



MUSTO SKIFF

ACO Musto Skiff World Championship

6th – 12th June 2026



NOTICE OF RACE – AMENDMENT 1

The Organizing Authority is the Yacht Club de Carnac (YCC) in conjunction with the International Musto Skiff Class Association (IMSCA). The regatta will be conducted at YCC in Carnac, France.

The notation '[NP]' denotes that a breach of this rule will not be grounds for protest by boat. Any penalty is at the discretion of the Jury and may be less than disqualification. This changes RRS 60.1(a).

The notation '[DP]' denotes a rule for which the penalty is at the discretion of the Jury. This changes RRS 64.1.

The notation '[SP]' denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing. This changes RRS 63.1.

1 RULES

- 1.1 The event is governed by the rules in *The Racing Rules of Sailing* (RRS) 2025-2028 and the International Musto Skiff Class Rules in force at the time of the Regatta (CR).
- 1.2 No national prescriptions will apply.
- 1.3 The RRS will be changed as follows:
 - As stated in the Class Rules.
 - RRS 35 is changed so that (i) after the first boat has finished, boats may be finished based on their observed position on the course, and (ii) the RC may remove the finish line and/or may not record boats crossing the finish line more than 20 minutes after the first boat.
 - [DP] Competitors shall always comply with RRS 40.1 while afloat.
 - RRS 62.1 changed so that failure to achieve target time is not grounds for redress.
 - RRS Appendix T, Arbitration, will apply as amended in the SIs.
 - RRS Appendix P, Special Procedures for Rule 42, applies. RRS P2.1 is changed as follows: 'When a boat is penalized under rule P1.2 ', RRS P2.2 to P2.4 are deleted.
 - The Sailing Instructions may also change other RRS.
- 1.4 The Class Rules, including C.2, C.3, C.6.1.6 [Equipment Limitation] shall apply to all Boats registered for the event with effect from 12.00 6th June to 20.00 12th June 2026.
- 1.5 A boat loaned for the event may carry national letters and a sail number of any other hull currently owned by the competitor.
- 1.6 [DP] Each crew shall ensure that their *support person/s* comply with the SI and RRS.
- 1.7 If there is a conflict between languages the English text will take precedence.
- 1.8 In case of a conflict between the Notice of Race, Sailing Instructions and Official Notices, the Sailing Instructions and subsequent Official Notices will prevail. (modifies RRS 63.7)

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be available on the event website ~~before the first Pre-Worlds Race~~ on **Saturday, June 6th 2026** <https://www.yccarnac.com/regates-morbihan/world-championship-aco-musto-skiff-2026>.
- 2.2 Any change to the Sailing Instructions will be posted at least two hours before the first warning signal of the day it will take effect, except for any change to the schedule of the races which will be posted by 19:30 hours on the day before the change will take effect.

3 COMMUNICATION

- 3.1 The official notice board is located on the event website <https://www.yccarnac.com/regates-morbihan/world-championship-aco-musto-skiff-2026>.
- 3.2 Skippers and support person meetings and hearings may be conducted using an online video application.
- 3.3 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4 ELIGIBILITY, ENTRY & REGISTRATION

