

# PUERTO VALLARTA 2026



## San Diego to Puerto Vallarta International Yacht Race

## NOTICE OF RACE

### 1. ORGANIZING and RATING AUTHORITY

- 1.1. The San Diego to Puerto Vallarta International Yacht Race will take place February 26 - March 6, 2026.
- 1.2. San Diego Yacht Club is the Organizing Authority (OA).
- 1.3. US Sailing is the Member National Authority (MNA).
- 1.4. Offshore Racing Association is the Rating Authority for the Offshore Racing Rule (“ORR”) Racing Divisions. Click [here](#) for 2024 ORR rulebook.
- 1.5. The term “Skipper” as used herein is defined as the person, whether or not the owner of the boat, who is designated on the entry form as “Skipper” and who is the person in charge (RRS 46) of the boat during the race. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew before and after, as well as during the race, and compliance with the Notice of Race (NoR), Sailing Instructions (SI), or other identified race documents.

### 2. RULES

- 2.1. The notation [NP] in a rule in the NOR or SI means it shall not be grounds for protest by a boat. This changes RRS 60.1.
- 2.2. This race will be governed by the *rules* as described in The Racing Rules of Sailing (RRS);
- 2.3. The 2024 Offshore Racing Rules as modified by this NOR or the SIs;
- 2.4. For both monohulls and multihulls, the US Safety Equipment Requirements - Ocean level requirements as modified for this event by this NOR and subsequent SIs (hereafter “Puerto Vallarta Safety Equipment Requirements” or “VSERs”).  
See also NOR Addendum 1 – Puerto Vallarta Safety Equipment Requirements (VSERs).
  - 2.4.1. No claim is made or implied that observance of these safety requirements will prevent injury, death, or loss of property. Neither the establishment of these safety regulations, their use by race organizers, nor the inspection or absence of inspection of a boat for compliance with these safety regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge, as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face adverse conditions. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.
- 2.5. [DP] YB Race Trackers (hereafter ‘RT’) will be used for race tracking and will be required to be carried and transmitting for the entire duration of the race. While boats will not be responsible for the rental fee, they are required to enter into a rental agreement with the RT rental company and agree to be responsible for up to \$1000 for their unit if lost or destroyed.

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### 3. ALTERATIONS OF RACING RULES

- 3.1. [World Sailing Appendix RV, Reduced Visibility](#) replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise. This replaces the IRPCAS referenced in the preamble of Part 2 rules.
- 3.2. The definition *Start* is changed under [World Sailing Test Rule DR21-01](#) as follows:
  - i) Start:* A boat starts when her hull having been entirely on the prestart side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the prestart side to the course side either (a) at or after her starting signal, or (b) during the last 1 minute before her starting signal.
  - ii)* When a boat starts in accordance with item (b) of the definition *Start*, she may return to the prestart side of the line to comply with item (a) of the definition of *Start*, but, if she does not, the starting penalty shall be to add the time of the start error rounded up to the nearest minute, and if greater than 4 minutes also add one hour to her elapsed time. See **NOR** 15.5.
- 3.3. Movement of sails not in use while racing is allowed; however all gear and sails not being flown must remain within a boat's lifelines. This modifies RRS 51 Movable Ballast only as to the movement of sails. Per RRS 87, ORR has issued SDYC permission to make this change.
- 3.4. RRS 51 Movable Ballast and RRS 52 Manual Power are modified to permit the positioning of hull appendages, specifically adjustable keels and water ballast, and other control devices powered by hydraulic or electric power on boats so designed and so rated by the handicap authority. All such movable ballast systems shall be capable of manual operation if powered systems are inoperable. All other boats shall comply with RRS 51 and RRS 52.
- 3.5. Boats may apply for a waiver of RRS 52 such that power and stored energy are permitted for sail hoisting, trimming, and adjusting. Full information on all forms of stored energy for sail hoisting, trimming, and adjusting shall be submitted with the final rating data. The Rating Authority will estimate the benefit of these features and adjust the ratings accordingly.
- 3.6. **[DP]** For the purposes of RRS 47 - Trash Disposal, there will be no penalty for discarding leftover food scraps or losing non-synthetic sail stops overboard used to set sails in a safe and controlled manner. All other waste management protocols should be observed. The OA encourages all competitors to invest in equipping new free flying sails or retrofitting existing sails with reusable launch control features like roller furling, zippers, or Velcro tabs to set sails in a safe and controlled manner. If a competitor intends to use single-use banding, the material should be non-synthetic (ex: cotton/wool) and they should be mindful of the impact of excessive or unnecessary banding, and avoid when possible, the use of dyed or colored materials.
- 3.7. RRS 61 Redress: RRS 61.4 is modified by adding the following: (6) "being directed by a Government Authority to deviate from her proper course."
- 3.8. US Sailing Prescriptions to 63.1 will not apply.
- 3.9. Boats intending to use non-Large Roach Headsails set to leeward connected to Whisker Poles (attached to the mast) or Outriggers (attached to the hull) on this race must be rated for these configurations on their ORR Certificate submitted for this race. This changes ORR 10.05 (e) and RRS 55.3 (a).
- 3.10. There is no limitation on the number of spinnakers and staysails carried. This modifies ORR rule 10.02.1.

