2027 World Sailing Championships

Fortaleza, Brazil

15 – 23 January 2027

SUPPORT TEAM REGULATIONS

Version 22 October 2026

Change Log

22 October 2026 First Publication

1. General

1.1 These Support Team Regulations (STR) apply at all times while support persons are at the venue, ashore or on the field of play.

1.2 The Support Team Regulations apply from 15 to 23 January 2027.

1.3 In these Support Team Regulations and the rules governing the regatta, the following definitions apply:

1.3.1 "Support person" has the meaning given in the RRS.

1.3.2 "Support team" means all the support persons associated with a National Authority and its competitors;

1.3.3 "Support vessel" means any vessel that is under the control or direction of a support team member.

1.4 The penalties available under RRS 62.3(c) include instructing the Organizing Authority (OA) to withdraw accreditation and access rights for specific periods.

1.5 The OA may inspect support vessels and any electronic equipment listed within STR 3 and STR 8 at any time to ensure that they comply with these regulations, and the person responsible for the support vessel shall facilitate such inspection.

1.6 The OA may, at its discretion, refuse to register support vessels not deemed to be suitable. Generally, open vessels more than 4.5m and less than 6.5m in length and having minimal or no superstructure (cabin, coach house, bridge, etc.) are considered suitable.

1.7 Support persons shall be registered by their MNA in the online registration system and pay the applicable Fee. The deadline to be registered is 11 December 2026, unless otherwise agreed by the Organizing Authority in writing.

1.8 Support team vessels shall be registered with the Organizing Authority by their MNA in the registration system and will be required to comply with local legislation. The support team vessel fee is stated in Notice of Race 5.1 and shall be paid by 11 December 2026 unless otherwise agreed by the Organizing Authority in writing.

1.8.1 Each vessel shall be insured with valid third-party liability insurance with a minimum coverage of €2,000,000 (or equivalent) per incident.

1.8.2 Only accredited support team members may be designated drivers.

1.8.3 Support vessels are permitted to carry support persons from other competing Nations.

1.8.4 Support vessels shall be marked with the registering MNA's tri-codes clearly displayed on both sides of the vessel in strongly contrasting colours at all times while afloat. The minimum height for the letters shall be 200mm. The letters will not be provided by the Organizing Authority.

1.8.5 Each support vessel shall clearly display on the vessel a unique sticker supplied by the Organizing Authority. The Organizing Authority define the installation and location of the sticker. All other numbers, including old event stickers and teams' own identification numbers should be removed, hidden or covered.

1.9 The person registering the support vessel shall confirm that:

1.9.1 Any Brazilian government requirements for operating a support vessel are met.

1.9.2 A valid insurance certificate showing proof of third-party liability coverage as required by 1.9.1 has been obtained; and

1.9.3 Any support team personnel operating a support vessel shall have a valid operating certificate.

1.10 All Team Leaders and support team members will be required to sign a declaration that they will comply at all times with the STR.

2. Sailing Venue

2.1 Only registered support vessels will be allowed into the harbour, within the perimeter of the Marina Park Hotel.

2.2 Support vessels shall use the designated area for launching. Once launched, trailers shall be moved immediately to their assigned trailer parking place, removed from the venue or placed in a container. All trailers shall be labelled with country name and a contact phone number.

2.3 When not in use, support vessels shall be appropriately berthed at the sailing venue in the designated area for support vessels as shown in the Support Vessel Area in Addendum A, or as directed by the OA for safety reasons, for the entire time that these STR apply.

2.4 Support vessels shall not use the dinghy launching slipways, jetties or other pontoons outside the Support Vessel Area for any purpose whatsoever, including mooring, launching and retrieval, and loading and unloading of equipment except as permitted by the STR.

