



ACO 12th MUSTO Skiff World Championship 2023

15 – 21 July 2023



NOTICE OF RACE

On behalf of Italian sailing federation: Circolo Vela Torbole (CVT)– Lungolago Conca d’Oro 12 – 38069 Torbole sul Garda – Tel. +39.0464.506240 segreteria@circolovelatorbole.com

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

1 RULES

- 1.1 The event is 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 (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.
 - Competitors shall comply with RRS 40.1 at all times while afloat. [DP]
 - 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 15th July to 20.00 21st July 2023.
- 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 Each crew shall ensure that their *support person/s* comply with the SI and RRS. [DP]
- 1.7 The notation [NP] denotes that a breach of this rule will not be grounds for a protest by a boat. Any penalty is at the discretion of the Jury, and may be less than disqualification This may change RRS60.1(a).
- 1.8 The notation [DP] denotes that a breach of this rule is subject to a penalty is at the discretion of the Jury.
- 1.9 The notation [SP] denotes a rule for which a standard penalty may be applied by the Race Committee without a hearing.
- 1.10 If there is a conflict between languages the English text will take precedence.
- 1.11 In case of a conflict between the Notice of Race, Sailing Instructions and Official Notices, the Sailing Instructions and subsequent Official Notices will prevail. (This modifies RRS 63.7)
- 1.12 Give the right-of-way to public boats in service on the lake.

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will be available on the event website from 2 days before the Practice Race <https://www.racingrulesofsailing.org/events/5833>

3 COMMUNICATION

- 3.1 The official notice board is located on the event website <https://www.racingrulesofsailing.org/events/5833>.
- 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 all boats of the MUSTO Skiff Class sailed by a current member of the IMSCA.
- 4.2 Eligibility of nationals of sanctioned states (including Russian and Belarusian sailors) to participate will be determined in accordance with World Sailing guidance at the start of the event.
- 4.3 Eligible boats may enter online at <https://webcollect.org.uk/msca/event/2023-musto-skiff-world-championships> and pay the appropriate entry fee to the bank account specified. A link to the entry website is also provided on the class website at <https://mustoskiff.com/2023-worlds-event/>

- 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 (#2.4) until after final Prize giving shall be a ground for protest.
- 4.5 Entry will be completed by registration and:
- Checking in at the race office;
 - Taking the Boat to the equipment inspection area;
 - Completion of boat inspection and the measurement form completed by an equipment inspector;
 - Stamping of the chosen sails (together with any other equipment that the organising authority may select).
- 4.6 A Waiver of liability form must 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
- 4.7 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.
- 4.8 The minimum number of entries is 35. The organizing authority may cancel the event if the minimum number of entries has not been reached the minimum by 1st May 2023.

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 (EUR) before 01 May 2023	Entry Fee (EUR) from 01 May until 31 May 2023	Late Entry Fee (EUR) from 01 June
400	450	480

6.2 Competitors who are under 25 years of age on 1 January 2023 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 15th May 2023 - 50%

6.3.2 When requested after 15th May 2023 and before 15th June 2023 - 25%

6.3.3 No refund when requested after 15th June 2023

6.4 No entries will be accepted after midnight 10th July 2023 except at the sole discretion of the OA.

Note: Discretion will be applied on refunds and in exceptional circumstances 100% refunds may be given.

6.5 The entry fee includes:

6.5.1 Event T-shirt for at least the first 45 entries,

6.5.2 After sailing snacks

6.5.3 Opening Ceremony, Gala Dinner, Casual Evening BBQ and Prize Giving.

6.5.4 Extra social event tickets for partners and family will be made available to purchase on a first come basis.

All social activities may be subject to change.

6.6 The entry fee shall be paid by payment to the account specified at <https://webcollect.org.uk/msca/event/2023-musto-skiff-world-championships> upon entering. Entry is not accepted until payment is made in full. The fee is non-refundable, except for the event or class being cancelled by the organizing authority or if the entry is rejected. The registration fee will be refunded in an amount at the discretion of the OA in the following situations resulting from the COVID 19 pandemic:

a. Cancellation of the regatta due to a decision from the Italian Government

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 Garda 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.

