



## THE SUPERYACHT CUP PALMA JUNE 24 – 27, 2026 NOTICE AND CONDITIONS OF RACE

### General Information

The Superyacht Cup Palma is a congenial, invitational superyacht regatta organised by Aquamarine Events SL in association with the Real Club Náutico de Palma (RCNP) in conjunction with SYRA, under the authority of the Real Federación Española de Vela and will be held in the waters of the bay of Palma de Mallorca from 24 to 27 June 2026, both inclusive. The regatta will be held at Club De Mar - Mallorca  
<https://www.clubdemar-mallorca.com/>

### Contact

The Superyacht Cup SL  
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### Event Contacts

Event Director  
Principal Race Officer  
Rating Authority

### Name

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### Email

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### Event Website

Periodic updates and the latest information on the regatta can be found on the event website:  
[www.thesuperyachtcup.com](http://www.thesuperyachtcup.com)

### Media Rights

Entrants and crewmembers grant rights and permission to use their name, voice, image, as well as representation of their yachts in any media worldwide and across all platforms: television, print, photo, and online, for the purposes of press information, reporting, promoting and disseminating information. For all media, the yacht owner's name shall not be published without obtaining permission from the organising authority or the yacht owner directly. The owner shall be referred to as "the owner of Yacht Name."

### Wiring Instructions

Contact the organising authority for wiring instructions, [kate@thesuperyachtcup.com](mailto:kate@thesuperyachtcup.com)

## Notice of Race

The notation '[NP]' in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1

### 1. RULES

The Superyacht Cup Palma will be governed by:

- a) The 2025-2028 rules as defined in *The Racing Rules of Sailing* (RRS).
- b) Appendix SY, Superyacht Racing Rules, to the RRS ([Appendix SY](#)). J Class and Multihull divisions will be dispensed from this appendix for their class racing; however, it would be in effect when they meet with the other classes racing at the event.
- c) The ORC Superyacht Rule ([ORC Superyachts](#)) J Class Association Class Rule for J Class and ORCmh (in multihull division)
- d) [World Sailing Offshore Special Regulations Category <4>.]
- e) National authority prescriptions will not apply.
- f) Under World Sailing Development Rule DR21-01 v3, the definition *Start* is changed as follows: (only for the classes using the Staggered Start)

### Start

A boat starts when her hull having been entirely on the pre-start 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 pre-start side to the course side either

- a) at or after her starting signal, or
- b) during the last three minutes before her starting signal.

When a boat starts in accordance with item (b) of the definition *Start*, she shall not return to the prestart side of the starting line and she shall be penalized by five minutes in addition to the amount of time she was on the course side of the starting line before her starting signal, added to her elapsed time without a hearing. RRS 29.1 will not apply and RRS A5.1 is changed.

- g) The J Class will use Appendix UF Umpired Fleet Racing, J Class 2026, Umpired Edition, except when a J Class yacht meets a boat from another class.
- h) [NP][DP] Due to safety reasons the use of aerial drones is absolutely forbidden in the club and its surrounding areas (Reglamento de Ejecución UE 2019/947 and RD 1036/2017). The use of drones will be allowed in the racing areas only if they are in possession of the required authorisations and having registered at the Race Office before 10:00 hours on the day of operation. Any drone flown without authorisation and recognised by the Race Committee will be reported to the concerned authorities.

## **2. [NP] ADVERTISING**

- 2.1 The event's advertising will be established according to World Sailing Advertising Code.
- 2.2 [NP] [DP] The yachts will be required to display advertising under Section 4 of World Sailing Advertising Code in the following way: All yachts shall display the specific event backstay flag assigned for each day of the event.
- 2.3 Owners and their sponsors are responsible to inform advertisers that no activities advertising any brand will be permitted dockside without the prior written consent of the organising authority.

