



# Cap-Martinique

## Notice of Race

on December 1st,2022

LA TRINITE sur MER – FORT de FRANCE

Start on Sunday 14 April 2024

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## 1. Preamble

The SAS TRANSATIRC together with the UNCL Race Division of The Yacht Club de France (YCF), a French yacht club affiliated to the French Sailing Federation (FFVoile) is organising the Cap-Martinique race 2024. This offshore race in singlehanded or double-handed configuration will be contested on IRC boats between La Trinité-sur-Mer and Fort-de-France. It is the second edition of the race.

OA refers to Organising Authority (OA), the YCF in this case.

The notation “[DP]” in a rule of the Notice of Race means the penalty for an infringement of this rule may, at the jury’s discretion, be less than a 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 companions are asked to behave in all circumstances, on land and on the water, in a courteous and respectful manner, regardless of origin, gender or sexual orientation. of the other participants.*

*Following the aggression of Ukraine, the FFVoile decided on March 2, 2022 not to authorize the participation of Russian and Belarusian competitors in competitions throughout France.*

## 2. Name

The official and only permitted name is **“Cap-Martinique 2024”**

This name must be used on all communication media. A graphical charter will be provided to all crew.

## 3. Rules

The race will be governed by:

- The rules such as those defined in the Racing Rules of Sailing (RRS 2021-2024). Competitors are reminded of rule 4 “Acceptance of the rules” and notably rule 4.3 (c).
  - The French National Instructions translated for overseas competitors and detailed in Appendix 1.
  - The IRC regulations applying on race date
  - The International Regulations for the Prevention of Collisions at Sea (IRPCAS) Part B, section II when it replaces chapter 2 of the RRS.
  - The Offshore Special Regulations (OSR 2022-2023) Category 1 monohull (Mo), World Sailing (WS)
  - According to test rule RE21-01 of World Sailing, the definition of start the race is modified as follows
    - Start: A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
      - a) At or after departure signal, or
      - b) During the last minute before her departure signal
- When a boat starts in accordance with item (b) of the definition Start, she cannot return to the pre-start side of the line to comply with item (a) of

the definition of Start, and she will receive, without instruction, a penalty of 2 hours.

- As a modification of RRS rule 52, boats are authorised to use energy other than manual to use an autopilot acting on the sole heading of the boat.
- Where this Notice of Race is translated, the French version will prevail.

In the event of a change to the regulatory framework above, an amendment to this Notice of Race will be published no later than april 1st, 2024.

#### **4. Advertising**

In accordance with Regulation 20 of World Sailing (Advertising code) as modified by the FFVoile's advertising regulation, the boats will be required to display advertising chosen and supplied by the organiser. (DP)

#### **5. Eligibility**

Crew shall comply with all sanitary protocols which will be defined in accordance with relevant authorities

#### **6. Prior experience required.**

Each member of the crew must have already completed a substantial passage of at least 300 miles when racing or 400 miles out of the game, and in solo or double-handed configuration to compete in the Cap Martinique 2024.

Each member of the crew will have to send the OA a document detailing their offshore racing experience.

Race Management or Race Organisation may require a registered crew to sail an observation course which terms will be defined in due time. Route, length, day and time of start shall be agreed upon at least on week in advance with Race Management.

Compliance with the required experience for each crew for the Cap Martinique 2024 will be formally confirmed by the organiser.

##### **6.1 Boats permitted to race**

- According to chapter 3.03 of the OSR: Hull construction standards: this chapter fully applies.

- According to chapter 3.04 of the OSR: Stability - monohulls

This means that for boats where the 1<sup>st</sup> of the series is later than 1/07/1996, the CE certification is enough.

The CE marking plate applied to the boat (CAT A) and the WIN No. (previously CIN and HIN) engraved on the starboard side of the transom) certifies that the boat complies with the STIX value and AVS.