3. [DP] Safety

3.1 Support vessels shall carry on board:

3.1.1 Personal Floatation Devices (life jackets / buoyancy aids) for all passengers and the driver; It is mandatory that Personal Flotation Devices shall be worn at all times when afloat;

3.1.2 first-aid kit;

3.1.3 fire extinguisher (mandatory only for vessels longer than 5m);

3.1.4 VHF radio which shall be used only as permitted by STR 7.3;

3.1.5 adequate anchor and tackle for conditions and depth;

3.1.6 tow rope (minimum 15m long and 10mm diameter);

3.1.7 engine safety cut out switch and tether (kill cord), also known as a safety lanyard or automatic engine immobilizer. The engine safety cut out switch and tether (kill chord) shall be securely attached to the driver at all times when the engine is running and in gear. It is strongly recommended that the kill cord is used at all times when the engine is running;

3.1.8 knife; and

3.1.9 any additional safety equipment required by local maritime law.

3.2 Team leaders are responsible for overseeing the safe operation of their support vessels on the water, including knowledge of who is afloat and ensuring (recording) their safe return to the sailing venue.

3.3 At all times, support vessels 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.

3.4 Drivers of support vessels shall sign out before going afloat for each journey and shall indicate the number of persons and Nations being supported, on board.

3.5 Drivers of support vessels shall sign in within 1 hour of their return to the venue after each journey.

3.6 The location of 'sign out / sign in' will be defined within a notice to competitors.

4. General Restrictions

4.1 The number of support vessels a MNA is permitted to register is determined by the number of Events where an MNA has athletes competing. An MNA qualifies for 1 support vessel per event Pair (e.g. ILCA 6 and ILCA 7). OR, by the total number of athletes divided by 3.5, rounded down. Whichever outcome is higher.

4.2 MNAs that register a 4th or 5th support vessel are encouraged to share use of this vessel to another MNA.

4.3 MNAs that register a 6th support vessel shall share this vessel with another MNA.

4.4 There are no restrictions on the number of support team members an MNA may register.

4.5 Support team members on board a support vessel shall be engaged in a function of supporting an athlete as required by STR 1.3.1. Support vessels shall not be used for spectating purposes.

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

4.7 Support team members shall not leave any device, piece of equipment, buoy, marker or similar item permanently in the water.

4.8 Temporary use of floating objects are allowed for current measurement. These objects shall be removed as soon as the measurement has been taken.

4.9 Support vessels shall take particular care to minimize their wash when transiting the Race Areas.

5. Drones

5.1 The use of drones is prohibited.

6. Support Vessel Restricted Areas

6.1 The Support Vessel Zone is defined in Addendum B. The Support Vessel Zone applies when Support Vessel Zone marks are laid. However, the race committee may inform support vessels on the designated VHF channel that regardless of whether the marks are still laid, the Support Team Vessel Zone does not apply:

(a) for an upcoming race, or

(b) after a general recall, only until the new warning signal is displayed.

6.2 Support vessels servicing their athletes in or around the starting area shall restrict their speed to five knots.

7. Special Safety Rules

7.1 The Race Committee may communicate race and safety information to support vessels in English according on the following channels:

Event	VHF Channel
Men's and Women's Dinghy	77
Men's and Women's Windsurfing	74
Men's and Women's Kite	72

7.2 When the race committee displays flag V with one sound, all official and support vessels shall monitor the race committee channel for that Race Area for search and rescue instructions.

7.3 The VHF radio permitted in STR 3.1.3 shall be switched on whilst afloat and may only be used:

7.3.1 for any safety related communications; or

7.3.2 to receive information from the race management team; or

7.3.3 for general communication in and out of the venue to facilitate the pre- or post-race towing process

7.4 From the time of the warning signal for the first fleet to start until all boats have finished or retired or the race committee signals a postponement or abandonment, support vessels shall stay outside areas where boats are racing. Such areas are defined as:

- not closer than 100m to any boat racing (except a boat in distress or requiring assistance);
- within 100m of the starting line and marks from the time of the preparatory signal until all boats have left the starting area or the race committee signals a postponement, general recall or abandonment;
- between any boat racing and the next mark of the course;
- between the inner and outer trapezoid courses when boats are racing on both courses;
- within 100m of any mark of the course while boats are in the vicinity of that mark; and
- within 100m of the finishing line and marks while boats are finishing.

7.5 Support vessels shall proceed around the Race Area in such a way to minimise the effect their wash on boats racing and official vessels. Support vessels that are motoring above five knots shall remain at least 150m from any boat racing.

