



CLUB NAUTIQUE HOËDICAIS

'Partons, la mer est belle'

TRANSQUADRA MADEIRA-MARTINIQUE 2024-2025

NOTICE OF RACE

Including Amendment N°1 March 31 2023

Including Amendment N°2 May 13 2023

Including Amendment N°3 November 7 2023

Including Amendment N°4 December 15 2023

TRANSQUADRA MADEIRA-MARTINIQUE RACE

The event is organised by "LA TRANSQUADRASOLO" (non-profit organisation under French 1901 act) and the CLUB NAUTIQUE HOËDICAIS (OA) of the French Sailing Federation (FFVoile), in collaboration with the SOCIÉTÉ NAUTIQUE de MARSEILLE for the start of the Transquadra-Mediterranean.

The race, called **TRANSQUADRA MADEIRA-MARTINIQUE-2024-2025**, is a single-handed and double-handed transatlantic sailing race, reserved for skippers and crew aged forty years and over, on June 30th 2024, along the following routes:

- **Either departing from LA TURBALLE: TRANSQUADRA MADEIRA-MARTINIQUE-ATLANTIC**
 1. LA TURBALLE-MADEIRA
 2. MADEIRA-MARTINIQUE (Le Marin)
- **Or departing from MARSEILLE: TRANSQUADRA MADEIRA-MARTINIQUE-MEDITERRANEAN**
 1. MARSEILLE-MADEIRA
 2. MADEIRA-MARTINIQUE (Le Marin)

1. RULES

The Race is governed by the texts in force in the documents listed below, completed and potentially modified by the Sailing Instructions (SI):

- 1.1. The rules such as those defined in the Racing Rules of Sailing (RRS) 2021-2024,
- 1.2. The French national prescriptions translated for non-French-speaking competitors and detailed in the Appendix 'Prescriptions', if applicable.
- 1.3. Federal regulations
- 1.4. Part B of the International Regulations for Preventing Collisions at Sea (IRPCAS) when it replaces RRS Part 2.
- 1.5. The Offshore Special Regulations 2024-2025 (OSR) category 1 monohull.
- 1.6. Under World Sailing Test Rule DR21-01 change the definition *Start* as follows: When a boat *starts* with any part of her hull crossing the starting line from the pre-start side to the course side before her starting signal side she may return to the pre-start side of the line to comply with the definition of *Start*, but, if she does not the starting penalty shall be: xx hours to be added to her elapsed time. Penalty will be defined in Sailing Instructions (SI).
- 1.7. RRS 52 Manual Power, is modified as follow: Boats are permitted to use an energy other than manual to operate the autopilot.
- 1.8. Ethics: sporting events are above all a space for discussion and sharing accessible to all. As such, competitors and companions are asked to behave in all circumstances, on land or on the water, in a respectful manner regardless of the origin, gender or sexual orientation of the other participants or companions. A competitor or companion who does not respect these principles may be penalized according to RRS 2 or 69.
- 1.9. In the event that the documents specific to the Race are translated, the French text shall prevail.

2. **ADVERTISING and FLAGS**

In application of World Sailing Advertising Code, Regulation 20 as modified by the FFVoile advertising regulations, boats may be required to display advertisements selected and provided by the organising authority.

In the ports, the boats will be required to display partner flags, provided by the organising authority, according to the terms and conditions provided at the time of registration.

3. **ELIGIBILITY AND REGISTRATION**

3.1 ***TRANSQUADRA MADEIRA–MARTINIQUE ATLANTIC and TRANSQUADRA MADEIRA–MARTINIQUE MEDITERRANEAN 2024-2025 are subject to personal invitation.***

3.2 Competitors interested in participating should send the association's secretarial department an INVITATION REQUEST, along with a document describing their experience of offshore sailing, either under race or recreational conditions, and their sailing experience in general.

Candidates who have not yet participated in a Transquadra, or similar course, must have competed in a single- or double-handed, depending on their registration category (Transquadra set-up), offshore race of at least 250 nautical miles, accredited by the FFVoile. If this is not possible and duly justified, participants must have sailed a course that is at least equivalent.

Each competitor must be at least forty years old on June 30th 2024.

Admission will be based on World Sailing Rules 75 and 76.

3.3 Non professionalism:

Competitors (skipper and crew) must participate in the regatta for leisure purposes only. Competitors declare that they are not professional race participants, and are not receiving payment for their participation in the Transquadra 2024-2025.

Over a 24-month period prior to the start of the first Transquadra 2024-2025 race, competitors declare that they have not been paid for:

- Sailing in the regatta.
- Preparing their boat.
- Enabling their image or name to be used in relation to their sailing performance, race results or reputation as a sailor.

