



49er, 49erFX and Nacra17

Notice of Race & Sailing Instructions

49er, 49erFX and Nacra 17 World Championships

ENVSN
Saint-Pierre Quiberon

Dates
8-17 May 2026

Organising Authority: CDV56,
In conjunction with the International 49er and International Nacra 17 Class
Associations

1. RULES

- 1.1. The event will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2. The Class Rules will apply except for any that are altered by the NoR/SI. The Race Committee (RC) will follow the Class Race Management Guidelines, but a failure to follow these Guidelines is not on its own grounds for redress. This changes RRS 61.4.
- 1.3. [DP] The Equipment Regulations (ER) will apply.
- 1.4. The support vessel regulations will apply and are described in Addendum C.
- 1.5. For the Medal Series, World Sailing Appendix MR (as posted on the Official Notice Board) will apply and takes precedence over any conflicting instructions.
- 1.6. If specified in the SSI, RRS Appendix T Arbitration may apply.
- 1.7. The National prescriptions that will apply will be posted on the Official Notice Board.
- 1.8. RRS 40.1 applies at all times when racing.
- 1.9. Penalties: In RRS 44.1 "Two-Turns Penalty" is changed to "One-Turn Penalty".
- 1.10. Appendix P, Special Procedures for Rule 42, shall apply, with RRS P2.1 to P2.4 deleted and replaced by: "When a boat is penalised under RRS P1.2, her penalty shall be a One-Turn Penalty under RRS 44.2. If she fails to take the penalty she shall be disqualified without a hearing."
- 1.11. An International Jury may be appointed in accordance with RRS N1. Its decision will be final as provided by RRS 70.3.
- 1.12. If there is a conflict between languages the English text takes precedence.
- 1.13. For 49er and 49erFX - the bottom two panels of the jib area shall be restricted to Event advertising and all competitors shall place class nominated branding on their jibs according to the World Sailing approved 49er Class jib advertising policy. For Nacra 17 - the area of the jib, except for the visibility window, shall be restricted to Event advertising and all competitors shall place Class nominated branding on their jibs according to the World Sailing approved Nacra 17 Class jib advertising policy. All boats shall place the Class nominated stickers on their boom.
- 1.14. Supplemental Sailing Instructions (SSI) will be published and may change or supplement rules in these NoR/SI. If there is a conflict between the NoR/SI and the SSI, the SSI will take precedence. This change 63.5(c).

2. IDENTIFICATION [DP] [NP] [SP]

Provided two or more races have been completed, each day while racing, the sailors of the first, second and third boats in series ranking at the beginning of the day shall wear yellow, blue, and red bibs respectively. These bibs will be available each day at the morning briefing of the day and shall be returned by competitors as soon as possible after the day's racing.

3. ELIGIBILITY AND ENTRY

- 3.1 Competitors shall comply with the World Sailing Eligibility Code.
- 3.2 For the 49er the gender is open. For the FX the gender is female. For the Nacra 17 the teams must be of mixed gender.
- 3.3 All competitors shall be fully paid-up members of the International 49er or International Nacra 17 Class Associations before registration.
- 3.4 Early entries will be accepted until March 1, 2026 at the lowest cost to sailors. Until April 22, 2026 entries will be accepted with 100 euros additional charge. After April 23, entries will continue to be accepted with an further additional 100 euros charge. If there are fewer than 40 boats registered in either of the FX and Nacra 17 classes by April 22nd, a fourth course area may not be used.
- 3.5 Competitors can enter and pay the fee by visiting the event notice board:
<https://49er.org/events/2026-world-championship/>

3.6 On 1 March 2022, World Sailing published the following recommendations in reaction to the situation in Ukraine: <https://www.sailing.org/2022/03/01/world-sailing-statement-6/> . This position is unchanged at the date of publishing this NOR. To help preserve the integrity and safety of the 49er, 49erFX and Nacra 17 World Championships, entries shall be open to competitors of all MNA's, but not to competitors holding only Russian or Belarusian nationality unless they are sailing as neutrals in accordance with World Sailing Neutrality Policy or they are sailing under a Residence Certificate issued by World Sailing in accordance with the World Sailing Eligibility Code. World Sailing may amend this rule following any further decisions made on the participation of Russian and Belarusian competitors. Competitors shall be fully paid members of the relevant international class association as required by those rules and evidence of membership shall be provided as requested by the Organizing Authority.