## **3. [NP] ELIGIBILITY, ENTRY & CANCELLATION**

- 3.1 Competitors shall comply with World Sailing Eligibility Code.
- 3.2 The organising authority invites requests for entry from monohull yachts over 24m with a ORCs<sub>y</sub> certificate, multihull yachts over 18.29m with an ORC<sub>mh</sub> certificate and J class with an ORC<sub>j</sub> certificate as well as any other category determined by the Organising Authority (OA), according to the interests of the participants. The Superyacht Cup has safe sailing as its highest priority and yachts that participate do so at their own risk.
- 3.3 Invited yachts will be accepted by the organising authority on a first-come, first-served basis.
- 3.4 Superyachts will race under the RRS as changed by Appendix SY, with a staggered start sequence. The 2026 regatta also offers the opportunity to race in a non-spinnaker/restricted headsail Corinthian Class (see NOR 3.9)
- 3.5 The organising authority will, at its sole discretion, divide the fleet into classes based on the size, composition and attributes of the fleet. A notice with the preliminary class breaks will be posted on the event website by 20 June.
- 3.6 The entry deadline is May 1, 2026. A completed and signed entry form, a signed waiver form, the entry fee, and the required measurement information for handicapping purposes must be received by Superyacht Cup SL by May 1, 2026 to avoid a late fee. Entry acknowledgement will be sent to entrants shortly after entry receipt. Entry forms can be requested by email to [kate@thesuperyachtcup.com](mailto:kate@thesuperyachtcup.com)
- 3.7 Late entries may be accepted at the sole discretion of the organising authority, after May1, 2026, a late fee of €500 will apply.
- 3.8 All yachts are required to have a current and valid ORCs<sub>y</sub> Handicap Certificate or ORC<sub>j</sub> Class Certificate or ORC<sub>mh</sub> Certificate. The required ORC measurement information and handicapping fee must be received by the rating authority no later than 60 days prior to racing. For a 2026 Rating Application, application instructions, and a complete description of the ORC certificates visit [www.orc.org](http://www.orc.org) or email [orcsy@orc.org](mailto:orcsy@orc.org)

3.9 The Corinthian Spirit Class is a non-spinnaker class that is restricted to headsails as described per RRS 55.4; spinnakers, asymmetrics or Code 0s shall not be used. The tack of the headsail shall be attached to a furling unit, or the luff of the headsail shall be attached to the forestay by hanks. Yachts entered in the Corinthian Spirit Class are required to have a current and valid ORCs handicap certificate, the application is available at <http://www.orc.org/index.asp?id=207> All yachts in the Corinthian Spirit Class must submit their completed handicap application to the ORC no later than May 1, 2026. The organising authority and ORC will assist Corinthian Spirit Class entrants with their handicap applications.

3.10 The captain shall ensure that Certificate(s) of Insurance (which must be in English) reflecting the above required insurance is/are carried on board the yacht at all times during the regatta. The yacht's insurer(s) must be notified of the yacht's participation in the regatta and a copy of the regatta rules (including the Disclaimer of Liability Form) should be shown to the yacht's insurer(s).

3.11 In accordance with the decision made by World Sailing to suspend participation of Russian and Belarus competitors, the following are not eligible to take part in this regatta:

3.11.1 Competitors with Russian or Belorussian passport or representing these countries

3.11.2 Boats whose owner or person in charge is a national from Russia or Belarus

3.11.3 Boats registered in Russia or Belarus or with a sail number from these countries.

#### 3.12 CANCELLATION OF THE REGATTA

The organising authority reserves the right to cancel the regatta completely by written notification to each yacht via email to the captain's e-mail address provided on the Entry Application. In the event of cancellation of the regatta:

- a) Each yacht's entry fee less a 20% administration fee will be refunded to that yacht;
- b) This Agreement in respect of this regatta will be terminated forthwith; and
- c) Each yacht, owner and captain hereby expressly agrees that no claim of any nature whatsoever against the organising authority will be permitted or entertained and each yacht, owner and captain hereby expressly under-takes to indemnify the organisers in respect of any claim brought by anyone associated with them and/or their yacht and any costs incurred by the organisers in relation to such claim

#### 4. FEES

4.1 Required fees are as follows:

20m LOA and less than 24m: €4.950

24m LOA and less than 35m: €6.950

35m LOA and less than 45m: €8.500

45m LOA or greater: €9.950

All entry fees are subject to IVA at 21%

4.2 There is an additional fee of €1.100 for non-SYRA members (Superyacht Racing Association) [www.superyra.com](http://www.superyra.com). All SYRA sanctioned superyacht regattas in the 2026 season require non-SYRA members to contribute to SYRA for improving the safety of superyacht racing and enhancing fair racing. SYRA Members do not pay this fee (Annual SYRA membership is €2.200).

