



THE 2027 OPTIMIST NORTH AMERICAN CHAMPIONSHIP

San Felipe, Baja California, MEXICO

May 16 - 23

ORGANISING AUTHORITY

The 2027 Optimist North American Championship is organized by the Consejo de Desarrollo Económico de San Felipe with the AMVCO under the authority of the International Optimist Dinghy Association (IODA).

NOTICE OF RACE

[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1.

[SP] denotes a rule for which a standard penalty may be applied by the race committee or technical committee without a hearing, or a discretionary penalty applied by the international jury with a hearing. This changes RRS 60.5 (b) and RRS A5.1.

1. RULES

- 1.1 The Championship will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS).
- 1.2 **[DP]** The current Conditions of the IODA will apply.
- 1.3 No national authority prescriptions will apply.
- 1.4 Appendix D will apply for the Team Racing events. Races will be umpired. D1.1(d) is deleted.
- 1.5 **[SP]**RRS 40.1 applies at all times while afloat. The personal flotation device shall conform to Class Rule 4.2 (a).
- 1.6 RRS 90.3 (e) shall apply.
- 1.7 In all rules governing this championship, both 'athlete', 'sailor', and 'competitor' mean a person competing in the event. The term 'support person' means a person as defined in the RRS.
- 1.8 **[NP][DP]** A competitor or support person shall not act in a way likely to denigrate or offend others at the event or elsewhere.
- 1.9 English is the Official Language of the Championship. If there is a conflict between languages, the English text shall take precedence.

2. **[NP][DP]** ADVERTISING

- 2.1 Competitor advertising is permitted on the hull as per World Sailing Advertising Code Regulation 3.2.
- 2.2 Boats may be required to display advertising chosen and supplied by the Organising Authority.



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3. [NP][DP][SP] CAMERAS AND ELECTRONIC EQUIPMENT

- 3.1 Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the Organising Authority. Information from this equipment shall not be used by a boat as evidence in a hearing. This changes rule 63.4 (b).
- 3.2 The equipment provided, once placed on the boat as instructed by the Organising Authority, shall not be manipulated by the competitor or the coach in any way, except when so required by the Organising Authority.
- 3.3 Drones are prohibited in the racing area at all times during the championship except those operated by the Organising Authority.
- 3.4 Electronic or mechanical timing devices may include a compass but shall not have any other function/capabilities.

4. ELIGIBILITY

- 4.1 The Championship is open to competitors sailing on boats of the Optimist class that fulfill the eligibility requirements stated below. Taking into account the World Sailing Policy A5 (the Neutrality Policy), updated 9 June 2026, and the decision of the 2026 IODA AGM, Russian and Belarusian competitors are permitted to participate in IODA events, provided they comply with the eligibility requirements of IODA. Competitors may participate under the standard national protocols applicable to the event, including flags, uniforms and anthems, where permitted. Support persons or race officials that hold only Russian passports, as defined in section 3.2 of World Sailing Policy A5, shall only participate in a Neutral capacity (AIN) and shall comply with the application process described in section 6 and all applicable restrictions set out in the World Sailing Policy A5. Confirmation of AIN status issued by World Sailing shall be provided to IODA upon entry.
- 4.2 Competitors shall enter through the national association member of IODA (hereinafter 'member') they represent.
- 4.3 Competitors shall have been born in 2012 or later.
- 4.4 Each North American IODA Member may enter a team of 6 competitors in compliance with the gender requirements listed in item 4.10. Each South American IODA Member may enter a team of 4 sailors with no gender restrictions. North and South American members are defined as those so listed on the IODA website www.optiworld.org.
Sailors whose IODA member is European, but who are residents of an overseas territory that is geographically in America may be entered by the IODA member at