For boats prior to 1996, and for hulls non CE certified, a stability calculation comprising a genuine stability test must be completed.

The length of the hull (LH) shall be between 8.50m and 12.00m.

Boats must be equipped with an inboard engine, which provides a minimum speed of 5 knots on flat water.

## 6.2 Equipment

IRC Rule 21.1.5 e) is modified: a spare mainsail is authorised on board and can be used in the race providing its dimensions are compliant (equal or inferior) to those indicated on the IRC certificate (P, E, MHW, MUW, rigging measurement P and E). The surface of the largest jib (HSA on certificate) will not be inferior to the one calculated with the formula:  $0.5 * J * FL * 0.85$ .

The boats and their equipment shall comply with Category 1 of the OSR, monohull, on date of departure.

A personal locator beacon (PLB) is compulsory for every crew member.

A portable solar panel and/or a sealed battery pack is compulsory to ensure a backup power of iridium and iridium go telephones.

Boats shall not have on-board non declared systems for transferring loads neither waterproof container enabling sea water storage.

On-board freshwater must be arranged in jerricans or containers which must be sealed in a fixed position. A quantity of freshwater reserved exclusively of 40 litres per person is requested at time of start. This quantity does not substitute to RSO Rule 3.21.3 which applies.

In derogation to rule 15.2.d, automatic pilots are allowed.

In derogation to rule 41 of RRS "external help", only the applications Predictwind/Squid/ Avallon/Sailgrib/Zygrib/Dorado with remote routing are authorised.

## 6.3 Class measurements.

Solely boats adhering to the IRC Class Rules in force at the time of the race with a TCC greater than 0.977 and lower than 1.081 will be allowed to race.

The boats' IRC 2024 certificates shall be based on:

- An 'endorsed' certificate issued after 2020, **or**
- A weighing certificate issued by the Rating Authority (IRC rule 4.1) after January 1st, 2021.

The constituent data of the IRC Certificate shall reach your **Rating Authority** latest on April 2nd, 2024.

No modification to the IRC certificate will be permitted later unless the modification is the result of:

- the correction of an error made by the RORC or UNCL Race Division of YCF.,
- an equipment inspection,
- a protest regarding the rating.

Life rafts, anchors and mooring warps, engine clutch and water tanks may be sealed prior to the race start. The integrity of these seals will be checked at the finish.

## 6.4 Categorization of the World Sailing (WS) competitors:

The race is mainly open to grade 1 competitors (according to the updated graduation on the WS website). For grade 3 competitors, the competitor's marine CV will be reviewed by the organiser, who will confirm whether or not the competitor is eligible. In no case a competitor can be directly or indirectly remunerated to race.

## 6.5 Conditions of physical and medical aptitude

The race is open to any person aged 18 and over on the start date.

According to medical regulation of the FFVoile, skipper and co-skipper must provide by march 15<sup>th</sup>, 2024 the event's medical consultant with a medical file comprising the following compulsory elements:

- Results of an exercise tolerance test dating less than 4 years
- Results of a cardiogram
- A medical questionnaire to be completed and signed by the racer and his/her attending physician

The skippers and co-skippers shall hold, for French nationals, a valid World Sailing training certificate (Sea Survival + PSMer (Offshore First Aid) training) and for non-French nationals:

- Either the certificate as described above,
- Or an Offshore Personal Survival Training certificate such as required in OSR 6.01. This training shall be "World Sailing Approved" and the certificate shall adhere to OSR 6.05.2.

## 6.6 Number of boats admitted:

The maximum number of boats registered is limited to 60. If need be, a waiting list will be opened in chronological order, with solely the date of the bank transfer or postal dispatch being taken into account.

Additional places may be allocated at the organiser's discretion.

## 7. Environment and societal aspect

### 7.1. Sustainable development

Cap-Martinique is keen for all the event's protagonists to pay particular attention to this aspect.

The recommendations in the WS OSR's preamble regarding the Offshore Racing Environmental Code are applicable.

