

# 29er

## SAFETY REQUIREMENTS

### PERSONAL REQUIREMENTS

These requirements should be read in conjunction with the Class Race Management Guidelines and the Class Support Boat Regulations. These requirements are important for Organising Authorities, Safety Officers and coaches to understand the possible problems in 29er Championships. The guidelines are necessary to follow at World Championships and Continental Championships. It is recommended that these guidelines also are used at 29er EuroCup events with 45 boats and more. It is the responsibility of the Organising Authorities that the safety of the sailors is of paramount importance so that sailors and parents feel sure that participating in the event is “safe”.

- An Event Safety Officer should be appointed.
- The minimum number of dedicated safety boats required at a Championship is TWO per course area.
- Each course area should have a Course Safety Leader, coordinating rescue on that area and communicating with the Event Safety Officer.
- At least ONE person on each safety boat is trained in First Aid and rescuing sailors (documentation is needed).
- Mark boats and coach boats are not part of the safety organisation.
- Mark boats and coach boats are prepared to assist during a rescue operation, coordinated by the Course Safety Leader in conjunction with the Course Race Officer.
- The ratio of sailing boats to safety boats is very much dependent on the experience of the sailors taking part in the 29er championship and coaches are an important component of safety and should be included as part of the safety fleet and must be briefed and prepared for this important responsibility.
- The boat is designed to turn turtle quite easily and when inverted there is not an air pocket underneath the boat unlike a 420 which can have an air pocket underneath the boat when it is inverted. So the “two heads” principle of the safety boat immediately checking whether he can see the two crew members in a capsize is very important.
- In a capsize, unlike a 420 the 29er has only a small amount of buoyance around the gunwhale, so in the event of a capsize it is important that a crew member is on the centreboard quickly to prevent the boat turning turtle.
- The crew weight is important in that a very light crew will have little effect on preventing the boat turning turtle, this is why as a result of the review into the

incident at the Worlds in Long Beach sailors of age 12 years and under are not permitted in World and Continental championships.

- In the event of a capsize it is important for the crew to disconnect from the trapeze wire as quickly as possible to avoid the possibility of being trapped underneath the boat.
- It is important to make sure that there is no loop in the elastic where the elastic joins with the trapeze hook where the trapeze hook can become entangled in the loop. Using a bobble to attach the elastic to the hook is a much safer option.
- Masthead floats can be used in National events but not in World or Continental championships, there is no standard recommended float but these can be useful in preventing a boat turning turtle particularly in windier conditions.

## **EVENT SAFETY REQUIREMENTS**

The Organising Authority, in conjunction with the Event Principal Race Officer, shall appoint a qualified Event Safety Officer and if there is more than one race course a Course Safety Leader on each race course.

The Safety team should operate on a dedicated VHF channel separate from the Race Management channels

All Safety boats should be fully equipped with

- Life jackets / buoyance aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobiliser)
- VHF radio capable of receiving instruction from Safety or Race Committee
- First-aid kit
- Device for making a sound signal
- Compass
- Adequate anchor and tackle for conditions and depth
- Tow rope (minimum 15m long and 10mm thick)
- Knife

An Emergency meeting point should be set up to bring any casualties ashore in such a place that an ambulance can have very close access.

The Safety Officer on each course should have with him or very close by a person with full knowledge of CPR with the ability to render immediate assistance in case of emergency

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