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- the discretion of the IODA Executive Committee. These sailors shall be considered to be American for the purpose of Notice of Race item 17 (PRIZES).
- 4.5 The following members may enter more competitors, as stated below (see 4.10 below for gender requirements):
- Bermuda, ISV, and Canada: 10
 - Cayman Islands: 6
 - USA: 24
 - Mexico: 16
 - Bahamas: 8
 - Puerto Rico: 8
 - Argentina and Brazil: 15
 - Ecuador, Chile, Peru, and Uruguay: 10
- 4.6 The host member of Mexico may enter 10 additional sailors.
- 4.7 American members still seeking additional places shall request them by email to regattasecretary@optiworld.org before **November 11, 2026**.
- 4.8 Non-American members will be able to enter a team following the criteria described in Attachment 2, PART A.
- 4.9 If by **November 11, 2026**, the number of registered competitors is less than 180, available places will be allocated at the discretion of the IODA Executive Committee following the criteria described in Attachment 2, Part B.
- 4.10 Each member of IODA entering 5 or more competitors shall register a minimum number of competitors of the opposite gender in accordance with the IODA Condition 9.3 for Continental Championships, as follows:

Total number of competitors	Minimum of the opposite gender
5 or 6	1
7 to 9	2
10	3
11 - 16	4
17 - 19	5
20	6
21 - 26	7
27 - 29	8
30	9



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- 4.11 The defending North American (closed) Champion may participate, if eligible, in addition to the number of competitors allocated to his/her member. This competitor will not count for the gender quota requirement.
- 4.12 Each team shall be accompanied by a Team Leader, who shall be the responsible chaperone for the team delegation, and a Coach who is responsible for the sailors afloat. Depending on the number of competitors registered, an additional chaperone(s) may be permitted to accompany the sailors. A maximum of four adults, including the Team Leader, shall be allowed only for teams with 10 or more sailors.
- 4.13 Competitors shall be either national or bona fide residents of the country they represent, unless otherwise agreed by the IODA Executive Committee. A competitor who has represented one country at an IODA World or Continental Championship shall not represent another member country except in the case of alteration of residence, which cases shall be approved by the IODA Executive Committee. As per Condition 10.3 of the Optimist Continental Championships, when bona fide resident sailors are members of a team, they shall not be more than 50% of the sailors of their team.
- 4.14 As per World Sailing Eligibility Code, and in accord with item 3.1 (d), IODA events require competitors to have 'World Sailing Eligibility' as defined in item 2.

5. ENTRY

- 5.1 Entries shall be made by completing the relevant online registration forms found at <http://2027northamericans.optiworld.org/en/default/races/race> and by paying the **required fees** according to the following schedule:
 - 5.1.1 The **First Entry Stage** and a payment for 50% of the total required fees shall be received by the Organising Committee not later than **November 11, 2026**.
 - 5.1.2 The **Second Entry Stage** and a payment for the balance of fees (50%) shall be received by the Organising Committee, **January 11, 2027**.
 - 5.1.3 The **Final Entry Stage** deadline is **April 2, 2027**. Failure to define the members of the team delegation with the required personal data in the online registration area by this date denotes non-compliance with the entry requirements of this championship, and therefore, by the rules of this Notice of Race, sailors shall no longer be considered competitors and will not be able to compete unless approved by the IODA Regatta Committee.



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Required fee payments are described in paragraphs 6 (Entry Fees), 15 (Support Vessels); and 16 (Charter Boats). See the payment instructions in 6.3, 15.5 and 16.7 below.

- 5.2 A surcharge of 20% will be charged on all late payments to the Organising Committee, including to the Charter Provider, if applicable, as well as to late payments on all early arrival fees.

NOTE: *Throughout this document, 'late payment' refers to the amount of money not paid before the relevant deadline, and the surcharge will be applied to the amount paid late, not to the total amount due before the deadline, or to the total amount corresponding to the relevant item.*

- 5.3 Competitors entering and withdrawing their entry not later than **February 1, 2027**, will be refunded 50% of the deposit (except for any bank costs incurred due to the refund). **Competitors withdrawing their entry after this date will not be refunded, including all early arrival fees.** The same schedule applies for any payment made according to paragraphs 15 and 16 **except for the charter boat fees, which shall not be refunded.**
- 5.4 Competitors, team leaders, coaches and other adults (when they are members of the official delegation) shall complete the on-site registration at the Race Office. The on-site registration of each competitor shall not be concluded until the completion of measurement has been confirmed by the technical committee to the Race Office. (see paragraph 9).