7 SCHEDULE

7.1 Information on arrival procedures and practice sailing facilities will be posted on the event web site.

7.2 All times indicated are European Central Time.

7.3 The schedule for onshore activities is as follows:

Date	Time	Activity	Location
Friday 14 th July 2019	10:00 to 18:00	Registration	Race office
	10:00 to 18:00	Equipment inspection	Measurement point
Saturday 15 th July	10:00 to 18:00	Registration	Race office
	10:00 to 18:00	Equipment inspection	Measurement point
	19.30	Prize Giving & Buffet (Practice races)	
Sunday 16 th July	09:00	Competitor briefing	CVT
	19.30	Reception Buffet & Opening Ceremony	
Tues 18 July	19.30	BBQ	CVT
Thurs 20 th July	19.30	Gala Dinner	CVT
Friday 21 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
After Sailing Snacks will be provided after each days sailing.

7.4 The schedule for racing is as follows:

PRACTICE RACES – Pre-Worlds

Date	First warning signal	Proposed number of races/ day
Sat 15 th July	13:00	2

WORLDS

Date	First warning signal	Proposed number of races/ day
Sunday 16 th July	13:00	3
Monday 17 th July	13:00	3
Tuesday 18 th July	13:00	3
Wednesday 19 th July	Layday	Racing maybe scheduled
Thursday 20 th July	13:00	3
Friday 21 st July	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 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 16:00.
- 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 7.30pm or 1 hour after the finish of the last race of the day before the intended change.
- 7.11 If there are 60 or more entries in a fleet, the fleet may at the discretion of the OA be split into two equal flights for the qualifying series, re-fighting each day. The qualifying series will finish at the end of the second day of racing or at the end of the day on which 4 races are completed for both flights, whichever is the latter. For the final series, the fleet will be split into gold and silver flights of roughly equal size.

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 Regatta Centre, the Circolo Vela Torbole, located at via Lungolago Conca d'Oro, 12 38069 Torbole sul Garda. Further information on Regatta Centre is available online at <https://www.circolovelatorbole.com/en/p/services>
- 9.2 Race Area is Garda Trentino Lake water - Attachment B shows the location of the racing areas.
- 9.3 Lake Garda is an inshore lake with fresh water and no significant tide.

10 THE COURSES

- 10.1 The diagrams in ANNEX 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 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 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 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. A decision of a protest committee shall not be determinate of fault for damage purposes.
- 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 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.
- 14.2 The organizing authority may provide bibs that competitors are required to wear.
- 14.3 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 harbour 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 3 miles 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

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 on-shore activities before, during, and after the regatta. The participants are aware that the sailing activity falls within those governed by article 2050 of the Italian Civil Code therefore all Italian participants must have a valid FIV membership, included medical validation, that guarantees accident coverage, including death and permanent disability. Non-Italian competitors must comply with the requirements of their MNA, if any, and be in possession of accident coverage, including death and permanent disability as per current FIV regulations.

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

17.2 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.

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

17.4 The OA and IMSCA (and their agents and servants), Jury, Race Officials (and their assistants, 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 afloat competitors confirm they and their boat, clothing and equipment are fit for purpose and for the conditions, and that they have the requisite skills to sail and compete. 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. This release extends to everyone helping to run the event including patrol boat personnel and beach masters.

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

18 ENVIROMENTAL RESPONSABILITY

18.1 It is recalled the Basic Principle which states: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing", it is recommended that care be taken to protect the environment at all times during and after the event. Especially attention is drawn to RRS 47 -TRASH DISPOSAL- which states: "Competitors and support persons shall not intentionally put trash in the water. This rule applies at all times 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 € 1,500,000 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

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that the trophy is cared for and in the hands of the organizing authority by the start of the next event or returned to the IMSCA secretary one year later whichever is sooner. It is the responsibility of the winner to ensure the trophy is engraved at their own cost.

