

LE CHALLENGE CÔTE ATLANTIQUE

Outline (FOR CONSULTATION AND FEEDBACK)

“Le Challenge Côte Atlantique” is a new sailing event designed to appeal to both racers and cruisers wishing to rally the French Coast during the Summer and enjoy the beautiful sailing grounds of the French North Atlantic coast as well as sample the French welcome, food, weather and “je ne sais quoi....”

The “Challenge Côte Atlantique” is a circa 3 weeks event.

The first week consist of a “dash down” to La Rochelle which participants can enter in a “racing” division or in a “rally” division.

The following 2 weeks take the shape of a more leisurely cruise in “loose” company back along the coast with 3 rendez-vous points, allowing participants to both plan their own route yet join in for some “craic” together.

Le Challenge Côte Atlantique can be entered in the “Racing Division” or the “Rally Division”, where no results will be calculated.

ELIGIBILITY

Le Challenge Côte Atlantique is open to monohull yachts with a minimum length of..... and a minimum SSS numeral of.... or STIX of....

QUALIFYING RACE / CRUISE

Each Yacht must reach La Rochelle on her own keel, having completed a qualifying cruise of... miles or race of....miles in the twelve months preceding the start.

Week 1: Dash to La Rochelle

Racing Division:

Raced under IRC handicap system.

As well as for the overall prizes and subject to minimum entries, prizes may be awarded for 3 sub-divisions: IRC, IRC no Spinnaker, IRC Short-handed.

The race to La Rochelle will consist of 3 legs.

- Leg 1: Dun Laoghaire to Falmouth (290 NM)
- Leg 2: Falmouth to Camaret-Sur-Mer (120 NM)
- Leg 3: Camaret-Sur-Mer to La Rochelle (203 NM)

Leg 1 : Dun Laoghaire to Falmouth (290 NM)

(provisional dates / times)

Starts Friday 23rd July at 0700

Scenario 1: winds very favourable in strength and directions (for info / reference)

If winds are strong W to NW to N to NE, fast boats could potentially achieve an average speed of 9knts under spinnaker. Their ETA in Falmouth would be Saturday 24th July at 1500.

Scenario 2: = average scenario

Average Boat Speed	Elapsed Time	ETA
5 knts	58h (2d 10h)	Sunday 25 th @ 1700
6 knts	48h20mn (2d 20mn)	Sunday 25 th @ 0720
7 knts	41h30mn (1d 17h 30mn)	Sunday 25 th @ 0030
Time limit Leg 1 = Sunday 25th 2400 corresponding to average speed of 4.46knts		

Scenario 3 = winds southerly for 4 days resulting in a 200 NM beat = worse case scenario

Total distance to sail would be 200NM x 2 (beat) + 90NM = 490NM

Average Boat Speed	Elapsed Time	ETA
5 knts	98h (4d 2h)	Tuesday 27 th @ 0900*
6 knts	81h40mn (3d 9h 40mn)	Monday 26 th @ 1640
7 knts	70h (2d 22h)	Monday 26 th @ 0500
Time limit Leg 1 = Monday 26th 2400 corresponding to average speed of 5.5knts		
* These boats wouldn't make the time limit, ie. they would turn on the engine...		

Leg 2 : Falmouth to Camaret-Sur-Mer (120 NM)

If Scenario 1 or 2 applied for Leg 1 then:

Starts Monday 26th July at 0600

Average Boat Speed	Elapsed Time	ETA
5 knts	24h	Tuesday 27 th @ 0600
6 knts	20h	Tuesday 27 th @ 0200
7 knts	17h10mn	Monday 26 th @ 2310
Time limit Leg 2 = Tuesday 27th 1500 corresponding to average speed of 3.75knts		

If Scenario 3 applied (ie time limit for Leg 1 pushed to Monday 26th at 2400)

Starts Tuesday 27th July at 0600

Average Boat Speed	Elapsed Time	ETA
5 knts	24h	Wednesday 28 th @ 0600
6 knts	20h	Wednesday 28 th @ 0200
7 knts	17h10mn	Tuesday 27 th @ 2310
Time limit Leg 2 = Wednesday 28th 1500 corresponding to average speed of 3.75knts		

Worse case scenario for Leg 2:

In case of Southerly winds resulting in a beat to waypoint 3 (see maps in Appendice 1), the course length would be $110 \times 2 + 10 = 230\text{NM}$

The Time limit for Leg 2 would be extended by 9 hours to 2400 (either on Tuesday 27th or Wednesday 28th depending on the first Leg)

This would correspond to an average speed of 5.47knts.