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3.11. There is no limitation on crew weight. This modifies ORR rule 4.02. Per RRS 87, ORR has issued SDYC permission to make this change.

### 4. SAILING INSTRUCTIONS

Sailing Instructions will be available by Monday, February 2, 2026.

### 5. COMMUNICATIONS

5.1. Official Notice Board will be on the website: <https://pvrace.com/> with race documents located under the Race HQ link at the top: <https://pvrace.com/the-race>

5.2. Any questions regarding the NOR, Entry, Eligibility or SIs, including interpretations of published rules and amendments, must be submitted prior to 1700 Friday, February 20, 2026, in writing to: Sailing Office, San Diego Yacht Club, via e-mail to: [sailing@sdyc.org](mailto:sailing@sdyc.org)

5.3. **[DP]** All boats shall be equipped with the following:

5.3.1. A VHF radio as required in VSER 3.8.1 and while at sea must maintain, when practicable, a continuous listening watch on VHF Channel 16. This watch must be kept at the position from which the ship is normally navigated or at a position which is continuously manned. [47 CFR 80.1123 (c)]

5.3.2. Satellite communication capability via satphone or satellite-based wifi access point that includes voice communication. This capability shall have coverage for the duration of the race and be connected to main power or have a spare battery. All boats shall have ability to maintain Satellite communication capability in the event of an abandon ship. Satellite communication capability shall be powered on as required by communication schedule in Sailing Instructions. Boats shall provide their contact number to the Race Committee.

5.3.3. Email Capability – Boats shall be equipped to send and receive e-mail communications.

5.3.4. YB Race Tracker – supplied RT will report a boat's position. It will be the responsibility of the skipper of the boat to ensure that the RT remains properly installed and must make every effort to ensure it is functional for the entire race. The Skipper will be responsible for returning the RT soon as practical upon finishing.

### 6. ELIGIBILITY

6.1. This race is open to all ocean racing boats 30' LOA or greater whose skipper is a member of a club or other organization affiliated with either US Sailing, their National Authority, or World Sailing.

6.2. To be eligible to race, each boat shall possess, prior to starting, a valid 2026 ORR fully measured certificate. See section 11 – Rating Certificates.

6.3. New certificates or Renewals may be obtained by completing the online webform application from <https://www.ussailing.org/competition/offshore/orr/>

6.4. For questions regarding ORR ratings, email [offshore@ussailing.org](mailto:offshore@ussailing.org) (or call 401 342 7953).

6.5. For questions regarding ORR-MH email [jimteeters@ussailing.org](mailto:jimteeters@ussailing.org) (or call 401 862 3681).

6.6. Eligible boats will be divided into divisions and scored by their ORR ratings. Multihulls will be divided and scored by their ORR-MH rating.

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6.7. Individual boats, or boats accepted as a class whose class rules or configurations prevent them from complying with some of the requirements of this NOR, may petition the Organizing Authority for waivers no later than February 6, 2026. Justification of any deviation and alternative means of compliance should accompany petitions and should accompany a request to establish a class.

### 7. CREW LIMITATIONS

7.1. The minimum crew on any boat shall be 4. Any request to waive this requirement must be accompanied by a boat history and sailing resumes of all crew onboard.