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 an event of CVT, each competitor and his/her supporter/s grant to the organizing authority, 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 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 cameras, sound equipment, and positioning equipment as specified and supplied by the organizing authority.
- 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 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 will comply with the UK General Data Protection Regulation Legislation, NOR and SIs.
- 22.2 Personal information contains the participant's real name, date of birth, home club, boat type and boat number. In particular, results, analyses, position monitoring and race analyses may be published with reference to the competitor's names. In order to achieve this, your data will be transferred to service providers (eg SAP) and to governing bodies like World Sailing. It cannot be ruled out, that your data will be processed outside of the EU.

23. FURTHER INFORMATION

Single use plastic bottles are strongly discouraged by IMSCA.

For any arrival prior 3 days before the start of the regatta is MANDATORY to inform the club by email at segreteria@circolovelatorbole.com

For further information www.mustoskiff.com, www.circolovelatorbole.com or email worlds@mustoskiff.com, segreteria@circolovelatorbole.com; or visit the event website at <https://mustoskiff.com/2023-worlds-event/>.

24. LOCATION & CAR PARKING

- The car park in front of CVT will be reserved for the regatta and it will be delimited. This area will be accessible only by vehicles showing the special ticket that will be given in the Race Office. Car parking will be free only for the duration of the regatta coupon available in office. The club will not liable and denies any responsibility for any kind of penalties/fines given to cars not complying with this regulation.
- Location: CVT is situated in the North East corner of Lake Garda in Northern Italy.
- Getting There: Airports to head for are either Verona, Brescia or Bergamo, all of which can be reached by a number of airlines. The nearest Airport is the Verona Catullo one, that is 60 Km far away.
- On arrival at the airport of Verona the next issue is transport to/from Torbole. Options include:
 - ↗ Taking direct buses Verona - Torbole (for more info see www.aptv.it).
 - ↗ Taking the railway Verona - Rovereto. From Rovereto to Torbole there is no railway service but buses connect the two towns nearly every hour (for more info see www.ttspa.it).
 - ↗ Taking a taxi. For more info about taxies see the above point taxi service.
 - ↗ Hiring car for the week (for more info see www.avisautonoleggio.it). If driving from the Airport then follow the A4 east to the A22 North signposted Brennero, and exit at the Rovereto Sud exit (toll fee payable). Follow signs to Torbole.

If flying to Milano, please take note that particularly the Milano Malpensa Airport is 250 Km far away from Torbole. The Milano Linate Airport is a bit nearer but it is always much better to fly to Verona.

For more info about Italian Airports see www.aeroporti.com

25. ACCOMODATION & CAMPERS/VANS

Details of hotels and other accommodation can be found at <https://www.circolovelatorbole.com/en/p/hotel>, and <https://www.circolovelatorbole.com/en/p/residence>

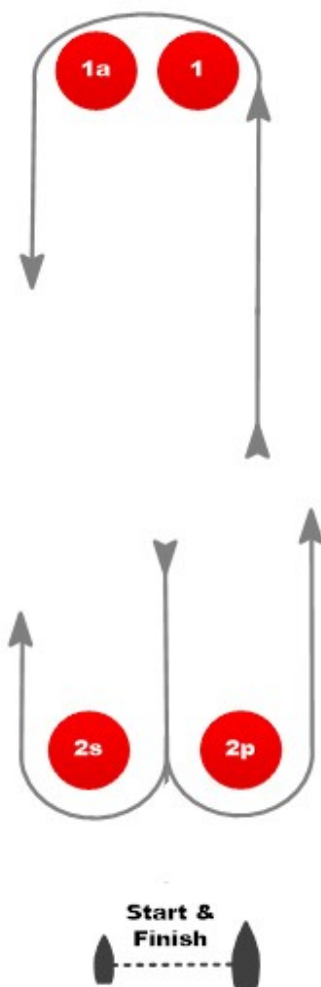
There are several camping sites in Torbole and the surrounding area.

Regulations prohibit sleeping in cars, campers, tents and caravans parked along public roads or in public car parks.