4. FEES

4.1 Entry Fees

- For 49er and 49erFX: Entry Fee Euros 550 till the 1st of March, Late Entry Fee Euro 650 till the 22nd of April. After April 23, entries will continue to be accepted with an further additional 100 euros charge.
- For Nacra 17: Entry Fee Euros 600 till the 1st of March, Late Entry Fee Euro 700 till the 22nd of April. After April 23, entries will continue to be accepted with an further additional 100 euros charge.

These fees include the International Class Championship Fees.

To be considered as Junior team both competitors should be under 24 of age on 31st December 2026.

Coach Boat Entry Fee: Euro 250 per coach boat. Official Support fee: Euro 50 per supporter.

4.2 Cancellation; in the case of a team withdrawing from the Championship, the paid entry fee will be refunded as follows:

- Up to April 22, 2026: 75% of the entry fees will be refunded.
- After May 1, 2026: No refund will be made.

4.3 The Entry fee includes the berthing fee for the scheduled racing days (NoR/SI 10). In case of arrival before or continued stay beyond the racing, vessel and/or support person vessel shall pay an additional fee for this period at the harbour master's office.

4.4 [NP] Each boat will be required to complete a Sustainability Questionnaire and Interviews as part of the entry and registration process.

[Nacra 17](#)

[49er](#)

[49erFX](#)

5 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions or SSI will be posted no later than two hours before the first scheduled race on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

6 COMMUNICATION WITH COMPETITORS

- 6.1 The Official Notice Board is on-line:
<https://49er.org/events/2026-world-championship/#noticeboard>
- 6.2 The organisers may set up a WhatsApp group where they intend to communicate complementary information. The link to join the group will be published in SSI.
- 6.3 The VHF channel to be used for the Race Committee broadcasts will be published in the SSI.
- 6.4 The Race Office location will be published in the SSI.
- 6.5 On the water, the Race Committee may broadcast information available to all coaches on the VHF radio channel published in the SSI, including starting and safety information. Failure to make broadcasts will not be grounds for redress. This changes RRS 61.4.
- 6.6 Competitors and support persons may listen to the voice/video recording(s) and review the written records of their finishes. For this purpose, the race officer will be available in the Race Office until the end of the protest time limit.
- 6.7 The first briefing will be held on day 0. From day 2, there will be a daily competitor briefing. See the schedule in NoR/SI 9.

7 CODE OF CONDUCT

- 7.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 7.2 [DP] Competitors and support persons shall handle any equipment provided by the organizing authority with care and seamanship, and in accordance with any instructions for its use and without interfering with its functionality. If Nacra17 sailors get stuck in the anchor line, they may only cut this line for safety reasons. However, they will be required to reimburse organizers for any damage incurred.
- 7.3 [DP] Competitors and support persons shall place advertising provided by the organizing authority with care and in accordance with any instructions.

8 SIGNALS MADE ASHORE

- 8.1 Signals made ashore will be displayed at the Official Flagpole (see SSI).
- 8.2 [DP][NP][SP] Flag D displayed ashore with one sound signal this means: “the warning signal will be made not less than 45 minutes after flag D is displayed or not before the scheduled time. Boats shall not leave their allocated berth until this signal is made”.

9 SCHEDULE

9.1 The event schedule will be as follows:

DATE	TIME	EVENT
From NoR publication		Opening of the boat park to sailors (contact OA for rates)
May 8, 2026	9:00	Registration
	18:00	Inspection Nacra 17
May 9, 2026	9:00	Nacra 17 AGM and Open Forum
	19:00	Registration
May 10, 2026	9:00	Inspection Nacra 17/49er/49erFX
	19:00	49er AGM and Open Forum
Day 0 May 11, 2026	9:00	Registration
	17:00	Inspection Nacra 17/49er/49erFX

	15:00	1 st warning signal - Practice Race
	17:30	Competitors Briefing
	18:00	Opening Ceremony
Day 1 May 12, 2026	11:00	1 st warning signal – 3 races Qualifying Series
Day 2 May 13, 2026	TBD	Competitors Briefing
	TBD	1 st warning signal – 3 races Qualifying Series
Day 3 May 14, 2026	TBD	Competitors Briefing
	TBD	1 st warning signal – 3 races Qualifying Series
Day 4 May 15, 2026	TBD	Competitors Briefing
	TBD	1 st warning signal – 3 races Tiered Finals
Day 5 May 16, 2026	TBD	Competitors Briefing
	TBD	1 st warning signal – 3 races Tiered Finals
Day 6 May 17, 2026	TBD	Competitors Briefing
	TBD	1 st warning signal: Tiered Finals or Medal Series
	18:00	Closing ceremony
	18:00	Prize Giving

9.2 The RC intends to race 3 races per day.
 9.3 The Race Committee may change the schedule to bring forward any number of races up to a maximum of 4 per day.
 9.4 On the last day of racing no warning signal will be made after **15:00** for those taking part in the Tiered Finals and after **16:30** for those taking part in the Medal Series.

