

ACO 10th MUSTO Skiff World Championship 2019
5 – 13 July 2019



Hosted by
RYC Hollandia
(Regatta Center Medemblik, NED)

NOTICE OF RACE

ACO 10th MUSTO Skiff World Championship 2019

5th – 13th July 2019

Registration & Measurement 5th - 7th July 2019

The Organising Authority (OA) is the RYC Hollandia in conjunction with the International MUSTO Skiff Class Association (IMSCA).

NOTICE OF RACE

1 RULES

- 1.1 The championship regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the International MUSTO Skiff Class Rules in force at the time of the Regatta.
- 1.2 The prescriptions of the Royal Netherlands Yachting Union (RNYU) will apply. See www.sailing.org/documents/racingrules/national_prescriptions.php
- 1.3 The RRS will be changed as follows:
 - Competitors will wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or equipment. Flag Y will not be displayed. This changes RRS 40 and the preamble to Part 4. [NP][DP]
 - RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
 - RRS 63.7 is changed so that in the event of a conflict between the Notice of Race and Sailing Instructions, the Sailing Instructions shall prevail.
 - RRS 63.7 is changed so that in the event of a conflict between the Notice of Race or Sailing Instructions and the Class Rules, the Class Rules shall prevail.
- 1.4 The Sailing Instructions may also change other RRS.
- 1.5 Every crew who has his domicile in the Netherlands shall be a member of a Yacht Club or other body affiliated to the RNYU and shall have the appropriate license
- 1.6 If there is a conflict between languages the English text will take precedence
- 1.5 RRS Appendix T, Arbitration, will apply.
- 1.6 The notation '[DP]' denotes that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.
- 1.7 The notation [NP] denotes that a breach of this rule will not be grounds for a protest by a boat. This may change RRS60.1(a).

2 ADVERTISING [DP]

- 2.1 Advertising is permitted in accordance with the class rules and World Sailing Regulation 20.
- 2.2 If/when provided by the OA, boats and competitors shall carry, display or wear the following as instructed:
 - 2.2.1 Event and Class sponsor advertising (**remember to leave space as shown in Section H of the Class Rules and see Attachment D below**);
 - 2.2.2 Coloured bibs for Event and/or category leaders [NP];
 - 2.2.3 Cameras and sound equipment [NP]; and
 - 2.2.4 Tracking and timing system equipment [NP]:
 - a) Allocated Competitors shall collect any tracking module from their assigned tracking desk before racing each day.
 - b) On return to shore competitors shall within the protest time limit return the tracking module to the same place that they received it.

3 ELIGIBILITY AND ENTRY

- 3.1 The Regatta is open to all boats of the MUSTO Skiff Class. Remember your obligation to comply with the Class Rules.
- 3.2 To be eligible to compete the Crew must be an existing member of the IMSCA.
- 3.3 Eligible boats may enter online (you will need to first create an account via the details on that website) and pay the appropriate entry fee at www.10thmustoskiffworlds.com/. A link to the entry website is also provided on the website <http://www.mustoskiff.com/>.
- 3.4 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 last day of the event and handed in at registration.

- 3.5 Each crew and boat owner shall ensure that their *support persons* comply with the SI and *rules* [DP].
- 3.6 Competitors shall register at the race office and complete all required measurement formalities before racing; details below.

4 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.

5 FEES

- 5.1 The entry fee is:
- (a) For entries received and paid before 5th April 2019 – € 380
 - (b) For entries received and paid before 5th May 2019 - € 410
 - (c) For entries received and paid on or after 5th May 2019 - € 430
- 5.2 Refunds for cancellation of entries will be as follows:
- 5.2.1 When requested before 1st April 2019 - 50%
 - 5.2.2 When requested after 1st April 2019 and before 5th May 2018 - 25%
 - 5.2.3 No refund when requested after 5th May 2019
- 5.3 No entries will be accepted after midnight Monday 1st July 2019 except at the discretion of the OA in exceptional circumstances.
- Note: Discretion will be applied on refunds and in exceptional circumstances 100% refunds may be given.

