



2027 VX ONE World Championship Regatta April 5th -10th

The Organizing Authority (OA) is the US VX One Class Association.
The event is organized and managed by Twelve USA, Inc., in collaboration with the VX One Miami Committee, and hosted by Shake-A-Leg Miami and Coconut Grove Sailing Club.

NOTICE OF RACE Published on: September 1st, 2026

[NP] denotes a rule which may not be protested by another boat. This changes RRS 60.1 and 61.1.

1. RULES

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS), the current VX One International Class Association (VXOICA) Class Rules, and the VXOICA Event Regulations and Policies. Link: https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2025/10/13130121/VX1_CR_2026-01Jan-01.pdf.
- 1.2. The following will apply: VX ONE International Class Association, VXIOCA, Event Regulations and Policies, which can be found at the following link: https://vxsailing.com/wp-content/uploads/2025/12/VXOICA-Event-Regulations-and-Policies-Draft-11_11_2025-1.pdf
- 1.3. The following US Sailing Prescriptions will apply: the Preamble to RRS Part 5, RRS 65.1, RRS 76.1, Appendix R, Appendix V, and RRS 81. These are attached as Addendum A.
- 1.4. If there is a conflict between the NOR and the SI, the SI shall prevail. This changes 63.5 (c) (1) (2).
- 1.5. [DP] Vakaros RaceSense system will be used for this regatta. Each boat shall provide their own Vakaros Atlas 2 with an active RaceSense license.

2. COMMUNICATION

- 2.1. The official notice board (ONB) will be online at: <https://vxone.org/regatta/7wUtk00pG>
- 2.2. [DP] All boats shall carry a VHF radio capable of communication with the Race Committee on US VHF Marine channels.
- 2.3. On the water, the Race Committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the Sailing Instructions.

- 2.4. RaceSense information will be available to all boats.
- 2.5. [DP] From the first warning signal until the end of the last race of the day, 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.
- 2.6. In order to communicate with the fleet, the OA will organize a WhatsApp group. The QR code will be available at Check-In

3. ELIGIBILITY AND ENTRY

- 3.1. The event is open to all boats conforming with the VXOICA Class Rules.
- 3.2. Helmsperson requirements pursuant to VXOICA Class Rule C.2.1.(c).
- 3.3. All sailors may be required to sign a declaration of compliance indicating that they are not being directly or indirectly compensated to sail this event (to be provided at check-in).
- 3.4. Crew declaration shall follow VXOICA CR C.2 and VXOICA Event Regulations A.1
- 3.5. Each competing hull must provide proof 2027 annual Vx One Country membership their respective National Class Association.
- 3.6. Eligible boats must enter by completing the entry form and submitting it, together with the required fee(s) by March 15th, 2027, found online at Club Spot.
- 3.7. Entry is not complete until all required fees have been paid, the Crew Declaration is complete, proof of insurance has been provided, and each competitor has signed the required waiver of liability.
- 3.8. Entries may be limited to 50 boats. Additional entries may be accepted at the discretion of the Organizing Authority, subject to available venue, launching, berthing, and storage capacity.
- 3.9. Each competitor shall sign the required waiver of liability during on-site registration. Registration will be considered complete only after all competitors have signed the waiver.
- 3.10. Per RRS 46, the Person in Charge will submit, at check-in, a cell phone number for immediate communication with the boat while ashore.

4. FEES

- 4.1. The Early registration fee is \$ 750
- 4.2. Registration received after February 1st: subject to a late fee of \$200 and is subject to approval by the OA.
- 4.3. In addition to entry, the Shake-A-Leg Miami venue fee is \$200 per boat and includes dockage and trailer storage from April 5 through April 11, 2027
- 4.4. Entry fees are refundable, less a \$100 processing fee, if written notice of cancellation is received and acknowledged by the OA no later than March 1, 2027. Entry fees are non-refundable after this date unless the OA cancels the event, in which case entry fees will be refunded.
- 4.5. Additional guest tickets for the Opening Ceremony and Dinner may be purchased for an additional fee per person.

