



THE SUPERYACHT CUP PALMA RICHARD MILLE 2026

June 24-27, 2026

SAILING INSTRUCTIONS

In all the rules governing this event [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1.

1 RULES

- 1.1 The regatta will be governed by the rules indicated in the Notice of Race and its amendments, if applicable.

Furthermore:

- 1.2 For Superyachts only: Appendix SY version 5.0 August 2024 to the RRS (Exhibit 6). 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.
- 1.2.1 " As mentioned in NoR 1.RULES f), WS test rule DR 21-01 applies.
- 1.3 For Superyachts only: The ORC Superyacht Rule (ORCSy), including rule changes to accommodate the Corinthian Spirit class, if applicable.
- 1.4 World Sailing Appendix UF will be used for the J class, except that when a J class yacht meets a Superyacht the RRS as changed by App SY shall apply.
- 1.5 The following rules have been changed, the specific changes appear in this document; Race Signals, 26, 29.1, 34, 35, 48.2, 60.1 (a) and (b), A2.1, A4 and A5.
- 1.5 English is the official language of the event

2 NOTICES AND COMMUNICATIONS TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board on the website <https://www.thesuperyachtcup.com/en/official-noticeboard>. These and any other notices will be posted when possible through the event WhatsApp group. A failure in the emission or reception of this publication will not be grounds for redress. (This changes RRS 61.1. (a)). To connect with this channel, we invite you to use the following link: <https://chat.whatsapp.com/F6ghCSG3sxECdLbz4tvMV8>
- 2.2 At sea, the race committee will broadcast and receive on the following channels. All competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race. A time check will be broadcast at 1130 each day.

AREA	VHF
ALFA	69
BRAVO	11

- 2.3 The bridge-to-bridge safety channel is VHF 17. All yachts shall maintain an active radio watch on safety VHF 17 from their approach to the starting area until departing the finish area following the race. Yachts hailed by another yacht shall respond in a timely fashion. This channel should be used in close quarters to assist with collision avoidance, determine the other yacht's intentions, and resolve confusion. If safety VHF 17 is congested, yachts may use RC VHF area channel or VHF 68 for safety related communication.
- 2.4 The alternative to VHF will be mobile telephone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's captain and RRS-safety afterguard member. Telephone communication is strongly encouraged when safety VHF 17, RC area channel and VHF 68 are in use.
- 2.5 Yachts equipped with an Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race.
- 2.6 All yachts are required to perform a radio check and receive acknowledgement from the race committee on safety VHF 17 within one hour of their published start time.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to these sailing instructions will be posted on the official notice board before 0930 on the day it will take effect and will be distributed to competitors by event WhatsApp group except that changes to the programme shall be posted by 2000 on the day before the change takes effect.
- 3.2 In accordance with RRS 90.2 c) changes to the sailing instructions may be made on the water by hail on the race committee area channel. The race committee will display flag L with one sound before making the announcement.

4 SIGNALS MADE ASHORE

- 4.1 No signals will be made ashore. Any decision made ashore will be distributed to the participants by the event WhatsApp group.
- 4.2 When a race is postponed ashore, '*1 minute*' is replaced with '*not less than 60 minutes*,' this changes RRS Race Signals.

5 SCHEDULE OF RACES

- 5.1 The intended programme and schedule of races is set out below, but the Race Committee reserves the right to change the schedule at its discretion, taking into account weather conditions or all other factors which may impact the fairness of the event and in accordance with point S.I. 3.

For ORCs and ORCmh

Wednesday June 24	09.00 – 12.00 Registration
Thursday June 25	12.00 Coastal Race
Friday June 26	12.00 Coastal Race
Saturday June 27	12.00 Coastal Race

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

For J Class:

Wednesday June 24	09.00–12.00 Yacht Registration
Thursday June 25	13.00 W/L Races
Friday June 26	13.00 W/L Races
Saturday June 27	12.00 Coastal Race

A maximum of five races are scheduled. At least one race must be completed for the event to be valid. The warning signal for a subsequent race on the same day, will be given as soon as possible. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

The Race Committee will try to broadcast by VHF its intention to sail another race. A failure in the emission or reception of the broadcasting will not be grounds for redress. (This changes RRS 61.1 a).

5.2 On 27 June, no warning signal will be made after 1530 hours.

6 CLASSES AND CLASS FLAGS

At the discretion of the organising authority, yachts may be separated into two or more classes. If so, a list of yachts by class will be posted on the official notice board. At the race committee's discretion, the classes may sail different courses on any given day.