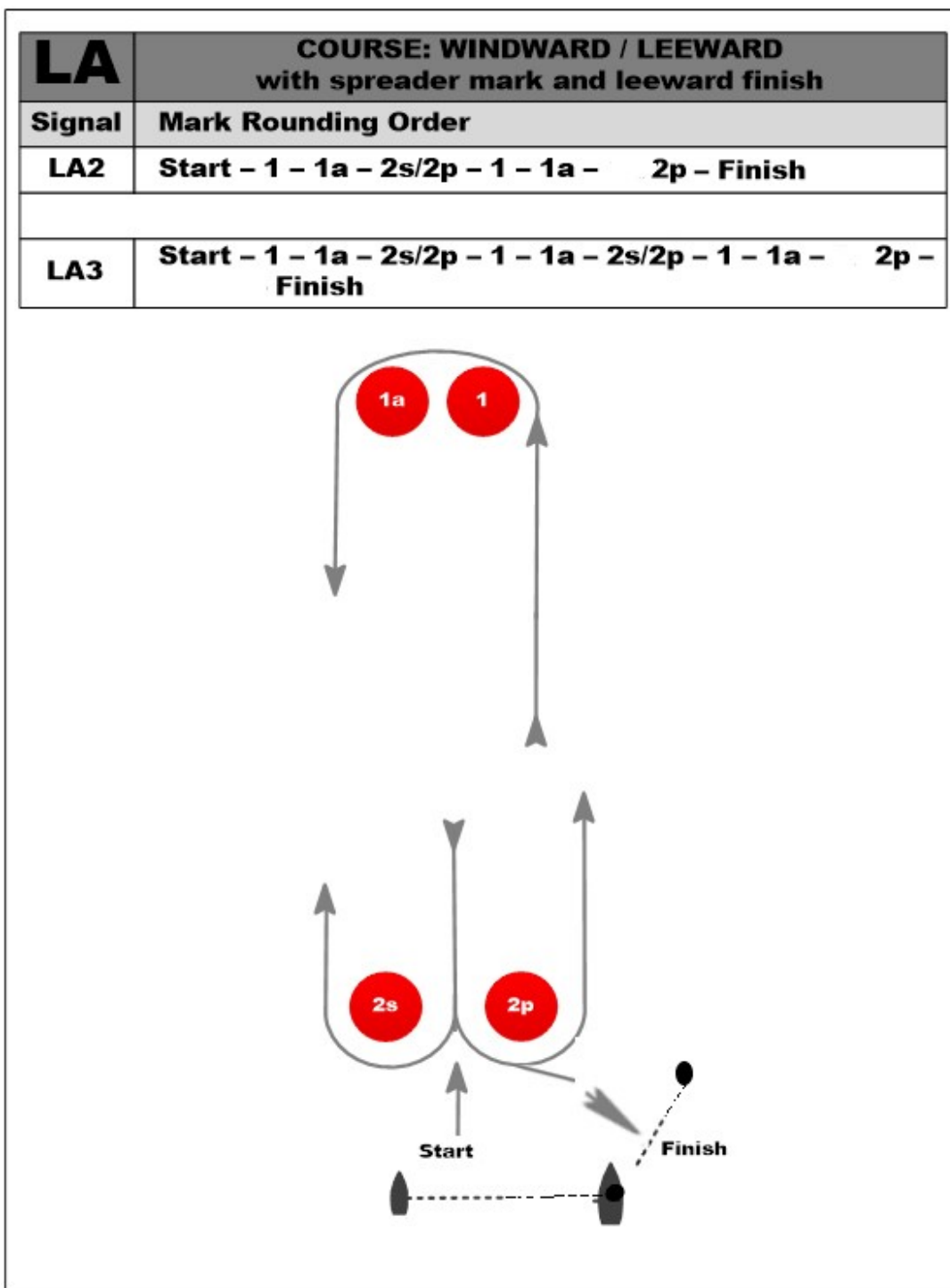
WE WISH YOU A PLEASANT JOURNEY TO LAKE GARDA