Definitions:

To be paid: income received by an employed or freelance participant, bonuses, donations, any direct or indirect financial benefit, excluding personal expenses.

Personal expenses: income received by a participant, used to pay registration fees, travel costs, food and accommodation expenses related to and necessary for his/her participation in a specific event. Sponsor contributions for equipping the boat are considered as personal expenses.

3.4 Membership of the "LA TRANSQUADRASOLO" association is optional.

3.5 Non-French boats must comply with applicable national rules.

3.6 **Maximum number of boats admitted:**

Registration is limited to a maximum of 100 boats, including both single- and double-handed crews, for TRANSQUADRA MADEIRA–MARTINIQUE ATLANTIC and TRANSQUADRA MADEIRA–MARTINIQUE MEDITERRANEAN.

If necessary, a waiting list will be opened in chronological order. Reservations are nominative. The organiser has the sole authority to designate a replacement for a participant who withdraws.

3.7 **Competitors (each member of the crew) must provide the following upon registration:**

- Their valid FFVoile 2024 license for French residents, bearing the **competition stamp. or equivalent in her/his country is required.**

Their Valid 2025 FFVoile licence bearing "competition" stamp (or equivalent) is required before start of race 2.

- The authorisation to display advertising (*if necessary*).

- Valid IRC measurement certificate.

- **World Sailing** course certificate (**marine first aid and survival**) for each crew member belonging to FFVoile, dated within the five years prior to the race start date

- a certificate fulfilling Articles 6.01 and 6.05.2 of RSO, race category 1, for each crew member who does not belong to FFVoile.

- Foreign competitors not licensed in France must provide proof of membership in a national authority that is a member of World Sailing **and comply with this authority's requirements.**

In application of the FFVoile medical regulations, competitors must send the following to the race doctor at least two months prior to the start of race 1:

- Cardiac doppler

- Cardiac stress test within previous four years.

4 ELIGIBILITY AND MEASUREMENTS:

4.1-1 For boats built after 2009, a CE certificate category A.

- For boats built before 2010, a STIX and AVS stability certificate corresponding to class A, in compliance with World Sailing regulations, will be required.

- For « Performance » category (cf amendment N°1) Hull length between 8,50meters and 12,50meters

- For « Cruiser » category (cf amendment N°1) Hull length between 8,50meters and 13,50meters

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

- Comply with the Affaires Maritimes regulation specified in division 240 concerning recreational craft, navigating more than sixty miles from shelter.

- Comply with the requirements of World Sailing Offshore Special Regulations, category 1 monohull.

4.1-2 : The boats admitted to race will be divided, **at the free will of the organization**, during registration, into two categories "Performance" and "Croiseur".

This distribution will be made from the characteristics of the boats, these criteria being the shape and construction materials of the hull, the keel, the rudder and the rigging on the one hand, the **vocation** of the boat and the interior fittings on the other. .

The limit between the two categories should be around a range for the DLR between 170 and 190 **or** a hull factor around 8.50/9.00.

This distribution will be subject to a final agreement between the skipper and the organization.

4.2 Race name of the boat: The boat names for the race must not exceed 15 letters or characters. No name changes will be permitted between the two races.

4.3 **The competition will be organised in accordance with the IRC measurement rules.**

Each skipper must submit, **before 31 May 2024 to the IRC Rating Authority**, a certificate request for her boat.

No certificate modifications will be accepted after this date **except for the modification below**

TCC permitted: **0.949 < TCC < 1.051**

The 2024 rating certificate will be taken into account for race 2, leaving in 2025. No modifications that may affect the TCC 2024 may be made to the boat before the start of the second race.

Change of sails: no change of sails, for any reason whatsoever, will be permitted between the two races.

Article 21-1-5 line f of the IRC rules may not be applied under any circumstances. Obligation to participate in both races with the same set of sails.

Each boat must have at least one headsail, other than the heavy weather sails defined by RSO (heavy weather jibsail and forestay sail), whose area may not be less than half of $J \times FL \times 0.85$ (according HSA formula).

IRC Rule 11-1 – Changes to Class Rules

IRC Rule 21. 3.6 apply

Number of spinnakers permitted: **Rule 21.6.1 of the IRC measurement shall be amended in accordance with Rule 11.2, “a boat may carry one more spinnaker than shown on her certificate of area not greater than SPA (maximum authorised spinnaker area) without an increase in rating”.**

All sails must be declared before the start of Race 1 and be on board during both races.

However, in the event of serious damage at sea (dismasting...), the jury may rule on any potential provisions.