### 8. ENTRY AND FEES

8.1. Entry shall be made online at the event website: [pvrace.com](http://pvrace.com)

8.2. The following is included in entry fee:

- Kick Off Fiesta
- Hosted breakfast for Skippers and Navigators at the Skippers' meeting
- Race Tracking Services
- Customs Officials on site
- Race Blog / Photo updates
- Awards Fiesta

8.3. The entry fee is as follows:

LOA Range	Standard Entry Fees (through 1/05/26)	Late Entry Fee ( 1/06/24 – 2/02/26)
30 – 40	\$28/ft	\$32/ft
41 – 50	\$32/ft	\$36/ft
51 – 60	\$35/ft	\$39/ft
61 – 70	\$37/ft	\$41/ft
71+	\$41/ft	\$45/ft

8.4. Entries received by Friday, January 9, 2026 will be charged the Standard Entry Fee per foot of length overall (LOA) as shown in 8.3.

8.5. Entries received between Saturday, January 10, 2026 through Friday, February 6, 2026 will be charged the Late Entry Fee per foot of length overall (LOA) as shown in 8.3.

8.6. All entry fees are paid in full by February 6, 2026.

8.7. Requests for full refunds will be granted if received by 1700, Friday, January 9, 2026.

8.8. No entries will be accepted after Friday, February 6, 2026 unless approved by the organizing authority.

8.9. Race Entry is complete only when all items in this section (8.9) have been received and acknowledged by the San Diego Yacht Club Sailing Office, and are due by Wednesday, February 25, 2026. A boat is not eligible to start this race until ALL of the following has been submitted:

8.9.1. All yacht and owner/skipper information as required by the Yacht Scoring online entry system.

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- 8.9.2. Each skipper (see NOR 1.5) ensures the crew roster in Yacht Scoring is accurate with complete crew names and emails, and that each crew has entered their contact information, their onshore emergency contact information, and that the 'racing waiver' box for each crew is marked "Yes".
- 8.9.3. Completion of all required fields on the 2026 PV Race Boat Details Form (<https://sailing.sdyc.org/machform/view.php?id=905788>) including the yacht's onboard email address and onboard sat phone number to be used during the race.
- 8.9.4. One high resolution color photograph of their boat suitable for print reproduction on the event website, any media releases, and distribution upon request by government authorities.
- 8.9.5. Clear image or scan of the skipper and each crew's valid passport with expiration date through the end of the race and expected return date to US. Image should be of the full page showing the name, dates, passport # without any information cut off the ends of the image. These are provided to the customs agents in advance of each boat's arrival to Mexico to expedite processing entry to Mexico.

### 9. ADVERTISING

- 9.1. Advertising is unrestricted subject to WS Advertising Code.

### 10. SCHEDULE OF EVENTS

- Friday, January 9, 2026 .....Standard entry fee closed (8.4)
- Friday, January 9, 2026 .....Withdrawals with 100% refunds closed (8.6)
- Friday, January 9, 2026 .....Petition to establish additional classes closed (6.7)
- Monday, February 2, 2026 .....Sailing Instructions posted (4)
- Friday, February 6, 2026.....OA Petitions for waivers closed (6.7)
- Friday, February 6, 2026 .....Race entry closed (8.8)
- Friday, February 13, 2026 .....Any rating data due to Rating Authority (11.1)
- Friday, February 13, 2026 .....Provisional class breaks posted (16.1)
- Friday, February 20, 2026 .....Request for interpretations of NOR/SIs due (5.2)
- Friday, February 20, 2026 .....Official Class breaks posted (16.1)
- Wednesday, February 25, 2026 .....All race forms and documents due (8.9)
- Thursday, February 26, 2026 @ 0800.....Reception and Skippers Meeting I
- Thursday, February 26, 2026 @ 1200..... \*Provisional START I
- Thursday, February 26, 2026 @ 1800.....Kick Off Fiesta at SDYC
- Friday, February 27, 2026 @ 0800 .....Reception and Skippers Meeting II
- Friday, February 27, 2026 @ 1200 ..... \*Provisional START II
- Saturday, February 28, 2026 @ 0800 .....Reception and Skippers Meeting III
- Saturday, February 28, 2026 @ 1200 ..... \*Provisional START III
- Friday, March 6, 2026 @ 1800 .....Trophy Presentation (17.1)

*\*START Dates and times are provisional.*

*Additional dates or times may be added to best facilitate timely arrivals for all entries.*

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### 11. RATING CERTIFICATES

- 11.1. Rating application, data, and any alterations to hull, spar, sails or other equipment configurations that may affect a rating certificate from prior years shall be made available to the rating authority (US Sailing) no later than February 13, 2026.
- 11.2. In the event that a boat's National Authority, Class Association or Rating Authority is unable to approve a Rating Certificate by 1700, Friday, February 20, 2026, the Organizing Authority may make other arrangements such as they consider most equitable.