ANNEX A
COURSE1

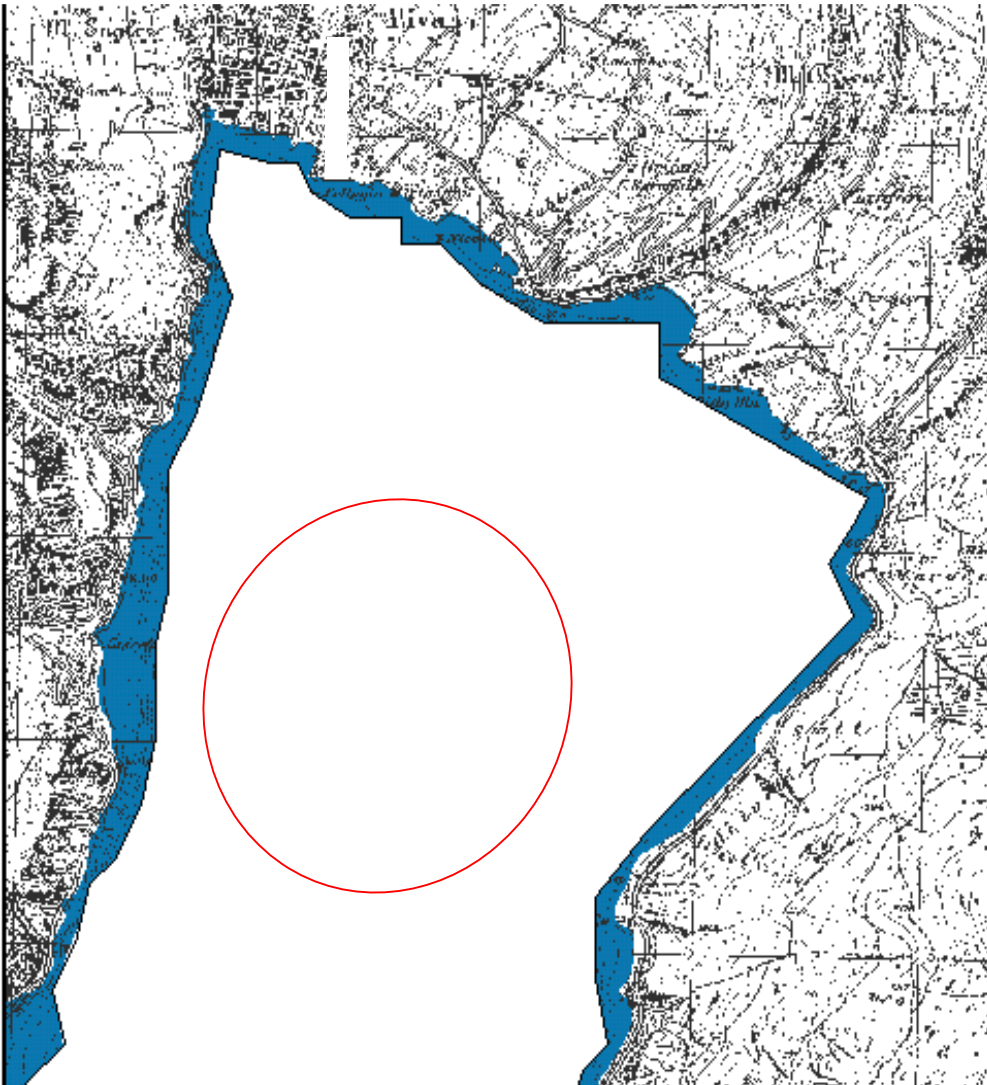
LA	COURSE: WINDWARD / LEEWARD with spreader mark and leeward finish
Signal	Mark Rounding Order
LA2	Start - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA3	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish
LA4	Start - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - 2s/2p - 1 - 1a - Finish