[NP][DP] Class flags shall be displayed on the backstay at least two metres above deck at all times while the yacht is racing. If such display is not feasible, class flags shall be displayed from the stern pulpit.

CLASS	FLAG
J Class	Class logo on white background
MH Class	Code flag "O"
Class A	Code flag "Q"
Class B	Code flag "R"
Class YYachts	Code flag "T"

7 RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE

7.1 Each yacht shall ensure at least one afterguard member is experienced with the RRS and has a thorough understanding of the RRS and Appendix SY. (See NOR 6).

7.2 The RRS-safety afterguard member shall attend all pre-race briefings and shall be responsible for ensuring the daily Declaration Form (Exhibit 4) is returned to the race office (scanned and emailed) as soon as practicable following racing each day, but no later than two hours after finishing.

8 BRIEFINGS

The mandatory pre-regatta briefing all yachts will be on Wednesday June 24 at 1800. Each yacht must be represented by their captain, designated RRS afterguard member and racing tactician (if applicable).

9 RANGEFINDERS

All yachts will be issued two Pantaenius Laser Rangefinders at registration which are to be used by the crew to determine distance between yachts (Exhibit 7). Rangefinders shall be returned to the race office on Saturday following racing.

10 USE OF ENGINES AND THRUSTERS

- 10.1 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race for collision avoidance.
- 10.2 A yacht that puts her engine in gear or uses her thruster while racing shall submit a written declaration of "engine use" to the race office as soon as practicable after racing, stating the time the engine was in gear or thruster was used, the reason for use, the duration of use and any potential competitive advantage gained. The race committee and protest committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain.

11 RACING AREA / START LINE LOCATION

- 11.1 Races will be sailed in Palma Bay waters. Approximate position of centre is as follows.

AREA	POSITION		COLOUR
ALFA	39° 31,186 N- 002° 39,683 E	Starting area for coastal courses	RED
BRAVO	39° 30,391 N- 002° 41,882 E	Racing area for W/L courses	GREEN

- 11.2 [NP][DP] Boats sailing or crossing a non-assigned area will have to remain clearly separated from the boats competing and the official boats of that area.

12 COURSES & SHORTENED COURSES

- 12.1 **Windward/leeward courses:** Exhibit 1A shows the courses, including the course signals, the order in which the marks are to be passed or rounded, and the side on which each mark is to be left.

The leeward gate may be substituted by a single mark; this shall be left to port. This mark is not considered as a gate and RRS 18.4 applies.

No later than the warning signal the Race Committee will signal the magnetic bearing and length of the first leg and will broadcast this information via VHF area channel. Omission or failure in the emission or reception of that communication shall not be ground for a request for redress. (This changes RRS 61.1.(a)).

- 12.2 **Coastal courses:** The race committee will announce by the event WhatsApp group, the course to be sailed with a minimum of 20 minutes before the warning signal, indicating the order in which the marks are to be passed or rounded and the side on which each mark is to be left. The marks to be used will be the ones described in Exhibit 1B. A failure in the emission or reception of this publication will not be grounds for a request for redress. (This changes RRS 61.1.(a)).
- 12.3 The positions of the marks in Exhibit 1A and 1B are approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Nevertheless, in the previous and to the effects of the corrected time, the marks' real position will be considered when calculating the distance of the legs. (This changes RRS 61.1.(a)).
- 12.4 **SHORTENED COURSES:** Races may be shortened at any mark, except for the windward/leeward races, these shall have a minimum of 3 legs completed, this does not include the leg mark 1 to Offset (two upwind and one downwind).
- 12.5 If a mark is missing or out of position, the race committee will, if possible, replace it in its correct position or substitute with a new one. If a replacement mark is not possible, then a latitude and longitude position to sail around will be announced on RC VHF area channel. This changes RRS 34.

13 MARKS

13.1 Windward/leeward courses:

Marks 1A, Offset A 2G	New mark	Starting marks	Finish marks
Inflatable Red	Inflatable black	RC vessel and inflatable Yellow mark	RC vessel and inflatable Yellow mark

13.2 Coastal courses:

Course marks	*Alpha mark	Starting mark	Finish mark
See Exhibit 1B	Black	RC vessel and inflatable Yellow mark	RC vessel and inflatable Yellow mark

* Alpha mark: if the committee displays a green or red flag before or together with the warning signal, this means that after passing the starting mark, yachts shall leave the windward mark either to starboard or port respectively. The Race Committee will show the bearing and distance to the mark.

