

LA TRINITÉ-SUR-MER / FORT-DE-FRANCE

CAP MARTINIQUE

1^{ER} MAI 2022

Transat
unique &
engagée



NOTICE OF RACE

Revision 2
on April 30th, 2021

La Trinité-sur-Mer

-

Fort-de-France



More informations on [cap-martinique.com](https://www.cap-martinique.com)

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Appendix 1 : FFVoile Prescriptions to RRS 2017-2020 translated for foreign competitors.

Preamble

The SAS TRANSATIRC together with the Union Nationale pour la Course au Large (UNCL), a French yacht club affiliated to the French Sailing Federation (FFVoile) is organising the Cap-Martinique race 2021. This offshore race in singlehanded or double-handed configuration will be contested on IRC boats between La Trinité sur Mer and Fort de France.

OA refers to Organising Authority (OA), the UNCL 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.

Name

The official and only permitted name is “Cap-Martinique 2022”.

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

Rules

The race will be governed by:

- 6.1 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).

- 6.2 The French National Instructions translated for overseas competitors and detailed in Appendix 1.
- 6.3 The IRC regulations in force
- 6.4 The International Regulations for the Prevention of Collisions at Sea (IRPCAS) Part B, section II when it replaces chapter 2 of the RRS.
- 6.5 The Offshore Special Regulations (OSR 2021-2022) Category 1 monohull (Mo), World Sailing (WS)
- 6.6 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, 2022.

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)

Eligibility

6.1 Prior experience required.

Each member of the crew must have already completed a substantial passage of at least 300 miles in race format and in solo or double-handed configuration to compete in the Cap Martinique 2022. In the event that this condition is not satisfied, each member of the crew will have to send the OA a document detailing their offshore racing experience, Race Management reserving the right to impose a qualifying passage on the competitors.

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

6.2 Boats permitted to race

6.3 According to chapter 3.03 of the OSR: Hull construction standards: this chapter apply in full.

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

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

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

- For boats prior to 1996, a stability calculation comprising a genuine stability test must be completed. This calculation shall be made by an expert acknowledged by the organizer.

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.

Equipment

IRC Rule 21.1.5 e) is modified as follows : a spare mainsail is authorized onboard and can be used during the race providing its dimensions are conform (equal or inferior) to those indicated on the IRC certificate (P, E, MHW, MTW, MUW).

The surface of the main largest declared jib cannot be inferior than $0.5 \times J \times FL \times 0.85$.

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

A personal locator beacon (PLB) is compulsory for solo sailors

Boats shall not have on-board systems for transferring loads enabling optimised stacking that are not declared, neither waterproof containers that would allow sea water storage.

On-board freshwater must be arranged in jerricans or containers which must be sealed in a fixed position. A quantity of 40 liters minima of drinking water per crew member, exclusively destined to personal consumption shall be on-board at race start. This quantity does not replace rule 3.21.3 of RSO which fully applies.

In derogation of rule 41 of RRS "outside assistance", only Predictwind/tSquid/Avallon/Sailgrib/Zygrib/Dorado with remote routing are authorized.

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 2021 certificates shall be based on:

- An 'endorsed' certificate issued after 2018, or
- A weighing certificate issued by the Rating Authority (IRC rule 4.1) after January 1st, 2019.

Constituent data of IRC certificate must reach your Rating Authority by April, 2nd, 2022 latest.

No modification to the IRC certificate based on these data will be permitted, unless the modification is the result of:

- the correction of an error made by the RORC or UNCL,
- 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 may be checked at the finish.

Classification 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.

Conditions of physical and medical aptitude

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

Prior to 1 February 2021, the skipper and co-skipper must provide 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.

Number of boats admitted:

Boats officially registered for Cap-Martinique must confirm in writing their intention to participate at the first edition 2022 of the race by July 1st, 2021. Following this date they will be considered as not participating in the race and will abandon their place in the chronological list as well as their attached rights.

Registering of new entrants is allowed starting may 3rd, 2021.

The maximum number of boats registered is limited to 55. 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.

Five additional places may be allocated at the organiser's discretion.

Environment and societal aspect

6.1 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.

