



World Sailing

# World Sailing Youth Match Racing World Championship and Women's Match Racing World Championship 2027 / 28 / 29

Bid Guidelines



sport / nature / technology

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This document is designated for World Sailing Member National Authorities (MNAs), Yacht Clubs and venues, as a guide and specification of requirements for bidding for:



**2027 World Sailing Youth Match Racing World Championship**  
**2028 World Sailing Youth Match Racing World Championship**  
**2029 World Sailing Youth Match Racing World Championship**



**2027 World Sailing Women's Match Racing World Championship**  
**2028 World Sailing Women's Match Racing World Championship**  
**2029 World Sailing Women's Match Racing World Championship**

The bid document must define which event and year the bid is intended for. However, there is no need to repeat bids for different years. For instance, if the same bid is valid for 2027, 2028 or 2029, this should be clarified in the bid document.

It is an outline specification of minimum requirements for both the sports competition and the on-shore events and sets out the rights and responsibilities for each party in hosting an event.

We strongly encourage bidders to contact World Sailing seeking any clarification on the requirements related to host this event.

Corinne Rolland-Mckenzie  
World Sailing Events Consultant  
Tel +33 (0)670101813  
[bid@sailing.org](mailto:bid@sailing.org)



## Introducing World Sailing

World Sailing (World Sailing) is the world governing body for the sport of Sailing, recognized by the International Olympic Committee (IOC). Founded in Paris in 1907, World Sailing now has 147 Member National Associations.

## Match Racing: The ultimate sailing spectacle

Match Racing represents sailing in its most thrilling and purest form—a gladiatorial one-on-one competition between two identical boats.

Often described as “chess on the water,” this discipline strips the sport down to its essentials: tactical brilliance, sailor skill, and raw competitive spirit. With short, intense races typically lasting 20-30 minutes, the focus is entirely on the strategic battle between crews, making it a compelling and easy-to-understand format for sailors and non-sailors alike.

As a prospective host, Match Racing offers a unique opportunity to stage a world-class sporting event that aligns perfectly with modern Olympic Vision criteria, delivering exceptional value across marketability, accessibility, sustainability, and diversity.



# History

The **Women's Match Racing World Championship** was first held in Genoa, Italy, in 1999 after a successful outing at the 1998 ISAF World Sailing Games in Dubai, with the first event contested by 23 boats. Denmark's Dorte Oppelstrup Jensen took gold, following this triumph with victories at the 2000, 2001 and 2006 events.

The most successful team in Women's Match Racing World Championship is the Match In Pink by Normandy Elite team skippered by Pauline Courtois, winners of five consecutive titles including the 2025 edition in Chicago.

In 2014, the **Youth Match Racing World Championship** was introduced to serve a growing demand for high-level competitive team sailing. The event is open to competitors who will be under the age of 23 on 31 December of the year of competition. Crews consist of four or five members, and include at least one female and one male sailor, with a total weight limit of 350kg.

Continuing Denmark's tradition of being inaugural winners, the first edition was won by Jachim Aschenbrenner. To date, each edition has had a new winner with Marin Micoulot's team the most recent victors in Gdynia, Poland. Australia is the most successful nation with five victories from the 12 events held so far.

# Format

Match Racing is a sailing format in which only two boats race against each other at a time over five rounds: a round robin, a repechage, quarter finals, semi-finals and the Grand Final, with a Petit Final to determine third and fourth place.

The pre-start phase is crucial – teams engage in tactical manoeuvres to gain an advantage or force their opponent into a mistake. The races are umpired on the water, and penalties (a 270° turn) must be performed before crossing the finish line.

The racing is focused on controlling the opponent, blocking their moves, and exploiting the rules to gain an edge. The winner is the first to cross the finish line.

Match Racing requires precision, coordination, communication, and strong leadership from the skipper.