Plastic water bottles are not permitted aboard.

Given that retaining on-board waste is compulsory during the passage, all competitors are requested prior to the start to assess their qualitative and quantitative waste impact. Special attention in this regard will focus on recycling and the possible reuse of packaging.

The organiser will strive to use all means at their disposal to promote any successful resolution or system enabling them to reduce their environmental footprint.

### 7,2 Promoting of associations

Each competitor shall fly the flag of an association that provides community support and/or contributes to sustainable development. Through the values they support, competitors will be able to serve as an intermediary for fruitful contacts between their association and companies or entities likely to support it.

### 7.3 Racing name of the boat

the racing name, chosen by the skipper, shall be with a maximum of 30 digits and shall include at least the identification of the supported cause.

## 8. Registration

Registration will start on Saturday December, 3rd, at 8:00 GMT and will take place via <https://cap-martinique.com>

Registration will be definite once the boat and her crew have satisfied the last checks in La Trinité-sur-Mer in the week preceding the start.

### 8.1 . Registration: Fees and list of entries.

The registration fees amount to € 2208.33 without tax + VAT in force for solo sailors and € 2583.33 without tax + VAT in force for double-handed sailors (€ 2650 VAT included for solo sailors and € 3100 VAT included for double-handed). Fees are granted for free to those crews who gave up in the first edition of the race.

In order to reserve a numbered spot on the entry list, a succinct presentation of the crew shall be made outlining the skipper's **(and co-skipper's if it's a double-handed crew)** motives for taking part in this event: Surname, forename, date of birth, photo, skipper's full contact details, as well as a payment of a deposit of € 1000 without tax (€ 1200 VAT included) shall be made in order to open the dossier.

This deposit is non-refundable

- in case the crew decides not to race
- in case the race is cancelled because of COVID 19 pandemia or any such event,
- in case the organiser does not get all requested authorisations.

This deposit will be reimbursed in case to crew with candidacy is not accepted.

The outstanding balance shall be paid no later than 1 February 2024. Any late payment will lead to the cancellation of the registration without deposit reimbursement.

Payments must be paid by bank transfer (bank details in the appendix) or via cheque made out to TRANSATIRC and sent to the following address:

SAS TRANSATIRC  
GORE-LANNEGUY  
29340 RIEC SUR BELON

### 8.2. Application form

The documents required for the application form, aside from the registration fees, shall be sent electronically to [inscriptions@cap-martinique.com](mailto:inscriptions@cap-martinique.com) as follows:

- Latest March 1st, 2024; (a penalty of € 10 per missing document will apply; the collected amount will be donated to the SNSM) :
  - A presentation of the association that the crew wishes to help.
  - Valid FFVoile competition licence for the race,
  - Overseas competitors who do not hold an FFVoile licence must provide proof of valid third-party liability insurance for a minimum cover of 2-million Euros or equivalent.
  - Precise nature of past marine experience and a maritime CV for the crew members
  - WS classification
  - Boat: Type, copy of the certificate of registry or equivalent, photo.
  - Life raft log (serviced).

- The boat's MMSI number.
- The MMSI number of the personal AIS beacons.
- The coding form for the SARTSAT-type distress beacon.
- The coding form for the personal locating beacon (PLB) for solo sailors.
- VHF licence with call sign.

Latest April 2nd, 2024;

- The card issued by the FFVoile authorising the boat to display advertising if applicable.
- through a separate e-mail to [docteur@cap-martinique.com](mailto:docteur@cap-martinique.com) the medical file required in chapter 6.5, with if needed a translation in French
- Valid Sea Survival and PS Mer (Offshore First Aid) certificates.
- Valid insurance certificate for the race in crewed configuration. The boats must be covered by third-party liability insurance covering any damage caused to a third party with minimum cover of 3-million Euros or equivalent covering the navigation zone in question.
- the authorisation advertisement card provided by FFVoile when applicable (see <http://ffvoile.fr/ffv/web/services/cartepub.asp#gsc.tab=0> )
- Copy of the valid IRC 2024 certificate.
- Safety form with contacts on shore and safety info.
- Satellite phone number and satellite onboard email address
- Mobile onboard telephone number of the skipper and co-skipper for double handed.

