



Middelfart 2026
Denmark
Youth Match Racing
World Championship



World Sailing

2026 YOUTH MATCH RACING WORLD CHAMPIONSHIP

21st to 25th JUNE 2026
Middelfart, Denmark

The Organizing Authority is GOSAIL and Middelfart Sailing Club, in conjunction with Danish Sailing Association and World Sailing

NOTICE OF RACE (NoR)

ABBREVIATIONS

The following abbreviations apply to this Notice of Race and the Sailing Instructions:

PC: Protest Committee or International Jury

NoR: Notice of Race

OA: Organizing Authority

RRS: Racing Rules of Sailing

SI: Sailing Instructions

RC: Race Committee

TD: Technical Delegate

WS: World Sailing

ONB: Official Notice Board

[NP]: A boat may not protest as per NoR 1.4

1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, including RRS Appendix C.
- 1.2 World Sailing Policies

Competitors will abide by World Sailing Rules, Regulations and Policies, including but not limited to Eligibility, Safety Policy, Safeguarding Policy, Code of Ethics and Competition and Equipment manipulation policies.
- 1.3 The rules for the handling of boats and the equipment list, detailed as part of the Sailing Instructions, will apply, and will also apply to any practice sailing and sponsor races. The Blu26 class rules will not apply.
- 1.4 The notation '[NP]' in a rule of the NoR or SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.5 No Danish Sailing Federation prescriptions will apply.
- 1.6 If there is a conflict between languages the English text takes precedence.
- 1.7 The event is a World Sailing Grade WC event. This grading is subject to review by World Sailing. The event may be re-graded when there is clear reason to do so.
- 1.8 An International Jury will be appointed in accordance with RRS 91(b) and RRS Appendix N. The right of appeal will be denied in accordance with RRS 70.3 (a).
- 1.9 Competitors shall wear personal flotation devices at all times while afloat, except briefly while changing or adjusting clothing or personal equipment.

2 SAILING INSTRUCTIONS

The SI will be available on the online ONB after 16.00 on 20 June 2026.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online ONB which is located at www.GoSail.dk
- 3.2 Signals made ashore will be displayed from the flagpole located in front of the GoSail building.

- 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. This does not include any communication with the race committee over the designated race channel.

4 SKIPPER'S ELIGIBILITY

- 4.1 Up to twelve (12) skippers will be invited, one per Member National Authority (MNA). Only skippers invited by World Sailing will be eligible to enter this event. One of the invitations will be issued to a skipper nominated by the Danish Sailing Federation, with World Sailing's approval.
- 4.2 World Sailing MNAs in good standing may apply for an invitation for up to two skippers of their nationality by sending a completed Request of Invitation Form to:
match.racing@sailing.org no later than 20 February 2026. When MNAs apply for two Requests for Invitation the MNA shall state Priority 1 for skipper to be invited first and Priority 2 for the possible second entry. Second entry will be issued in case of unavailability of the skipper indicated as Priority 1.
- 4.3 Skipper selections will be based on the skipper's match racing experience, then fleet racing experience, then age, then geographical distribution.
- 4.4 After 03 April 2026, World Sailing may invite skippers at its own discretion, including skippers from an MNA which hasn't nominated any skipper, if necessary to have twelve skippers at the event, in which case the host MNA will receive the first additional skipper invitation.
- 4.5 All competitors must be under 23 years old on 31 December 2026 (i.e., born after 31 December 2003). Evidence of age shall be submitted to World Sailing no later than the close of registration (the TD may extend this deadline).
- 4.6 To remain eligible a skipper shall confirm acceptance of the invitation in writing (e-mail is acceptable) to be received by the date specified on the letter of invitation.
- 4.7 All competitors must meet the eligibility requirements of World Sailing Eligibility Code.
- 4.8 All Skippers must obtain a World Sailing Sailor ID by registering online at:
<https://www.sailing.org/sailors/world-sailing-profile/>
Skippers shall inform the OA of their World Sailing Sailor ID at registration.
- 4.9 All competitors must be current members of their Member National Authority (MNA).
- 4.10 World Sailing Neutrality Policy (A5) shall apply. AINs are permitted to compete as individuals on teams. Teams of AINs are not permitted to compete.