6. ENTRY FEES

- 6.1 Entry fees will be **USD \$1000** per competitor and **USD \$1000** per adult, maximum four adults according to paragraph 4.12.
- 6.2 Accommodation and meals are included in the entry fee for the duration of the Championship.
- 6.3 Payment instructions, including banking information, can be found on the PAYMENT page of the online entry system at <http://2027northamericans.optiworld.org/en/default/races/race>.
- 6.4 Fees shall be paid in USD \$.
- 6.5 Fees shall be free of bank commissions.



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7. FORMAT OF THE CHAMPIONSHIP

- 7.1 The Optimist North American Championship comprises three 'championships':
- 7.1.1 The OPTIMIST INDIVIDUAL NORTH AMERICAN CHAMPIONSHIP (INAM);
 - 7.1.2 The OPTIMIST TEAM RACING NORTH AMERICAN CHAMPIONSHIP (TRNAM);
 - 7.1.3 The OPTIMIST NATIONS CUP (NC).
- 7.2 For the **INAM**:
- 7.2.1 Entries may be divided into fleets to sail a qualifying series followed by a final series.
- 7.3 For the **Team Racing Championships**:
- 7.3.1 OPTIMIST TR NORTH AMERICAN CHAMPIONSHIP (TRNAM):**
- 7.3.2 This championship is organised for up to a maximum of 16 teams from IODA Members of North America represented by 4 or 5 competitors, of which 4 may sail in each race. The format of the TRNAM will be described in the Sailing Instructions.
- 7.3.3 OPTIMIST NATIONS CUP (NC)**
- 7.3.4 This championship is organised for up to a maximum of 16 teams from IODA Members from outside of North America represented by 4 or 5 competitors, of which 4 may sail in each race. The format of the Nations Cup will be described in the Sailing Instructions.

8. PROGRAM

8.1

Sunday, May 16	Official Arrival Day. Registration and Measurement. Official accommodation is available from 1400.
Monday, May 17	Registration and Measurement. Team Leaders' meeting. Opening Ceremony
Tuesday, May 18	INAM, Races.
Wednesday, May 19	INAM, Races.
Thursday, May 20	TRNAM.



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	NC. Reserve for INAM.
Friday, May 21	INAM, Races. Reserve for TRNAM and NC
Saturday, May 22	INAM, Races. Reserve for TRNAM and NC Prize Giving and Closing Ceremony.
Sunday, May 23	Official Departure Day.

8.2 Ten races are scheduled with a maximum of three races per fleet per day.

9. [DP] MEASUREMENT

- 9.1 Each boat shall produce a valid Registration Book or if a boat is manufactured after January 1, 2026, this may be digital. Each sail shall be accompanied by the corresponding Sail Measurement Certificate which may also be digital (CR 2.5.6 and 6.1.4).
- 9.2 Competitors shall use only one hull, dagger board, rudder (with tiller and extension), mast, boom, sprit, and sail during the Championship. These parts of the equipment will be scrutineered and may be measured by the technical committee according to the Measurement Regulations and approved by the technical committee to be complying with the Class Rules.
- 9.3 Repair or substitution for damaged or lost equipment shall be requested as soon as possible using the relevant forms online in the 'Sailor Account' which is located on the official event microsite <http://2027northamericans.optiworld.org> or on the event APP. Both damaged and substituted equipment shall be presented for inspection to the technical committee. Requests should be made to the technical committee at the first reasonable opportunity before the event Protest Time Limit on the respective day. The technical committee shall extend the time if there is good reason to do so.
- 9.4 Boats chartered through the Organising Authority shall carry the national letters of the country entering the chartered boat. This may mean a contravention of the Class Rules and is allowed by RRS G3.
- 9.5 Hulls chartered through the Organising Committee are exempt from complying with Class Rule 2.4.3 (b) and (c) and hence from Class Rule 2.4.1.
- 9.6 Competitors are allowed to compete in the championship in boats correctly registered in the country of the competitor or in charter boats officially chartered for the championship through the Organising Committee.
- 9.7 Sails measured to the maximum limits during the measurement days may be inspected again.