4.4 Seals: For all boats, life rafts will be sealed in their sailing position. Seal integrity will be checked upon each arrival.

4.5 Safety: Satellite phones, AIS, tracking beacons and VHF on Channel 16 must remain switched on for the duration of the Race

5. SAFETY EQUIPMENT:

Each boat will be equipped with the following:

- satellite location and tracking beacon, provided by the organising authority.
- a trysail, as defined in Article 4-26-2 Section D of RSO rules, Category 1.
- a mobile satellite phone, waterproof or with a waterproof pouch and internal battery in compliance with RSO Rule 3.29.03 Section B, whose number must be provided to Race Management before the start of each race.
- For single-handed boats, a personal locator beacon (PLB) equipped for 406 MHz and 121.5 MHz, registered with the competent authority.
- For double-handed boats, a personal locator beacon (PLB) equipped for 406 MHz and 121.5 MHz, registered with the competent authority for each competitor is recommended.
- An AIS personal beacon for locating people at sea (OSR4.22.1 Section B) for each crew member.
- Course maps (not only electronic), list of lights and course documents for the Marseille–Madeira or **LA TURBALLE**–Madeira routes; Madeira–Martinique, and Madeira, South Martinique and Le Marin coastal charts.

6. **ADDITIONAL EQUIPMENT FOR MANOEUVRING IN PORT:**

Each boat should be equipped with

- a VHF cockpit speaker, connected to the boat's main VHF system.
- a sufficient number of fenders (at least 4), suited to the boat's movement.
- a set of three specific, flexible mooring lines of suitable diameter (at least 12mm), and whose length should be equal to at least twice the overall length of the boat (sheets or halyards are not considered to be mooring lines).
- bow and stern mooring cleats.
- *and must fly its national flag on a flagpole and a courtesy flag on the starboard spreader while close to and in ports.*

7. **REGISTRATION FEES:**

- 7.1 Registration fees are: € 3,000 for single-handed boats.
€ 4,000 for double-handed boats.

7.2 Registration procedure and schedule

A - €500 to reserve the dodger number,

Dodger number reservations will be accepted by post after publication of this Race Notice, provided they are sent with the €500 cheque.

Please enclose: 10 lines describing your sailing experience, your reasons for participating in the Transquadra Madeira–Martinique 2024-2025, and two colour ID photos, without sunglasses, and 1 photo of your boat with sails deployed

B - €1500 by **December 31st 2023** (Please enclose: boat information sheet)

C - Balance payable **before May 15th 2024** along with the full registration file, i.e.:

for single-handed boats: €1000

for double-handed boats: €2000

NB: The World Sailing Certificates and medical record must be submitted to the organisation no later than May th 2024 and the number of EPIRB and PLB distress beacons, IRC certificate, the RSO verification form must be submitted to the organisation no later than June 10th 2024.

Satellite phone number, requested at #5, is to be submitted to the organisation by July 5th 2024 for race 1, and January 10th 2025 for race 2.

7.3 The registration fees contribute to the following costs:

General, administrative sporting and media organisation of the event.

Reception in the departure, stopover and arrival ports.

Production of a colour document for insertion in a major French sailing magazine.

Rental of satellite location and tracking services for each boat.

Daily location and monitoring of boats at www.transquadra.com

Notification of the daily position of the boats throughout the race to each competitor

Stays in La Turballe, Marseille, Madeira and Le Marin ports, within the context of and for the duration of departures and arrivals of the Transquadra 2024-2025 only.

Provision of TQS partner dodgers and flags.

Evening events for crews on the days before departure and the closing ceremony, free for competitors and one guest per competitor.

Race press officer expenses. (The race press officer is not the competitors' press officer.)

- 7.4 Any failure to comply with a deadline shall incur a penalty of €50 per day late, which will be donated to the SNSM (French lifeboat service).

7.5 ***In the event of withdrawal, for whatever reason not imputable to the Organisation, all amounts paid remain acquired by the non-profit association, "LA TRANSQUADRASOLO".***

8. **BRIEF PROGRAMME. ROUTE**

8.1 **TRANSQUADRA MADEIRA–MARTINIQUE MEDITERRANEAN. Race 1:**

Departure from MARSEILLE on Wednesday 3rd July 2024

Arrival MADEIRA. Closing evening on Friday 19th July 2024

Boats must be present in Marseille port at the Nautique pontoon on **Sunday June 30th 2024 by evening.**

Boats and their equipment must be in compliance with their measurement certificate and RSO Rules Category 1 Monohull no later than Tuesday 2nd July 2024 at 6:00 p.m.

