



CAPE 31 GOLD CUP 2026

12-17 October 2026

Organizing Authority: SNST EVENT

Notice of Race (NOR)

The Event Website and Official Notice Board can be accessed at:

<https://cms.cape31class.com/racing/regatta/cape-31-gold-cup-2026-2026>

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

1. RULES

- 1.1. The event will be governed by the rules as defined in *The Racing Rules of Sailing 2025 2028 (RRS)*. Other documents under RRS includes:
- 1.2. The World Sailing Sailor Categorization Code will apply for competitors competing for the Corinthian prize (21.2 in NOR).
- 1.3. RRS 40.1 will apply at all times while afloat.
- 1.4. CAPE 31 class rules apply as available <https://cms.cape31class.com/measurement/>
- 1.5. If there is a conflict between this Notice of Race (NOR) and the Sailing Instructions (SI), the Sailing Instructions prevail. This changes RRS 63.7.
- 1.6. If there is a conflict between languages, the English text shall take precedence.
- 1.7. French national authority prescriptions will apply (Addendum B)

2. SAILING INSTRUCTIONS

The sailing instructions will be available before 10 October 2026 on the Official Notice Board (ONB) at :

<https://cms.cape31class.com/racing/regatta/cape-31-gold-cup-2026-2026>

3. COMMUNICATION

3.1. The online ONB is located at:

<https://cms.cape31class.com/racing/regatta/cape-31-gold-cup-2026-2026>

3.2. On the water, the race committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SI.

3.3. While racing, except in an emergency, a boat may make voice or data transmissions and may not receive voice or data communication that is not available to all boats. This restriction also applies to mobile phones.

3.4. In addition to notices posted on the Official Notice Board (ONB), communications with competitors shall be made via the Gold Cup Messaging System using WhatsApp. The link to join the official WhatsApp group will be provided on or before the 9 October 2026.

3.5. The Messaging System shall be used by the Organising Authority to give general updates between and during the Gold Cup as well as by a Committee or Committees during a Round to give updates on intentions, timings and other instructions required by the rules.

3.6. Competitors may seek clarity from the Organising Authority or ask questions by emailing team@cape31class.com. Questions and associated Answers related to the Circuit or this Round will be posted on the relevant ONB.

4. ELIGIBILITY AND ENTRY

4.1. Regatta is open to all boats which are active members of CAPE 31 class.

4.2. In accordance with RRS76.1 and the French Sailing Federation's decision to help preserve the integrity and safety of this event, the organizers will refuse or cancel the entry of any competitor of Russian or Belarussian nationality or displaying Russian or Belarussian nationality and the entry of boats whose owner or manager is a Russian or Belarussian individual or entity. To help preserve the integrity and safety of this event the organizing committee does not accept competitors holding only Russian or Belarussian nationality. The Organizing Authority may amend this rule following any further decisions made on the participation of Russian and Belarusian competitors.

4.3. Each boat shall produce passports of all her crew members at the time of registration.

4.4. For each French competitor:

- a valid FFVoile Club license marked "competition,"
- for minors, the completed health questionnaire,
- for adults, a medical certificate of fitness to compete in sailing dated less than one year.

4.5. For competitors without an FFVoile license, whether foreign or French residents abroad:

- proof of membership of a World Sailing member National Authority,
- proof of valid third-party liability insurance with a minimum coverage of 2.000.000€,
- for minors, the completed health questionnaire, or for adults, a medical certificate of fitness to compete in sailing dated less than one year (in French or English).

4.6. Parental consent for all minor competitors.

4.7. Eligible boats may enter online via the link referenced in section 3.1.

The closing date for entries is 1st of October 2026.

4.8. After the 1st of October 2026 and before the 10th of October 2026, boats who want to do a late registration should ask OA. Places should be allowed if possible.

4.9. The number of entries is limited to 25 boats. OA may extend the number at their discretion.

5. FEES & REFUNDS

5.1. Entry fees apply as per the table below. Corinthian team fee applies only if a team meets requirements of NOR 21.2.

ENTRY PERIOD	PRO TEAM FEE	CORINTHIAN TEAM FEE
BEFORE 30/08/2026	3 900 €	3 500 €
AFTER 01/09/2026	4 500 €	3 500 €
AFTER 01/10/2026	AT THE DISCRETION OF OA	AT THE DISCRETION OF OA

- Fees for support coach boats (only RIB < 7 meters): 300€.
- Each coach boat shall register with the Saint-Tropez Harbour Office and pay the applicable berthing fees for the Port of Saint-Tropez.

Bank details:

SNST EVENTS

Banque: Société Générale

IBAN : FR76 3000 3002 9900 0203 5880 449

BIC : SOGEFRPP

Please indicate the following as the bank transfer reference:

“C31 GOLD CUP #(+ Hull Number)”.

5.2. The entry fee includes

- Race committee + Race committee boat.
- 1 empire + 1 VSR for every 5 boats entered
- 1 Media person + 1 Media boat
- 6 Smart marks + team
- 1 event coordinator + 2 class measurers
- CAPE 31 berth from 11 to 18 October in the Port of Saint-Tropez.
- Technical inspections and boat weighings
- Free entries for each crew member at the following events:
Opening ceremony and Closing ceremony (Refer to NOR 8 for schedule.)

5.3. After the registration fee is paid, any request for withdrawal will result in a partial refund as follow:

- Before 31/08/2026 : 50% refund of the entry fee.

- From 01/09/2026 : non-refundable

5.4. Full refund of the registration fee will be made by the OA if the event is cancelled.

5.5. To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.

By entering the event, the competitors agree to be bound by *The Racing Rules of Sailing* and by all other rules that govern this event.

6. ADVERTISING DP][NP]

Boats may be required to display advertising chosen and supplied by the Organizing Authority.

7. FORMAT

The event will consist of a Fleet Racing Single Series.

8. SCHEDULE

8.1. The schedule of activities will be as follows:

DATE	TIME	ACTIVITY	VENUE
11/10/2026	14:00	EARLY ARRIVAL	PORT DE SAINT TROPEZ
12/10/2026	9:00 to 17:00	EQUIPMENT INSPECTION	PORT DE SAINT TROPEZ BOAT BERTHING AREA
13/10/2026	9:00 to 17:00	EQUIPMENT INSPECTION	BOAT BERTHING AREA
	13:30	PRACTICE RACE	RACING AREA (A or B)
	17:30	SKIPPERS BRIEFING	SNST PAVILLON
	18:00	OPENING APERITIF	SNST PAVILLON
14/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
15/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
16/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	AFTER RACE(S)	DAYLY PRICE GIVING	BOAT BERTHING AREA
17/10/2026	09:00	SKIPPERS BRIEFING	SNST PAVILLON
	10:30	FIRST WARNING SIGNAL	RACING AREA (A or B)
	14:30	LAST WARNING SIGNAL	
	17:30	PRIZE GIVING CEREMONY	SNST PAVILLON

8.2. Maximum number of races: 12.

8.3. On the last scheduled day of racing, no warning signal will be made after 14:30.

8.4. The OA and/or the RC reserve the right to modify the program due to weather conditions or other reasons. The proper communication will be posted on the ONB by 20:00 on the day before it will take effect.

9. EQUIPMENT INSPECTION

- 9.1. [DP] Boats shall be available for equipment inspection 12 & 13 of October.
- 9.2. [DP] A boat shall provide a minimum of 3 people to facilitate measurement.
- 9.3. Boats may be inspected at any time at the discretion of the Technical Committee.
- 9.4. [DP] Boats shall also comply with RRS 78.1 when presented for inspection.
- 9.5. Boats should be prepared for full inspection, including boat weight control, safety and equipment checks.

10. VENUE

- 10.1. The event venue will be hosted at:

SNST
Quai Guepratte
83990 SAINT TROPEZ
FRANCE
+33(0)4 94 97 30 54
regate@snst.org

- 10.2. NOR Addendum A shows the location of the racing area.

11. COURSES

The courses to be sailed will be windward – leeward with a spreader mark and a downwind gate.

12. PENALTY SYSTEM

- 12.1. Rule 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 12.2. Appendix T – Arbitration will apply to this regatta.
- 12.3. The intention is to appoint an international jury as provided in RRS 70.3.
- 12.4. Decisions of the international jury will be final as provided in RRS 70.3.

13. SCORING

- 13.1. Three (3) races are required to be completed to constitute a series.

- 13.2. (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 five (5) or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

14. SUPPORT PERSON VESSELS and COACH BOATS DP][NP]

- 14.1. Support boats and coach boats shall display a numbered white flag measuring 60 x 60 cm showing the hull number of the boat they are supporting, upon payment of the coach boat fee specified in NoR 5.1 (only coach boats shall be required to pay the fees).
- 14.2. Support teams and coaches, including all support persons, support boats and coach boats, shall comply with the Support Team Regulations (STR) set out in NoR Addendum C.

15. BERTHING AND HAUL-OUT RESTRICTIONS DP][NP]

- 15.1. Boats shall be kept in their assigned berths while in the harbor.
- 15.2. Boats shall not be hauled out during the regatta until the completion of the last scheduled race of the series, except with prior written permission of the Race Committee and in accordance with the conditions of that permission. While hauled out, cleaning or polishing of the hull below the waterline shall not be permitted.

16. DIVING AND PLASTIC POOLS [DP][NP]

Underwater breathing apparatus and plastic pools or their equivalent shall not be used by crew members or their support persons around boats between the preparatory signal of the first race and the end of the last scheduled race of the series.

17. VIDEO – TRACKING – AUTOMATED OCS SYSTEM DP][NP]

- 17.1. Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the OA.
- 17.2. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes RRS 63.4
- 17.3. The VAKAROS system will be used during the event, and each team shall be required to acquire and maintain the equipment necessary as described in Addendum D. (For any questions regarding the VAKAROS system : team@cape31class.com).

18. 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.**

19. INSURANCE [DP][NP]

- 19.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 2.000.000€ or equivalent in another currency per incident.
- 19.2. Each boat shall produce at registration evidence of insurance cover, translated in French. OA is not responsible for ensuring validity of the insurance certificates.

20. DISCLAIMER OF LIABILITY

- 20.1. The CAPE 31 Class Association, SNST, owners, affiliates, officers, employees, agents, committee people, volunteers and race officials acting in the official capacities do not accept liability for loss of life or property damage, or personal injury or damage caused by or arising out of the event. Competitors take part in the event at their own risk.
- 20.2. The establishment of the NOR and SI in no way limits or reduces the complete and unlimited responsibilities of a competitor being solely and entirely responsible for the management of a boat he is sailing.
- 20.3. To the fullest extent permitted by law, each competitor agrees to indemnify and hold the CAPE 31 Class Association, SNST, owners, affiliates, officers, employees, agents, committee people, volunteers and race officials acting in the official capacities, harmless from any third-party claim to the extent arising from a competitor's acts or omissions.
- 20.4. All competitors shall maintain their boats in safe and seaworthy condition.
- 20.5. A competitor shall be of good health and a competent sailor capable of racing in open water in all conditions including strong winds.
- 20.6. At-fault occurrences to other boats are the responsibility of the helmsman. Competitors are not covered by any liability insurance provided by the OA and should provide their own coverage for personal goods and liability protection. The OA recommends that competitors consult their own insurance carriers to assure they are covered at this event and regarding additional personal liability insurance coverage.
- 20.7. A competitor is recommended to have personal accident and health insurance that covers them while attending the event and while racing.

21. PRIZES

21.1. Prizes will be given as follows:

- RACE WINNERS : EACH DAY
- OVERALL WINNER : 1st to 3rd
- CORINTHIAN TEAMS (1 PRO) : 1st

21.2. A Corinthian team entry is a boat with **no more than one (1) crew member holding a valid World Sailing Category 3 Sailor Classification**, in accordance with the current World Sailing Sailor Categorization Code.

Crew members required to hold a World Sailing Classification shall ensure that their categorization is valid before registration. Where a crew member has made a genuine and timely effort to obtain or renew their classification but has been unable to do so due to delays on the World Sailing platform, the Organizing Authority may, at its sole discretion, accept that sailor as holding Category 1 status, provided the classification is completed as soon as reasonably practicable after the event.

22. MEDIA RIGHTS, CAMERAS AND ELECTRONIC EQUIPMENT [DP][NP]

22.1. By participating in this event, competitors and their support persons automatically grant to the OA and any event 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 them during the period of the event without compensation.

22.2. The images may only be used for the promotion of the event, of the OA or the CAPE 31 Class.

22.3. Competitors and their support persons may be required for media interviews during the period of the event.

23. Data Protection

By entering the event, each competitor acknowledges and agrees that personal data provided to the Organizing Authority, the Cape 31 International Class Association and the host club may be collected, stored, processed and used for the purposes of the administration and organization of the event, publication of entry lists, results and rankings, compliance with legal and regulatory obligations, and for communication relating to the event.

Personal data will be processed in accordance with applicable data protection legislation, including the European Union General Data Protection Regulation (EU) 2016/679 (GDPR), where applicable.

Competitors have the right to access, rectify, restrict or erase their personal data, subject to applicable legal obligations. Personal data will only be retained for as long as necessary for the purposes described above.

24. FURTHER INFORMATION

24.1 Each participant shall designate a person to be the official contact with the Organizing Authority and provide an email address.

24.2 **OA Event Chairman:**

President of the Race Committee: Clément CARNEVALI

President of the Jury: Jean Miltiade BOUYOUKAS

Technical Committee: Andy WIBROE

Addendum A – Racing Area and Race Area Assignments



Addendum B – Prescriptions of the FFVoile

Prescriptions of the Fédération Française de Voile (FFVoile) Racing Rules of Sailing 2025-2028 Version of 15th of October 2024	
FFVoile Prescription to RRS 25.1 (Notice of race, sailing instructions and signals) For events graded 4 and 5, standard notices of race and sailing instructions including the specificities of the event shall be used. Events graded 4 may have dispensation for such requirement, after receipt of FFVoile approval, received before the notice of race has been published. For events graded 5, posting of sailing instructions will be considered as meeting the requirements of RRS 25.1 application. These standard documents can be downloaded on the “Arbitrage” website of FFVoile. https://arbitrage.ffvoile.fr	
(*) FFVoile Prescription to RRS 60.5(d) (Decisions on protests concerning class rules) The protest committee may ask the parties to the protest, prior to checking procedures, a deposit covering the cost of checking arising from a protest concerning class rules.	
(*) FFVoile Prescription to RRS 65.1 (Legal liability) Any question or request related to legal liability arising from an incident occurred while a boat was bound by the Racing Rules of Sailing depends on the appropriate courts and cannot be examined and dealt by a protest committee. A boat that retires from a race or accepts a penalty does not, by that such action, admit legal liability.	
(*) FFVoile Prescription to RRS 70.3(b) (Appeals and requests to a national authority) The denial of the right of appeal is subject to the written approval of the FFVoile, received at least 2 months before the event. This approval shall be posted on the official notice board during the event	
(*) FFVoile Prescription to RRS 76.1 (Exclusion of boats or competitors) An organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary reason.	
(*) FFVoile Prescription to RRS 78.1 (Compliance with class rules; certificates) The boat’s owner or other person in charge shall, under his sole responsibility, make sure moreover that his boat complies with the equipment and security rules required by the laws, by-laws and regulations of the Administration.	
(*) FFVoile Prescription to RRS 86.3 (Changes to the racing rules) An organizing authority wishing to change a rule listed in RRS 86.1(a) in order to develop or test new rules shall first submit the changes to the FFVoile, in order to obtain its written approval and shall report the results to FFVoile after the event. Such approval shall be mentioned in the notice of race and in the sailing instructions and shall be posted on the official notice board during the event.	
(*) FFVoile Prescription to RRS 88.2 (Changes or deletions to National prescriptions) Prescriptions of the FFVoile shall not be changed or deleted in the notice of race and sailing instructions, except for events for which an international jury has been appointed. In such case, the prescriptions marked with an asterisk (*) shall not be changed in the notice of race and sailing instructions. (The official translation of the prescriptions, downloadable on “Arbitrage” website of FFVoile shall be the only translation used to comply with RRS 90.2(b)).	
(*) FFVoile Prescription to RRS 91(a) (Minimum number of protest committee members) The protest committee shall be composed of a minimum number of committee members in accordance with the provisions of the federal regulations of the FFVoile, unless a derogation is granted by the FFVoile	
(*) FFVoile Prescription to RRS 91(b) (Appointment of an international jury) The appointment of an international jury meeting the requirements of Appendix N is subject to prior written approval of the FFVoile. Such approval shall be posted on the official notice board during the event	
FFVoile Prescription to APPENDIX R (Procedures for appeals and requests) Appeals shall be sent to: Fédération Française de Voile, jury d'appel - 17 rue Henri Bocquillon, 75015 Paris – email: jury.appel@ffvoile.fr , using preferably the appeal form downloadable on the “Arbitrage” website of FFVoile.	

Addendum C – Support Team Regulations and Coach Boats (STR)

1. GENERAL

1.1 These Support Team and Coach Boat Regulations (STR) shall apply at all times during the period of the event while support persons are at the venue, ashore or afloat on the field of play (Racing Area).

1.2 For the purposes of these STR, a support person vessel includes any vessel that is under the control or direction of a person who is or may provide physical or advisory support to a competitor, including the gathering of data that may be used at a later time.

1.3 The Organising Authority (OA) may inspect a support person vessel at any time to ensure compliance with these regulations, and the person responsible for the vessel shall facilitate such inspection.

1.4 An alleged breach of any of these STR may be referred to the Jury for a hearing under RRS 62.1. In addition, action may be taken under RRS 69.

1.5 The OA may amend these STR at any time. Any amendments will be posted on the Official Notice Board (ONB).

1.6 All support person vessels and their designated drivers shall register at the Race Office on the first racing day before the first race and shall be equipped in accordance with NoR 14. The required identification shall be displayed conspicuously at all times while afloat.

1.7 Designated drivers shall attend any Coach or Team Leaders' meetings scheduled by the OA.

1.8 The person registering the support person vessel shall confirm that:

1.8.1 A valid insurance certificate showing proof of third-party liability coverage has been obtained; and

1.8.2 Each designated driver holds a motorboat-driving licence recognised by a national authority appropriate to that vessel or a valid MPA Powered Pleasure-Craft Driving Licence (PPCDL).

2. SAILING VENUE

2.1 Support person vessels shall make their own arrangements for launching and recovery.

3. SAFETY

3.1 Life jackets or Personal Flotation Devices shall be worn at all times when afloat if the wind speed exceeds 15 knots. The kill cord shall be securely attached to the driver at all times when the engine is running and in gear.

3.2 The maximum plated or certified passenger limit for the vessel shall not be exceeded.

3.3 At all times, support persons, including the registered driver(s) of a support person vessel, shall comply with directions given by or under the authority of a Race Official. This includes assisting in rescue operations when requested to do so. See RRS 1.1.

3.4 At all times, support person vessels shall maintain a listening watch on VHF.

4. GENERAL RESTRICTIONS

4.1 The driver(s) of a support vessel shall be responsible for the control of the vessel at all times and shall be held responsible for any inappropriate behaviour, dangerous actions, improper practices, or actions affecting the fairness or safety of the event.

4.2 Support person vessels shall not leave any device, piece of equipment, buoy, marker, or similar item permanently in the water. Temporary use of floating objects for current measurement is permitted. Such objects shall be removed as soon as the measurement has been taken.

4.3 Support person vessels shall take particular care to minimise their wash when transiting through the Racing Area.

4.4 A Cape 31 shall receive no outside assistance from support person vessels, support persons, or otherwise once she has left the dock for the day until the finish of the last race of the day, except in the case of an emergency and/or towing when the Race Committee has communicated to the fleet that all competitors may accept a tow. To authorise towing, a Race Committee boat will display Flag T.

5. SUPPORT PERSON VESSELS RESTRICTED AREAS

5.1 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the preparatory signal for the first start until all boats have finished, retired, or the Race Committee signals a postponement, general recall, or abandonment. Such areas are defined as:

- a) not closer than 50 metres to any boat racing (except a boat in distress or requiring assistance);
- b) within 100 metres of the starting line and starting marks;
- c) between any boat racing and the next mark of the course;
- d) between the inner and outer trapezoid courses when boats are racing on both courses;
- e) within 50 metres of any mark of the course while boats are in the vicinity of that mark;
- f) within 50 metres of the finishing line and finishing marks while boats are finishing;
- g) within the support person vessel exclusion zone, defined as 50 metres outside the area bounded by all racing marks where boats may be racing.

5.2 Support person vessels shall proceed around the Racing Area in such a way as to minimise the effect their wash may have on boats racing. Vessels motoring above five knots shall remain at least 100 metres from any boat racing.

5.3 When a Race Committee or Jury member instructs a support person vessel to move further away from the Racing Area, the support person vessel shall do so immediately.

ADDENDUM D - Vakaros and RaceSense System

1. Each boat shall have a working Vakaros Atlas 2 or Atlas Edge configured for Race Sense at check-in. This shall be mounted as required by the OA or class at all times while racing.
2. Boats shall calibrate their Atlas 2 or Atlas Edge before registration/check-in. It is the responsibility of the crew to ensure their device remains in proper calibration throughout the event.
3. The Vakaros RaceSense system will be used by the Race Committee (RC) and the relevant information will be available to all boats.
4. Instructions for using the electronic Atlas 2 can be found here [Atlas 2 User Guide](#) or AtlasEdge can be found here [Atlas Edge User Guide](#)
5. Crew shall take all reasonable measures to keep the Atlas 2 or Atlas Edge safe and operational and promptly notify Vakaros staff on the water or ashore of any device issues.
6. The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. Signal flags will only be used for information purposes. This changes RRS 26.
7. The visual identification of boats infringing RRS 29 and 30 by the RC is replaced with electronic identification through the Vakaros RaceSense system, modifying RRS 29.1, 30.1, 30.2, 30.3, and 30.4.
8. Any alleged failure of the Atlas 2 or Atlas Edge, RaceSense system, or communication systems will not constitute grounds for request redress by a boat or the Protest Committee. This changes RRS 61.1(a), 61.1(c).
9. If the RC vessel displays flag Oscar with a long sound signal before the warning signal of a race, 6 and 7 inclusive will not apply to that race.
10. If the RC vessel displays flag Romeo with a long sound signal before the warning signal of a race, Crew shall restart their Vakaros Atlas or Atlas Edge unit by switching it off, waiting 10 seconds and then switching it back on to reconnect to the RaceSense network. Flag R will remain displayed for a minimum of 2 minutes and will be removed with the next warning signal.
11. If firmware updates to Atlas 2 or Atlas Edge devices are required between scheduled race days, notice will be sent to all boats via email and/or SMS and or the Regatta What's App Group.

12. VAKAROS ATLAS 2 INSTALLATION GUIDE:

The VAKAROS unit above shall have a Mad mount bracket installed on the deck to protect it. The aft edge of the bracket shall be 4440mm from the forward edge of the load cell pin on the forestay.

The starboard edge of the bracket shall be 100mm from the inside jammer.

The bracket and VAKAROS unit shall be protected by the accompanying shell provided by MADMOUNTS