- 4.1 The event is open to Musto Skiff Class boats sailed by a current member of the IMSCA.
- 4.2 Eligibility of nationals of sanctioned states (including Russian and Belarusians) to participate will be determined in accordance with World Sailing guidance at the event start.
- 4.3 Eligible boats may enter online at <https://www.yccarnac.com/regates-morbihan/world-championship-aco-musto-skiff-2026> and pay the appropriate entry fee through the Web Collect checkout. A link to the entry website is also provided on the class website at www.mustoskiff.com and <https://www.yccarnac.com/regates-morbihan/world-championship-aco-musto-skiff-2026>.
- 4.4 Competitors shall register at the Race Office and complete all required measurement formalities before racing. Failure to comply with the Class Rules from the time of completion of measurement until after final Prize Giving shall be a ground for protest.
- 4.5 Entry will be completed by registration and:
- Checking in and filling forms at the race office;
 - Completion of boat inspection and the measurement form;
 - Stamping of the chosen sails (together with any other equipment that the organizing authority may select); including nomination of which mainsail size will be used.
- 4.6 Competitors may be required to complete a form self-certifying that their Boat complies in all respects with the Class Rules. If so, they will file their signed Certificate at the Regatta Office when registering (and prior to the first race). Competitors may request clarification of any measurement queries by contacting the Equipment Inspector.
- 4.7 ~~Grew shall nominate which mainsail size they will use before the regatta starts — small or standard. A crew using a small sail is not eligible for a top 10 placing overall. Crew shall nominate which mainsail size they will use before the regatta starts – small or standard. Crew may change their mainsail size for any one or more days during the regatta. They shall prior notify the Measurer before changing and file a 'change of rig' form at the race office not later than one hour before the first warning signal for the race affected by the change of rig. For races that a sailor uses a different size sail to that originally nominated, their point score will be increased by 10% of the fleet size, to a maximum of the fleet size+1. Grand Master and Legend sailors are exempt from the penalty and are not required to provide notification for a change of sail size. Failure of other sailors to notify and complete and file a 'New entry - change of rig' form may result in a DSQ form one or more races.~~**
- 4.8 ~~Crew may change their mainsail size for any one or more days during the regatta. Before changing sail, the Crew shall notify the Equipment Inspector/Measurer, and complete and file a 'New entry — change of rig' form at the race office not later than one hour before the first warning signal for the race affected by the change of rig. The new entry will be covered by their original entry fee. NOTE: Failure to notify and complete and file a 'New entry — change of rig' form may result in a DSQ form one or more races.~~**
- ~~— At the first reasonable opportunity after receipt of a completed 'New entry — change of rig', the OA will arrange for the new sail to be stamped and if more than one original sail was measured, for the stamp on one original sail to be invalidated.~~
 - ~~— Results will only be counted for the originally nominated sail; results for the new sail will be DNC.~~
- A crew using a small sail is not eligible for a top three (3) placing overall.**
- 4.9 All small sails may be required to have an additional identifier attached to make identification easier for the Race Committee.
- 4.10 A Waiver of liability form may be required to be signed by each competitor (which may be by ticking the box online) either during online registration or at the event Registration. Failure to do

so will invalidate any entry.

- 4.11 A Parent/Guardian Consent and Supervision Form must be completed and signed by the Parent or Guardian of any competitor under the age of 18 on the first day of the event and handed in at registration or completed online.

5 ANTI-DOPING

Please note that you may be tested under World Sailing regulation 21.16 Anti-Doping Code by the national Yachting Federation or its representatives.

6 FEES

- 6.1 The entry fee is:

Early Entry Fee (Euro) before 30 April 2026	Entry Fee (Euro) from 1 May until 20 May 2026	Late Entry Fee (Euro) after 20 May 2026
€480	€500	€540

- 6.2 Competitors who are 25 years of age or under on 1 January 2026 will receive a discount of 50% on entry fees.

- 6.3 Refunds for cancellation of entries will be as follows:

6.3.1 When requested on or before 1st May 2026 - 50%

6.3.2 When requested after 1st May 2026 and before 20th May 2026 - 25%

6.3.3 No refund when requested after 20th May 2026.

Note: Discretion may be applied on refunds, especially in exceptional circumstances.

- 6.4 No entries will be accepted after midnight 5th June 2026 except at sole discretion of OA.

- 6.5 The entry fee includes Opening Ceremony, Gala Dinner, Casual Evening BBQ and Prize Giving.

- Extra social event tickets for partners and family will be made available to purchase on a first come basis. The package ticket for all event is 110€. All social activities may be subject to change.

- 6.6 Entry is not accepted until payment is made in full. The fee is non-refundable, except as provided in paragraph 6.3/6.7, or if the event is cancelled by OA, or if the entry is rejected.

- 6.7 The entry fee will be refunded in an amount at the discretion of the OA in the following situations resulting from pandemic (e.g., COVID 19) or another Force Majeure event:

- a. Cancellation of the regatta due to a decision from a government or other Authority.
- b. In the event that a registered competitor cannot attend the event due to health and safety measures applied by their region or country that affect mobility or travel to France for the regatta.
- c. Credible justification that the withdrawal is due to ill health.