- 8.2 **TRANSQUADRA MADEIRA–MARTINIQUE ATLANTIC. Race 1:**
Departure from **LA TURBALLE** on Sunday **7th** July 2024
Arrival MADEIRA. Closing evening on Friday **19th** July 2024
*Boats must be present at Lorient La Base no later than Sunday **June 30th** 2024 at 6:00 p.m.
Boats and their equipment must be in compliance with their measurement certificate and RSO Rules Category 1 Monohull no later than Friday **5th July 2024 at 10:00 a.m.***

- 8.3 **TRANSQUADRA MADEIRA–MARTINIQUE ATLANTIC and TRANSQUADRA MADEIRA–
MARTINIQUE MEDITERRANEAN Race 2:**
Departure from MADEIRA. **February 1st** 2025.
Arrival MARTINIQUE. Le Marin February 2025.
Announcement of Results and Prize Ceremony Friday February 21st 2025.

Note: the Transquadra shirt provided by the organisation must be worn at all official events (presentation of competitors, crew dinners, announcement of results, etc.)

9. **RANKING:**

- 9.1 There will be **four** different ranking groups, each group will be divided into two classes, single-handed and double-handed:

.TRANSQUADRA MADERE-MARTINIQUE ATLANTIQUE « PERFORMANCE »
.TRANSQUADRA MADERE-MARTINIQUE ATLANTIQUE « CROISEUR »
.TRANSQUADRA MADERE-MARTINIQUE MEDITERRANEE « PERFORMANCE »
.TRANSQUADRA MADERE-MARTINIQUE MEDITERRANEE « CROISEUR»

Nota : For race 2 a ranking for the two combined fleets will be made by the organization for the two categories.

- 9.2 The corrected time will be on a TIME ON TIME basis.

- 9.3 **The official general ranking** for each class, for TRANSQUADRA MADEIRA–MARTINIQUE Atlantic and TRANSQUADRA MADEIRA–MARTINIQUE Mediterranean will be determined by ADDITION OF CORRECTED TIME for each boat for the two races.

10. **HAUL-OUT RESTRICTIONS**

Except for dry docking between the 1st and 2nd races, boats shall not be hauled out during the regatta, except with and according to the terms of prior written permission of the race or technical committee.

11. **ROUTING:**

In application of RRS rule 41 , “Outside help”, personalised navigation assistance from outside the boat, is not permitted.

Note: Personalised routing by a person outside of the boat is prohibited during the competition. consultation or receipt of wind files, current files, observation and forecast maps or any other weather files available on the internet, provided such files are available to all, are not considered to be personalised outside assistance.

Their content must be “raw”, i.e., published by meteorological organisations and not prepared or assessed for a competitor or group of competitors.

However, this data may be compressed to make it easier or faster to access, as long as this compression does not modify the enclosed meteorological information.

Weather data requests on Squid, Predictwind or Avalon with remote routing or from another supplier are allowed, provided that, in this case, a prior request is made to Race Management.

This request, not including personalised routing calculations, is sent to a server that automatically performs the calculation and sends the results back to the boat, with the calculation sent to the cloud.

Exception: *personalised information may be sent to one or more competitors as part of a search and rescue operation led by Race Management or the rescue authorities (CROSS–MRCC). This information shall be sent by satellite phone or e-mail to the boat(s) in question.*

12. **PRIZES:**

There is no cash prize and total prize value is not significant.

13. **DATA PROTECTION**

13.1 Image and appearance rights : Participating in the competition, the competitor and his legal representative authorize 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 competition) static or moving pictures, films or TV recording, as well as other reproduction from himself done during the competition, and this on any support and for any use related to the promotion of their activities.

13.2 Use of personal data of participants: Participating in this competition, the competitor and his legal representatives agree to and authorize the FFVoile, its sponsors, as well as the OA to use and store, free of charge, his personal data. These data may be published by FFVoile and its sponsors. The FFVoile mainly, but also its sponsors may use these data for the development of softwares or with marketing purposes. 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.

14. **DISCLAIMER:**

Competitors participate in the regatta entirely at their own risk. The decision to participate in a race or to remain in a race remains under the sole responsibility of the participant.

The organising authority accepts no liability in the event of material damage, injury or death within the framework of the regatta, whether occurring before, during or after the event.

15. **INSURANCE:**

Foreign competitors who are not FFVoile license holders must provide proof of valid civil liability insurance to cover at least 3 million Euro.

The boats must be covered by civil liability insurance covering all damage caused to third parties.

Furthermore, each boat participating in the regatta must have valid civil liability insurance covering at least 3 million Euro or equivalent for the event, covering the entire sailing area.

The 2025 certificate must be provided to the organising authority before departure from Madeira.

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