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- 9.8 Sails to be used during the Championship shall have been measured before inspection at the Championship. If a sail is presented unmeasured (or without the Sail Measurement Certificate) it will be measured at the Championship either by an Official Measurer appointed by the Organising Committee, or by an IODA Measurer. In the latter case the certificate shall be issued at a cost of **USD \$50**, payable to IODA. Measurement of country letters and sail numbers is available for free.
- 9.9 GRP boats shall be equipped with Epoxy foils.
- 9.10 Hulls, foils, and daggerboards, once measured shall not be cleaned using any substance other than water unless otherwise permitted by the technical committee. A boat and all items of equipment shall not be removed from the boat park or nautical venue without written permission of the technical committee.

10. SAILING INSTRUCTIONS

- 10.1 Sailing Instructions, along with other governing documents, will be available at:
<http://2027northamericans.optiworld.org/en/default/races/race>

11. VENUE AND RACING AREA

- 11.1 The Championship will be held in **San Felipe, Mexico**. The racing area will be in **Gulf of California** as shown in Attachment 1.

VENUE: Hotel Las Palmas
Address: Mar Báltico, Isla de Cedros 1101 Esquina, Centro,
21850 San Felipe, Baja California, Mexico
Email: sanfelipeoptimam2027@gmail.com
Website: <https://laspalmassanfelipe.com/>

12. THE COURSE

- 12.1 The course for the fleet racing will be an outer loop trapezoid with the finish line at the end of the second windward leg.
- 12.2 For the team racing championships the course will be a starboard 'S' course.

13. PENALTY SYSTEM

- 13.1 Appendix P will apply for the INAM.
- 13.2 The intention is to appoint an international jury as provide in RRS 70.3.
- 13.3 Decisions of the jury will be final as provided in RRS 70.3.



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14. SCORING

- 14.1 For the INAM, three (3) races are required to be completed to constitute a valid championship.
- 14.2 When fewer than 4 races have been completed, a boat's series score will be the total of her race scores.
- 14.3 When 4 or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

15. [NP][DP] SUPPORT TEAM VESSELS

- 15.1 Support team vessels shall be registered with the Organising Committee and used according to the following conditions:
 - 15.1.1 Each support team vessel shall be a minimum of 4.5 metres in length and shall have a tow rope minimum 15 metres in length/10 mm diameter, and shall have a functional 'kill cord', plus anchor chain and tackle adequate for conditions and depth.
 - 15.1.2 Each support team vessel shall display white flags bearing the three-letter national code of the countries it supports. Flags shall be supplied by the Organising Committee. No other flags shall be displayed by support vessels.
 - 15.1.3 Unless otherwise decided by the Organising Committee, from May 16, each support team vessel shall meet the requirements of the maximum number of adults per team allowed on the water in support team vessels as per 15.2 and 15.3 (hereinafter 'coaches') at any one time.
 - 15.1.4 Fuel and other consumables shall be paid by teams using the vessel.
 - 15.1.5 During the team racing days, the support team vessels will be at the disposal of the Organising Committee.
 - 15.1.5 Coaches shall use a VHF radio. Radios will not be provided, and coaches should bring their own.
 - 15.1.6 Coaches and other personnel on support team vessels shall wear a Personal Flotation Device (PFD), and shall be in compliance with local law, and shall be asked to sign a Disclaimer Form upon registration at the venue.
 - 15.1.7 All coaches shall provide I.D. and shall be required to register an international equivalent marine license valid for 2027 and submit it to the Organiser by the Final Entry deadline of **April 2, 2027**.