5. SCHEDULE

- 5.1. There are 14 races scheduled for the event.
- 5.2. Four (4) races may be scheduled per day. However, the event may not get more than two races ahead of schedule.
- 5.3. The race committee reserves the right to change the schedule or racing area based on current wind and weather conditions. Announcements will be made at the Competitors meeting or over VHF if on the water.
- 5.4. Daily Schedule:

Monday March 29th – Wednesday March 31st

Boat Inspection by appointment only at Coconut Grove Sailing Club

Monday April 5th

0900 – 1800 Boat Registration and Inspection at Shake a Leg

18:30- Opening Ceremony @ CGSC with Dinner (Semi-formal Jackets Required)

Tuesday April 6th

0900 – 1800 Boat Registration and Inspection at Shake a Leg
1200 – Competitors' meeting Pavilion Shake A Leg
1400 – First Warning for Practice Race
1730- Welcome Party Drinks & Apps Shake A Leg

Wednesday April 7th

1000 – Competitors meeting Pavilion Shake A Leg
1200 – First Warning
1730 – After Racing Social Shake A Leg -Daily Awards

Thursday April 8th

1000 – Competitors meeting Pavilion Shake A Leg
1130 – First Warning
1730 – After Racing Social Shake A Leg – Daily Awards

Friday April 9th

1000 – Competitors meeting Pavilion Shake A Leg
1130 – First Warning
1730 – After Racing Social Shake A Leg – Daily Awards

Saturday April 10th

10:00 – Competitors meeting Pavilion Shake A Leg
11:30 – First Warning

“No warning signal will be made after 15:30 on the final scheduled day of racing”

18:00 – Awards at Shake A Leg

6. EQUIPMENT INSPECTION AND MEASUREMENT

- 6.1. In order to compete, each boat must complete Class Rules Compliance Form and have passed Inspection. Documentation must be returned to the Technical Committee prior to 1700 on April 5th 2027.
- 6.2. All boats shall submit the completed Class Rules Compliance Form at the time of Inspection.
- 6.3. Inspections will be conducted by appointment only. Those missing their appointed time will be rescheduled to an available time slot. Further information regarding scheduling inspections will be posted on the ONB no later than March 15th 2027.
- 6.4. Inspections will consist of critical items from the Class Rules. The list will be available at the time the boat is inspected.
- 6.5. Boats may be re-inspected at any time during the regatta by the Technical Committee.
- 6.6. [DP] Boats shall comply with RRS 78.1.
- 6.7. [DP]All boats shall display bow numbers in line with VX One Class Rules
- 6.8. In the event that the Bow Number does not match the Sail Number, Bow Number will be used for identification.

7. SAILING INSTRUCTIONS

- 7.1. Sailing Instructions will be available at the Clubspot ONB by 2000 hours March 29th 2027.

8. COURSES

- 8.1. All racing will take place on Biscayne Bay.

- 8.2. Specific details regarding racing course locations will be in the sailing instructions.
- 8.3. Marks will be autonomous marks.

9. PENALTY SYSTEM

- 9.1. US Sailing Prescription Appendix V shall apply.
- 9.2. The Protest Committee may impose penalties less than disqualification (DPI), for violation of rules and racing rules other than those in RRS Part 1 and Part 2 as permitted in RRS 64.

10. SCORING Per Event Regulation C2

- 10.1. The Low Point Scoring system of the RRS Appendix A shall be used.
- 10.2. Three (3) completed races shall constitute a regatta.
- 10.3. When fewer than six (6) races have been completed, a boat's series score shall be the total of her race scores.
- 10.4. When six (6) or more races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- 10.5. When twelve (12) or more races have been completed, a boat's series score shall be the total of her race scores excluding her two (2) worst scores.

11. ADVERTISING

- 11.1. Boats may be required to display event and/or sponsor advertising in accordance with World Sailing Advertising Code, Regulation 20. Materials and application instructions will be provided by the OA. Display of advertising that conflicts with an event sponsor may require the prior written approval of the OA.

12. PRIZES

- 12.1. Series prizes will be awarded for first (1st) through fifth (5th) place.
- 12.2. Top Female Skipper
- 12.3. Top Mix Plus Team (Teams Made up of 50% or More Female Crew)
- 12.4. Top Master Skipper 60+
- 12.5. Other awards may be given at the discretion of the OA.

13. SUPPORT PERSON VESSELS

- 13.1. [DP] Support person vessels shall register at check-in and provide name, phone number
- 13.2. A support person agrees, while on the water, to monitor the official VHF channel, to assist the Race Committee, if requested, and accept the provisions of RRS 4.1(b), Acceptance of the Rules.
- 13.3. Support people shall stay 150 meters outside the racing area while any boats are racing.
- 13.4. The Race Committee or Protest Committee may warn a support person who, in their opinion, is about to infringe on a race before protesting under RRS 60.2 or 60.3(d).
- 13.5. Dockage and storage for support boats are not guaranteed and must be arranged in advance with the OA.