## 9. Programme (DP)

According to the Partnerships put in place within the context of the race, and of the sanitary situation, this programme may be completed and /or specified at a later date.

In La Trinité-sur-Mer:

Saturday 06 April 2024 09:00	Participating boats must be moored alongside the pontoon reserved for them.	
Saturday 06 April 2024 18:00	welcome ceremony and presentation of crews and causes	
Monday 08 April 2021 09:00	Compulsory presence of the boats and a representative	
From Monday 08 to Friday 13 April	From 09:00 to 18:00 hours	Confirmation of registration Scrutineering (measurement and security) Distribution of the Sailing Instructions
Thursday 11 April 2021 14:00	From this date, presence of all crews compulsory through until the start Briefing on Safety and Sailing Instructions*	
Thursday 11 April 2021 19:30	crew diner*	
Sunday 14 April 09:00		Start weather briefing*
Sunday 18 April 15:00		Start

\*Compulsory presence of the crews.

According to the forecast weather conditions from 14 April 2021, Race Management and the OA expressly draw the competitors' attention to the fact that the start date



may be modified, including by bringing the start forward a maximum of 24hrs (announcement to be made on Thursday 11th, 2024 at the latest). .

In Fort-de-France:

presence of arrived crews is compulsory:

- at Prize-giving: The official announcement of the results and the prize-giving will take place on Saturday 11th of May 2021. The racers' presence is compulsory.
- at lunch which will take place before or after prize giving

## **10. Sailing instructions**

Sailing instructions (SI) and appendices will be available no later than 08 April 2021.

The RRS 41 applies.

Personalised routing or weather analysis carried out by a third party is forbidden.

A sworn statement will be signed by the skipper and co-skipper during confirmation of registration in La Trinité-sur-Mer.

## **11. Safety equipment and checks**

A positioning beacon will be supplied to each crew upon presentation of a € 600 deposit.

Tracking Map will be updated several times a day and positions will be available on the race server by ftp. Tests will be performed on the week before start. Competitors shall have a satellite communication mean able to receive and broadcast info starting on April 2nd at latest.

Measurement and safety checks will be performed by Offshore Racing scrutineers and/or the Technical Committee from Monday 08 April 2024, 09 hours, from which date and time each boat shall be in the berth allocated to them with at least one representative aboard.

Pre-checks might be performed by the organisation from Saturday 06 April.

## **12. Course**

Start: Bay of La Trinité-sur-Mer, France

Finish: Bay of Fort-de-France, Martinique

Course mark: the island of Porto Santo, archipelago of Madeira in Portugal, shall be left to starboard

Distance: around 3,800 miles.

## **13. Pit stop**

- A boat may enter and/or leave a port or anchorage under power (or be towed in the event of engine failure), over a maximum distance of 2 miles, provided that it can be proven that the overall result of such a manoeuvre has not helped them progress towards the finish line.
- Only once the boat is under auxiliary power or under tow may people other than the crew come on board.
- Once the boat is at anchor or tied up to a buoy or alongside an anchored vessel or the dock in the port or shelter, repairs can be undertaken and the boat may be resupplied. The crew may disembark.

A pit stop with outside help, or leading the crew to leave their boat, even if only for a few moments, cannot be less than 12 hours. This does not apply in the port of La Trinité-sur-Mer.

The time limit for any technical pit stop may not exceed 72 hours in total, however many pit stops are made. From the moment a boat makes land, or is moored, it will be deemed to be a technical pit stop until the moment the competitor is back in the race, namely the moment where the mooring is left. Beyond these 72 accumulated hours, the competitor will be ranked as DNF without a hearing.