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- 15.1.8 A suitable engine safety cut out switch and tether (kill cord), also known as a safety lanyard or automatic engine mobilizer shall be securely attached to the driver at all times when the engine is running.
- 15.1.9 Personal support vessels shall be registered with the Organiser and the following documents to be provided by **April 2, 2027**.
- RIB engine registration document (engine brand name & engine serial numbers)
 - Third party insurance with regatta coverage
 - Driver's identity document
 - Proof of Int'l Marine License or equivalent valid for 2027.
- 15.2 The maximum number of coaches per team allowed on the water in support team vessels at any one time shall be:
- Teams comprising 10 or fewer competitors: 1 Coach
Teams comprising 11-20 competitors: 2 Coaches
Teams comprising 21 or more competitors: 3 Coaches
- 15.3 Each support team vessel shall be shared by at least two coaches at all times (except during the team racing, when one coach per vessel might be allowed, if the Organising Committee so decides). The Organising Committee will allocate places in support team vessels to coaches who have reserved, subject to the above limits and at its absolute discretion. If a team is entitled to and enters more than one coach, two of these coaches may be allocated to the same vessel.
- 15.4 Teams wishing to have places on chartered support team vessels shall pay for each such place a fee of 50% of the charter fee for the vessel. If the situation demands that more than two coaches share a vessel, the cost of renting the vessel for the regatta days will be divided by the number of coaches, in which case the difference (between the 50% required and the actual percentage) will be refunded at the end of the championship at the latest.
- 15.5 Support team vessels to be used during the Championship days (May 16 - 22) are available from the Organising Committee at the **charter fee of USD \$ 1600 per vessel / \$ 800 per coach**.
- 15.6 For each place on a support team vessel, reservations shall be made by completing the relevant online entry form and by transferring a first payment of 50% of the total amount to be paid, which shall be received on or before **November 11, 2026**. The balance of fees (50%) shall be received on or before **January 11, 2027**. Payment instructions can be found on the PAYMENT page of the online entry system at <http://2027northamericans.optiworld.org/en/default/races/race>



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Availability of places on support vessels is not guaranteed for reservations and/or payments made after **November 11, 2026**.

- 15.7 A damage deposit of **US\$ 1000 per vessel** will be charged at registration at the venue and refunded at the end of the championship provided the vessel is in good condition. Should the Organising Committee decide to deduct from the damage deposit, it may require that the deposit be restored to its original amount before the coaches are permitted to use the vessel again. Any remaining deposit will be refunded at the end of the Championship. Damage deductions will be shared by the teams using the vessel. **Damage deposits shall be paid in cash (USD \$) only.**
- 15.8 A surcharge of 20% will be charged to late reservations and/or payments of support vessels.

16. [NP][DP] CHARTER BOATS

- 16.1 Charter boats are mandatory.
- 16.2 The charter boats will be provided by the Organising Committee. They will be allocated as per IODA Condition 14.3 for Continental Championships.
- 16.3 Competitors shall not modify the boats or cause them to be modified in any way except that:
- A compass may be tied or taped to the hull or spars.
 - Wind indicators, including yarn or thread, may be tied or taped anywhere on the boat;
 - All fittings or equipment designed to be adjusted may be adjusted, provided that the Class Rules are complied with.
- 16.4 Competitors may use their own foils, spars, fittings and running rigging. Any requests for changes shall be made to the technical committee.
- 16.5 Charter boats will be delivered:
- WITH:** hull fittings, two mainsheet blocks attached to the hull (one of them a ratchet block), mainsheet, block and becket (to attach the mainsheet to the boom), 3 airbags, padded toe straps, shock-cord to keep the dagger board in place (Class Rule 3.3.5), racing spars, racing foils, paddle, 2 bailers, painter /bowline, and trolley with top cover.
- WITHOUT:** sail numbers, tell tales, top pins or wind indicators.
- 16.6 Sails will not be provided.
- 16.7 The charter fee for 7 championship days (May 16 - 22) will be **USD \$ 700** per boat.
- 16.8 Reservation of charter boats shall be made by completing the online Charter Boat Reservation Form and by transferring **50% of the total charter fee** on or before **November 11, 2026**. The balance of the charter fee (50%) shall be due on **January**



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- 11, 2027.** Payment instructions are found on the PAYMENT page of the online entry system at <http://2027northamericans.optiworld.org/en/default/races/race>. Charter boat fees shall not be refunded.
- 16.9 Fees shall be free of bank commissions. Any bank fee will be charged to the competitors.
- 16.10 Late registrations and payments will incur a surcharge of 20% of the charter fee. Charter boat availability will not be guaranteed for reservations and/or payments made later than **November 11, 2026**.
- 16.11 In addition to the charter fee a damage deposit of **USD \$ 300** will be required on receipt of each boat, to be refunded if no damage has occurred. Damage deposits shall be made in **cash (USD\$) only**.