# Why host the World Sailing Youth and Women's Match Racing World Championships

## Marketability: A spectator-friendly discipline

Match Racing is a uniquely marketable, spectator-friendly discipline where its simple one-on-one format and clear win/lose outcome make it incredibly easy to communicate to a broad audience.

Held close to shore, Match Racing transforms any waterfront into a natural stadium, providing compelling visuals and palpable excitement for spectators on the ground. The short, action-packed race duration of approximately 20 minutes is perfectly suited for television broadcasts and dynamic digital media coverage, resonating strongly with younger audiences, while the dramatic pre-start manoeuvres, on-the-water penalties, and close-quarters racing create constant highlights ideal for social media, ensuring the event captures and holds public attention.

## Accessibility: A true test of skill

The use of supplied, identical boats is a cornerstone of Match Racing, leveling the playing field and placing the focus squarely on sailor skill. This approach aligns perfectly with the goal of reducing equipment costs and logistical complexity, which in turn lowers the barrier to entry and allows for increased participation from a wider range of nations.

Match Racing provides a clear and accessible pathway for athletes to progress from youth to high performance levels, developing transferable skills critical to all sailing disciplines, including tactical decision-making, close-quarters boat handling, team coordination, and mental toughness under pressure.

## Sustainability: A modern and responsible format

Match Racing's format is inherently aligned with modern sustainability goals. The use of locally chartered or supplied boats significantly reduces the environmental impact associated with transporting equipment.

Events operate successfully with smaller fleets - typically 6-8 boats in total, which are reused by multiple teams throughout the competition. Racing close to shore minimises the need for extensive support boat operations, further reducing the event's environmental impact. This compact, high-impact format not only lessens its footprint but also provides a powerful platform for organisers and athletes to champion climate action and promote sustainable practices.

## Diversity: An inclusive and equitable sport

Match Racing is a powerful vehicle for promoting diversity and gender equality in sport. The discipline has a rich history of mixed-gender events, and its tactical nature levels the playing field, relying on strategy and skill rather than raw physical strength. This emphasis allows for a greater diversity of body types to be competitive and aligns fully with World Sailing's goals for an accessible, equitable and inclusive sport.

Furthermore, by reducing equipment costs and logistical hurdles, the supplied-boat format makes elite competition more attainable for athletes from smaller or developing sailing nations, fostering a more inclusive and globally representative sporting landscape.

Read more about Match Racing on the [World Sailing website](#).

# 1 General

## 1.1 Event Title

The official title of the event will be “20xx World Sailing Youth Match Racing World Championship” and “20xx World Sailing Women’s Match Racing World Championship” and this title must always be used in relation with the event. The Host needs approval for any translation of the title for the use in the language of the host nation if the official language of the host nation is other than English.

In the event of a title sponsor being found, World Sailing may approve a change of name to reflect the sponsorship arrangements.

## 1.2 Event Dates

There are no fixed dates for the Championship in 2027 – 2029 and World Sailing is prepared to consider a bidder’s preferences; however, clashes with annual major Match Racing events should be avoided. World Sailing will make the final decision on the dates for the event after consultation with the successful bidder and also considering the world Match Racing calendar and other World Sailing events.

## 1.3 Visits

There will be no visits by the members of the World Sailing Match Racing Committee or the evaluation panel to the bidding cities or countries, and no direct approach must be made to them outside any official technical candidature site inspections. If a World Sailing committee member or member of the evaluation panel must travel to a bidding city or country for any reason, the bidding city or MNA may not take advantage of this occasion for the promotion of its candidature, nor cover the costs and other expenses linked to such a visit, in particular, travel and accommodation costs.

# 2 The Role of World Sailing after the Bid Process

## 2.1 World Sailing Technical Delegate

World Sailing will appoint a World Sailing Technical Delegate who will represent World Sailing in its relations with the Host, during the preparation of the event and during the Championship. The World Sailing Technical Delegate may conduct a site visit following the award of the bid – this site visit is usually held before the event, but further visits may be made if, in World Sailing’s opinion, it is necessary to do so. The Host is responsible for the travel and accommodation expenses of the World Sailing Technical Delegate during the site visits and during the event.

