



San Francisco 2026 USA Women's Match Racing World Championship



ST. FRANCIS YACHT CLUB

30 September to 04 October, 2026 San Francisco, USA

The Organizing Authority is the St. Francis Yacht Club (StFYC) in conjunction with World Sailing

NOTICE OF RACE (NOR) + AMENDMENT 1

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) 2025-2028*, including RRS Appendix C.
- 1.2 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 SI, will apply, and will also apply to any practice sailing and sponsor races. 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 The [US Sailing prescriptions](#) are deleted, except the prescription to the preamble to Part 5, and the prescriptions to rules 65.1, 70.3(b), 76.1 and 88.2.
- 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 RRS 40.1 applies at all times while afloat.

2 SAILING INSTRUCTIONS

The Sailing Instructions will be available on the online ONB on September 15, 2026.

3 COMMUNICATION

- 3.1 Notices to competitors will be posted on the online ONB which is located at [the event website](#).
- 3.2 Signals made ashore will be displayed from the flagpole located on the race deck of StFYC.
- 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 Twelve (12) skippers will be invited. Invitations will be issued as follows:
 - 4.1.1 The defending 2025 World Champion; and
 - 4.1.2 Ten (10) skippers will be invited using the World Sailing Women's Match Racing Ranking list on 1st April 2026 with a maximum of two (2) skippers from the same MNA being invited using these criteria, and
 - 4.1.3 One (1) host MNA skipper, decided by the OA and US Sailing.
- 4.2 Skippers wishing to receive an invitation may register their request with World Sailing by writing or emailing match.racing@sailing.org before June 01, 2026.
- 4.3 After June 01, 2026, the OA (in consultation with WS) may issue wild card invitations for remaining places at its discretion.
- 4.4 Only skippers invited by the OA, and who confirm acceptance of the invitation in writing or email to be received by the date specified on the letter of invitation, will be eligible to enter this event.
- 4.5 All competitors shall meet the eligibility requirements stipulated by World Sailing including those within the World Sailing Eligibility Code.
- 4.6 All competitors shall 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.
- 4.7 All competitors shall be current members of their Member National Authority (MNA).
- 4.8 On 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 event, entries shall be open to competitors of all MNA's, but not to competitors holding only Russian or Belarussian nationality. World Sailing may amend this rule following any further decisions made on the participation of Russian and Belarussians competitors.
- 4.9 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 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees by 1st August 2026. All payments shall be made as specified in the Letter of Invitation.
- 5.2 A non-refundable entry fee of 1,400.00 USD shall be paid as specified in the Letter of Invitation. The entry fee will include food and drinks after racing and invitations to the Opening Ceremony, the official dinner and Prize giving.
- 5.3 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 HI.5).

6 INSURANCE AND BOAT DAMAGE / DAMAGE DEPOSIT

- 6.1 Competitors are responsible for arranging their own private medical and travel insurance.
- 6.2 Each supplied boat is insured by the OA for third-party liability insurance with a minimum cover of 1,500,000 USD per incident.
- 6.3 An initial damage deposit of 3,000 USD shall be paid via credit card 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 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)~~. 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 ~~340 kg~~ 272 kg, 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 VENUE

- 8.1 The event will be hosted at the St. Francis Yacht Club
[700 Marina Boulevard, San Francisco, 94123, CA, USA.](#)
- 8.2 Addendum 'Driving Map' shows the location of the event venue.
- 8.3 The intended racing area is San Francisco Bay, City Front course in the vicinity of the StFYC City Clubhouse but may be changed at the discretion of the RC to suit the conditions. The location of the event venue and the approximate location of the racing area is shown in Addendum 'Racing Area'.

9 EVENT FORMAT

- 9.1 The OA will provide 12 J/22 type boats for racing in the event. Each boat will have the following sails: Mainsail, Jib and Spinnaker. In the event that a boat cannot be used and a suitable backup cannot be placed, the OA reserves the right to rotate teams through the remaining boats.
- 9.2 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.
- 9.3 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.
- 9.4 While all reasonable steps will be taken to equalise boats, variations will not be grounds for redress. This changes RRS 61.
- 9.5 The number of matches to be sailed each day will be determined by the TD with the intention of the TD to start each subsequent flight as soon as practicable after the previous flight.
- 9.6 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.
- 9.7 Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.
- 9.8 After the First Stage the following will apply:

- 9.8.1 Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
- 9.8.2 In reference to RRS C4.1, the highest ranked skipper from the first stage shall choose their end for the first match and boats shall alternate every odd match.
- 9.8.3 Boats may be exchanged in the Knock-Out Stages.
- 9.8.4 Further matches in the series will not be sailed once the first skipper scores the points required for that stage.
- 9.9 The event will consist of the following stages:
 - 9.9.1 First Stage - Round Robin
 - (1) All skippers will sail a round robin.
 - (2) The eight highest scoring skippers shall qualify for the next stage.
 - 9.9.2 Second Stage - Knock-Out Quarter-finals
 - (1) The first skipper of each series to score at least 3 points shall proceed to the semi- finals.
 - 9.9.3 Third Stage - Fifth to Eighth Place
 - (1) The losing quarter-finalists shall sail for fifth to eighth 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.
 - 9.9.4 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.
 - 9.9.5 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.
 - 9.9.6 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.
- 9.10 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.

10 PROVISIONAL PROGRAMME

10.1 The event will be held from 30 September to October 04, 2026.

Date	Time	Event
September 30	1000-1500 1130-1330 1400-1600 1700 1800	Crew weigh-in and registration Practice session A Practice session B First briefing, followed by meeting with umpires Opening Ceremony
01 October	0900 1030 Post racing Post racing Post racing	Competitor's Briefing First Attention Signal Competitor debrief Press conference A Appetizers and Refreshments
02 October	0900 1030 Post racing Post racing	Briefing First Attention Signal Competitor debrief Appetizers and Refreshments
03 October	0900 1030 Post racing Post racing Post racing	Briefing First Attention Signal Competitor debrief Press conference B Appetizers and Refreshments
04 October	0900 1030 Post racing Post racing Post racing	Briefing First Attention Signal Competitor debrief Press conference / Special Events Awards and Closing Ceremony

- 10.1.1 The press conferences will be held approximately 60 minutes after the completion of the last race of each day.
- 10.1.2 The latest time for an attention signal on the last day of racing will be 1530 hrs.
- 10.1.3 The prize giving will be held on October 04, 2026 at approximately 1800 hrs.
- 10.2 Unless excused by the OA, attendance at the following is mandatory:
 - 10.2.1 Initial briefing, for skippers.
 - 10.2.2 Daily briefings, for skippers.
 - 10.2.3 Press conferences, for skippers sailing that day.
 - 10.2.4 Prize giving for all skippers and crew.

11 ADVERTISING

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

12 [NP] CODE OF CONDUCT

- 12.1 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 as not bring the event into dispute.
- 12.2 Competitors and Support Persons shall handle all equipment provided by the OA with care and seamanship in accordance with any instructions for its use and without interfering with its functionality.

13 [NP] SUPPORT PERSON

- 13.1 Support person vessels shall conspicuously display identification of the team being coached.
- 13.2 Support person vessels shall stay approximately 100m from the racing area while boats are racing or comply with reasonable requests from officials.
- 13.3 Support person vessels may be required to assist with boat transfers under the direction of the RC.
- 13.4 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.

14 [NP] MEDIA, IMAGES and SOUND

- 14.1 If required by the OA:
 - 14.1.1 Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - 14.1.2 Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or TD.
 - 14.1.3 Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.
- 14.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 14.3 All those who take part in the regatta as competitors as well as support persons or spectators agree to be overflown by a drone during the duration of the event, this includes your person and your property (boats).
- 14.4 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.

15 DOPING CONTROL

Competitors are reminded of the rules concerning the use of banned methods and substances which are contained in the World Sailing Anti-Doping Rules. In-competition testing may be carried out at the event.

16 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.

17 PRIZES

- 17.1 The first placed skipper after Stage I will be presented with the World Sailing "Nucci Novi Ceppellini Memorial Trophy."
- 17.2 The first placed skipper in the final results will be declared as the 2026 Women's Match Racing World Champion and will be presented with the Women's Match Racing World Championship Trophy.
- 17.3 World Sailing Gold, Silver and Bronze medals will be presented to the top 3 teams.
- 17.4 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

18 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 reserves the right in its sole and uncontrolled discretion to refuse entry.

19 FURTHER INFORMATION

For further information please go to www.stfyc.com or contact:

Regatta Chair	Justin Oberbauer	oberbauer@gmail.com	+1 (415) 205-0026
Race Director	Felix Weidling	racedirector@stfyc.com	+1 (415) 820-3710
Course Race Officer	Becky Ashburn	rebecca.ashburn5@gmail.com	+1 (702) 580 3230
WS Technical Delegate	Niall McLeod	nialljmcleod@gmail.com	+44 7917 880 595
Race Office	Macy Deam	racing@stfyc.com	+1 (415) 655-7756

Addendum 'Driving Map'