### 12. INSPECTIONS

- 12.1. All boats are subject USSERs Regulation 1.3 – Inspection. Resolution of any problems regarding required safety equipment, minimum accommodations, eligibility of crew members etc., will be determined by the Organizing Authority and the Rating Authority.

### 13. VENUE and COURSE

- 13.1. Race Headquarters will be located in the Sailing Office of San Diego Yacht Club prior to Sunday, March 1, 2026.
- 13.2. PV Race Headquarters will be located in the vicinity of the destination marina from 1400, Monday, March 2, 2026, until 0800, Saturday, March 7, 2026.
- 13.3. The Start will be located in the vicinity of Shelter Island.
- 13.4. The Finish will be a virtual finish gate located off Punta Mita, Nayarit, Mexico.
- 13.5. The approximate rhumb-line course distance is 1050 nautical miles.

### 14. ALTERATIONS TO SAFETY EQUIPMENT

- 14.1. The following USSER “US Ocean” level requirements are modified by this NOR and/or the Sailing Instructions and included as the Puerto Vallarta Safety Requirements (VSERs) in Addendum 1 with same numbering. Specifically:
- 14.2. SER 3.8.3 is deleted and replaced with: “A boat shall have satellite communication capability via satphone or satellite-based wifi access point that includes voice communication, can operate as required for the duration of the race and has the ability to maintain Satellite communication capability in the event of an abandon ship.”
- 14.3. **[NP] [DP]** Boats will be required to demonstrate to the RC the Tx and Rx operation of their AIS (SER 3.9) unit for 1 hour prior to until 1 hour after the start.
  - a) Thereafter, it is a safety feature for competitors to manage in accordance with maritime rules and safety protocols.
  - b) Competitors should monitor this safety feature at all times, especially in areas w/ commercial shipping or military traffic encounters during night or stormy conditions where identification is difficult. It is also critical for both USCG and MX Navy for vessel identification in international waters.
  - c) Any vessel retiring from the race or requesting outside assistance shall operate their AIS as described from as soon as possible until such time as they have reached safe harbor.

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- d) Any boat aware of their race tracker not functioning shall ensure their AIS is switched on and in Tx-Rx mode for the duration of the race.
- e) RRS 56.3 is modified to not require tx-rx at all times, specifically anticipating partial/intermittent performance.

14.4. USSER 3.21 (Display of sail numbers independent of sail) is deleted.

14.5. USSER 3.33.1 and 3.33.2 (Mainsails for bad weather/emergency) are deleted and replaced with:

14.5.1. 3.33.1 A boat shall have mainsail reefing equipment capable of reducing the effective luff of the main to  $0.70 * P$  OR a storm trysail which can be set independently of the main boom, has an area less than 17.5% of  $E * P$ , and which is capable of being attached to the mast.

14.6. USSER 3.33.3 and 3.33.4 (Headsails for bad weather/emergency) are deleted and replaced with:

14.6.1. 3.33.3 A boat shall have a storm jib of area not greater than 5% height of the foretriangle squared, with luff maximum length 65% height of the foretriangle OR a heavy-weather jib of area not greater than 13.5% height of the foretriangle squared and without reef points. (attachment independent of luff groove device).

14.7. For all boats, the OA encourages the wearing of harnesses/lifejackets between sundown and sunrise, and whenever conditions warrant, or as directed by the Skipper (RRS 46) of the boat.

### 15. PENALTIES

15.1. RRS 60.2(a)(2) is changed so that any boat being protested by the Race Committee for an infraction will be notified of the protest within 24 hours after the time the boat finishes the race.