## 2.2 World Sailing’s Responsibilities and Functions

- a** To approve the sailing venue
- b** To advise and approve on the specification and technical aspects of the venue
- c** To approve the proposed supplied equipment (boats)
- d** To approve the logistical support for racing (including race committee vessels, umpire RIBs, etc.)
- e** To negotiate and agree to the Event contract with the Host
- f** To establish the format of competition and the schedule for the Championship, considering the characteristics of the venue and the equipment selected
- g** To establish and operate the qualifying system for the Championship (if any)
- h** To appoint the World Sailing race officials following consultation with the Host
- i** To advise on any sponsorship rights and sales plan with the Host
- j** To approve all branding, marketing and communication material
- k** To approve the event website (this may be hosted by World Sailing)
- l** To advise on the communications plan and facilities for the media
- m** To approve the arrangements, programme and scripts for the official ceremonies
- n** To approve the arrangements, programme and scripts for the official ceremonies

### 3 The Role of the Member National Authority

All bids shall be supported by a recommendation from the World Sailing Member National Authority (MNA) in the host country.

There shall normally be only one bid per country. However, World Sailing may accept more than one bid per country if the World Sailing Member National Authority decides that it has equal good propositions for the Championship. In such case, all bids need to be clearly supported by the MNA and World Sailing needs to give permission to allow more than one bid.

The MNA will be required to sign the Championship event management contract between World Sailing and the Host to confirm that they know its contents and terms. The MNA, in support of the Championship, will assist both the Host and World Sailing by providing advice and technical support to the Championship to be run successfully.

If there is a conflict with any national rules and regulations, the World Sailing rules shall apply.

### 4 Fees Charged by World Sailing

World Sailing will not charge a sanction fee to the Host.

### 5 Entries

All entries shall be made according to a World Sailing approved qualification system and the administration of entries, entry payment and accreditation shall be done by the Host.

#### 5.1 Entry Fee

There shall be an entry fee to be paid by the competitor (the level of the fee must be approved by World Sailing). The entry fee shall include any applicable taxes.

#### 5.2 Damage Deposit

The Host may charge a damage deposit to be paid by the competitors in exchange for use of supplied equipment (the level of the fee must be approved by World Sailing).

### 6 Marketing and Media

#### 6.1 Marketing Media Rights

World Sailing is responsible for guiding and approving the marketing, media and sponsorship of the championship.

All image and moving image rights for the championships are the property of World Sailing. For the duration of the championships and up until one year after, image rights (subject to contract) may be given to the Host, event sponsors and accredited media/broadcasters.

#### 6.2 Spectators and Engagement

World Sailing is seeking venues that both meet the sports criteria set out within the bidding guide but also are attractive to spectators and are in a location that is already an existing visitor destination.

Ideally, the venue will have an existing walk-up audience that could be engaged by the event.

A successful strategy could involve a partnership with another non-sailing event to utilise a pre-existing spectator audience or to encourage footfall, creating an event village to help attract spectators. Engagement with local governments and cities is encouraged.

Engagement with spectators may include live commentary, cultural displays, athlete and coach interviews, daily leader bib presentations and other entertainment. An engagement zone could be created with a stage and screen, where appropriate.



## 6.3 Media and Broadcast

The Host will be responsible for appointing a professional event photographer and provide copyright-free distribution of pictures for use by the media and World Sailing.

The Host will be responsible for producing and distributing professional daily race reports for use by the media and World Sailing.

The Host may appoint a Host Broadcaster to provide copyright-free distribution video for use by the Host, World Sailing and the media. World Sailing retains the right to exploit online broadcasting.

The Host shall seek World Sailing approval for photographic and Host Broadcaster appointments.