No claims or refunds for travel and accommodation expenses paid by registered participants due to this type of cancellation shall be accepted or payable.

7 SCHEDULE

- 7.1 Information on arrival procedures and practice sailing will be posted on the event website.

- 7.2 All times indicated are French Summer-Time.

- 7.3 The schedule for onshore activities is as follows:

Date	Time	Activity	Location
Saturday 6th June 2026	12:00 to 16:00	Registration	Race office
	11:00 to 16:00	Equipment inspection & Free sailing	Measurement point
Sunday 7 th June	09:00 to 9:30	Registration	Race office

	10:00 to 14:00	Equipment inspection	Measurement point
	10:00	Competitor briefing	Club
	18:00	Welcome Night with buffet & Prize Giving (Pre-Worlds races)	Club
Monday 8 th June	18:30	After sail happy hour	Club
Tuesday 9 th June	18:30	BBQ	Club
Wednesday 10 th June	18:30	After Sail happy hour	Club
Thursday 11 th June	19.00	Gala Dinner (4 course meals with music/dancing)	Club
Friday 12 th June	ASAP after last race finishes	Prize giving	Club

ASAP = As soon as practicable after racing, provided no protests are pending.

7.4 The schedule for racing is as follows:

PRE-WORLDS

Date	First warning signal	Proposed number of races/day
Sunday 7 th June 2026	13:00	2

WORLDS

Date	First warning signal	Proposed number of races/day
Monday 8 ^h June 2024	13:00	3
Tuesday 9 th June	13:00	3
Wednesday 10 th June	13.00	3
Thursday 11 th June	13:00	3
Friday 12 th June	13:00	2

7.5 The Championship will consist of a maximum of 14 races.

7.6 **No more than 4 races will be sailed on any day.**

7.7 Time limits will be as follows:

<u>Time limit</u>	<u>Mark 1 time limit</u>	<u>Target time</u>
60 minutes	20 minutes	45 minutes

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. If no boat finishes the course (as set/shortened) within the Time Limit, the Race Committee shall have a discretion whether to continue or abandon that race, so long as it is generally fair and the first boat finishes within an additional 6 minutes; if either of these criteria is not met, the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

7.8 Races on any day may be sailed back-to-back.

7.9 On the last scheduled day of racing no warning signal will be made after 15:00.

7.10 The intention is to complete the full program of scheduled races and, therefore, the above schedule may be modified at the discretion of the Race Committee, except that the time of the warning signal for the first race on the first day will not be brought forward. Races may be sailed either in advance or arrears, namely scheduled races may be bought forward or put back, and may be sailed in mornings. Any amendment to race times that are to be bought forward will be announced before the later of 19.30pm or 1 hour after the finish of the last race of the day before the intended change.

7.11 The event will be run as a Single Series unless numbers exceed 60 entries. At the discretion of

the OA, a Qualifying & Final Series may be run.

8 EQUIPMENT INSPECTION

- 8.1 Boats shall be available for equipment inspection and limitation stamping will take place during the times stated in NoR 7.3.
- 8.2 The OA and representatives of the IMSCA may weigh and/or inspect any boat and/or equipment and sails at any time before, during or after any race at their discretion.
- 8.3 Boats shall also comply with RRS 78.1 between the preparatory signal of the first race and the end of the event.

9 VENUE

- 9.1 The venue is the YCC located at Port en Dro, 56340 Carnac, France. Email : regate@yccarnac.com. Telephone +33 (0)2 97521098. Further information is available online at www.yccarnac.com / www.facebook.com/YachtClubCarnac
- 9.2 Race Area is the Carnac Bay - **ADDENDUM 2** shows the location of the racing areas.
- 9.3 Boat car park- **ADDENDUM 3** shows the reserved location for the MUSTO Skiffs.
- 9.4 Carnac is a coastal location with salt water and tide.

10 THE COURSES

- 10.1 The courses to be sailed will be windward/leeward. The diagrams in **ADDENDUM A** show the course options, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 No later than the warning signal the Race Committee signal boat:
 - (a) may display the approximate compass bearing of the first leg; and
 - (b) will display numeral 2, 3 or 4 to indicate the number of laps to be sailed, corresponding to LA2, LA3 or LA4 as shown on **ADDENDUM A**.
- 10.3 The gate may be replaced by a single mark in which case it is to be left to port.
- 10.4 If a gate mark is missing, the remaining one shall be rounded to port.