4.3 The chosen charities of the Superyacht Cup are Save The Med Foundation <https://www.savethemed.org/en/> and Clean Wave <https://www.cleanwavefoundation.org>. All yachts are requested to make a €500 contribution on top of the entry fee which is paid directly to the two charities. There is no IVA charged on the contribution.

4.4 Entry fees will be refunded less a €500 admin fee if boats cancel participation before April 1, 2026.

## 5. DOCKAGE

All participating yachts can book mooring at Club de Mar-Mallorca, Palma. The organising authority will not be responsible for providing berths for entries of The Superyacht Cup. Berths can be booked at [Capitania@clubdemar-mallorca.com](mailto:Capitania@clubdemar-mallorca.com)

## 6. SCHEDULE, FORMAT AND COURSES

6.1 The preliminary schedule is as follows:

<b>Wednesday June 24</b>	<b>10.00–12.00 Yacht Registration</b>
<b>Thursday June 25</b>	<b>12.00 Race 1</b>
<b>Friday June 26</b>	<b>12.00 Race 2</b>
<b>Saturday June 27</b>	<b>12.00 Race 3</b>

A maximum of three races are scheduled. At least one race must be completed for the event to be valid.

6.2 On the last racing day, no warning signal will be made after 15:30

6.3 The organising authority and race committee reserve the right to modify the above schedule depending on weather conditions or other unforeseen circumstances.

6.4 COURSES: The courses to be sailed will be coastal courses. Inflatable buoys will be used as marks of the course or other objects described in the Sailing Instructions. Different classes may sail different courses on the same day.

6.5 RACING FORMAT: A staggered start format will be used for the Superyacht and Corinthian Classes. Staggered starts, such that yachts start at equal increments between starts, initially with slower rated yachts starting before faster rated yachts, which may then change due to yachts' performance or weather conditions. The J Class and the Multihull class will be conventional fleet start.

## **7. VENUE – RACE AREA**

The racing area will be in the Bay of Palma and its approaches. The following charts are recommended: British Admiralty chart ref: 3034 and 2832.

## **8. RACE OFFICE**

The race office is at Club de Mar - Mallorca in The Superyacht Cup village.

## **9. [NP] REGISTRATION**

9.1 Registration is on Wednesday, June 24 from 10:00 – 12:00 at the Regatta Office in Club de Mar - Mallorca

9.2 The following documents will be required at registration:

- a) Acceptance of the Notice of Race and Sailing Instructions as set out in the Entry Form;
- b) Signed Disclaimer of Liability Form;
- c) Crew List;
- d) Spanish crew, legal residents in Spain or crew of a yacht owned by a member of a Spanish yacht club, shall present their 2026 national sailing federation license. Foreign sailors without a sailing federation license or an athlete's medical insurance with accident coverage, will have to prove they are covered by an accident insurance valid in Spain.
- e) Name and mobile telephone numbers for the boat captain, designated RRS afterguard member and racing tactician;
- f) Valid International ORCs, ORCs, ORCj or ORCmh Handicap Certificate.
- g) Confirmation of ticket/wristband numbers for social functions.
- h) Collect two Pantaenius Laser Rangefinders, which shall be used to determine distance between yachts (operational instructions will be provided), and shall be returned to the race office after the last race of the regatta

## **10. NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board  
<https://www.thesuperyachtcup.com/en/official-noticeboard>

## **11. SAILING INSTRUCTIONS**

The Sailing Instructions will be posted on the event website on or before June 22, 2026. Boat captains are encouraged to forward these documents to their owner, designated RRS afterguard member and racing tactician in advance.

## **12. [NP] BRIEFINGS**

A pre-regatta briefing will be held at the Superyacht Cup Regatta Village at Club de Mar-Mallorca on June 24 at 18.00. [Attendance is mandatory for the Captain, the RRS Afterguard Member, the Communications Officer and the Racing Tactician.]

### 13. PENALTY SYSTEM

13.1 The Scoring Penalty, RRS 44.3, will apply. The penalty shall be the 20% of the score for Did Not Finish, rounded to the nearest whole number (0.05 rounded upward). One-Turn and Two-Turn Penalties will not apply.