17. PRIZES

- 17.1 For the **INAM** prizes will be awarded at least to:
- 17.1.1 The 15 best placed sailors without gender distinction, regardless of their continent of residence.
 - 17.1.2 The 3 best placed competitors, without gender distinction, whose IODA member is North America. The first of these 3 competitors shall become the 2027 North American Champion and shall receive the IODA Perpetual Trophy.
 - 17.1.3 The IODA Perpetual Trophy shall be awarded to the top placed girl whose IODA Member is from North America.
 - 17.1.4 The IODA Perpetual Trophy shall be awarded to the top placed boy whose IODA Member is from North America.
 - 17.1.5 The 5 best placed female competitors, regardless of their continent of residence.
 - 17.1.6 The best placed male sailor regardless of his continent of residence.
 - 17.1.7 The best placed female sailor regardless of her continent of residence.
- 17.2 For the **Team Racing Championships**, prizes will be awarded to each member of at least the following teams:
- 17.2.1 The three best placed teams in the TRNAM. The first of these teams shall be the 2027 North American Team Racing Champion and shall receive the IODA Perpetual Trophy.
 - 17.2.2 The three best placed teams in the Nations Cup.



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18. RISK STATEMENT

- 18.1 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 and the responsible adult agree and acknowledge 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

- 19.1 The purchase of third-party liability insurance from IODA is mandatory. The purchase will be arranged through the IODA at a cost of **USD \$12** per competitor and per coach payable to IODA before the end of registration. Note: There is a EURO 150 deductible payable on any claim.

20. MEDIA RIGHTS

- 20.1 By participating in this championship, a competitor automatically grants to the Organising Authority, the IODA, and the sponsors of the championship, the right in perpetuity to make, use, and show at their discretion any motion pictures, still pictures, and live, taped or filmed television and other reproductions of him or her during the championship, and of all of his or her material related to the championship, without compensation.

21. FURTHER INFORMATION

- 21.1 For further information please contact the Event Organiser at:

Name:	Juan B. Botero
E-mail	sanfelipeoptimam2027@gmail.com

- 21.2 Each participating country shall designate a person to be the official contact with the Organising Committee and provide an email address.



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ATTACHMENT 1: RACING AREA (marked by yellow circle)





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ADDITIONAL INFORMATION

A. BEHAVIOUR

Team members and officials shall observe the regulations of the host club and the house rules of the hotel and shall behave correctly at all times. Bad behaviour at any time, whether on shore or afloat; with or without any damage to the facilities, may be investigated by the Jury who may call a hearing and impose a scoring penalty when appropriate.

THE FOLLOWING INFORMATION IS NOT INCLUDED IN THE RULES OF THE EVENT

B. ACCOMMODATION, LOCAL, TRANSPORTATION AND MEALS

- B.1 Competitors and team officials will be housed in the **Hotel El Cortez**. Address: **Avenida Mar de Cortes Sur 1100, San Felipe, Baja California, Mexico**. Website: <https://www.hotelelcortez.com.mx/> For more information contact the Organiser at sanfelipeoptimam2027@gmail.com. Official accommodation will be available from **14:00 on May 16, 2027, until 11:00 on May 23, 2027**.
- B.2 All three meals will be provided. Breakfast will be served at the hotel. Dinner will be served at nautical venue. Packed lunches will be distributed at the nautical venue each day. The first official meal will be dinner on **May 16, 2027**, and the last official meal will be breakfast on **May 23, 2027**.
- B.3 **A credit card will be required upon check in for each team** to cover incidentals and any damage. Other extra charges will be paid directly to the hotel and may be paid in cash or by credit card.
- B.4 The official accommodation is located approximately 2.8 km from the nautical venue. Transport will be provided by the Organiser free of charge between the accommodation and the nautical venue on a schedule to be determined.
- B.5 Cash or Credit Card may be used throughout the area of the nautical venue.
- B.6 Special food can be provided if requested in advance. Please complete the registration form with any special request by filling in the relevant field in the online entry form.