10 FORMAT OF RACING

10.1 The Championships will consist of:

10.1.1 Opening Series divided in

- Qualifying Series: 3 days
- Tiered Finals: 2 days

10.1.2 Medal Series will consist of 2 races.

11 CLASS FLAGS

The Class flags will be described in the SSI.

12 RACING AREAS AND FLEET ASSIGNMENTS

12.1 The map of the location of the racing areas is shown in Addendum E.
 12.2 The provisional race schedule including the time of the first warning signals and the assignments of fleets to racing areas will be published in SSI.
 12.3 [DP][NP] Boats not racing shall not sail in a course area being used by another fleet.

13 COURSES

- 13.1 The diagrams in SI Addendum A show the course, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 13.2 No later than the warning signal, the Race Committee starting Vessel will display the approximate compass bearing from the Race Committee starting Vessel to Mark1.
- 13.3 There will be a gate at the leeward end of the courses.
- 13.4 For LA2 course: there will be a spreader mark at the windward end at the course.
- 13.5 In case of a missing mark at a gate, the remaining mark should be rounded, leaving the mark to port.

14 MARKS

- 14.1 The starting, finishing and rounding or passing marks will be described in the SSI.
- 14.2 A vessel that is a mark may not be anchored but held in place using an engine. This will not be grounds for request of redress. This changes RRS 61.4.

15 THE START

- 15.1 The starting line is between Race Committee staffs displaying orange flags on the starting marks or between a Race Committee staff displaying an orange flag at the starboard end and the course side of a mark (described in SSI) at the port end of the line.
- 15.2 [DP] Boats whose warning signal has not been made shall avoid the starting area.
- 15.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with ONE sound signal not less than TWO minutes before the warning signal is displayed.
- 15.4 [DP] A buoy may be attached to the Race Committee starting Vessel anchor line just below daggerboard depth. Boats shall not pass between this buoy and the Race Committee starting Vessel at any time. This buoy is part of the Race Committee starting Vessel ground tackle.
- 15.5 A boat that does not start within four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing.
- 15.6 "If the Race Committee Vessel (RCV) displays a Juliet flag before the warning signal, the starting line will be defined by the course side of 2 marks".

16 CHANGE OF COURSE

- 16.1 To change the next leg of the course, the Race Committee may (a) lay a new mark, (b) move the finishing line, or (c) move the leeward gate. When a new mark is laid, the original mark will be removed as soon as possible.
- 16.2 Course LA: If a change of course is signalled and mark 1 is replaced, mark 1a may not be laid.
- 16.3 Except at a gate, boats shall pass between the Race Committee Vessel signalling the change of the next leg and the nearby mark, leaving the mark to port and the Race Committee Vessel to starboard.
- 16.4 Any action or non-action by the Race Committee under SI 16 will not be grounds for redress under RRS 61.4.
- 16.5 When using robotic marks: The position of any mark(s) may be adjusted by up to plus or minus 10 degrees relative to the previous location and up to approximately 200 meters to windward or leeward without signalling a change of course. This changes RRS 33.

17 THE FINISH

- 17.1 The finishing line will be between the staffs displaying blue flag or a Race Committee staff displaying a blue flag at the port end and the course side of a mark (described in SSI) at the starboard end of the line.
- 17.2 [SP] Finishing Exclusion Zone for Nacra 17: After finishing, boats shall sail out of the Finishing Exclusion Zone (the box formed by the finish line and lines of 100 meters running from each

finish mark) and shall not re-enter it until all boats have finished the race or when the blue finish flags are removed (whichever is the earlier).

17.3 If the Race Committee Vessel (RCV) displays a Juliet flag before the warning signal, the finishing line will be defined by the course side of 2 marks (described in SSI).

18 PENALTY SYSTEM

18.1 Penalties for breaches of NoR/SI 31 (Insurance), RRS 41, RRS 50.1, RRS 78, the Equipment Regulations, the Class Rules and rules in the Notice of Race, Sailing Instructions and Supplemental Sailing Instructions marked [DP], or [SP] should the case go to a hearing, are at the discretion of the International Jury.