#### 13.2 Post-Race Penalty

- a) A yacht that may have broken a rule of RRS Part 2 or RRS 31 may, after finishing the race and before the start of a related protest hearing, notify the race committee that she accepts a Post-Race Penalty – 30% scoring penalty in accordance with RRS 44.3(c). However, if the yacht caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.
- b) When a Post-Race Penalty is accepted:
  - I. Neither the yacht nor the protest committee may then revoke or remove the penalty.
  - II. The yacht shall not be penalised further in a protest hearing when the protest committee decides that it was appropriate to the facts found and the applicable rules.

13.3 Penalties applied under RRS 60.5 (c) for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the protest committee.

13.4 If the organising authority receives corroborative or substantiated reports of a yacht being handled in an unsafe or unsportsmanlike manner, invitations to future Superyacht Cup Palma regattas may be withheld. The designated RRS afterguard member or racing tactician may also be excluded from participating in future Superyacht Cup Palma regattas.

13.5 There will be a protest committee as prescribed in RRS 91 a).

### 14. SCORING

14.1 The ORCs and ORCmh will use; [www.orc.org/superyacht](http://www.orc.org/superyacht) . J Class rule will use the JCA handicap for their scoring

14.2 More detailed information on racing formats and the overall scoring criteria will be posted on the event website prior to June 20 2026.

### 15. [NP] RRS AFTERGUARD MEMBER & COMMUNICATIONS OFFICER

15.1 Yachts shall designate a RRS afterguard member in accordance with Exhibit 3. The role is to interact closely with other members of the afterguard on rules, tactical and safety issues.

15.2 Yachts shall also designate a communications officer (who may also be the RRS afterguard member), who has a good understanding of the RRS and Appendix SY (as well as radio protocol). The role is to monitor the VHF safety channel continuously and to communicate promptly with other yachts.

- 15.3 Captains should not be the designated RRS afterguard member or communications officer due to their responsibility for the overall safety of the yacht.

## **16. [NP] AIS**

Yachts shall ensure that their Automatic Identification System (AIS) is operational while afloat.

## **17. DISCLAIMER OF LIABILITY**

17.1 Competitors participate in the regatta entirely at their own risk. The Superyacht Cup Palma, the organising authority, sponsors, and all other affiliated organisations and individuals, will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

17.2 The Superyacht Cup Palma Disclaimer of Liability Form must be accurately completed and signed by the owner, captain, charterers, crew members and guests of the yacht and submitted to the organisers prior to the first race of the regatta.

17.3 In the event of any crew member, guest or personnel change on board a yacht during the regatta, each new person shall sign the Disclaimer of Liability Form before participating in any race in the regatta. The organising authority excludes all liability for property damage, death and personal injury sustained at sea or on land in conjunction with, prior to, during or after the regatta to the fullest extent permitted by law.

17.4 Nothing done by the organising authority can reduce the responsibility of the yacht nor will it make the organising authority responsible for any loss, damage or personal injury, however the same may have occurred, as a result of the yacht's participation at the regatta. The term "organising authority" shall include everyone helping to run and/or assist with The Superyacht Cup races and the regatta and it includes, but is not limited to, Aquamarine Events SL, associated company or consultants or agents, race committee, race officer, protest committee, trustees, support boat, sponsor, supporters and other companies and organisations officially involved with The Superyacht Cup Palma.

17.5 If any provision in this section (Disclaimer of Liability) is deemed for any reason to be invalid, void or deleted, the remainder of this section and this agreement shall nevertheless remain in force.

## **18. TROPHIES AND PRIZES**

18.1 Daily trophies for first place in class will be awarded.

18.2 Series trophies for first, second and third places in class will be awarded. Classes with five yachts, or less, only a first-place trophy for the series will be awarded.