Any stop shall be the subject of a communication with Race Management as quickly as possible with a report of the situation, with a maritime declaration about the damage. The skipper shall alert the Race Director before heading out to restart his/her race.

#### **14. Penalty system**

Penalties applied in the event of an infringement will, upon instruction by the jury, be time penalties.

#### **15. Ranking**

The system used for calculating the corrected time will be the elapsed time plus penalties minus any bonus points.

A solo ranking and a double-handed ranking in corrected time will be established.

The overall ranking will be based on the corrected times established by all the boats.

For the boat series with the same commercial designation (e.g. Figaro 2) with more than 5 entries, a separate ranking in elapsed time will be established provided that these boats have an identical IRC TCC.

#### **16. Reception – Berths in port**

Free in La Trinité-sur-Mer from Friday 5 April until the official race start.

Free in Fort-de-France from the boat's date of arrival for a minimum duration of five days and latest up to May 12th, 2024. According to the logistical means which will be set up in Martinique, the boats may have to switch moorings at the organiser's request.

#### **17. Prizes**

They will be detailed in the Sailing Instructions. There are no cash prizes.

#### **18. Sanitary risk taken in account**

When registering on the Cap-Martinique 2024, every competitor has the knowledge and takes into account sanitary risks such as COVID 19. Every crew is perfectly aware:

- of the physical distancing and hygiene measure to observe in any place and at any time, as well as the additional provisions edited by the Sports Minister.
- the risk of contamination accentuated by the proximity of another person, in particular when sailing on a crewed or double-handed, or any other situation of proximity of less than one meter, without adequate reinforced protection
- than despite reinforced protection, practice can expose to a sanitary risk.
- that despite the measures taken and the means employed, the host establishment, the organizer and its partners cannot guarantee against exposure and contamination

that all these measures aim to preserve the health and physical abilities of all participants

### **19. Decision to race and responsibility**

The skippers and co-skippers will participate in the event at their own risk and fully accept that choosing to do so is their responsibility. It is the sole responsibility of each skipper and co-skipper to decide whether or not to take the start of the event or continue with it, as regards his or her competence, the equipment at their disposal, the wind strength, the weather forecasts, etc. (fundamental rule 4 of the RRS).

Any information that any member of the OA is in a position to provide before or during the event, for example a gale warning, will constitute one detail among others, upon which the skipper may base his or her decision without the OA or its partners being accountable.

The responsibility of the OA and its partners is limited to ensuring the smooth running of the event in sporting terms.

Any further responsibility that the OA may agree to would have to be contractual and explicit.

In particular:

- Any checks the Technical Committee undertakes, either on its own initiative or at the request of Race Management, the Race Committee or the jury, shall have the sole aim of ensuring that the race rules have been adhered to.
- Any request made to a member of the OA would only make the OA accountable if the latter has expressly agreed to this request, either directly or through one of its official spokesmen/women. This particularly applies to various requests for help and even assistance at sea.

Skippers will be held personally responsible for any material or physical damage to any third party or the property of a third party.