18.2 Breaches of rules in the NoR/SI/Supplemental Sailing Instructions marked [NP] will not be grounds for a protest by a boat. This changes RRS 60.1.

18.3 For breaches of the NoR/SI/Supplemental Sailing Instructions marked [SP], the Race Committee may apply a standard penalty without a hearing. A list of these breaches and the associated standard penalties is included in Addendum D. However, the Race Committee may protest a boat when they consider the standard penalty to be inappropriate. A boat that has been penalised with a standard penalty can neither be protested for the same incident by another boat nor can another boat request redress for this Race Committee action. This changes RRS 60.1, 61.1(a) and Appendix A5.

18.4 In RRS 44.2 insert after the first sentence: 'However, if Mark 1a is set, a boat may delay taking a penalty for an incident in the zone around Mark 1 or on the leg between Mark 1 and Mark 1a, until leaving the zone around Mark 1a.

19 TIME LIMITS AND TARGET TIME

19.1 Windward/Leeward courses for Qualifying Series: the time limit and target times for fleet racing are as follows:
Time limit: 45 minutes
Finish window: 15 minutes
Target time: 25-30 minutes

19.2 Windward/Leeward courses for Tiered Finals: the time limit and target times for fleet racing are as follows:
Time limit: 40 minutes
Finish window: 10 minutes
Target time: 22 minutes

19.3 Windward/Leeward courses for Medal Series: the time limit and target times for fleet racing are as follows:
Time limit: 35 minutes
Finish window: 8 minutes
Target time: 12-17 minutes

19.4 Boats that do not finish within time limit (the time after the first boat sails the course and finishes) will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

19.5 Failure to meet the Target Time will not be grounds for redress. This changes RRS 61.4.

20 PROTESTS AND HEARING REQUESTS

20.1 Hearing requests and protests shall be submitted via the on-line system on the Event Website. Once a protest or request has been submitted, it will appear shortly afterwards on the list of pending hearings. If it does not appear, then it has not been validly received.

20.2 The protest time limit for incidents in the racing area is 60 minutes after the last boat of each fleet has finished the last race of the day or the Race Committee signals no more racing today, whichever is later.

- 20.3 Notices will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the designated jury rooms. Hearings may be scheduled before the protest time limit with the agreement of all parties
- 20.4 The time and location of any arbitration meetings under RRS Appendix T will be posted on the official notice board.
- 20.5 A list of boats that have been penalised or disqualified under RRS Appendix P on the water will be posted on the Official Notice Board.
- 20.6 RRS 63.7(b) is changed so that it applies to the last day of racing of each series and the time limit in RRS 63.7(b)(2) is changed to 20 minutes.
- 20.7 On the last day of racing of each series, a request for redress from a decision of the International Jury shall be delivered no later than 20 minutes after the decision was posted. This changes RRS 61.2(b)(2).
- 20.8 For the purpose of RRS 63.5(d) the “authority responsible” is the Technical Committee.
- 20.9 The time limit for requests under RRS N1.4(b) is 5 minutes after a party is informed of a decision.

21 SCORING

- 21.1 The low scoring system of Appendix A, as changed below, will apply.
- 21.2 Four races for each fleet are required to be completed to constitute a championship.
- 21.3 When fewer than four races for each fleet have been completed, a boat’s series score shall be the total of her race scores.

21.4 Opening Series

When four or more races for each fleet have been completed, a boat’s series score shall be the total of her race scores excluding her worst score.

21.5 Qualifying Series

49er, 49er FX and Nacra17:

For the Qualifying Series, RRS A5.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.

21.6 Tiered Finals

49er, 49er FX and Nacra 17:

21.6.1 Fleets need not have completed the same number of races.

21.6.2 The boats in the Gold Fleet will be ranked above the boats in the Silver and Bronze fleets. Boats in the Silver fleet will be ranked above the boats in the Bronze fleet if any.

21.7 Medal Series

A boat’s Opening Series score will be the total of her Qualifying Series score plus her Tiered Final score.

The Opening Series score plus the Medal Series scores (if applicable) will be the overall points for the Championship.

21.7.1 49er and 49er FX

Score Adjustment for Medal Series: Opening Series net scores carry forward into Medal Series and are compressed to keep the Medal Series race of equivalent value to the Opening Series races: Net scores are divided by 2.25 and truncated to the nearest integer prior to the start of the Medal Series.