11 SCORING

- 11.1 Three (3) races are required to be completed to constitute a World Championship series.
- 11.2 If a single series of races is held, the total score of each boat will be as follows:
 - (a) When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores.
 - (b) When from five (5) to nine (9) races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - (c) When ten (10) or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
- 11.3 If a qualifying series and a final series is held, the total score of each boat will be the sum of her scores from the qualifying series and final series as follows:
 - Qualifying series**
 - (a) When fewer than four (4) completed races – a boat's series score will be the total of all her race scores.
 - (b) When four (4) or more completed races – a boat's qualifying series score will be the total of all scores excluding her worst race score.
 - (c) For the qualifying series, RRS A4.2 is changed so that those scores are based on the

number of boats assigned to the largest flight.

Final series

- (d) When fewer than four (4) completed final series races – a boat's final score will be her qualifying series score plus all her final series race scores.
- (e) When four (4) or more completed final series races – a boat's final score will be her qualifying series score plus all her final series scores excluding her worst final series race score.
- (f) For final series, boats assigned to the Gold flight will be ranked higher in the regatta than boats assigned to the Silver/Bronze flight.

12 PENALTY SYSTEM & DAMAGE

- 12.1 RRS Appendix P applies as amended above.
- 12.2 RRS 44.1, 44.2 and App P are changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.
- 12.3 In RRS 44.2 insert after the first sentence: 'However if Mark 1a is set, a boat may take a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, as soon as possible after leaving the zone around Mark 1a'.
- 12.4 Any issue of liability or claim for damages arising from an incident while a boat is bound by RRS shall be subject to the jurisdiction of the courts and not considered by a protest committee.
- 12.5 A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken an RRS.

13 INTERNATIONAL JURY

- 13.1 An International Jury will be appointed.
- ~~13.2 Competitors are encouraged to use the Arbitration system if they are involved in a protestable incident.~~
- 13.3 Decisions of the International Jury will be final as provided in Rule 70.5.

14 ADVERTISING [DP]

- 14.1 Boats shall not display any advertising or branding that may conflict with official Class or Event Sponsors. In addition, Crew's clothing shall not display any conflicting advertising or branding that exceeds that normally displayed on the commercially available consumer product.
- 14.2 Boats may be required to display event and class sponsor advertising and bow numbers chosen and supplied by the OA. If supplied, such decals shall be fitted and maintained for the life of the regatta. The Event sponsors stickers shall be applied in accordance with Annex 4 below.
- 14.3 The OA may provide bibs that competitors are required to wear.
- 14.4 It is prohibited to distribute and display advertising material both in the area of the shore facilities and jetties, or to fix such material separately on the boats and harbor facilities, unless prior permission has been given by the organizing authority.

15 SUPPORT BOATS & SUPPORT PERSONS [DP]

- 15.1 Support and coach boats for individual boats or teams are not permitted and shall not enter a circle within 1 mile of the racing area.
- 15.2 The Class and/or OA may arrange one or more boats to carry spare parts and emergency items for use by all crew.

16 [SP] BERTHING

16.1 Boats and trailers shall be kept in their assigned places while they are in the boat park.

17 RISK STATEMENT & DISCLAIMER OF LIABILITY

17.1 Competitors participate in the regatta entirely at their own risk and they are solely responsible for their own safety. Competitors accept full responsibility for all their actions during any activity related to this event, including but not limited to onshore activities before, during, and after the regatta.

17.2 Participants and supporters are aware that the event may be subject to health and government restrictions.

NOTE: RRS 3 states "**The responsibility for a boat's decision to participate in a race or to continue racing is hers alone**".

17.3 Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;

(b) They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss caused by their own actions or omissions;

(d) Their boat is in good order, equipped to sail in the event and they are fit to participate;

(e) The provision of a race management team, patrol boats and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

(g) It is the Crews responsibility to familiarize themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any competitors briefing held for the event.

(h) It is the Crews responsibility to wear appropriate clothing and protective gear.