6.2 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.

If necessary, the organiser will commit to favouring connections between racers and associations on the one hand and potential associations and partners on the other.

Registration

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.

6.1 Registration: Fees and list of entries

The registration fees amount to €2,150 inclusive of all taxes for solo sailors and €2,500 inclusive of all taxes for double-handed sailors. These fees will have a 10% reduction for crews signed up prior to 18 April 2020.

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, WS classifications, as well as a payment of €500 inclusive of all taxes shall be made in order to open the dossier.

This deposit fee is non-refundable :

- in the event of the boat's withdrawal and/or
- if the race has to be cancelled due to Covid 19 pandemia or any other health cause
- in case the organizer does not get all necessary authorisations.

The deposit is refundable when candidacy is rejected.

The outstanding balance shall be paid no later than March 1st, 2022.

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

6.2 Application form

The documents required for the application form, aside from the registration fees, shall be sent electronically to transatirc@gmail.com as follows:

No later than March 1st, 2022 (a penalty of 10€ per missing or late document will apply,

money that will be granted to 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 if need be a maritime CV for the crew members
- WS category for each crew member
- 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 SART-type distress beacon.
- The coding form for the personal locating beacon (PLB) for solo sailors.
- VHF licence with call sign.

And no later than April 21st, 2022 following documents :

And separately, the medical file required in chapter 4.6, which shall be sent to the medical consultant.

In the week preceding the start, the following documents will be required:

- By separate electronic message to doc.cm21@gmail.com the medical file(s) requested in chapter 4.6 above.
- 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 card issued by the FFVoile authorising the boat to display advertising if applicable
- Copy of the valid IRC 2022 certificate.
- Safety form with contacts on shore and safety info.
- The onboard satellite and e-mail address
- Mobile onboard telephone numbers of the skipper and co-skipper for double-handed.
- Precise waste plan.
- The waiver of liability form from any claim against the OA and its partners.

Program (DP)

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

A La Trinité sur Mer: (local time)

Saturday April 23rd, 2022 09:00	Participating boats must be moored alongside the pontoon reserved for them.	
Saturday April 23rd, 2022 18:00	Welcome drink and presentation of the crews and associations*	
Monday April 25th, 2022 09:00	Compulsory presence of the boats and a representative	
From Monday 25 to Friday 29 April	From 09:00 to 18:00 hours	Confirmation of registration Scrutineering (measurement and security) Distribution of the Sailing Instructions
Thursday April 28th, 2022 14:00	From this date, presence of all the crews compulsory through until the start Briefing on Safety and Sailing Instructions*	
Thursday April 28th, 2022 19 :30	Crew dinner*	
Sunday May 1st, 2022 10 :00	Weather Forecast Briefing (date and time to be confirmed)	
Sunday May 1st, 2022 15 :00	Date and time to be confirmed	Start

*Compulsory presence of the crews.

According to the forecast weather conditions from May 1st, 2022, 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 (to be announced Thursday April 28th latest).

In Fort de France:Prize-giving: The official announcement of the results and the prize-giving will take place on Sunday May 29th, 2021. The racers' presence is compulsory. In the event of a delay with regards the finish schedule, a special evening with the first skippers may be organised.

Sailing instructions

Sailing instructions (SI) and appendices will be available no later than April 25th, 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.

Safety equipment and checks

For safety and race management reasons, participating boats will be registered and tracked on the application SAIL.cloud and shall therefore use one of the trackin equipment selected by the organizer and Race Manager :

- either an Iridium Go equipment, with unlimited data subscription valid at minimum from April 12th, 2022 and May 31st, 2022, and configured to automatically send the position to SAIL.cloud server every 30 minutes, and in manual mode at least once per day.
- Or a SPOT Gen 3 or Gen 4 beacon, with a tracking subscription valid at minimum between April 1st, 2022 and May 31st, 2022 and configured to automatically send the position to SAIL.cloud server every 30 minutes, and in manual mode at least once per day.

It is skippers responsibility to choose one of these 2 systems, to subscribe the relevant tracking fee and to register it within SAIL.cloud system before April 1st, 2022.