21.7.2 Nacra 17

Boats assigned to compete in the Medal Series will have their Opening Series score adjusted as follows:

- a) When the scoring difference between two boats is greater than 9 points, the score of the lower placed boat will be reduced so that the difference with the boat ahead of her is 9 points.
- b) When the scoring difference between two boats is less than or equal to 9 points and the score of the boat ahead has been changed, the points difference is maintained by adjusting the lower placed boat's score.
- c) If after applying SI 19.4.8(a) the score of any boat is greater than 18 points more than the score of the boat in third place, the score of such a boat will be changed so that the difference is 18 points.
- d) If after applying SI 19.4.8(a) and SI 19.4.8(b) there is a tie between two or more boats, it shall be broken by their rank in the Opening Series.

21.7.3 A score from Medal Series will not be excluded.

21.8 Resolving Ties

For the Qualifying Series ties will be broken in accordance with RRS A8. In the Tiered Finals, ties will be broken in accordance with RRS A8 using the Tiered Finals scores. For Medal Series, RRS A8 is changed for boats competing in the Medal Series, ties in the regatta score are broken by applying RRS A8.2 to the Medal Series scores. If a tie remains, ties in the regatta score are broken by applying RRS A8.1 to the Opening Series scores.

21.9 Scoring enquiries

To request correction of an alleged error in posted race or series results, a boat shall complete a scoring enquiry form available at the race office. Scoring enquiry forms shall be delivered to the race office. A scoring enquiry may be regarded as a request for redress.

22 SAFETY [DP][SP]

- 22.1 [SP] Boats not leaving the shore for the day's races shall notify the race office as soon as possible.
- 22.2 [SP] Each competitor shall, before going afloat each day, sign out and sign in immediately on returning to shore and at the latest by the end of protest time. The procedure will be described in the SSI.
- 22.3 A boat that retires from a race shall notify the Race Committee as soon as possible.
- 22.4 When the Race Committee displays flag V with one sound, all support vessels shall monitor the Race Committee communication channel for rescue instructions.

23 EQUIPMENT INSPECTION

- 23.1 This regatta is an international event for the purpose of RRS G1.1.
- 23.2 A Technical Committee shall be appointed in accordance with RRS 92.
- 23.3 RRS G3 applies to supplied equipment.
- 23.4 Boats shall be available for inspection in accordance with NoR/SI.
- 23.5 The procedures for inspections will be specified in the ER.
- 23.6 The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor as set out in the rules.

24 EQUIPMENT LIMITATIONS

For 49er Class

Equipment limitations shall be enforced for this event.

Equipment limitations shall apply to all teams that can enter the Gold fleet. Teams not meeting the equipment scope shall be moved to the Silver fleet if they complete qualifying in a Gold fleet position.

1. Only the North 3Di mainsail with a North Sails sail serial number shall be used.
2. Only the North 3Di jib sail with a North Sails sail serial number shall be used.
Any North 3Di jib sail modified by North Sails and registered with the International Class Association and /or North Sails may be used.
3. Only the MacDiarmid gennaker sail identified by 2 horizontal seams shall be used.
4. The Paris 2024 Olympic Gennaker may be used in racing.

For 49erFX Class

Equipment limitations shall apply to all teams that can enter the Gold fleet. Teams not meeting the equipment scope shall be moved to the Silver fleet if they complete qualifying in a Gold fleet position.

5. Only the North 3Di mainsail with a North Sails serial number shall be used.
6. Only the North 3Di jib sail with a North Sails serial number shall be used.
Any 3Di jib sail modified by North Sails and registered with the International Class Association and /or North Sails may be used.
7. Only the North gennaker sail with a North Sails serial number shall be used.
8. The Paris 2024 Olympic Gennaker may be used in racing.

25 REPLACEMENT OF CREW OR EQUIPMENT

- 25.1 Requests for replacement of equipment shall require written approval of the Technical Committee in accordance with the ER.
- 25.2 Requests for replacement of helm or crew shall be made to the PRO at the first reasonable opportunity. On the last day of racing, any replacement of helm or crew shall be submitted no later than the protest time limit.

26 OFFICIAL VESSELS

- 26.1 The identification of official vessels will be described in SSI.

27 SUPPORT VESSELS [DP] [NP]

- 27.1 Support vessels shall be registered with the Organising Authority and will be required to comply with local legislation and the Class Support Vessel Regulations which are included in Addendum C. Support persons shall register online on the Event website and complete on-site registration at the race office at the venue.
- 27.2 The International Jury may direct the Organising Authority to revoke privileges from any boat or person found to be in breach of NoR/SI 27.