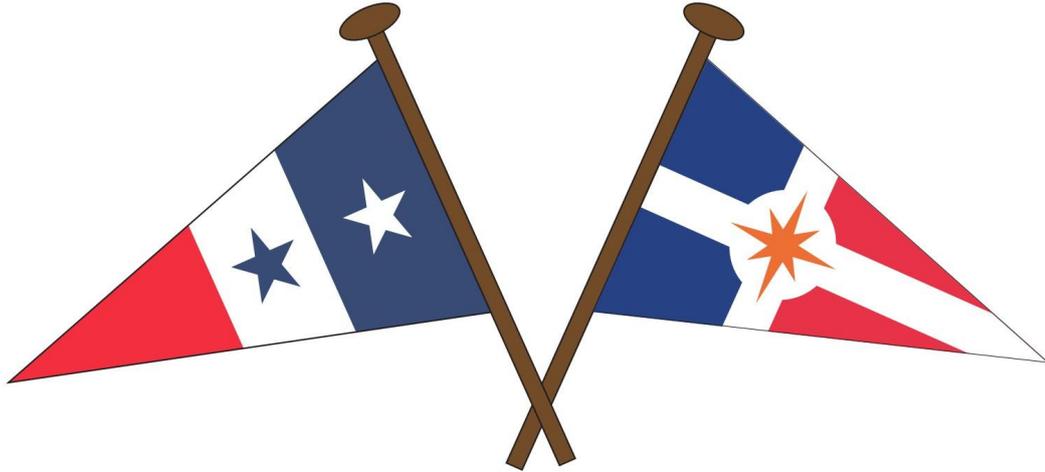
Skippers shall be accountable to the OA for taking out all the necessary insurance to cover individual civil liabilities and damages incurred for the race.

The absence of third-party liability in no way makes the OA or its partners accountable.

This Notice of Race points out that (in line with Fundamental Rule 1.1 of the RRS) all boats are compelled to offer all possible assistance to any other boat or person in danger, should they be in a position to do so, in accordance with the international measures in force.

In this case, and as soon as possible after changing course, the skipper must supply Race Management and the Race Committee with all the details required to formulate a possible request for redress.

The jury will reach a verdict on this request for redress once it has received the necessary elements.



UNCL, Pôle Course du Yacht Club de France  
Téléphone : +33 1 40 60 43 10  
41, avenue Foch  
75116 PARIS

Contacts : Jean-Philippe Cau : +33 680 114 384  
Thibaut Derville : +33 611 37 86 15

SAS TRANSATIRC  
877 858 092 RCS de Quimper  
[transat@cap-martinique.com](mailto:transat@cap-martinique.com)  
3, LD GORE-LANNEGUY  
29340 RIEC SUR BELON

**bank details SAS TRANSATIRC for draft payments :**

IBAN (International Bank Account Number)  
FR76 1290 6000 3857 4543 6216 258  
Code BIC (Bank Identification Code) - Code swift:  
AGRIFRPP829

**useful addresses :**

Organisation Leadership : Thibaut Derville [thibaut@cap-martinique.com](mailto:thibaut@cap-martinique.com) and Jean-Philippe Cau [jean-philippe@cap-martinique.com](mailto:jean-philippe@cap-martinique.com)

Responsible for the registration matters (all documents related to registration et sports dossier) : Manu and Tanguy Duprez [manu@cap-martinique.com](mailto:manu@cap-martinique.com)

Race Manager : [dc@cap-martinique.com](mailto:dc@cap-martinique.com)

Race medical consultant: [docteur@cap-martinique.com](mailto:docteur@cap-martinique.com)

Event Communication Management Team: agence Disobey [disobey@cap-martinique.com](mailto:disobey@cap-martinique.com)

Responsibles for sustainable development and societal causes supported by the skippers: France Bonduelle and Pascale Verwaerde [france@cap-martinique.com](mailto:france@cap-martinique.com)

## Annexe 1

### Prescriptions of the Fédération Française de Voile

#### Racing Rules of Sailing 2021-2024

(\* FFVoile Prescription to **RRS 64.4** (*Decisions on protests concerning class rules*):

The jury 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 jury.

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 authorization of the Fédération Française de Voile, received before publishing the notice of race. This authorization shall be posted on the official notice board during the event.

(\* FFVoile Prescription to **RRS 76** (*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 authorization 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** (*National prescriptions*):

Prescriptions of the FFVoile shall neither be changed nor 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 neither be changed nor deleted 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 authorization shall be posted on the official notice board during the event.

## **FFVOILE Prescriptions**

### **Applying when no international jury is designated on the event**

FFVoile Prescription to **RRS 25** (*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 **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>