## 6.4 Event Branding

The presentation of the event venue and all communications need to reflect the standard of a high-standard sporting competition. The Host will work closely with the World Sailing Marketing team to ensure branding execution is of the right standard, and that all World Sailing, Event and Partner assets are used effectively.

A branding plan for the event venue will be agreed, and all designs will be approved by World Sailing ahead of production.

Depending on the event size and venue, a branding plan might include: wayfinding signage, entrance signage, event signage throughout venue, local and global partner recognition, stage and podium backdrops / dressing, event programs etc.

Additional public-facing engagement initiatives should be considered. For example: explanations of the Match Racing format, athlete biographies, etc.

Production of branding should be 100% non-PVC and recyclable to be in line with World Sailing's Sustainability Agenda 2030.

## 6.5 Event Logo

The Event logo is provided by World Sailing and must be included in all communication material and documentation.

## 6.6 Commercial Rights

Event-based commercial rights are a key element of the overall World Sailing global commercial rights structure. This structure is designed to maximise commercial revenues for the benefit of the sport of Sailing. The assignment of rights between the Host and World Sailing is constructed to allow the Host to optimise local revenues, and for World Sailing to optimise global partnership revenues.

World Sailing has a range of global partners. These partners have exclusive category rights across the full asset base of World Sailing, which includes World Sailing events. World Sailing will provide details of the specific rights that need to be made available to the partners as these may vary from time to time.

Event partners/sponsors, contracted by the Host, must not operate within the World Sailing defined excluded categories outlined on the following pages. The Host must ensure that it receives prior written approval from World Sailing of the sponsor packages offered and before any contract with a sponsor/partner is signed.

If boats are supplied, category exclusivity includes any existing advertising on these supplied boats.

In Appendix 1, you will find a table and supplementary information regarding the commercial rights and obligations of World Sailing and the Host.

World Sailing understands the challenge faced by Hosts to secure event sponsorship, especially for smaller events. Therefore, World Sailing will release excluded categories, that are not being utilised by World Sailing, nine to twelve months ahead of the event for use by the Host.

The Host will have the right to grant aid or other support from national/regional/local government and other public institutions.

As part of the bidding process for World Sailing-sanctioned events, prospective hosts are expected to engage with World Sailing's Official Logistics Partner, Kuehne+Nagel, at an early stage to discuss the planning, coordination, and delivery of event logistics services. To support consistency, efficiency, and sustainability across World Sailing's global event portfolio, Kuehne+Nagel shall be given the first right of refusal for the provision of logistics-related services associated with the event.

Event hosts are encouraged to work collaboratively with Kuehne+Nagel and World Sailing to integrate logistics planning into the overall event delivery framework, taking into account applicable local regulations and event-specific requirements. Where logistics services are not provided by Kuehne+Nagel, this should be agreed in advance with World Sailing.

For initial logistics discussions, bidders should contact Danny Ashton at Kuehne+Nagel (Danny.Ashton@kuehne-nagel.com).

## 7 The Boats

The Championship will be sailed in one-design keelboats (with spinnakers) supplied and maintained by the Host.

The Host should have at least eight boats and a spare available if possible, and a spares inventory. Six boats and a spare can be considered, but this will limit on the proposed team capacity of the event. The boats must be equalised and be able to operate in a wide range of wind speeds. Sufficient spare equipment (such as spinnakers) must be available.

The boats shall have a crew of between 3 to 5 people including the skipper. Bids shall contain full details of the proposed boats, including the number available, their age, condition and number of average days used over the last three years.

The boats shall be supported by a dedicated boat support team (bosun/match support) able to fix damage at the venue.

The mainsail should have a system to display the name of the skipper.

## 8 Schedule of the Championship

The schedule of racing must be approved by World Sailing before the notice of race is issued. A potential schedule would look like:

Day 0 Registration, Practice, Opening Ceremony

Day 1 Qualifying Rounds

Day 2 Qualifying Rounds

Day 3 Qualifying Rounds

Day 4 Quarter-finals, Play-offs

Day 5 Semi-finals and Finals, Closing Ceremony

It is preferred that Day 0 be a Monday and Day 5 be a Saturday, and if possible that the Sunday before Day 0 also be a practice/clinic day.