Leg 3 : Camaret-Sur-Mer to La Rochelle (203 NM)

Depending on the scenarios above for leg 1 and leg 2, either:

Starts Wednesday 28th July at 0600

Average Boat Speed	Elapsed Time	ETA
5 knts	40h36mn (1d 16h 36mn)	Thursday 29 th @ 2230
6 knts	33h50mn (1d 9h 50mn)	Thursday 29 th @ 1550
7 knts	29h (1d 4h)	Thursday 29 th @ 1100
Time limit Leg 3 =		

CELEBRATIONS AND PRIZE-GIVING IN LA ROCHELLE
FRIDAY 23RD JULY PM

Or

Starts Thursday 29th July at 0600

Average Boat Speed	Elapsed Time	ETA
5 knts	40h36mn	Friday 30 th @ 2230
6 knts	33h50mn	Friday 30 th @ 1550
7 knts	29h	Friday 30 th @ 1100
Time limit Leg 3 =		

CELEBRATIONS AND PRIZE-GIVING IN LA ROCHELLE
SATURDAY 31ST JULY PM

CORRECTED TIME FOR THE RACING DIVISION IF ENGINE USED:

The “bottom line” aim of “Le Challenge Côte Atlantique” is to provide an event whereby participating boats make their way down to La Rochelle in a reasonable amount of time (7 to 8 days).

The “Race” element is designed to provide an exciting way to participate...

The race format described above will only be relevant / workable if winds conditions are not overwhelmingly unfavourable in strength and direction (ie. weak of weak to moderate southerly for a long period).

In the event of the time limits described above proving to be undoable due to adverse weather conditions, “Racing Division” participants (upon skipper’s declaration) may choose to switch on their engines for any of Leg 1, 2 or 3.

Such participants will still receive a ranking place for that leg based on an adjusted corrected time CT.

The formula used to calculate corrected time (CT) is:

$$\text{CT} = ((\text{Elapsed Time} + (\text{Engine Hours} \times \text{Motoring Factor})) \times \text{IRC TCC})$$

Where the Motoring Factor is a number between 1 and 2 decided at the sole discretion of the Race Organisers and depending on the average weather conditions encountered by the whole fleet during the crossing.

Participants in the Racing Division motoring for more than a 3rd of their overall crossing time for any of Leg 1, 2 or 3, will be relegated to the Rally Division for that leg.

In this case, they will be invited to take part in the Rally Division Contests along their way (see description below).

Rally Division

The Rally division will appeal to cruisers who want to benefit from the safety net put in place for the Racing division (GPS tracking technology, map positions, assistance in harbour, VHF reports etc...) as well as the uplifting atmosphere surrounding offshore racing challenges.

Rally entries would:

- Have access to the same pre-event briefings and lectures (planning / safety / tourism etc... to be confirmed) as the Racing division.
- Start on the same day (Friday 16th July – provisional) and at the same time (or around the same time to avoid traffic on the start line)
- Submit their own route to the race office prior to their start. This route may or may not be the same as the Racing division.

For example, a Rally entrant could decide to plan a stop over in the Isles of Scilly, or straight to Camaret-Sur-Mer or any other number of locations...

- Aim to be in La Rochelle for Friday 23rd July to join in the celebrations with the Racing division (which gives them a full week to get there)
- Participate in a number of contests / competitions along the way with a view to accumulate points for a prize.

Examples of contest include: best kept log book, audio / video reports, photograph competition, best catch contest (fishing)

- Other spot prizes may be awarded for: best female representation (%) in the crew, or under 20s or over 65s etc etc...