5 ENTRY

5.1 Entering

To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees by 15 May 2026, unless extended by the OA.

5.2 Entry Fee

A non-refundable entry fee of €1,250 shall be paid as specified in the Letter of Invitation. The entry fee will include invitations to the Opening Ceremony, Prize giving and a mid-week dinner.

5.3 Withdrawal

When a skipper accepts an invitation and later withdraws within two months of the event or leaves the event before the end without written approval from the OA, a zero score may be applied to their Ranking points for that event by World Sailing. (World Sailing Policy H1, point 5.1).

6 DAMAGE / DAMAGE DEPOSIT

6.1 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of €5,000,000 per incident.

6.2 Competitors are responsible for arranging their own private medical and travel insurance.

6.3 An initial damage deposit of €1,000 shall be paid cash at registration, unless extended by the OA.

6.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. The damage deposit is the limit of liability of each skipper for each incident.

If a deduction from the damage deposit is decided by the OA, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.

6.5 The OA will refund any remaining damage deposit within 10 days after the conclusion of the event.

7 CREW (INCLUDING SKIPPER)

7.1 The total number of crew (including the skipper but excluding persons placed on board by the OA) shall be four (4) or five (5). There shall be at least one female and one male in the crew. All registered crew shall sail all races.

- 7.2 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 7.3 When a registered skipper is unable to continue in the event the TD may authorise an original crew member to substitute.
- 7.4 When a registered crew member is unable to continue in the event the TD may authorise a substitute, a temporary substitute or other adjustment.
- 7.5 The total weight of the crew, including the skipper, wearing a minimum of shorts and tee shirt shall not exceed 350kg, determined at the time of registration or such time as required by the RC.
- 7.6 Crew weight may be checked during the regatta. When crew weight was checked prior to racing, at any re-weighing the total weight limit is increased by 10kg.
Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.7 The OA may place a person on each boat as either a guest, cameraman or umpire observer.

8 EVENT FORMAT

- 8.1 The OA will provide 6 Blu26 type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib and Spinnaker.
- 8.2 Boats will be allocated as decided by the TD. The intention of the TD will be to allocate boats by draw, either daily or for each round. The TD may also require boats to be exchanged in a knock-out stage.
- 8.3 The sails to be used will be allocated by the TD. Competitors may be asked to exchange sails during a series to satisfy sponsorship commitments.
- 8.4 While all reasonable steps will be taken to equalise boats variations will not be grounds for redress. This changes RRS 61.1.
- 8.5 The number of matches to be sailed each day will be determined by the TD with the intention of the RC to start each subsequent flight as soon as practicable after the previous flight.
- 8.6 The course will be windward/leeward with optional offset legs in the event of cross course current, resulting in either port or starboard rounding, and finishing downwind.
- 8.7 The intended racing area is directly in front of Middelfart Marina but may be changed at the discretion of the RC to suit the conditions. The location of the event venue is shown

in Addendum A, and the approximate location of the racing area is shown in Addendum B.

8.8 a) Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.

b) After the First Stage the following will apply:

- In reference to RRS C4.1, the highest placed skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
- Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

8.9 The event will consist of the following stages:

a) First Stage – Round Robin

- (1) All skippers will sail a round robin.
- (2) The eight highest scoring skippers shall qualify for the next stage.

b) Second Stage – Knock-Out Quarter-finals

- (1) The highest placed skipper from Stage One shall select their opponent when requested by the TD to do so. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (2) The first skipper of each series to score at least 3 points shall proceed to the semi-finals.

c) Third Stage – Fifth to Eight Place

- (1) The losing quarter-finalists shall sail for fifth to eight places.
- (2) In each series the first skipper to score at least one point will be the winner.
- (3) The two winners in each series shall sail against each other for fifth and sixth places.
- (4) The two losers in each series shall sail against each other for seventh and eighth places.

