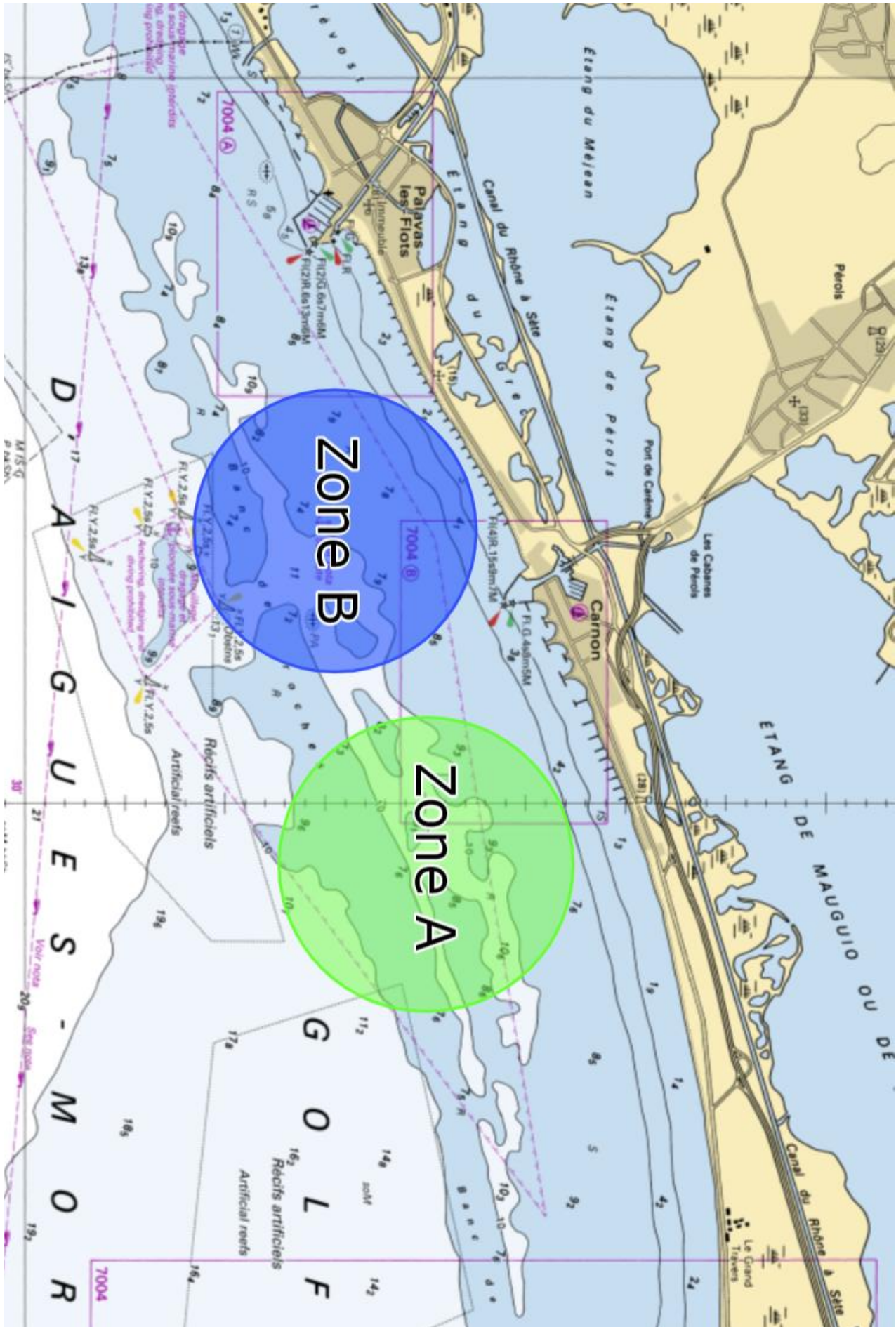
Support Vessels shall carry the following Equipment on board

- 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

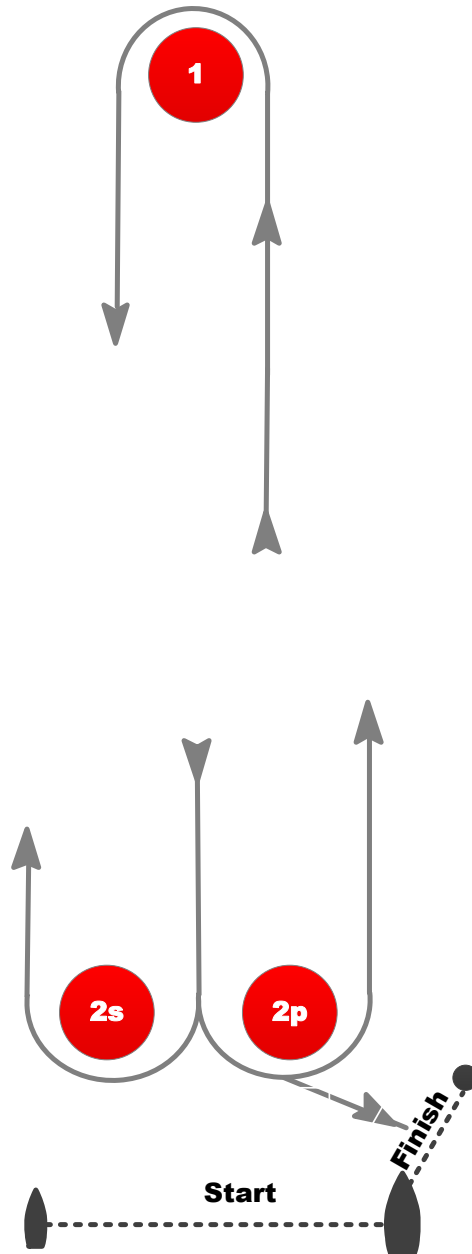
- Support Vessels shall be registered with the Organising Authority and shall be marked with their applicable national sail letters clearly displayed, the minimum height for these letters is 200mm.
- Support Vessels shall comply with all local regulations
- Support Vessels shall follow Race Committee 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.

ATTACHMENT D : RACE AREAS



ATTACHMENT E : COURSE DIAGRAM

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



DCJ