28 ENVIRONMENTAL RESPONSIBILITY

- 28.1 The Basic Principle which states: "Participants are encouraged to minimize any adverse environmental impact of the sport of sailing" is applicable, and it is recommended that care be taken to protect the environment at all times during and after the event. Attention is especially drawn to intentionally dumping 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".

28.2 [DP] Trash may be placed aboard support and Committee vessels.

29 RADIO COMMUNICATION [DP]

Except in emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

30 PRIZES

30.1 Prizes for the Championships will be announced and awarded at the end of Racing for the first three places overall and for the Other Fleet(s) respectively.
The winners will receive medals -
49er, 49erFX and Nacra 17 World Championships – 1st, 2nd, 3rd.

30.2 Other prizes for the Championships will be awarded at the discretion of the Organising Authority.

31 INSURANCE

Each participating boat shall have valid third-party liability insurance with a minimum cover of at least Euro 1,500,000 (or equivalent) per incident.

32 RISK STATEMENT

RRS 3 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

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 whilst taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omission;
- 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.

It is their 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 event and to attend any competitor briefing held for this event.

33 CAMERAS AND ELECTRONIC EQUIPMENT [NP] [SP]

33.1 Where consent for imagery has been given by a competitor participating in the Championship, competitors grant to the Organizing Authority, the International 49er and the Nacra 17 Class Associations and their sponsors, the right in perpetuity to make, use and show, from time to time at their discretion, any motion pictures and live, taped or filmed television and other reproductions of the athlete during the period of competition without compensation.

33.2 Boats may be required to carry on board cameras, sound equipment or positioning equipment as specified by the Organising Authority. Competitors may also use their own camera recording

equipment and attachments, but these are to be removable for weighing. A boat shall not be given redress based on a claim involving this equipment. This changes RRS 61.4

33.3 When cameras are used, all other boats shall be required to carry dummy weights matching the weight of the camera.

33.4 No competitor or support team shall use a drone over the racing area unless permitted by the OA.

33.5 Competitors may be required for interviews and press conferences at the Championship.

34 CONTACT

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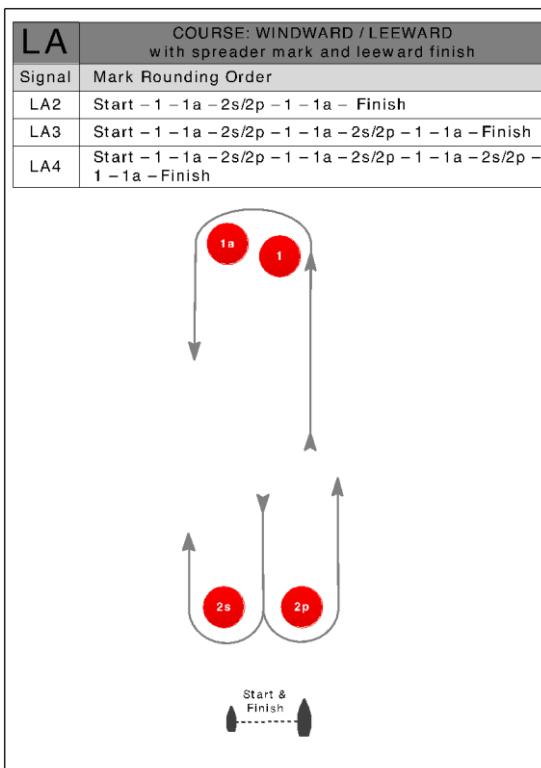
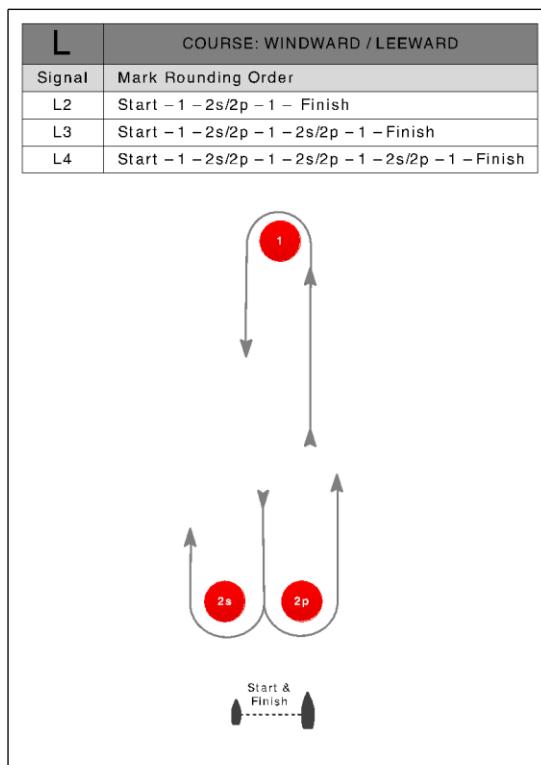
Tel : +33.2.97.30.30.30