Included in Entry Fee (provisional - subject to addition):

- At least 1 x meal ticket
- Food is also provided to all entrants at the end of each day's racing

6 SCHEDULE

- 6.1 The schedule for onshore activities is as follows:

Date	Time	Activity	Location
Friday 5 th July 2019	10:00 to 18:00	Registration	Race office
	10:00 to 18:00	Equipment inspection	Measurement point
Saturday 6 th July	10:00 to 18:00	Registration	Race office
	10:00 to 18:00	Equipment inspection	Measurement point
Sunday 7 th July	10:00 to 18:00	Registration	Race office
	10:00 to 18:00	Equipment inspection	Measurement point
Monday 8 th July	11:00	Competitor briefing	TBA
Saturday 13 th July	ASAP after last race finishes	Prize giving	TBA

TBA = To be announced

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

- 6.2 Competitors shall register at the race office located inside the Regatta Centre Medemblik, Vooroever 3, 1671 SG Medemblik, the Netherlands, Tel: +31 (0) 227 547781. Email: info@regattacenter.com.
- 6.3 Registration will be complete when each competitor has registered and:
- a. collected a measurement form from the race office;
 - b. taken their completed boat and measurement form to the equipment inspection area;
 - c. had their complete boat inspected and the measurement form completed by an equipment inspector;
 - d. had their chosen sails stamped (together with any other equipment that the OA/Measurer may select); and
 - e. returned their completed measurement form to the race office.

6.4 The schedule for racing is as follows:

Date	First warning signal	Proposed number of races/ day
Monday 8 th July	11:00	3
Tuesday 9 ^h July		3
Wednesday 10 th July		3
Thursday 11 th July	Layday	Racing maybe scheduled
Friday 12 th July		3
Saturday 13 th July		2

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

6.6 One extra race per day may be sailed **No more than 4 races will be sailed on any day.**

6.7 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. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

6.8 On the last scheduled day of racing no warning signal will be made after 16:00 unless fewer than six races have been completed by that time, when no warning signal shall be made after 16:00.

6.9 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. At the discretion of the Race Committee the Lay-day may be used for racing. Races may be sailed either in advance or arrears. This means that scheduled races may be bought forward or put back.

7 EQUIPMENT INSPECTION

7.1 The OA, Measurer, and representatives of the IMSCA may weigh, measure or inspect any boat and/or equipment and sails before, during or after any race at their discretion.

7.2 Registration of sails and equipment, and limitation stamping will take place during periods stated in 6.1 above.

7.3 Chartered or loaned boats shall display the national letters denoting the national authority of the helmsman, and sail number corresponding with the number of the hull. This changes RRS Appendix G1.1.

8 SAILING INSTRUCTIONS

8.1 The sailing instructions (SI) will be available no later than 18.00 on Friday 5th July 2019 and will be published on the IMSCA website and at www.kzrvhollandia.nl,

8.2 A hard copy will be posted along with all amendments (if any) on the official Notice Board near the entrance to the race office.

9 VENUE

9.1 The venue is the Regatta Centre Medemblik, Medemblik, located at Vooroever 3, 1671 SG Medemblik, the Netherlands. Further information on Regatta Centre in Medemblik, the Netherlands is available online at www.regattacenter.com

9.2 Attachment A shows the location of the Regatta Centre and the best route to drive.

9.3 Attachment B shows the location of the regatta harbour and the location of the racing areas.

9.4 The IJsselmeer is an inshore lake with fresh water and no tide or current.

10 THE COURSES

10.1 The diagram in Attachment C shows a course option, 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 Attachment A.

10.3 The gate may be replaced by a single mark in which case it is to be left to port.

11. SCORING

- 11.1 Three (3) races are required to be completed to constitute a Championship series.
- 11.2 Each boat's score 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.

12. PRIZES

The overall winning boat will be awarded the first place trophy and the title "World Champion". Additional prizes may be awarded depending on fleet size and categories (e.g. age groups etc).

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. PENALTY SYSTEM & DAMAGE

- 14.1 RRS Appendix P will apply as modified in the SIs.
- 14.2 RRS P2 will be changed in the sailing instructions by deleting RRS P2.2 and P2.3, and by having RRS P2.1 apply to all penalties. The Two-Turns Penalty is replaced by a One-Turn Penalty.
- 14.3 In RRS 44.2 insert after the first sentence: "However, if Mark 1a is a mark of the course, a boat may delay taking a penalty for an incident (i) in the zone around Mark 1 or (ii) on the leg between Mark 1 and Mark 1a, until she has passed Mark 1a"
- 14.4 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.
- 14.5 A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a *rule*.

15. RADIO COMMUNICATION/ RECORDING EQUIPMENT [DP]

- 15.1 Except in an emergency involving immediate peril to the crew or serious damage to a boat, a boat that is racing shall not make or receive any voice, data or radio communication that is not available to all boats.
- 15.2 Boats are allowed to carry video recording equipment attached to any part of the boat, provided this equipment is not remotely controlled.

16. DISCLAIMER OF LIABILITY

- 16.1 Competitors participate in the regatta entirely at their own risk and they are solely responsible for their own safety. We draw your attention to RRS 4 which states "**The responsibility for a boat's decision to participate in a race or to continue racing is hers alone**".
- 16.2 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 organiser 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 familiarise 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; and
- (i) their boat is adequately insured, with a minimum cover of €1,500,000 against third party claims.