7.6 Between sequences of races, or when all racing for that Race Area has been postponed or abandoned, STR 7.4 and 7.5 cease to apply. Support vessels servicing their athletes in or around the starting area shall restrict their speed to five knots. If further racing takes place, support vessels shall comply with STR 7.4 and 7.5 again at the next warning signal for the first fleet of the next race.

8. [DP] Use of Electronics and other Measurement Devices, Permitted and Not Permitted Actions on the Field of Play.

8.1 Support vessels and support team members shall not carry or use whilst afloat any electronic devices unless they are specifically permitted by the STR.

8.2 The following devices, or actions, **are permitted:**

8.2.1 Samsung Galaxy phones or tablets running software currently supported by 'Knox Manage' and capable of factory reset and enrolment as fully managed devices within World Sailing's Samsung Knox system.

For guidance, see Samsung's Knox Manage compatible devices list. Select a phone or tablet identified as "Android – Secured by Knox" with a Knox version shown.

8.2.2 Smart phone/tablet. See STR 8.4;

8.2.3 The items permitted by STR 3.1

8.2.4 VHF radios as required by STR 3.1.3, which shall only be configured to use open and public international maritime frequencies. If a radio is configured to be able to use a code or encrypted frequency it ceases to be legal;

8.2.5 Handheld GPS or GPS;

8.2.6 Digital watch or timer with limited GPS functionality

8.2.7 Electronic magnetic compass;

8.2.8 Electronic binoculars;

8.2.9 Handheld anemometer;

8.2.10 Non-electronic current measuring device;

8.2.11 Analog or digital camera used for capturing stills or videos;

8.2.12 Wind measurement equipment that is limited to measurements of wind speed and direction but not extending horizontally beyond the edge perimeter of the support vessel and 2.5m above the water. This device and its component parts must be easily removable for inspection;

8.2.13 Wind measurement equipment capable of factoring the support vessel's own speed and direction;

8.2.14 A tablet or simple screen offering the wind data of GPS position in real time. This device and its component parts must be easily removable for inspection; and

8.2.15 Any other device as exceptionally permitted by the World Sailing Technical Delegate in writing (which will be notified to support teams via a sport communication)

8.2.16 Electronic binoculars

8.2.17 The carrying of pdf files, images or similar is permitted provided there is no computational functionality which would otherwise be in contravention of these STR.

8.3 The following devices, or actions are **not permitted:**

8.3.1 Use of computers, notebooks, tablets, laptops, smart watches or smart phones not managed by World Sailing's Knox system.

8.3.2 Radios or VHF radios with coded or private channels or access to private channels;

8.3.3 Communication tethering between other support vessels within the FOP and with other vessels located outside of the FOP;

8.3.4 Communication tethering to any team base or similar function ashore;

8.3.5 Any device that gathers wind data from beyond the physical extensions of the support vessel or a radius of 1.5m or whichever is smaller;

8.3.6 Any computational functionality that offers anything more than numerical or graphics output of information (wind direction, wind speed) gathered on that specific day on that specific support vessel;

8.3.7 Historical data overlays, except for data collected on that specific day on that specific support team vessel;

8.3.8 Modeled data forecasting

8.3.9 Electronic devices that measure current and log data and are attached to the support vessel;

8.3.10 Access to any private, bespoke, or proprietary weather data; and

8.4 Smart phone, smart watch and tablet requirements, permitted and not permitted actions:

8.4.1 All devices must be declared to and logged by the OA;

8.4.2 Smart phones and tablets must be in flight mode, or mobile data off or have their SIM / eSim cards removed while in a racing area from when an orange flag is displayed until the last boat finishes the last race of the day. However,

a) the use of verbal communication is permitted in the event of an emergency; and

b) the use of text communication is permitted in the event of an emergency;

8.4.3 The use of a camera for taking video and photo stills is permitted;

8.4.4 When 8.4.2 does not apply, the use of common, publicly available weather and current websites and apps are permitted, but only if no fee is associated for purchase or subscription. Additionally, the event website can be accessed to provide tracking, results and ONB information;

8.4.5 The use of private applications, or paid for subscriptions, related to weather conditions, tidal information and other information used to support competitors on the Field of Play are forbidden

8.5 The World Sailing Technical Delegate, or any race official may require any electronic devices in possession of a support team member to be inspected for compliance with the STR at any time.