Week 2 & 3: Leisurely time along the French Atlantic Coast

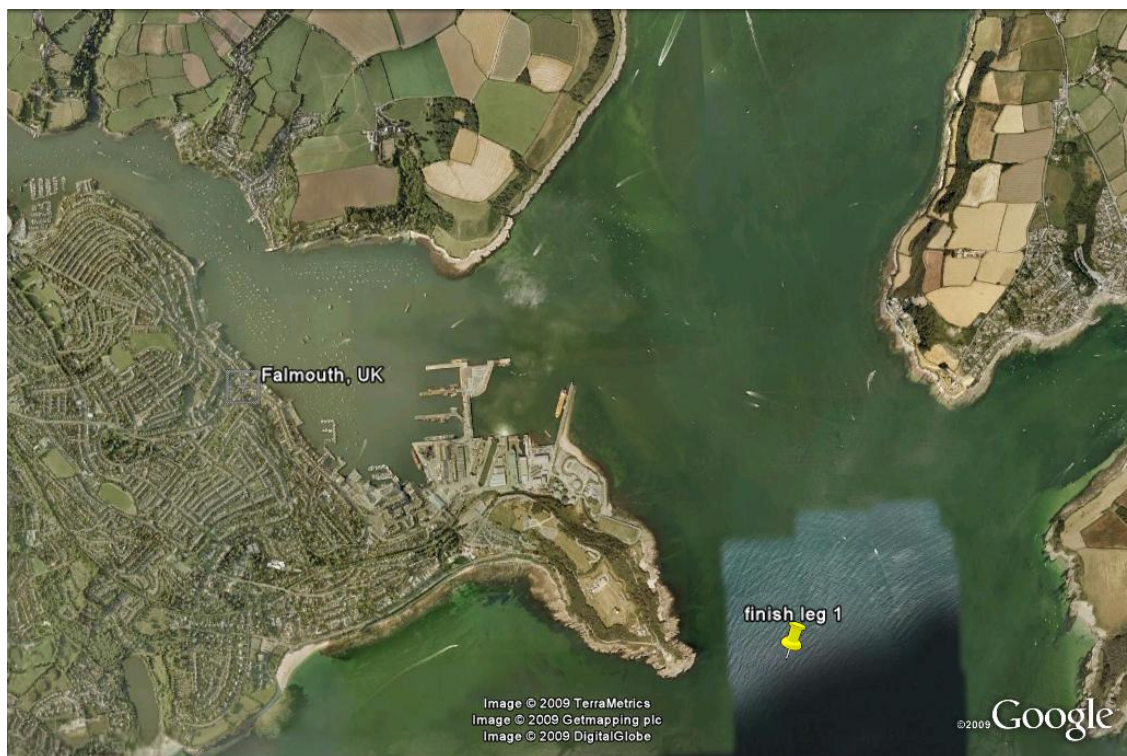
The 2nd and 3rd week of the Challenge Côte Atlantique are dedicated to cruising back along the coast with 3 rendez-vous points, allowing participants to both plan their own route yet join in for some “craic” together.

The rendez-vous are to be confirmed but the last one would be back in Camaret-Sur-Mer for those wishing to travel back together to Dun Laoghaire (and rest of Ireland).