18.3 Overall series trophy for first place in the Superyacht Fleet will be awarded.

18.4 The organising authority may award a special trophy to a yacht that prominently fulfils the spirit of the event.



## **19. RISK STATEMENT**

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. Competitors and support persons participate in the event entirely at their own risk. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By taking part in the event, each competitor agrees and acknowledges that:

- 19.1 They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event.
- 19.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore.
- 19.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- 19.4 By participating in any race, they are satisfied that their boat is in good order, complies with the class rules, is equipped to sail in the event and they are fit to participate.
- 19.5 The provision of a race management team, patrol boats, umpires and other officials and volunteers by the organiser does not relieve them of their own responsibilities.
- 19.6 The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- 19.7 It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

## **20. INSURANCE**

Each yacht is required to maintain the minimum insurance as indicated below. This requirement will be documented on the Disclaimer of Liability form to be completed by each participating yacht at registration. It is a condition of entry to the regatta that each yacht shall be insured with reputable insurers for the physical loss of, or damage to the yacht in an amount equivalent to the current market value of the yacht and all its equipment onboard. Entrants shall also carry a policy insuring against Third Party Liability risks for the period of the regatta set forth in the schedule (NoR Part 2, para 15), the minimum acceptable amount of liability insurance is €10,000,000, or the equivalent amount in other currencies. A recognised Medical and Accident cover for any crew (permanent and temporary) on board is strongly recommended.

## **21. AMENDMENTS TO THIS NOTICE OF RACE**

The organising authority reserves the right to amend this Notice of Race. Any amendments will be posted on the event website.



## **EXHIBIT 1**

### **CORINTHIAN SPIRIT CLASS**

Corinthian Spirit Class yachts shall comply with the following criteria:

1. [A valid ORCs rating certificate (which will be issued the day before the first race – a valid ORCs certificate will be converted to a ORCs certificate at no cost).
2. Headsails set flying / spinnakers shall not be used.
3. A rating credit of 1% will be applied to a yacht on which the owner/charterer is the helm for the start and at least 50% of the course. This shall be declared at registration.
4. Prior to the first race a meeting will be held between a ORC/SYRA panel and the yacht to resolve any issues. Subjective rating adjustments may be made by the panel (a) prior to the first race based on the setup of the yacht for racing and (b) between races based on observed performance.
5. Written feedback on the Corinthian Spirit Class initiative is welcome post event. During the event, however, yachts are requested to refrain from contacting the ORC/SYRA/organizing authority about it.]

### **CORINTHIAN SPIRIT DIVISIONS**

Corinthian Spirit Division yachts shall comply with the following criteria:

1. [Headsails and spinnakers (provided they are declared on the ORCs certificate):
  - a) One headsail, which shall be attached to the forestay and can be furled. However, if it is an overlapping furling genoa >115% LP, a second non-overlapping furling jib hoisted on a fixed inner stay is also allowed.
  - b) One headsail set flying (HSF), which shall be tacked in front of the forestay and can be furled. However, a HSF recorded as 'inner' on the certificate (such as Genoa Staysail, Spinnaker Staysail, etc) is also allowed.
  - c) One spinnaker. However, in the absence of an HSF tacked in front of the forestay, a second spinnaker that has a furling system and a mid-girth-foot ratio of between 75% and 85% is also allowed.
2. Yachts shall sail in cruising mode: no cruising equipment shall be disembarked to make a yacht lighter, other than a tender, sprayhoods, biminis, anchor and chain (the last shall be declared on the certificate).

An event measurer shall be allowed onboard to check compliance.]

**EXHIBIT 2**  
**DAILY DECLARATION FORM**

SAFETY ITEM	DETAILS
A yacht did not answer, or did not answer in a timely manner, on the safety channel	
We were involved in a safety related incident	
We observed a safety related incident	
We had a man overboard	
Someone was injured	
We had a breakage	
We put our engine in gear and/or used our thruster while racing	
We took a penalty	
We request a rules clarification meeting	
We intend to file a protest	

WIND DATA			
LEG	LEG DESCRIPTION	TRUE WIND SPEED	MAGNETIC WIND DIRECTION
Start			
1			
2			
3			
4			
5			
6			
Finish			

Yacht:

Date:

Race:

**EXHIBIT 3****RRS AFTERGUARD MEMBER CREDENTIALS****Required**

1. A thorough understanding of:
  - a) The RRS and Appendix SY.
  - b) Racing tactics (preferably as a tactician).
  - c) The important role that active professional dialogue on the dedicated VHF safety channel plays in superyacht racing.
  - d) The event's racing documents (including the notice of race, sailing instructions and amendments).
  - e) VHF radio protocol.
2. Currently active as an afterguard member (helmsman, racing tactician, navigator), preferably on superyachts.
3. Conversant in English.

**Recommended**

4. Experience with and knowledge of the manoeuvring characteristics and limitations of their yacht, and the other yachts in the race.