COURSE 2



Attachment 2 -Racing Area



SPONSOR STICKERS

READ THIS BEFORE STICKING

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

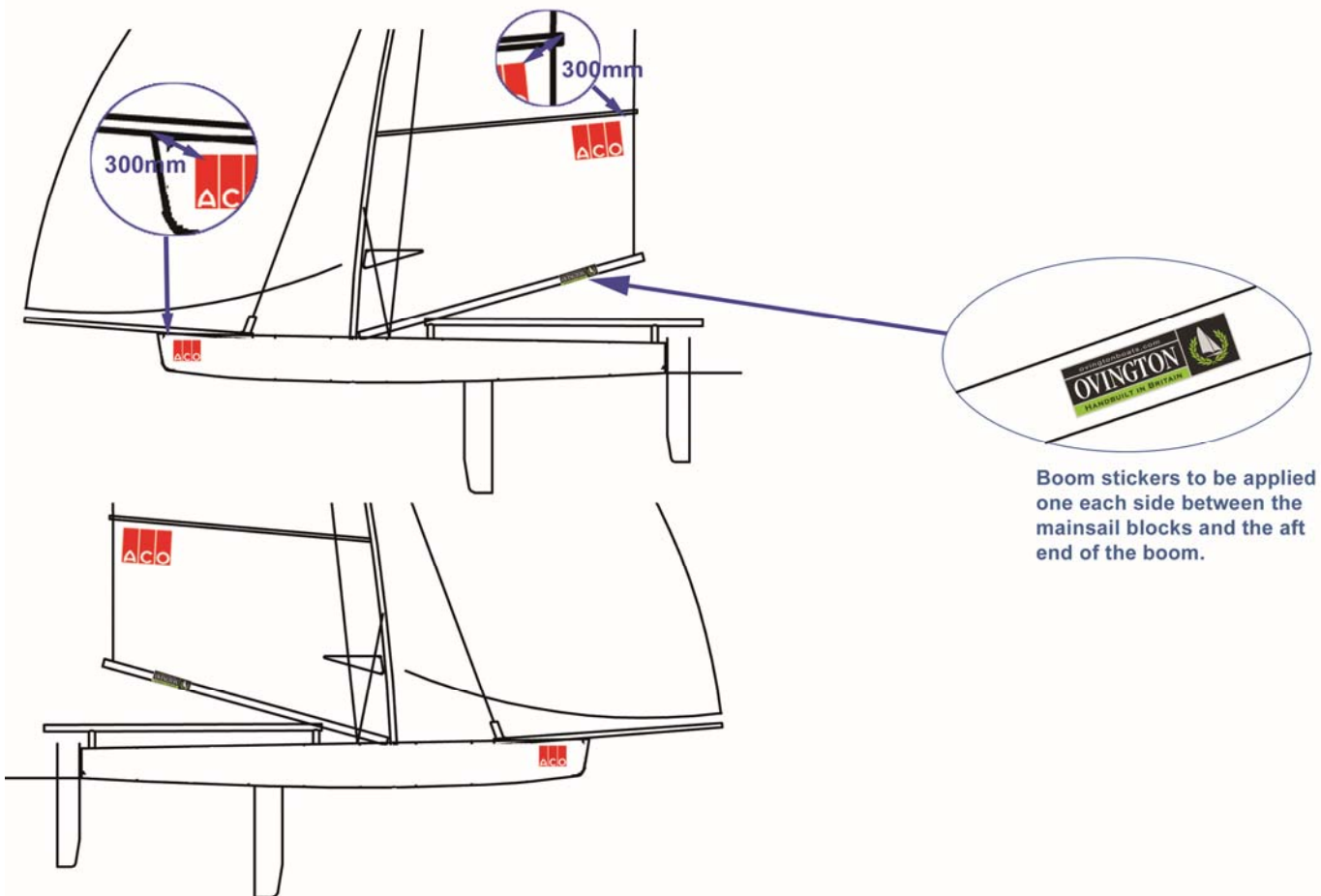
Each sailor will be issued 4 ACO stickers and 2 Ovington Boats stickers. They are to be applied as shown below. If any stickers fall off during sailing then the sailor is to request replacements and apply them prior the start of the first race of the next day. Before applying the stickers please make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



Boom stickers to be applied one each side between the mainsail blocks and the aft end of the boom.