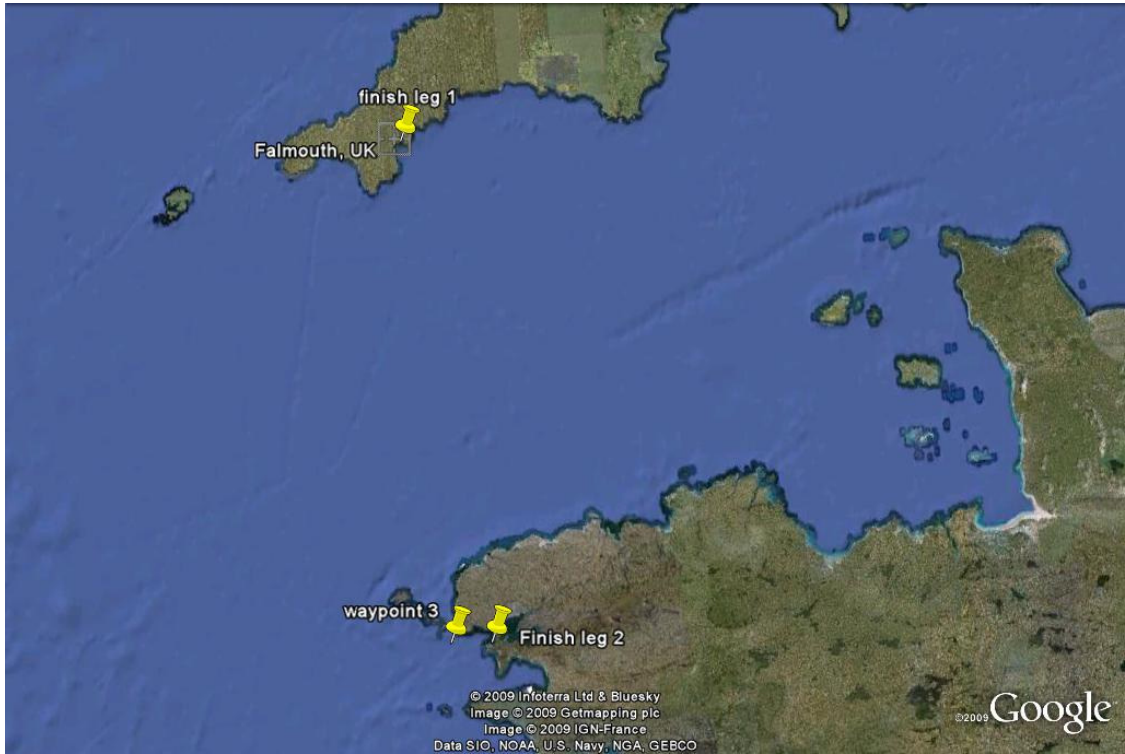
The last rendez-vous in Camaret-Sur-Mer could be on Thursday 12th or Friday 13th August (provisional – based on a start on Friday 23rd July).

APPENDICE 1: THE COURSE
(Waypoints only indicative – used to calculate distances)