C. EARLY ARRIVALS

- C.1 Teams wishing to arrive before the Official Arrival Day from the early arrival date starting on **May 9, 2027**, should complete the relevant fields of the online registration entry system and transfer the \$ amount equivalent to the total (100%) required by



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ADDITIONAL INFORMATION

November 11, 2026. The rate for early arrival accommodation is **USD \$ 90 per person per day.**

C.2 The regatta facilities will be open from **May 9, 2027.**

D. EARLY ARRIVAL SUPPORT TEAM VESSELS

- D.1 It is possible to rent a support team vessel to be used before the Official Arrival Day from **May 9, 2027**, at **USD \$200 per vessel per day** excluding fuel. The vessel shall be shared between two teams. Reservation of such vessels shall be made by filling in the relevant fields in the Support Team Vessel Reservation Form on the online entry system and **by transferring a sum equivalent to the total amount (100%)** which shall be received on or before **November 11, 2026**, to guarantee availability. Allocation of early arrival support vessels will be made in order of arrival.
- D.2 In addition to the support team vessel charter fee a damage deposit of **USD \$1000 per vessel** will be required upon receipt of each vessel, payable IN CASH ONLY, to be refunded if no damage has occurred.
- D.3 Late reservation and payments of pre-Regatta support team vessels will incur a surcharge of 20%.

E. EARLY ARRIVAL CHARTER BOATS

- E.1 Charter boats will also be available before the Official Arrival Day from **May 9, 2027**, at **USD \$75 per boat per day**. Reservations of pre-Championship charter boats shall be made by filling in the relevant fields of the online entry system and **by transferring a sum equivalent to the total amount (100%)** on or before **November 11, 2026**, to guarantee availability.
- E.2 In addition to the charter boat fee, a damage deposit of **USD \$300** per boat will be required, payable IN CASH ONLY, upon receipt of each boat. The damage deposit will be refunded if no damage has occurred.
- E.3 Late reservations and payments of pre-Championship charter boats will incur a surcharge of 20%.

F. TRANSPORTATION TO AND FROM THE AIRPORT

- F.1 Transportation to and from **San Diego International Airport (SAN)**, **Tijuana International Airport (TIJ)**, or **Mexicali International Airport (MXL)** may be arranged for a fee per person by contacting the Organising Committee for further instructions by the final entry deadline of **April 2, 2027**. The distance from the airport to the nautical venue and the accommodation is as follows:
San Diego International Airport: 4 hours, 15 minutes by car, crossing at Mexicali, Mexico.



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Tijuana International Airport (TIJ): 5 hours, 45 minutes by car via Mexicali.
Mexicali International Airport (MXL): 2 hours by car.

G. HEALTH INFORMATION

- G.1 It is advisable to check <http://www.healthmap.org/en>, consult your travel agent, or the Consulate General of your country for the current health advisory regarding travel to Mexico.
- G.2 Any personal protection, such as face masks or neck 'buffs, may be worn at each person's discretion.

H. SUPPORTERS

Supporters shall make their own arrangements.

I. SOCIAL EVENTS

To enhance the friendship between the competitors and to make their stay in Mexico more enjoyable, appropriate social events will be organised. Casual attire will suffice.

J. MISCELLANEOUS

- J.1 Each team is kindly requested to bring its own National Flag (100cm X 150 cm).
- J.2 The official currency in Mexico is the Mexican Peso (MXN).
- J.3 Participants are recommended to bring their own reusable water bottles.
- J.4 Competitors are encouraged to bring suitable clothing for warm weather sailing, including long sleeve shirts, a windbreaker, and light full-length pants.