## 9 Format of Racing

The format of racing will be decided by World Sailing in consultation with the Host. World Sailing currently expects the format to include qualifying round robin(s), quarter-finals, semi-finals and finals. Play-offs for lower ranked positions may also be included and a repechage may be included as well depending on the overall schedule.

The format may be changed by World Sailing at any time.

## 10 World Sailing Officials

The following people, appointed by World Sailing, will be present at the Event:

- a** A World Sailing Technical Delegate (who will not be from the Host nation)
- b** A Course Representative (where one racing area is agreed)
- c** A Chief Umpire (who will not be from the Host nation)
- d** A maximum of nine other Umpires including a minimum of four International Umpires (final number to be determined by World Sailing)

### 10.1 Appointment of Officials

The appointment of the World Sailing Officials is solely a matter for World Sailing after consultation with the Host. World Sailing will endeavour to appoint a balanced team that does not incur a disproportionate amount of travel expenses; however, the appointments must reflect the status of the event as a World Championship and therefore have a global balance of appointments with appropriate strength in the officiating team.

National Umpires may be appointed to the umpire team at World Sailing's discretion.

### 10.1 Travel, Food & Accommodation for World Sailing Officials

The travel, food and accommodation for the World Sailing Officials are the financial responsibility of the Host.

## 11 Venue Facilities

### 11.1 Venue

The venue should be located reasonably close to the competition (racing) area and have full facilities for competitors and officials (as set out below).

It is essential that the competition venue ensures a lasting legacy to the sport of sailing in the region and should be run in a sustainable and environmentally sensitive way.

### 11.2 Competition Area

Competition area requires a windward/leeward course of 0.8nm, ideally located in close proximity to the shore, to facilitate viewing of the racing.

The minimum depth must be such that the racing boats can get close to the shore with no impediment. The maximum depth shall not be more than 45 metres. If the depth at the course area exceeds this, special permission should be obtained from World Sailing.

Maximum current shall not exceed 1 knot. If the current (tide) at the course area exceeds this, special permission should be obtained from World Sailing. Details on wind, current and waves shall be presented to World Sailing.

The competition area should be free of any commercial or recreational traffic.

### 11.3 On-shore Facilities

Official flagpole for signals ashore should be in the venue close to the facilities for competitors and officials.

Sufficient toilets and showers shall be provided for all male/female competitors registered.

Additional shade/shelter should be provided for teams to relax if hot conditions are likely.

## 12 Safety Requirements

The Host will need to provide a complete Safety Plan at least one month before the event, seeking World Sailing's approval. The Plan shall follow the requirements of the applicable legislation as well as the relevant local authority's guidance and requirements.

## 13 Mooring Facilities

The racing boats should be moored as close as possible to the venue on pontoons. Mooring for the umpire RIBs, coach boats, media boats and race committee vessels should also be nearby.

## 14 Official Vessels

The following is an estimate of required vessels:

### **a Race Committee and Umpires:**

A starting vessel between 30 to 40 feet long typically (depending on the size of racing boats) – 1 m ark-laying vessel – 2 Umpire vessels (rib) – up to 5 ribs of at least 5 meters in length and which shall be able to accelerate quickly with a small turning radius. Wake should be as little as possible. The boats must have two holders for the umpire signal flags, preferably located aft so the flag does not interfere with the umpires' vision.

### **b Press Boats:**

Press Boats – sufficient boats for the number of registered journalists, photographers and broadcasters.

## 15 Competitors Facilities

Changing rooms and shower facilities for the competitors (male and female) shall be provided, with adequate toilet facilities.

A 'Sailors Lounge' or clubhouse facilities (with catering) should be available for all competitors. Preferably, there shall be a wireless network for internet access throughout.

