



NOTICE OF RACE

HYERES EUROPA CUP

From 10 to 12 October 2025

Organizing authority : IYCH (International Yacht Club de Hyères)

Class 12m JI

Preamble:

The indication [NP] in a rule means that a boat cannot protest (No Protest) against another boat that has infringed this rule. This modifies RRS 60.1(a).

The indication [DP] in a rule means that a penalty may be given if the Jury decides that the rule is broken, but not seriously enough to lead to a disqualification.

1 RULES

The race will be governed by

- rules as laid down in RRS 2025-2028
- The recommendations and rules laid down by the French Sailing Federation (FFV)
- the relevant class rules and bylaws
- The rules of the «HYERES EUROPA CUP» and ITMA. Crew members will be

a maximum of 16 persons

If there is a conflict between languages, the English text shall prevail.

2 SAILING INSTRUCTIONS

- 2.1** An electronic copy of the sailing instructions will be given to the competitors, once the registration documents have been approved by at the Friday 5 of September 2025. No paper document will be distributed. If competitors wish to print these race documents, they must use their own means.
- 2.2** Sailing instructions will be available and posted at the IYCH office on Friday 5 of September 2025 at 15:00 (TU+2).
- 2.3** Modifications of the crew during the race must be approved by the race comity

3 RADIO COMMUNICATIONS

From the first warning signal to the end of the final race of the day, unless there is an emergency, a boat may not send or receive voice messages or data that is unavailable to all the boats.

4 ELIGIBILITY AND REGISTRATION

- 4.1** « HYERES EUROPA CUP » is opened to 12 M JI class boats
- with a valid measurement certificate approved by ITMA and dating not earlier than 1st of september 2022,
 - with 2025 membership fees paid to the ITMA / 12mR class.
 - Boats must be equipped with the relevant safety gear in order to respect the category for sailing within six miles of a shelter.
 - Only the sails required for the day's race may be stowed aboard. Extra sails must be stored next to the berth where the boat is moored.
- 4.2** Competitors living in France must show the following documents when they register:
- A valid French Sailing Federation (FFV) "competition" licence with medical certificate
 - The authorisation to display advertising, if necessary
 - A current, valid class measurement certificate
 - For juniors under 18 who are competing: parental authorisation with the name of the responsible adult.
- 4.3** Foreign competitors (each member of the crew) that do not have French Sailing Federation (FFV) membership must show the following documents when registering :
- A document proving they belong to a national authority, member of World Sailing
 - A valid insurance certificate (civil liability) with a minimum coverage of at least 2 million euros. If that is not the case, and as laid down in the French Sailing Federation's rules, each crew member must obtain an annual or temporary French Sailing Federation licence.
 - For juniors under 18, parental authorisation.
- 4.4** Boats can register online on the website www.iych.fr before friday 5 of September 2025, midnight. After that date, registration fees will be increased. (See paragraph 5.1).

5 REGISTRATION FEES

- 5.1** Registration fees are
- 1700 euros before the 5 of September 2025 midnight
 - 2500 euros after that date.
- 5.2** In case of cancellation after the 5 of September 2025 midnight, 1000 euros will be withheld by the IYCH
- 5.3** Registration fees include
- breakfasts on the quay before races
 - cocktails on the quay after races
 - opening and closure ceremonies
 - official dinner for all crews

6 PROGRAM (subject to modifications)

Wednesday 8 of october :	14:00-17:00	Completion of registration
Thursday 9 of October:	9:00-12:00	Completion of registration
	14:00-18:00	Training races

	19:00-21:00	Official ceremony for skippers and owners (2 peoples per boat)
Friday 10 of October:	9:00	Breakfast on the quay
	9:30	Briefing on the quay
	11:00	Start of the procedure
	18:00	Crew meeting
Saturday 11 of October:	9:00	Breakfast on the quay
	9:30	Briefing on the quay
	11:00	Start of the procedure
	20:00	Official dinner for the crews
Sunday 12 of October:	9:00	Breakfast on the quay
	9:30	Briefing on the quay
	11:00	Start of the procedure
	17:00	Closing ceremony and price giving

7. ADVERTISING:

Applying World Sailing Rule 20 (advertising code), as modified by the French Sailing Federation's advertising rule, boats may be compelled to display the advertising chosen and supplied by the organising authority. Competitors must in particular display the advertising flags of the organiser's partner(s) before and after each race, once they are moored up in the harbour.

8. RACES

- 8.1** The races will be laid out windward/leeward and/or coastal as defined in the Race Instructions appendix.
- 8.2** Rule 44.1 has been modified so that the two-turn penalty is replaced by a single turn penalty.

9 SCORING:

- 9.1** The calculation system will be: Real time
- Division A Grand Prix
 - Division B Modern
 - Division C traditionnel
 - Division D Vintage
 - Possible grouping of several divisions

A low point scoring system will be used.

The scoring will be drawn up based on all the races run with the exclusion of the least favourable, if 5 or more races have been completed, a score may be discarded.

The event will be validated with 3 races or more.

- 9.2** 2 races at least are scheduled for each racing day.

- 9.3** "HYERES EUROPA CUP" accounts for the 56th "Coupe de France" of the Yacht Club de France.

10 LIMITS ON BOATS BEING TAKEN OUT OF THE WATER:

[DP] [NP] Boats may not be taken out of the water during races, unless prior written authorisation is given by the Race Committee.

11 IMAGE RIGHTS

11.1 Image rights and appearance:

By competing in this competition, the competitor and his legal representatives give the organisers and their sponsors free use of their image and name. Videos, photos, films, TV recordings, and any other copies of them taken during the competition, may be displayed at any time (during and after the competition) and on any media and for any use linked to the promotion of their activities.

11.2 Use of the personal data of the competitors

Use of the competitors personal data: By competing in this competition, the competitor and his legal representatives accept and grant permission to the organisers to use and store freely their personal data. This data may be published. As laid down in General Data Protection Regulation, any competitor who has supplied personal data has a right of access to the data that concerns them, can have it modified, and depending on the situation, delete the data, limit its use and refuse permission by contacting IYCH@orange.fr

12. THE SKIPPER

The skipper is the person responsible for the crew at sea. It is also his duty to ensure the crew behaves well ashore. His name is given in the crew list when online registration takes place. Reminder of French law: "The skipper is the captain of the vessel under maritime law: he accepts full responsibility for the boat and the crew. He ensures that the boat and all the required equipment are in good order, that the crew has the knowledge and ability that is necessary to carry out manoeuvres and sail the vessel. It is down to him not to set sail or to head to a shelter

13 WAIVER OF LIABILITY

Competitors take part in the race entirely at their own risk. The decision made by a competitor to compete in a race or to stay in a race is their sole responsibility. The organising authority will not accept any responsibility in cases of physical damage, injury or death, in the framework of the event, before, during and after the race. RRS 3 stipulates: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." When competing in this event, each competitor accepts and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather conditions, gear failure, mistakes made during manoeuvres on the boat, poor navigation by other boats, the loss of balance on an unstable surface and tiredness, leading to an increased risk of injury. The risk of suffering material and/ or physical damage is inherent in the sport of sailing.

14 ADDITIONAL INFORMATION

For more information please contact

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