Mapping of positions will be refreshed every 07:00, 11:00, 15:00, 19:00 23:00 GMT et the new positions will be available for loading on the race server. It will be possible for competitors to get them automatically by e-mail, using the free service SailDocs.

Measurement and safety checks will be performed by Offshore Racing scrutineers and/or the Technical Committee from Monday April 25th, 2021, 09:00 am, from which date and time each boat shall be in the berth allocated to them with at least one representative aboard.

Pre-checks may be carried out by the organizer as soon as on Saturday, April 23rd, 2022.

Course

Start: Baie de La Trinité sur Mer, France

Finish: Baie de Fort de France, Martinique

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

Distance: around 3,800 miles.

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.

Penalty system

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

Ranking

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

A solo corrected time ranking and a double-handed corrected time ranking 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.

Reception – Berths in port

Free in La Trinité-sur-Mer from Friday 9 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. According to the logistical means which will be set up in Martinique, the boats may have to switch moorings at the organiser's request.

Prizes

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

Health risks

Each crew member registering on Cap-Martinique 2022 knows and takes into account the sanitary risks such as Covid 19. Every crew member is fully aware :

- Of the hygiene and distancing measures, so called "barrier gestures" to observe in any place at any time, as well as of the additional measures published by the Ministry of Sports.
- Of the risk of contamination increased by the presence of another person, especially in double-handed or crew sailing, or any other situation with a proximity of less than a meter, without adequate reinforced protections.
- That despite the implementation of reinforced protection means, the practice may expose to a health risk.
- That despite the measures taken and resources committed, the host institution, the organizer and its partners, cannot guarantee a full protection against contamination or health risk.

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.

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29340 RIEC SUR BELON

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Jean-Philippe Cau: +33 680 114 384

Thibaut Derville : + 33 611 378 615

SAS TRANSATIRC BANK INFO

Code Etablissement Code Guichet Numéro de Compte Clé RIB

12906 00038 57454362162 58

IBAN (International Bank Account Number)

FR76 1290 6000 3857 4543 6216 258

AGRIFRPP829



CORSAIR

GBH



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APPENDIX 1: FEDERATION'S INSTRUCTIONS

FFVoile Instructions - RRS 2013-2016

translated for overseas competitors

RRS 64.3

FFVoile Instruction (*): Prior to the checking procedures, the jury may request the parties involved in the protest for a deposit covering the cost of any checks arising from a protest related to the class rules.

RRS 67

FFVoile Instruction (*): Any question or protest relating to damage arising from an incident involving a boat bound by the Racing Rules of Sailing or International Regulation to Prevent Collision at Sea depends on the appropriate courts and cannot be dealt with by the jury.

RRS 70.5

FFVoile Instruction (*): Denial of the right of appeal is subject to the written authorisation of the Fédération Française de Voile (French Sailing Federation), received before publishing the Notice of Race. This authorisation shall be posted on the official noticeboard during the event.

RRS 78.1

FFVoile Instruction (*): It is the sole responsibility of the owner or person in charge of the boat to make sure that his or her boat complies with the fit-out and safety rules required by the laws, decrees and regulations of the Administration.

RRS 86.3

FFVoile Instruction (*): An OA wishing to change a rule listed in RRS 86.1(a) to develop or experiment with new rules shall first submit the changes to the FFVoile for written approval and report the results to the FFVoile after the event. Such authorisation shall be mentioned in the Notice of Race and in the SI and shall be posted on the official noticeboard during the event.

RRS 88

FFVoile Instruction (*): Instructions of the FFVoile shall neither be changed nor deleted in the Notice of Race and SI, except for events for which an international jury has been appointed. In this case, the instructions marked with an asterisk (*) shall neither be changed nor deleted in the Notice of Race and SI. The official translation of the instructions, downloadable on the FFVoile website www.ffvoile.fr shall be the only translation used to comply with RRS 90.2(b)).

RRS 91

FFVoile Instruction (*): The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval from the Fédération Française de Voile (French Sailing Federation). Such authorisation shall be posted on the official noticeboard during the event.

APPENDIX R

FFVoile Instruction (*): Appeals shall be sent to the head office at Fédération Française de Voile, 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr