



Dear Minist,

We have notices lately that many skippers set off for the qualifying course and unfortunately find themselves forced to withdraw en route, often due to unfavourable weather conditions..If it's everyone's choice and responsibility to leave when they want, we would like to remind you that such a course is demanding and that preparation before, in particular the analysis -and monitoring – of the weather is an essential component of the qualification. Deciding to leave, or to withdraw when the conditions are not met is entirely part of the exercise. The choice of the weather window is therefore essential.

We also receive numerous requests for route exemptions. Each request is studied carefully, and we devote a lot of time to it. These exemptions must remain exceptional and respect the initial qualification process as much as possible. The course must be at least 1000 nm long. A request for an exemption is possible when you wish to finish in a different port from the starting one, to join the start of a race or come back from one for instance.

In addition to the weather, we also wish to highlight the fact that a **non-stop** navigation of 1000 nm requires a serious preparation of the boat and that a hasty departure often means withdrawal/non-validation.

Please find below the link to the videoconference held on February 4 in which we address all the aspects of this qualification.

Qualification will no longer have any secrets for you once you've watched it.

<https://youtu.be/Z2Jb8aeSLY0>

We wish you great future navigations.

Cheers