## 16 Medical & Doping

First aid facilities for competitors, team support personnel, staff, volunteers and officials should be available at the venue.

## 17 World Sailing Facilities at the Venue

World Sailing will need an office for the World Sailing Technical Delegate.

The International Umpires will need a secure office for their meetings. The room should be air conditioned, must be able to seat ten people on chairs around a large table and provide whiteboards, flipcharts etc. This room should not double as a changing facility.

All offices will require equipment including fast internet connection (preferably cable), printers and phones. Internet access (preferably wireless) must be available.

## 18 Accommodation

### 18.1 Accommodation for Competitors

The competitors are responsible for their own accommodation during the Championship. However, it is important for a successful bid that there are sufficient options for competitors to find accommodation relatively close to the venues and for a reasonable cost. A good mix of hotels of different classes, apartments, bed & breakfasts, campsites etc., are important factors when evaluating the bids. Bids with free accommodations for competitors will be viewed favorably.



## 18.2 Hotel Accommodation for Officials

The World Sailing Officials shall be accommodated in a nearby hotel, in single rooms, minimum three-star level, which should be at reasonably close walking distance from the venue.

The Officials may have long days (possibly until 21.00 – 22.00hrs) and arrangements for the evening meal must be able to accommodate this.

## 19 Equipment

The following equipment shall be supplied by the Host:

### 19.1 Sound Signals

Starting signals shall be given with guns or horns and should be able to be heard at a distance of at least 200 metres. Other sound signals shall have a similar effect.

### 19.2 Visual Signals

All visual signals (flags) shall be a minimum size of 50 x 50cm and be displayed at least six meters above the water surface.

Umpire flags must be provided and be able to be placed in a holder in the umpire boat. The specifications for umpire flags can be found in the World Sailing International Umpires Manual.

### 19.3 Marks

Each mark should be approximately 2 metres high and 1 metre in diameter. A range of different coloured windward marks must be available to facilitate multiple leg changes. The marks shall be suitable for carrying branding material.

## 20 Scoring and Results

It is vital that results are available quickly and are posted online. World Sailing recommends Hosts to use [matchracingresults.com](http://matchracingresults.com) for live results during events. Consideration should be given by bidders to using live blogging or other social media from the course area in order to deliver information quickly.



## 21 Sustainability Requirements

The Host should adopt the Plan-Do-Check-Act approach to managing the event.

The Host should meet the Sailors for the Sea Clean Regattas programme gold level or above.

The Host shall complete the World Sailing Event Planning Questionnaire no later than six months before the event.

Furthermore, the Host should ensure they include the following as part of the planning process under the guidance and support of World Sailing:

The sustainability plans are to include the following:

- a** biodiversity impact and protection;
- b** a pollution control plan;
- c** a waste management plan, which includes the elimination of single use plastics including cable ties and bottled water; and
- d** education activities and community engagement.

Communicate efforts to sailors, volunteers and staff on topics of importance before, during and after each of the Event to include:

- e** biodiversity protection, with measures taken to protect habitats and prevent the spread of invasive species;
- f** waste;
- g** travel;
- h** single use items including plastics; and
- i** sustainability education and engagement activities.

Activate the following actions:

- j** encourage low carbon and active transport;
- k** specify water only boat cleaning; and
- l** mark all surface water drains.

The Host shall provide a post event sustainability report no later than three months post event which includes:

- m** a high-level carbon footprint analysis, including scopes 1, 2 and 3 emissions;
- n** data on utilities used during the event including fuel consumption, waste production, water usage, and accommodation;
- o** travel details for sailors, race officials, volunteers and staff accounted for;
- p** any actions taken to reduce the carbon footprint of each of the Event;
- q** actions taken to achieve the Clean Regattas framework; and
- r** education activities implemented to engage the community.