14. LAUNCHING – BERTHING – HAULING – TRAILER STORAGE

- 14.1. All launching, berthing, hauling out, and trailer storage will be conducted at Shake A leg .
- 14.2. [DP] Boats shall be kept in their assigned places while in the boat park and or harbor.
- 14.3. If competitors plan to participate in the Bacardi Invitational Regatta, please make arrangements for storage at CGSC
- 14.4. SALM will start accepting boats on campus from April 5th . All boats must vacate the campus no later than April 11th

15. [DP] HAUL-OUT RESTRICTIONS

- 15.1. [DP] Boats shall remain afloat for the duration of the regatta. Haul-out, careening, or any form of removing a boat from the water is prohibited from 0900 on April 7th until the completion of the final race.

- 15.2. Exception: A boat may be hauled out only when necessary to make essential repairs and only with prior approval from the Technical Committee and Notify the Principal Race Officer (PRO). The PRO may require that the boat be inspected before and after the repair.

16. INSURANCE

- 16.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.
- 16.2. A copy of the boat's insurance coverage page shall be submitted prior to or at check-in. Please email to: Valentina at: valentina@twelveusainc.com

17. RISK and RESPONSIBILITIES

- 17.1. 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 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.
- 17.2. The Skipper/Owner of each boat is responsible for the conduct of their crew both on the water and ashore. Destruction of property, breaches of good sportsmanship, or failure to comply with reasonable requests from race officials may result in a hearing to determine if disqualification and exclusion from the regatta should be imposed.

18. MEDIA RIGHTS

- 18.1. Competitors give absolute right and permission to use their name, voice, image, likeness and biographical material as well as representations of their boats in any media world- wide (including television, radio, print, video footage and internet media) for editorial, commercial purposes, or to be used in press information.

19. FURTHER INFORMATION

Event Management: Sara Zanobini
US VX One Class President: Tim Pitts
Principal Race Officer: Mark Foster
Participant Concierge:

sara@twelveusainc.com 305-510-7024
Pitts.timothy@gmail.com 401-419-9010
mfoster1053@gmail.com 361-816-9801
vxoneworlds2027@gmail.com

ADDENDUM A
US Sailing Prescriptions that Apply:

Add to the preamble to Part 5:

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Add to rule 65.1:

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for monetary damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for monetary damages. Such a claim is subject to the jurisdiction of the courts
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for monetary damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of monetary damages resulting from contact with other boats.

Add to rule 76.1:

US Sailing prescribes that 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 or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age. However, an organizing authority or race committee may exclude a competitor who is a citizen of, or holds a World Sailing ID as an MNA member of, a country listed on the US Sailing website under 'Exclusion' at ussailing.org/rules.

US Sailing Rule 81: INDEMNIFICATION OR HOLD HARMLESS AGREEMENTS

US Sailing prescribes that the organizing authority shall not require a competitor to assume any liabilities of the organizing authority, race committee, protest committee, host club, sponsors, or any other organization or official involved with the event. (This is commonly referred to as an 'indemnification' or 'hold harmless' agreement.) Go to rules.ussailing.org and click the "Indemnification (Rule 81)" link for more information.

APPENDIX R

PROCEDURES FOR APPEALS AND REQUESTS

This appendix is a US Sailing prescription.

See rules 70 and 71. This appendix replaces Appendix R as adopted by World Sailing for the purpose of creating a two-level appeals system. The US Sailing Appeals Committee acts as the national authority under rule 71.

Frequently Asked Questions (FAQ) on the appeals system and their answers, including advice on how to prepare an appeal, can be found on the US Sailing website.

Go to Appeals – US Sailing and click the ‘Appeals FAQ’ link. Appeals FAQ may also be accessed here: [Appeal-FAQ-rev-2.14.19-1.pdf \(ussailing.org\)](#)

APPENDIX V: ALTERNATIVE PENALTIES

This appendix is a US Sailing prescription.

Rules V1 and V2 provide alternative penalties that encourage competitors to take a penalty when they may have broken one or more rules of Part 2 or rule 31 in an incident. One or both of these rules apply only if the notice of race or sailing instructions so state.

V1 PENALTY AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’

V2 POST-RACE PENALTIES

When rule V2 applies, it does not replace any penalty that may be taken under rule 44.1. The availability of the penalty provided in rule V2 does not eliminate the need for a boat to promptly take an appropriate penalty or action in accordance with the Basic Principle, Sportsmanship and the Rules.

(a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.

(b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

(c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.