17.4 The fact that race officials may conduct inspections of a boat does not reduce any crew's responsibilities.

17.5 The OA and IMSCA (and their agents and servants), Jury, Race Officials (and their assistants, agents and servants), safety officers, patrol boat personnel and beach masters and everyone else connected with the event are not liable for, and you agree not to bring any claim or action in relation to, any direct or indirect or consequential loss, damage, costs, or injury whether prior to, during, or after the regatta. It is each competitor's responsibility and liability to decide whether their boat, equipment, crew and clothing are fit and suitable to sail in the conditions that they might find. By launching or going afloat competitors confirm they and their boat, clothing and equipment are fit for purpose and for the conditions, that they have the requisite skills to sail and compete and accept full liability. Nothing in these terms will limit or exclude any liabilities that cannot be limited or excluded by law, including: (i) for death or personal injury resulting from gross negligence; or (ii) for any damage or liability incurred as a result of fraud or fraudulent misrepresentation. All warranties, conditions and other terms implied by statute or common law are, to the fullest extent permitted by law, excluded.

17.6 The provision of patrol boats, race officials, support, and equipment inspection does not relieve owners and competitors of their responsibilities.

18 ENVIRONMENTAL RESPONSIBILITY

18.1 Participants are encouraged to minimize any adverse environmental impact of the sport of sailing. It is recommended that care be taken to always protect the environment during and

after the event. Attention is drawn to RRS 47 -TRASH DISPOSAL- which states: "Competitors and support persons shall not intentionally put trash in the water. This rule always applies while afloat. The penalty for a breach of this rule may be less than disqualification".

19 INSURANCE

Each participating crew/boat warrants that he/she shall be insured with valid third-party liability insurance with a minimum cover of €2,000,000 per incident or the equivalent. Each competitor will bring a copy of the Insurance Certificate, so that it is available to be produced on request. It is the crew's sole responsibility to ensure that the insurance is current, valid, and adequate.

20 PRIZES

- 20.1 Prizes will be awarded to the best three overall scored boats. The best overall scored boat will be awarded the first-place trophy and the title "World Champion".
- 20.2 Additional prizes and perpetual trophies by IMSCA may be published on the event website.
- 20.3 Prizes not claimed at the prize giving ceremony will remain with the IMSCA.
- 20.4 Perpetual trophies shall be held in trust by the winning competitor (to be insured by him/her) until the next event, or for one year but will remain the property of the IMSCA. It will be the responsibility of the holder to see that the trophy is cared for and in the hands of the IMSCA before the start of the next event. It is the responsibility of the winner to ensure the trophy is engraved.

21 [DP] MEDIA, CAMERAS AND ELECTRONIC EQUIPMENT

- 21.1 Media Report [SP]: The IMSCA may elect 2 persons within the fleet each race day to provide a summary report of the day's sailing, suitable for publication in sailing media and on the class website. Guidance notes will be published in due course. This shall be completed within 2hrs after the protest time limit if notified prior to the days sailing, or 2hrs after being notified, whichever is later.
- 21.2 By entering this event, each competitor and his/her supporter/s grant to the OA, the National and International Class Associations, their sponsors, and Ovington Boats the absolute right, authority and permission in perpetuity free of charge to make, use, distribute and show in any media, from time to time at their discretion, any images, audio and audio visual recordings, biographical information, reproductions (and to make edits and adaptations of the same) of competitors and/or their boat/s and in all materials relating to the event during the period of the competition (and/or thereafter in class marketing) without compensation.
- 21.3 IMSCA may arrange for one or more drones to film all or part of the racing. Drones may fly close up including within 10 meters of boats and competitors. Drones are inherently potentially dangerous. Competitors recognize the risk and consent. Furthermore, competitors should avoid any contact with the drone and not try to touch them.
- 21.4 Use of drones by anyone in the vicinity of the course without and in accordance with approval of the OA is prohibited.
- 21.5 Boats may be required to carry GPS Trackers, cameras, sound equipment, and positioning equipment as specified and supplied by the OA.
- 21.6 Competitors may be required to be available for interviews and to write reports at the event.