For any questions, please contact World Sailing Sustainability: [sustainability@sailing.org](mailto:sustainability@sailing.org)

## 22 Event Coach for Youth Match Racing World Championship

In order to develop Youth sailing and bring equal opportunities to all teams engaged, World Sailing intends to provide a dedicated coach at each event. The Event Coach will be determined by World Sailing and the Host. The Event Coach will be made available to emerging teams on all scheduled practice and race days.

World Sailing will cover the Event Coach's cost for travel and daily fee. The Host shall provide accommodation, meals and a coach boat during the event.

## 23 Insurance Requirements

The Host will be required to:

- a** obtain all necessary licences, consents and permissions in order to organise the Championship in a first-class manner;
- b** acquire and maintain all appropriate insurances for the event, including without limitation,
- c** insurance for a comprehensive general liability insurance in an amount of not less than €10,000,000 EUR per occurrence, covering legal liability in respect of personal injury, property damage and products (food, drink and merchandise supplied) arising out of the organisation, promotion and management of the Championship, indemnifying:
  - i) the Host (including all its personnel, volunteers and whoever assisting in the organisation of the Championship) and World Sailing Officials; and
  - ii) the Host MNA and World Sailing as an additional insured for their respective rights and interests; and
  - iii) any suppliers of the Boats, resulting from use of their Boats and equipment during the Championships as an additional insured for their respective rights and interests.

## 24 Documentation

The text for all official documents for running the competition will be supplied or shall be approved by World Sailing. World Sailing must approve the notice of race and sailing instructions, and no change may be made to these documents once they have been issued without the approval of World Sailing.

## 25 Event Information Requirements

The Host must supply World Sailing, no later than four months before the event, a detailed information packet that will be helpful to participants planning their trip and budget for the event. Information should include nearest international airport, Visa special procedures, accommodation plan and recommendations, local transportation (taxis, buses, etc.), meal plan, average air and water temperature and wind speed, planned racing venue, and other useful planning information. World Sailing will then send the information packet to the participants



# Appendix





## Appendix 1 – Division of Commercial Rights

### World Sailing Sponsors and Excluded Sponsor Categories

Table 2 – World Sailing Global Partner Status

The sponsors and official sponsor status' set out below are as at the date of this bid document but may change subject to contract renewals.

Partner	Partner status
Rolex	Official Timepiece Official Timepiece Partner Any similar phrase as determined by World Sailing from time to time
Kuehne + Nagel	Official World Sailing Partner Official marine logistics and freight partner of World Sailing Any similar phrase as determined by World Sailing from time to time
Musto	Official World Sailing Technical Partner Official Technical Clothing Partner of World Sailing Any similar phrase as determined by World Sailing from time to time
Virtual Regatta	Official World Sailing Partner Official exclusive Gaming Partner of/to World Sailing Official eSports Partner Any similar phrase as determined by World Sailing from time to time

### Excluded Sponsor Categories

The sponsors and official sponsor status' set out below are as at the date of this bid document but may change subject to contract renewals.

Category	World Sailing Sponsor
Automotive, including cars and car derived As advised by World Sailing from time to time commercial vehicles, trucks, buses, inboard marine and industrial engines and construction equipment	As advised by World Sailing from time to time
Broadcast, audio-visual capture and distribution	As advised by World Sailing from time to time
Clothing (Technical)	Musto, and/or any Musto group company
Clothing (non-Technical)	As advised by World Sailing from time to time
Shipping, logistics and freight forwarding	Kuehne + Nagel group company
Sustainability	As advised by World Sailing from time to time
Timepieces, including intelligent wrist computers Rolex, and/or any Rolex group company which have timing as a primary or ancillary function, watches, clocks and jewellery	Rolex, and/or any Rolex group company

## Appendix 2 – Process Timetable

Bids Deadline	6 March 2026
Decision by World Sailing	March 2026

World Sailing reserves the right at any point and at its discretion to make amendments to this timetable and process and will advise all bidders immediately if this occurs.