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

16.4 The OA and IMSCA (and their agents and servants) are not liable for any direct or indirect loss, damage, costs, or personal injury (except death) sustained in conjunction with or prior to, during, or after the regatta. It is for competitors 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 to sea competitors confirm they and their boat, clothing and equipment is fit for purpose and for the conditions, and that they are competent to sail and compete in them, and have the requisite skills. The organisers encompass everyone helping to run the event and include the OA, race committee, race officer, safety officer, patrol boat personnel and beach masters. The provision of patrol boats does not relieve owners and competitors of their responsibilities.

17. INSURANCE

Each participating crew/boat warrants that he/she shall be insured with valid third-party liability insurance with a minimum cover of € 1,500,000 per incident or the equivalent. Each crew 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.

18. RIGHTS AND COPYRIGHT

By entering and participating in this event, each competitor and his/her supporters grant to the OA, the National and International Class Associations, Ovington Boats and the sponsors the absolute right, authority and permission in perpetuity to make, use, distribute, broadcast, publish and show in any media, at their discretion any images, motion pictures, still pictures and live, taped or filmed television, audio and video recordings, and reproductions and edits of them and/or their boat/s made during the championship from time to time on and off the water, and of all of his/her data, information and material related to the championship, including their name, without compensation.

19. DATA PROTECTION

In order to manage the events and Class, information provided by competitors will be held on an event database 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). The management of personal data, information and images (as in NOR 20) will comply with the new General Data Protection Regulation Legislation that came into effect in May 2018.

20. DRONES

IMSCA may arrange for one or more drones to film all or part of the racing. You consent to drones flying within 10 metres of you and other competitors. Drones are inherently potentially dangerous, and competitors recognize this risk and should avoid any contact with them and in particular should not try to touch them.

21. SUPPORT BOATS & SUPPORT PERSONS [DP]

Support and coach boats for individual boats or teams are not permitted. The Class and/or OA will arrange one or more boats to carry spare parts, emergency items and drinks for use by all crew.

22. BERTHING AND TRAILER STORAGE [DP]

- 22.1 Boats shall be kept in their assigned places while in the dinghy park for the duration of the Regatta unless instructed otherwise.
- 22.2 All competitors and support persons shall park their boats and road trailers on the premises of the harbour Regatta Center Medemblik. Cars will be parked in the designated area near the race office. No cars are allowed to park at the dinghy park. Trailers will be parked in a special area designated and will be identified on arrival at venue. Please follow the beach master's and harbour master's instructions at all times.

23. HOUSING & CAMPERS/VANS [DP]

- 23.1 Regulations in the Netherlands prohibit sleeping in cars, campers, tents and caravans parked along public roads or in public car parks.
- 23.2 On the designated area on the premises of the harbour Regatta Center Medemblik, sleeping in tents, caravans or campers is allowed, provided a fee of about € 19.00 per camper/caravan per night (tourist tax, power and entry to

the sanitary facilities of the harbour included). For small tents (four persons max) the fee will be about € 10; the fee for other tents will be about € 15. The fee is payable at the Regatta Office (next to the race office).

24 ACCOMMODATION

Competitors shall make their own housing arrangements. For information on accommodation visit web site:
http://www.vvvhartvannoordholland.nl/content/plaats.asp?menu=1028_000144_000000_0

25 FURTHER INFORMATION

For further information www.kzrvhollandia.nl or email voorzitter_zeilen@kzrvhollandia.nl; or visit the event website at www.10thmustoskiffworlds.com/ or <http://www.mustoskiff.com/> or email info@mustoskiff.nl