22 DATA PROTECTION

- 22.1 In order to manage the events and Class, information provided by competitors will be held on one or more event databases and on a database held by the IMSCA and will be compliant,

managed and used in accordance with the IMSCA Privacy Policy (found on the website at www.mustoskiff.com/privacy-policy/). The management of personal data, information and images will comply with the UK General Data Protection Regulation Legislation, NOR and SIs.

- 22.2 Personal information contains the participant's real name, age, home club, boat type and boat number. In particular, results, analysis, position monitoring and race analysis may be published with reference to the competitor's names. In order to achieve this, your data will be transferred to service providers (e.g., SAP) and to governing bodies like World Sailing. It cannot be ruled out that your data will be processed outside of the EU.
- 22.3 The personal information you provide to the Organising Authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the Organising Authority's privacy policy. When required by the rules, personal information may be shared with the RYA and/or World Sailing and racingrulesofsailing.org. The results of the event and the outcome of any hearing or appeal may be published.

23. FURTHER INFORMATION

Single use plastic bottles are strongly discouraged by IMSCA.

For any arrival 3 or more days before the start of the regatta, it is MANDATORY to inform YCC by email.

For further information: www.mustoskiff.com, or email worlds@mustoskiff.com, or visit the event website at <https://www.yccarnac.com/regates-morbihan/world-championship-aco-musto-skiff-2026>

Tourist Information is available at <https://www.ot-carnac.fr/>

24. Getting to YCC, LOCATION & CAR PARKING

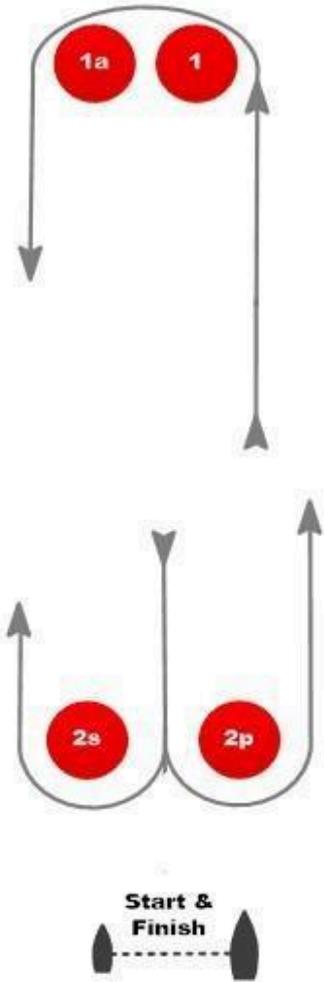
- See <https://www.yccarnac.com/infos-pratiques-organisation-regates>
- The car park at YCC will be reserved for the regatta. Car parking will be free only for the duration of the regatta. The club will not be liable and denies any responsibility for any kind of penalties/fines given to cars not complying with this regulation.
- Location: YCC is situated at Port en Dro, 56340 Carnac, France

25. ACCOMODATION & CAMPERS/VANS

Details of hotels and other accommodation can be found at <https://www.yccarnac.com/infos-pratiques-organisation-regates>

ADDENDUM A
COURSE1

LA	COURSE: WINDWARD / LEEWARD with spreader mark and leeward finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish



COURSE 2

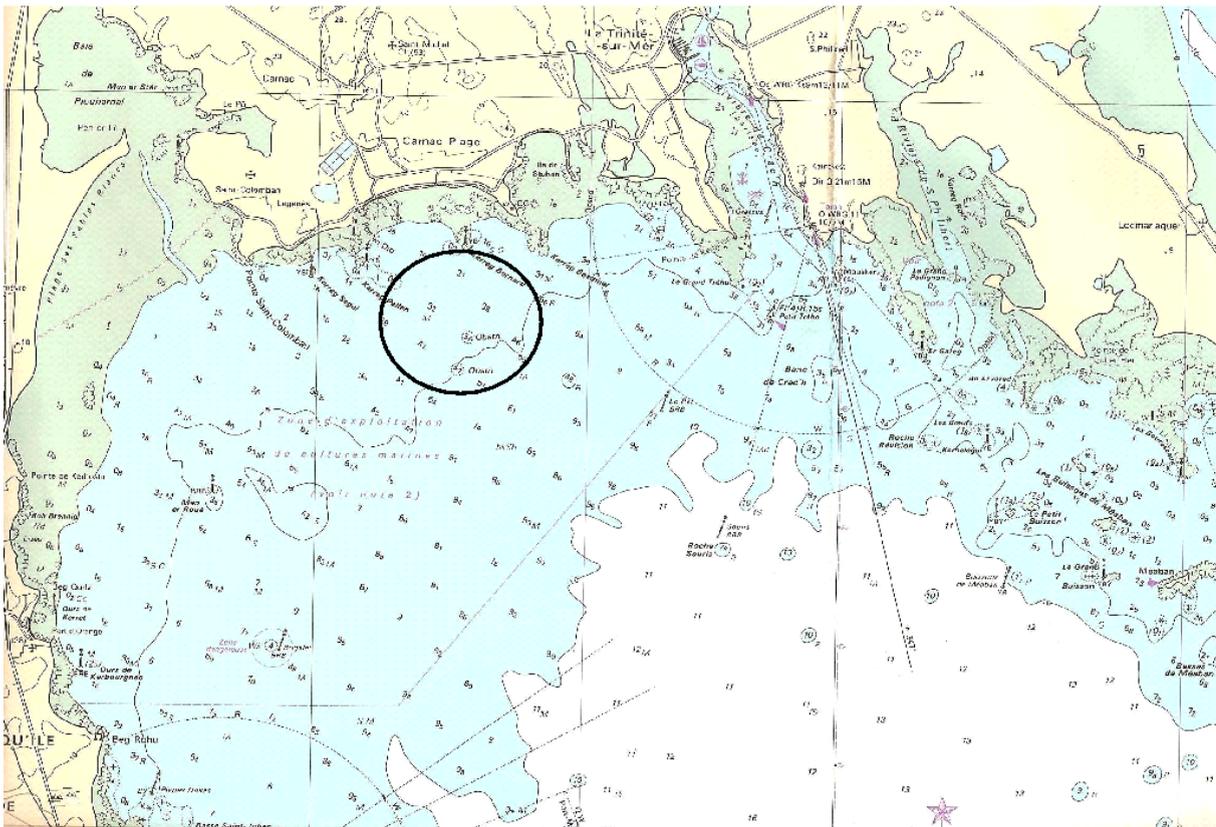
LA	COURSE: WINDWARD / LEEWARD with spreader mark and leeward finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2p - Finish

The diagram illustrates a sailing course layout. It features four red circular marks labeled '1a', '1', '2s', and '2p'. The course begins at a 'Start' line, indicated by a dashed line and an arrow pointing to the first mark. The sequence of marks is: 1a, 1, 2s, 2p, 1, 1a, 2p, and finally to the 'Finish' line, which is also indicated by a dashed line and an arrow. The marks are arranged in a roughly rectangular pattern, with 1a and 1 at the top, and 2s and 2p at the bottom. The arrows show a path that starts at the bottom, goes up to 1a, then to 1, then down to 2s, then to 2p, then up to 1, then to 1a, then to 2p, and finally to the Finish line.

Amendment 1 in red

ADDENDUM 2 -Racing Area

ANNEXE ZONE DE COURSE



Amendment 1 in red

Saipem
Classification -
General
Use

ADDENDUM 3 SITE MAP



-  trailer parking road
-  Boat parking

ADDENDUM 4

SPONSOR STICKERS

READ THIS BEFORE STICKING

Boats shall display advertising stickers as supplied by the organising authority on the bow, boom, and mainsail during the event as directed. It is the responsibility of the crew to ensure the stickers remain on the boat and obtain replacements as necessary.

Each sailor may be issued 4 x ACO stickers and may be issued with 2 x Ovington Boats stickers. They are to be applied as shown below. If any stickers fall off during sailing, then the sailor is to request replacements and apply them prior the start of the first race of the next day. Before applying the stickers, please make sure the surface is clean and dry.

Positioning Detail:

The top front corner of the bow stickers is to be within 300mm of the bow.

The rear top corner of the mainsail stickers is to be below and within 300mm of the aft end of the lower batten. Note:

the **BIGGER** stickers are for the mainsail.