d) Fourth Stage – Knock-Out Semi-Finals

- (1) The highest placed skipper from Stage One shall select their opponent when requested by the TD to do so. The remaining two skippers shall race each other.
- (2) The first skipper of each series to score at least 3 points shall proceed to the Final Stage, the losing skippers shall proceed to the Third and Fourth Place Stage.

e) Fifth Stage – Knock-Out Third and Fourth Place

- (1) The losing semi-finalists shall race to determine third and fourth place.
- (2) The first skipper to score at least 2 points shall be awarded third place, the losing skipper awarded fourth place.

f) Sixth Stage – Knock-Out Final

- (1) The first skipper to score at least 3 points shall be awarded first place, the losing skipper awarded second place.

- 8.10 The TD may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

9 PROVISIONAL PROGRAMME

- 9.1 The event will be held from the 21st to the 25th of June 2026.

Day One	
0830 – 1030 hrs	Registration and crew weigh in for teams
1100 – 1300 hrs	Practice session A
1330 – 1530 hrs	Practice session B
1630 hrs	First briefing, followed by a meeting with umpires
1800 hrs	Opening Ceremony
Days Two to Five	
0830 hrs	Briefing
0915 hrs	First Attention Signal
Post racing	Competitor debrief – (mandatory attendance)
Post racing	Press conference

- a) The daily press conference will be held approximately 90 minutes after the completion of the last race of each day.
- b) The latest time for an attention signal on the last day of racing will be 1600 hrs.
- c) The prize giving will be held as soon as possible after the last race on the last day of racing.

- 9.2 Unless excused by the OA, attendance at the following is mandatory:

- a) Initial briefing, for skippers.
- b) Daily briefings, for skippers.
- c) Daily press conferences, for skippers sailing that day.
- d) Prize giving for all skippers and crew.

10 ADVERTISING

- 10.1 [NP] Boats may be required to display advertising chosen and supplied by the organizing authority in accordance with World Sailing Advertising Code.

11 [NP] CODE OF CONDUCT

- 11.1 Competitors and Support Persons shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall behave so to not bring the event into dispute.
- 11.2 Competitors and Support Persons shall handle any equipment provided by the OA with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

12 [NP] SUPPORT PERSON

- 12.1 Support person vessels shall conspicuously display identification of the team being coached.
- 12.2 Support person vessels shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from officials.
- 12.3 Support person vessels may be required to assist with boat transfers under the direction of the RC.
- 12.4 All support person vessels shall always have an engine safety cut out switch (kill cord) attached to the driver while the engine is running, unless prior written exemption has been provided by the OA.

13 [NP] MEDIA, IMAGES and SOUND

- 13.1 If required by the OA:
- a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or TD.
- Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 13.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

- 13.3 All those who take part in the regatta as competitors as well as support persons or spectators agree to be overflowed by a drone during the duration of the event, this includes your person and your property (boats).
- 13.4 By participating in the event, a competitor automatically grants to the OA and the sponsors of the event, the right in perpetuity, to make, use and show, from time to time and at the discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for said event in which the competitor participated and in all material related to the said event without compensation.

14 ANTI DOPING

Competitors and Support Personnel are reminded of the World Sailing rules and regulations concerning the use of banned methods and substances as contained in the World Sailing Anti-Doping Rules. In competition testing may take place during this event.

15 RISK STATEMENT

RRS 3 states: “The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.” By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.**

16 PRIZES

- 16.1 The first placed skipper after Stage 1 will be presented with the World Sailing “Gérard Bossé Memorial Trophy.”
- 16.2 The first placed skipper in the final results will be declared as the 2026 Youth Match Racing World Champion and will be presented with the Youth Match Racing World Championship Trophy.
- 16.3 World Sailing Gold, Silver and Bronze medals will be presented to the top 3 teams.
- 16.4 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

17 DISCLAIMER OF LIABILITY

All those taking part in the event do so at their own risk and responsibility. The OA and any sponsor associated with this event have no liability for any damage, loss or any penalty suffered by any boat crew or any other person taking part in such events. The OA and any sponsor associated with this event shall not be responsible for the seaworthiness of a boat whose entry is accepted and/or the sufficiency and/or adequacy of its equipment or the competence of its skipper or crew. The OA reserves the right in its sole and uncontrolled discretion to refuse entry.