contact@envsn.sports.gouv.fr

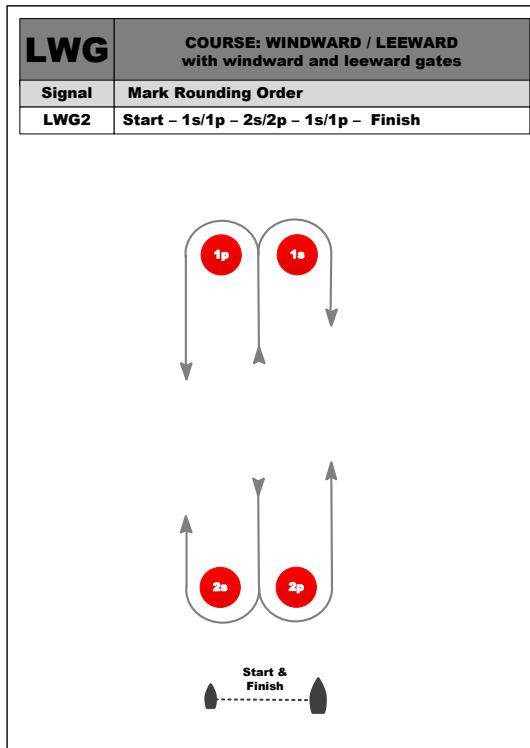
In case of early arrival, please contact Pierre Mourot and Alain Champy in copy, to know the cost:

Pierre MOUROT ; Tel : + 33 610 016 097 e-mail : pierre.mourot@envsn.sports.gouv.fr

ADDENDUM A
COURSE DIAGRAM



49er, 49erFX and Nacra17
World Championships 2026



ADDENDUM B
FORMAT OF RACING

For 49er, 49erFX and Nacra 17

The Opening Series will be in two series:

1. Qualifying Series
2. Tiered Finals

1. Qualifying Series (Days 1, 2 and 3)

1.1 We intend to have TWO or THREE fleets for 49er or 49erFX or Nacra 17 of approximately equal numbers of boats. The Qualifying Series will consist of a maximum of NINE races. However, if less than SIX races have been completed by all fleets by the end of Day 3, the Qualifying Series will continue.

1.2 The Organising Authority will make initial fleet assignments on the basis of the top 50 ranked boats from the 2025 World Championship, with the remainder being taken in numerical order of sail numbers. The method of assignment to fleets will be as per 1.3 below. The ranking will remain in force until the end of the day during which the 2nd Qualifying Race is completed by all fleets.

1.3 If all fleets have completed the same number of races, boats will be reassigned to fleets on the basis of their Qualifying Series scores as detailed below. If all fleets have not completed the same number of races by the end of a day, the fleets with fewer races will continue racing the following day until all fleets have completed the same number of races. However, the reassessments will be calculated for those races, numbered in order of completion, completed by all fleets. Reassessments will be made as below.

1.4 If at the end of the Qualifying Series some boats have more race scores than others, scores for those boats' most recent races will be excluded so that all boats have the same number of race scores.

- For two fleets

<u>Place in Qualifying Series</u>	<u>Fleet assignment</u>
First	Yellow
Second	Blue
Third	Blue
Fourth	Yellow
and so on	

- For three fleets

<u>Place in Qualifying Series</u>	<u>Fleet assignment</u>
First	Yellow
Second	Blue
Third	Red
Fourth	Red
Fifth	Blue
Sixth	Yellow
and so on	

Fleet assignments will be based on the ranking available at 2000 that day regardless of protests or requests for redress not yet decided. However at the end of the Qualifying Series, the fleet assignments will be made no later than 0700 on the day they take effect.