## Appendix 3 - Bid Document Guidelines

As part of the bid, please ensure the following issues and questions are dealt with:

### 1 Motivation

Principal motivation for hosting the World Sailing Youth or Women's Match Racing World Championship.  
The impact and legacy for your city/region of hosting the Championship.

### 2 General Information

Detail brief description of the country: geography, population and political structure.

### 3 Host

Please give details (including addresses etc) of proposed Host (OC). Details of Member National Authority (MNA).  
Detail members of the proposed OC. Detail permanent staff of bidding organisation (if relevant).

If you are outsourcing any event organisation (e.g. marketing/sponsorship), please state your intention to do so and if you have at this stage any details of the proposed partner organisation(s).

### 4 Public Opinion

You must declare to World Sailing if there will be, or if there is reasonably likely to be, any opposition to the Championship.

### 5 Political Support - Government

The status of support of the national, regional, local government and city authorities for your bid and for the organisation of the World Sailing event in your city/region.

Please confirm that the government guarantees free access to and free movement around the host country for all accredited persons on the basis of a passport (or equivalent document).

Please provide dates of any elections due to take place in your city/region/country and in your MNA between now and the time of the event.

### 6 Candidature Budget

A preliminary budget must be presented with the bid document describing how and by whom your candidature will be financed, what is your budget (in Euros) for staging the event and how your event budget will be structured (private vs. public financing vs. other financing and VIK).

### 7 Government Contributions

What financial commitments have you obtained from your national, regional or local government and city authorities?  
What are the expectations of the financing body/bodies in respect to rights and hospitality at the event?

## 8 Venue

Provide a map of your city/region on which your bid is superimposed thus giving a complete visual overview of the venue, competition areas and surrounds. This map should include the location of all major infrastructures (venue(s), main hotel area, main transport infrastructure – airport(s), motorways, train station, etc.).

### **Existing Sailing Venues:**

Indicate the existing sailing venue which you expect will be used for the World Sailing Youth/Women's Match Racing World Championship. Please give a detailed description of the sailing venue and provide maps and pictures if possible.

### **On The Water (Field Of Play):**

Describe the sailing areas and indicate the position of the racing areas and surroundings - cliffs, mountains, current, sand bars, etc. Submit a nautical chart as an attachment.

## 9 Accommodation

Please indicate the likely hotels/apartments where officials and competitors would be likely to stay. Opportunities for sailors to be hosted by club members, access to student accommodation.

## 10 Transport Infrastructure

Indicate your existing transport infrastructure: motorways and major urban arterial network, suburban rail, subway and light rail public transport systems.

Which is the main international airport you intend to use for the Championship?

For the airport(s) you intend to use, please indicate, distance to the venue(s) and existing and planned public transport links to the venue(s).

## 11 General Conditions, Logistics and Experience

### **Proposed Dates of The Championship:**

State your proposed dates to host the Event and specify your reasons.

### **Meteorology:**

Please give detailed statistical information for the time of year and hours of racing including:

- Average wind speed and wind direction
- Current speed and current direction
- Air temperature & Water temperature
- Average number of days with precipitation

## 12 Experience

What experience have you had in hosting Match Racing events or other sailing events?

Please list the major events held over the last ten years, indicating dates.

## 13 Media

Outline intentions for national and international media outreach via traditional and digital publications, proposed

photography and broadcast teams as well as intended use of social media.

Will you stream live any racing days?

Will you use tracking?

## 14 Environmental

Indicate any environmental programmes envisaged for the Championship and local initiatives.

## 15 Other Initiatives

Please indicate any other initiatives that you may introduce to support the event.

## 16 Contacts

**All bids must be received by the World Sailing Executive Office by email by 12:00 (UTC) on 6 March 2026.**

World Sailing will confirm receipt of all documentation.

All bids received will be treated confidentially.

For further information about these bid guidelines contact:

Corinne Rolland-McKenzie at **corinne.mckenzie@sailing.org**

Please submit your bid to: **bid@sailing.org**





World Sailing

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