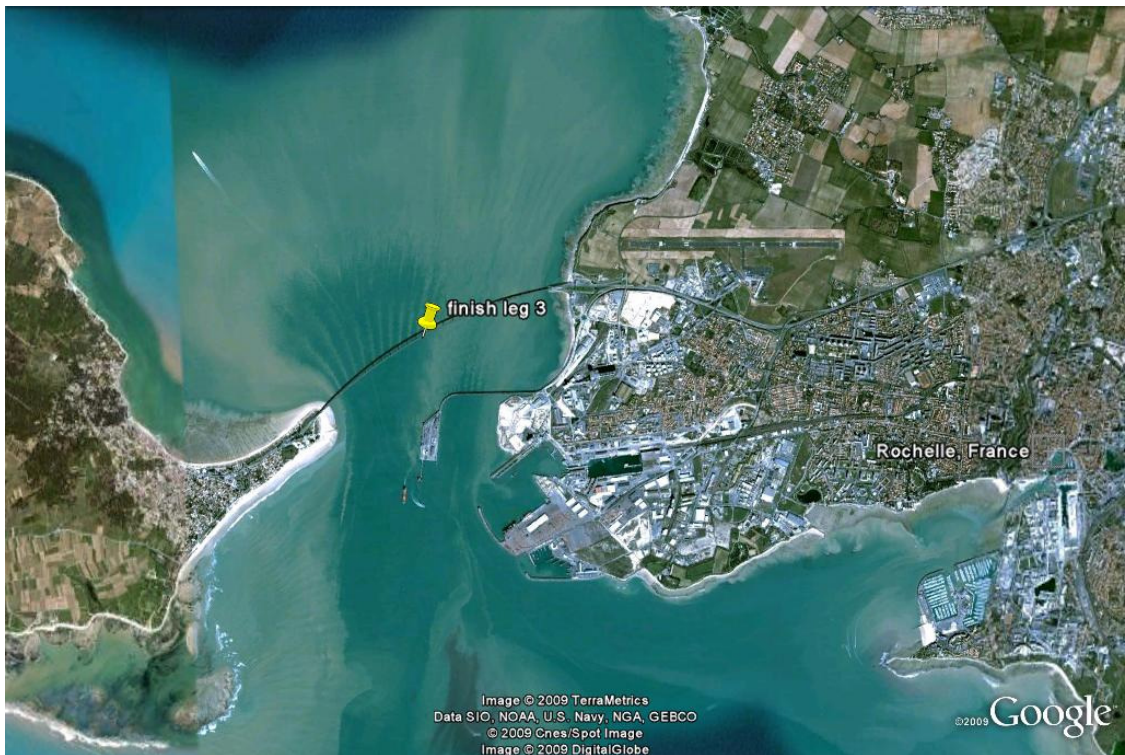
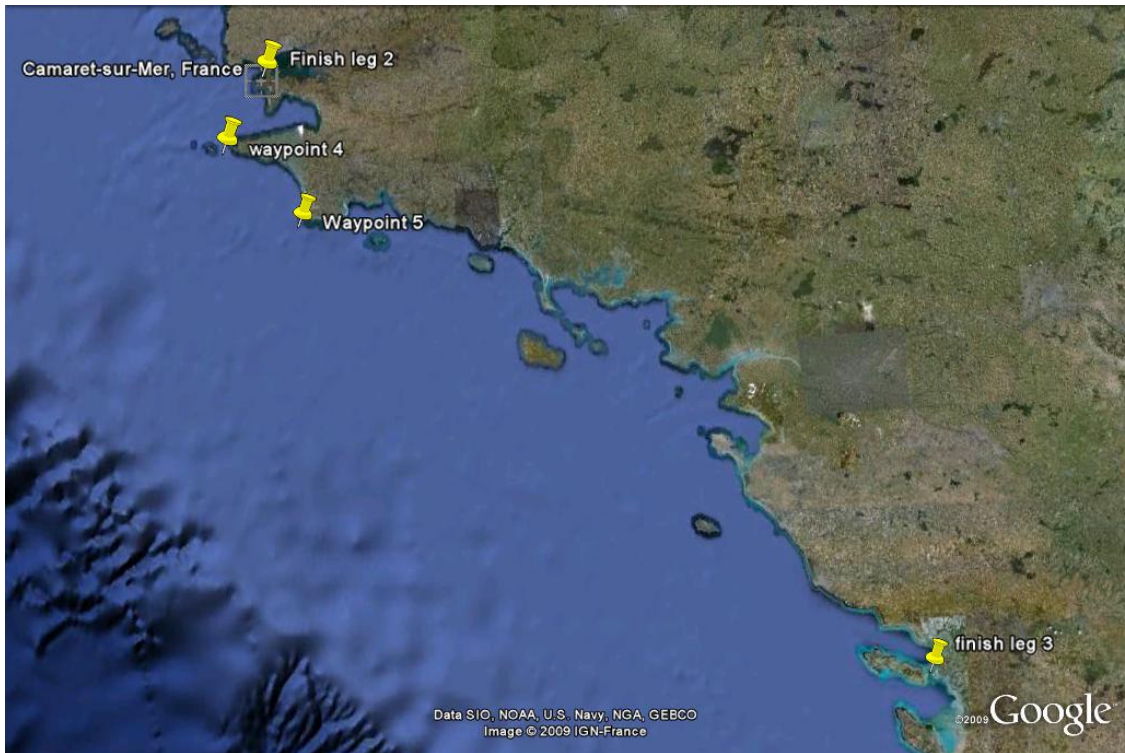
Leg 1:



Leg 2:



Leg 3: Proposed Finish under the Pont de l'Île de Re - "Golden Gate Style"