WE WISH YOU A PLEASANT JOURNEY TO MEDEMBLIK

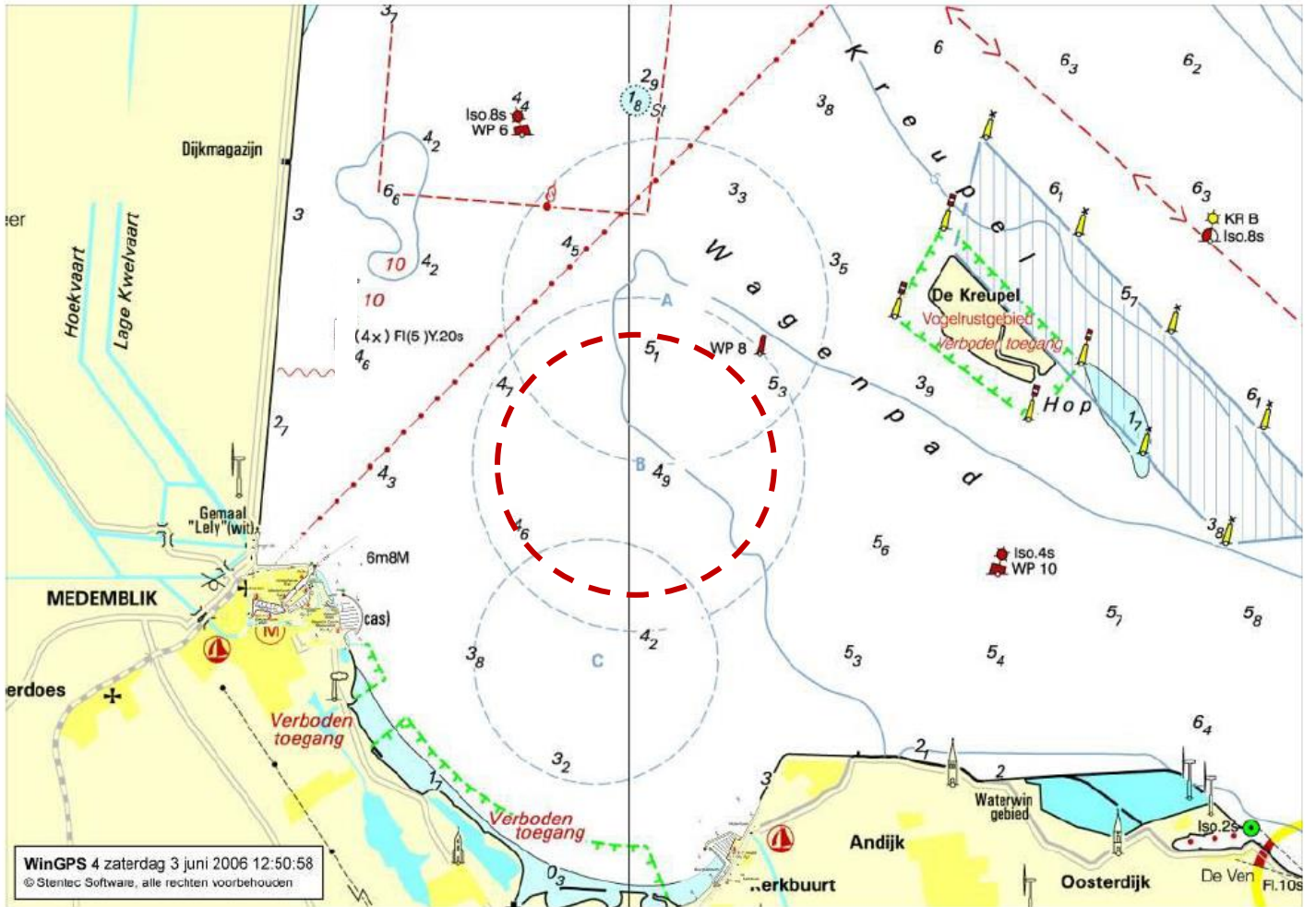
Route to harbour Regatta Center Medemblik

Medemblik is a medieval town, with some very small roads. To get to the Regatta Center, we strongly recommend that when driving (particularly with a trailer) you should follow the roads marked in red below.

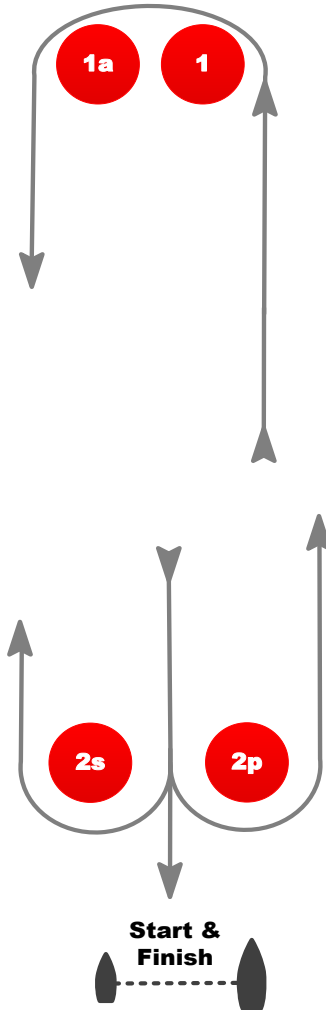
Before entering the town of Medemblik, please start following the white road signs to the recreation site Vooroever. Then later on follow: harbour Regatta Center Medemblik



Racing Area



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



SPONSOR STICKERS READ THIS BEFORE STICKING Sailing Instruction 21.

Boats shall display advertising stickers on the bow, boom and mainsail during the event. These stickers will be supplied by the organising authority. The instructions on positioning of the stickers will be posted on the official notice board. It is the responsibility of the crew to ensure the stickers remain on the boat and obtain replacements as necessary.

Each sailor will be issued 4 ACO stickers and 2 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 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 within 300mm of the aft end of the lower batten. Note the BIGGER stickers are for the mainsail.