K. SAILING CONDITIONS

Daytime air temperature	20- 30 Celsius
Water Temperature	23 Celsius Average
Prevailing Wind Direction	S- ESE - E
Wind Speed	5 – 10 knots
Hours of Good Wind	6
Tide	Yes – 3 meters
Current	N/A

L. VISA REQUIREMENTS



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M. VISAs may be required by some nationalities. Delegations should contact the nearest Mexican Embassy or Consulate in their country or their travel agency to inquire about all entry requirements. Letters of invitation are available upon request from the Organiser. If you require an invitation letter to support your entry to Mexico, please send an email to sanfelipeoptimam2027@gmail.com no later than **January 11, 2027, and allow two weeks for processing.**

N. SPECTATOR BOATS

A spectator boat may be arranged. If possible, details will be provided closer to the event.

O. CHANDLERY AND REPAIRS

Chandlery and repairs will be available at the shore venue.



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P. SUMMARY OF PAYMENTS

ITEM	COST – USD \$		
REQUIRED PAYMENTS			NOR
Entry Fee - Competitors	USD \$ 1000	1 st Entry: November 11, 2026 - 50% 2 nd Entry: January 11, 2027 - 50%	5 & 6
Entry Fee - Adults	USD \$ 1000	1 st Entry: November 11, 2026 - 50% 2 nd Entry: January 11, 2027 - 50%	5 & 6
Support Vessel Fee	USD \$ 1600 per vessel/USD \$800 per coach	1 st Entry: November 11, 2026 - 50% 2 nd Entry: January 11, 2027 - 50% Fuel not included.	15.5, 15.6
Damage Deposit - Support Boat	USD \$ 1000 per vessel	To be paid upon receipt of boat. Refundable. CASH ONLY.	15.7, D.2
Charter Boat Fee	USD \$700 per boat	1 st Entry: November 11, 2026 - 50% 2 nd Entry: January 11, 2027 - 50%	16.7, 16.8
Damage Deposit - Charter Boat	USD \$ 300	To be paid upon receipt of boat. Refundable. CASH ONLY.	16.11, E.2
Sail Measurement	USD \$ 50	Sails without certificate, payable to IODA. CASH ONLY.	9.10
Insurance	USD \$ 12	Competitors and coaches. Cash only.	19
Surcharge	20%	Late payments. Depends on item.	Various: see NOTE in 5.3
OPTIONAL PAYMENTS			Extra info sheet
Accommodation Early Arrivals	USD \$ 90 per person	100% Due November 11, 2026.	C
Support Vessel Early Arrivals	USD \$ 200 per vessel per day	Fuel not included. 100% due November 11, 2026.	D.1
Charter Boat Early Arrivals	USD \$ 75 per boat per day	100% due November 11, 2026.	E.1
Transportation to/ from airport	TBD per person	To be arranged by contacting the Organiser.	F
Surcharge	20%	Late payment.	Various but see 5.3



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Attachment 2: PART A: ELIGIBILITY CRITERIA FOR NON - 'AMERICAN' MEMBERS

Unless the IODA Executive Committee determines differently one year before the event, 6 Non-'American' members of IODA may enter teams of 4 sailors each.

A place is reserved for the top ranked team from each of the 4 continents (Asia, Europe, Oceania, Africa) represented in the first half of the Jacobsen Trophy ranking from the previous World Championship.

For 2027 this results in **Spain, Singapore and Australia** qualifying by right. No team from Africa qualifies.

Therefore, the three remaining positions will be offered to the next highest ranked Members of the Jacobsen Trophy ranking without continent restriction. This results in **Greece, Great Britain, and Netherlands** qualifying to attend. Entries will be accepted in chronological order.

If not all 6 listed above apply, the spots will be allocated to American members that have requested extra spots following the procedure in Notice of Race item 4.7.

Finally, if the total number of entries is still low following the entry procedure listed above, the Executive Committee may grant permission for more members outside of America to attend as requested, with preference given to members with better positions in the Jacobsen Trophy ranking.

All requests for entry must be sent to the attention of the IODA Regatta Secretary at regattasecretary@optiworld.org before the first entry deadline of **November 11, 2026**.

PART B: ALLOCATIONS AFTER THE FIRST DEADLINE FOR PAYMENTS

B.1 If by the first registration deadline of **November 11, 2026** the total entries are less than **180**, the IODA Executive Committee may allocate additional entries for Members that may have requested them. Priority is North American Members, South American Members and Non-American Members.