Boat crossing the finish line of the inaugural edition of

LE CHALLENGE COTE ATLANTIQUE



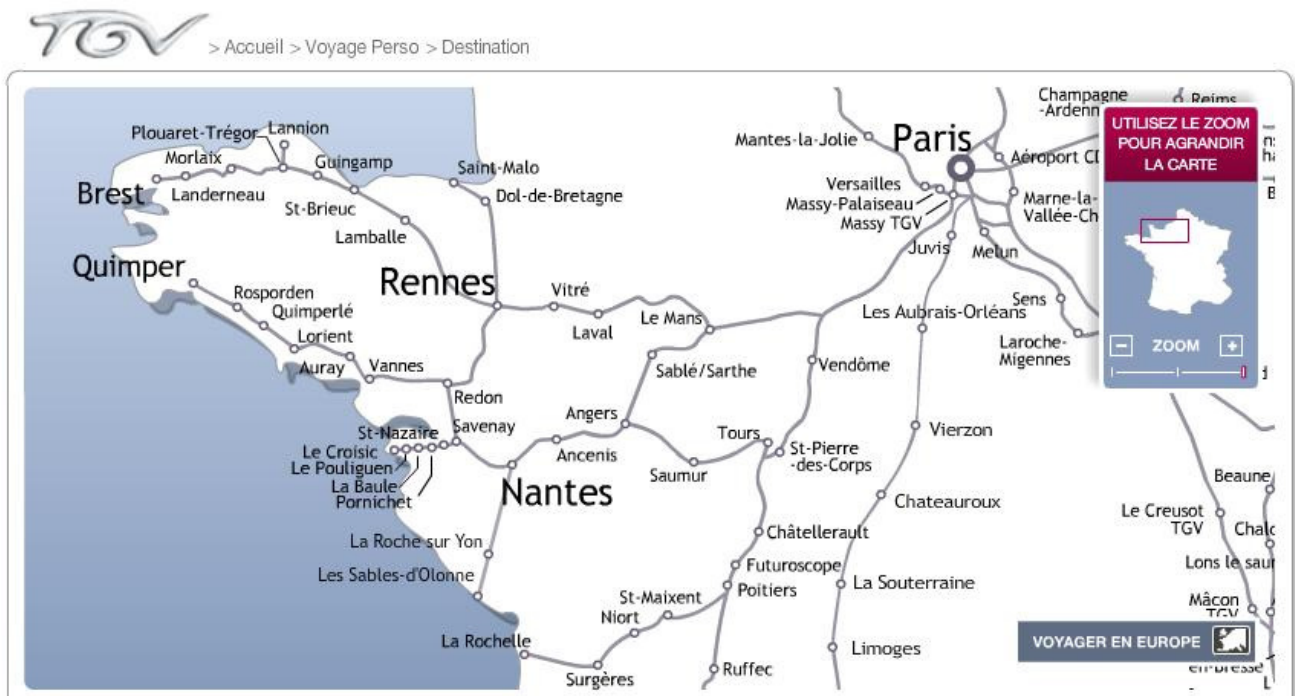
APPENDICE 2: TRANSPORT LINKS WITH IRELAND

Le Challenge Côte Atlantique is designed to allow easy change overs of racing and / or cruising crews along the way.

* There are 5 airports within easy reach of the proposed route:

- Aéroport de Brest Bretagne (serving London, Paris Charles de Gaulle and Paris Orly). Website : www.brest.aeroport.fr
- Aéroport de Quimper-Cornouaille (serving Paris Orly). Website www.quimper.aeroport.fr
- Aero port de Lorient-Bretagne Sud (serving Cork, Galway and Waterford with Aer Arann). Website www.lorient.aeroport.fr
- Aero port International de Nantes Atlantique (serving Cork, Dublin, Shannon, London). Website www.nantes.aeroport.fr
- Aéroport de La Rochelle – Ile de Re (serving Cork, Dublin, Birmingham, London, Gatwick, Stansted). Website www.larochelle.aeroport.fr

* The French Atlantic Coast is well serviced by the high speed train network (TGV), see map below:



More info on http://www.tgv.com/EN/index_HD.html or <http://www.tgv-europe.com/en>