18 FURTHER INFORMATION

For further information please contact:

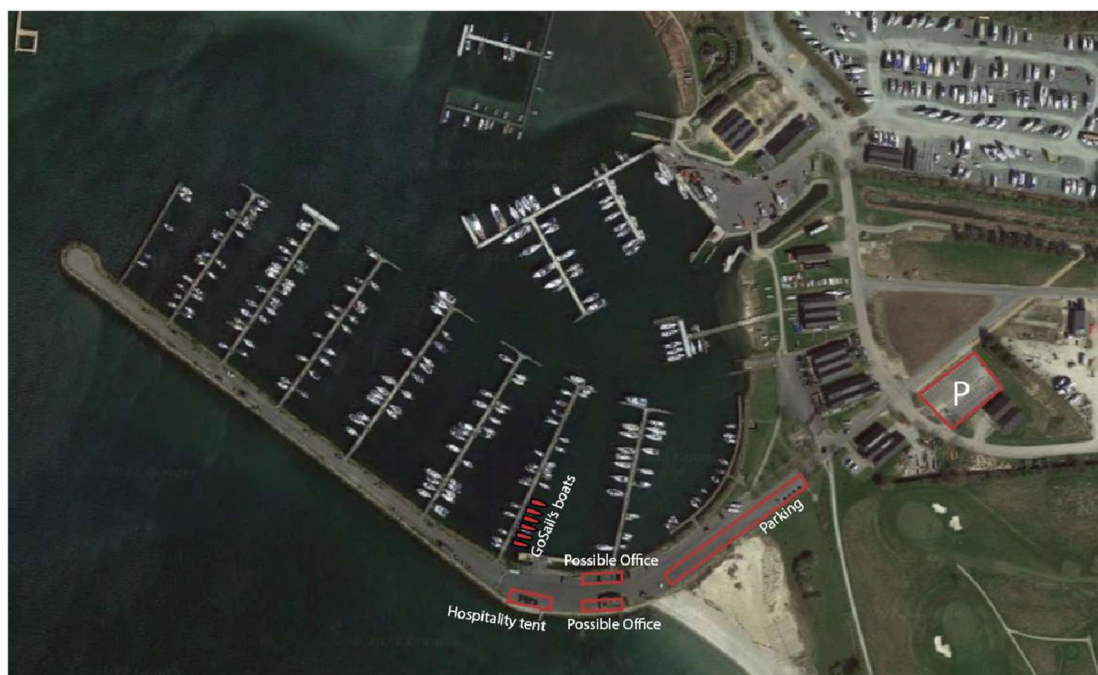
Regatta Director, Soren Laugesen

Phone: +45 26497913

Email: SL@GoSail.dk

Accommodation: hotels and special accommodation deals will be communicated to teams at a later stage.

ADDENDUM A
APPROXIMATE LOCATION OF EVENT VENUE AND INTENDED RACING AREA



ADDENDUM B
APPROXIMATE LOCATION OF INTENDED RACING AREA





**Middelfart 2026
Denmark**
Youth Match Racing
World Championship



2026 World Sailing Youth Match Racing World Championship

INVITATION REQUEST FORM

Member National Authority

Group

Continent/Region

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We apply for an invitation for the 2026 World Sailing Youth Match Racing World Championship as per NoR 4.

We wish to enter the following skipper:

	Skipper	Sailor ID	E-mail	Birthdate (e.g. 05 March 2003)
Priority 1				
Priority 2				

Summary of recent match racing experience

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Signature

Date

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Position within MNA

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Please return the completed and signed form to the World Sailing Executive Office via email match.racing@sailing.org before the deadline (20/02/2026).

Invitations will be issued by 02/03/2026.