2. Tiered Finals (Days 4 and 5 for Gold Fleet, and 4, 5 and 6 for Silver and Bronze fleets)

2.1 The Tiered Finals will consist of a maximum of SIX races for Gold fleet and SEVEN races for Silver and Bronze fleets.

2.2 For 49er, 49erFX and Nacra 17 the top 25 boats based on their Qualifying Series scores after Day 3 will race in the Gold fleet (unless the Qualifying Series has been extended under section 1.1 above).

2.3 The remaining boats will race in the Silver and Bronze fleets.

3. Medal Series (Day 6) will consist of 2 races.

3.1 If no race in Medal Series is completed, the results of the Opening series will be the event's final results as per SI 21.7.

3.2 Medal Series boats shall be made available for equipment inspection no later than 60 mins before the Medal Series warning signal. A quarantine area may be set aside for the competing Medal Series boats.

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Boats shall comply with any instructions of the Technical Committee concerning inspection or quarantine.

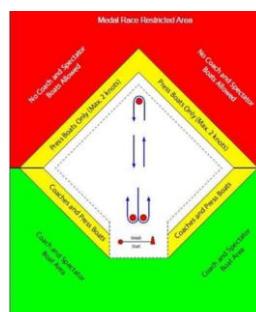
ADDENDUM C SUPPORT VESSEL REGULATIONS

Support Vessels shall carry the following equipment on board

- Life jackets / buoyancy aids for the driver and all passengers,
- Engine kill cord (also known as a safety lanyard or automatic engine immobiliser) with a spare kill cord on the support vessel
- 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 15 m long and 10 mm thick)
- Knife

Support Vessel Regulations

- Support Vessels shall be registered with the Organising Authority and shall be marked with their applicable national sail letters clearly displayed, the minimum height for these letters is 200 mm.
- Support Vessels shall comply with all local regulations.
- Support Vessels shall follow Race Committee instructions on the designated VHF channel.
- Kill cords **shall** be worn at all times when the engine is running.
- Life jackets / buoyancy aids - it is recommended that they are worn at all times when afloat and shall be worn in winds of over 10 knots or when motoring at more than 10 knots.
- Support vessels shall refrain from motoring at more than 5 knots after the warning signal until the last boat has finished. In winds less than 10 knots, coach boats exceeding 5 knots shall remain at least at 100 meters from any boat that is racing, or in winds above 10 knots they shall remain at least at 150 meters from any boat that is racing.
- Support vessels shall not be positioned, except during rescue operations:
 - Within 100 metres to leeward of the starting line and its extensions from the warning signal until all boats have left the starting area. or the Race Committee signals a postponement, general recall or abandonment.
 - Within 100 metres of any mark of the course while boats are in the vicinity of that mark.
 - Within 100 metres of the finishing line while boats are finishing.
 - Support vessels shall always be on the outside of the media boats (away from the fleet side) so that the media boats can capture images without coach boats in the image. This does not apply during any safety incident.
- If the wind is less than 10 kts, the Race Committee could display Golf flag. In this case, coaches and team leaders are permitted to move only in the restricted green area (see diagram below).



ADDENDUM D
STANDARD PENALTIES

RACE COMMITTEE STANDARD PENALTIES (SP)

In accordance with NoR/SI 19.3, the Race Committee will apply the following Standard Penalties:

NoR/SI	IDENTIFICATION	
2	Not wearing bib For breaching of class rules regarding identification (flags or number), provided by the PRO deems the identification suitable for Race Management activities.	First offence €20 contribution to charity. Subsequent offences DP Each member of the team shall perform 30 minutes of beach cleaning for each day they are in breach of the class rules.
CR	Improper stickers on sails.	If the PRO deems the stickers suitable for identifying the boat, the penalty will be that each crew member must clean the beach or the boat park for litter for 30 minutes for each day the stickers are outside the class rules. If the PRO does not deem the stickers suitable for identifying the boat, DP.
NoR/SI	SIGNALS MADE ASHORE	
8	Leaving before flag D is displayed ashore	First offence €20 contribution to charity. Subsequent offences DP
NoR/SI	THE FINISH	
17	Not leaving the Finishing Exclusion Zone	First offence €20 contribution to charity. Subsequent offences DP
NoR/SI	SAFETY	
22.1 22.2	Not informing the race office or Race Committee or not signing out or not signing back in.	First offence €20 contribution to charity. Subsequent offences DP
NoR/SI	CAMERAS AND ELECTRONIC EQUIPMENT	
33	TBD	TBD

ADDENDUM E
COURSE AREAS & VENUE