15.2. The first sentence of RRS 60.5(c) is changed to: "If the protest committee decides a boat that is a party to a protest hearing has broken a rule and is not exonerated, it may impose an elapsed time penalty or impose no penalty at all." However if the infraction caused injury or damage to another boat which in any way affected the racing ability of that boat, the offending boat shall be disqualified.

15.3. If an elapsed time penalty is imposed, its magnitude will be at the protest committee's discretion unless otherwise specified in the NOR or SIs, and will apply to the calculation of all corrected times and finish positions for all race awards.

15.4. **[DP]** Willfully reporting a false position, impeding the transmission of RT position reports, or remaining unreported for an extended period of time may be considered gross misconduct and a report will be filed with the protest committee pursuant to RRS 69.1.

15.5. **[DP]** When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not, the starting penalty shall be to add the time of the start error, if greater than 4 minutes, plus one hour to her elapsed time. See NOR 3.2.

15.6. **[DP]** When a boat touches a starting mark and does not take a One-Turn Penalty as described in RRS 44.2, the penalty shall be two hours added to her elapsed time.

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### 16. CLASSES AND SCORING

- 16.1. Provisional Class Breaks will be determined as soon as possible after the close of entries Friday, February 13, 2026. Official class breaks will be posted as a separate document – SI Addendum 1 Friday, February 20, 2026.
- 16.2. Scoring for monohulls will be figured using ORR and US Sailing’s Forecast-Time Correction Factor (F-TCF) ratings.
  - 16.2.1. F-TCF ratings will be calculated by the US Sailing Offshore Office as the ratio of a virtual Scratch Boat’s predicted elapsed time to that of each yacht’s predicted elapsed time.
  - 16.2.2. The PV rating format is Time-on-Time (ToT).
  - 16.2.3. The predicted elapsed time of each yacht is derived by the Offshore Office’s use of Expedition routing software using each yacht’s ORR rated polar performance data and weather data from GFS and HRRR GRIB weather forecast files.
  - 16.2.4. The GRIB files used will be those available shortly before each yacht’s start.
  - 16.2.5. PV ratings will be emailed to all yachts on the day of their start as described in the Sailing Instructions.
- 16.3. Multihulls will be scored in similar fashion using ORR-MH rated polar data and US Sailing’s F-TCF.

### 17. AWARDS

- 17.1. Awards presentation will be held in Velas Vallarta Resort Friday, March 6, 2026 at 1800.
- 17.2. Trophies will be awarded for First on Elapsed Time-Overall, First on Corrected Time-Overall ORR.
- 17.3. Trophies for any petitioned or level-rated classes and for each ORR Racing division will be determined by corrected time and based on the number of entrants.
- 17.4. A variety of special recognition trophies may also be awarded.

### 18. BERTHING

- 18.1. Berthing at SDYC will be complimentary for the week prior to the start.
- 18.2. All competitors shall check in with Marina Vallarta Harbor Master as soon as possible after arriving at Marina Vallarta. Berthing for registered PV boats finished/retired from racing will be provided at Marina Vallarta at a 20% discount for the entirety of their stay (max 90 days). Proof of liability insurance, boat documentation and credit card for any charges will be required at check in.
- 18.3. All boats will be provided docking in Marina Vallarta or vicinity on arrival. This may include side-tie, med-style, or other. Competitors may request an individual slip based on availability. These specific requests are due by December 1, 2025 to [pablo@marina-vallarta.com.mx](mailto:pablo@marina-vallarta.com.mx).

### 19. INSURANCE

- 19.1. Liability insurance with minimum \$500,000 liability insurance naming San Diego Yacht Club as additional insured is recommended.
- 19.2. Proof of third party insurance with minimum \$50,000 (fifty thousand) will be required to check into Marina Vallarta.

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### 20. RISK STATEMENT

20.1. The OA brings attention to RRS Rule 3 – “The responsibility for a boat’s decision to participate in a race or continue racing is hers alone.” and language in this NOR 2.4.1.

### 21. FURTHER INFORMATION

21.1. For further information please contact the following:  
Event Website and Official Notice Board: [pvrace.com](http://pvrace.com)

#### **Joanne O’Dea**

PV Race Chair

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#### **Jeff Johnson**

SDYC Waterfront Director/PRO

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#### **Jared Wohlgemuth**

SDYC Regatta Administration/Website

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#### **Karina Sandhu**

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