8.6 A support team member shall comply with any inspection request and shall co-operate with any inspection.

8.7 Any electronic device which is considered by the Technical Delegate to be in breach of the STR may be impounded and retained by the OA until the end of the regatta.

STR Addendum A

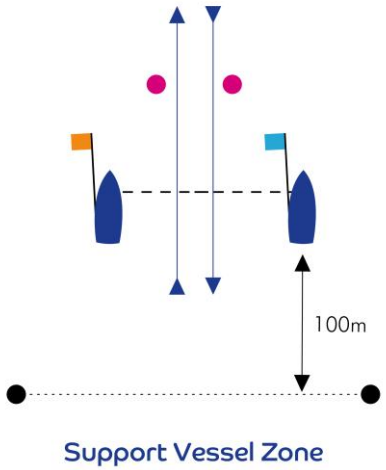
Support Vessel Berth Allocation

Information will be published no later than 15 January 2026.

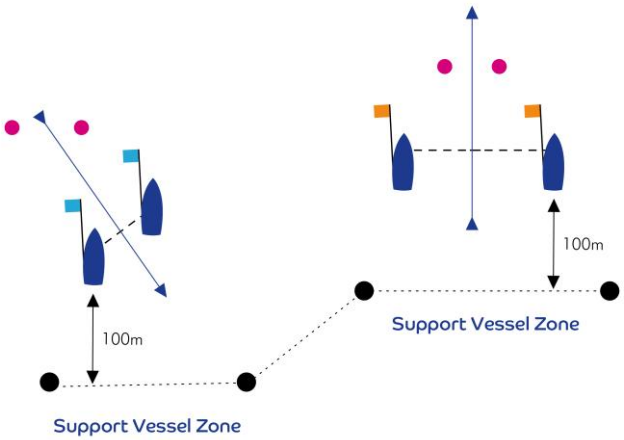
STR Addendum B

Support Vessel Zone

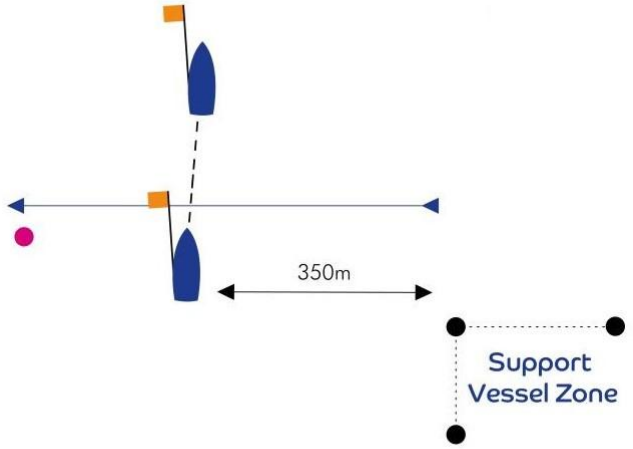
C1 Windward – Leeward Course



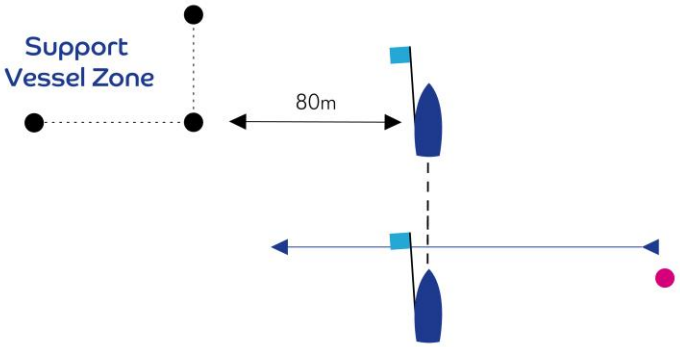
C2 Trapezoid Course



C3 For the following course: PD, SD, PM, SM



C4 Windward – Leeward Course with Reaching Finish



Additional Support Vessel Zones may be added to STR Addendum B.