14 THE START

14.1 The starting line will be between a staff displaying an orange flag on the race committee boat on the starboard end and the course side of a yellow inflatable buoy on the port end. Only for J Class, there will be an inflatable red mark in the middle of the line, but it is not a part of the starting line.

14.2 Superyachts and YYachts:

14.2.1 The classes may sail different courses each day. The starting time is determined using the ORCs applicable rating with the slowest boat in each class starting first and the fastest boats in each class starting last. For consecutive days, the starting order may be changed at the discretion of the RC, based on results of the previous race or expected weather conditions with the boat scored last starting first of her class and boat scored first starting last in her class. This decision of the race committee shall not be grounds for a request for redress by a yacht. This changes RRS 61.1(a).

The start times will be staggered at **two minutes intervals (One minute for YYachts)**. A sound signal will be made for each start, and the race committee will attempt to broadcast countdowns for each start. The absence of visual signals shall be disregarded. This changes RRS 26.

Two or more boats may have the same starting time. In this case, Rule SY 2.1 shall not apply between them from their preparatory signal until these yachts have started and cleared the starting line. The RC will inform these yachts via RC VHF area channel that they have cleared the starting line and that Rule SY 2.1 shall apply. Failure in transmitting or receiving cannot be grounds for a request of redress. This changes RRS 61.1.(a).

14.2.2 The anticipated starting sequences will be published on the official notice board on the website <https://www.thesuperyachtcup.com/en/official-noticeboard>. The race committee will decide the scoring method, course length (for ToD) and wind range for scoring each race for each class when the first boat in each class starts the last leg. This information will be communicated to competitors on RC VHF area channel. The decision of the race committee regarding scoring method, course length, wind range and sea state shall not be grounds for a request for redress by a yacht. (This changes RRS 61.1(a)).

14.2.3 Yachts which are not within five minutes of their individual starting time shall stay clear of the starting area (see 14.4) and yachts which have yet to start shall stay clear of yachts racing on the course side of the starting line.

14.2.4 RRS 26 is changed to:

Races shall be started by using the following signals. The warning signal will be flag D. The table in this sailing instruction must be read in conjunction with SI 14.2.1.

SIGNAL	FLAG	SOUND	TIME
Warning	Code Flag D	1 sound	5
Preparatory 1st yacht	Code Flag P	1 sound	4
Starting 1st yacht	Code Flag P Removed	1 sound	0
Starting 2nd yacht		1 sound	+2
Etc.			
Starting last Superyacht			+2
Starting 1st YYacht			0
Starting 2nd YYacht			+1
Starting last yacht	Code Flag D Removed	1 sound	

A yacht's preparatory signal is four minutes prior to her scheduled start. Apart from the first starter, there will be no visual or sound signals for the individual preparatory signals. The race committee will attempt to broadcast countdowns for each start on RC VHF area channel.

14.2.5 A yacht that crosses the starting line more than three minutes early and a boat starting later than four minutes after her starting signal will be scored DNS without hearing. This changes RRS A4 and A5.

14.3 J Class and ORCmh

14.3.1 Races will be started by using RRS 26.

14.3.2 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF. In such case, bow numbers, sail numbers or boat names may be called out for their identification. Delay in the radio communication of these calls, or the order in which they are made, or any omission or failure in the emission or reception of these, shall not be grounds for a request for redress. (This changes RRS 61.1(a)). This rule does not reduce, modify or exonerate each boat's responsibility to start in accordance with the RRS. **Furthermore RSS 29.1 is modified by: 4 minutes is replaced by 10 minutes**

14.3.3 A boat starting later than four minutes after her starting signal will be scored DNS without hearing. This changes RRS A5.

14.4 [NP][DP] Boats not racing and whose warning signal has not been made, shall avoid the starting area, which is defined as the rectangle covering an area of 400 metres to leeward of the starting line, and 200 metres outwards of each end of the line.

15. CHANGE OF POSITION OF THE NEW MARK AND CHANGE OF DISTANCE OF THE NEW LEG.

Windward/leeward courses

- 15.1 To change the next leg of the course, the race committee a) will lay a new mark, b) move the leeward gate or c) move the finish line. In case a new mark has been laid, the original one will be removed as soon as practicable.
- 15.2 In case of a change of course, to windward, the Offset mark will not be set.
- 15.3 Any change at the leeward gate or at the finish line will be announced at the offset mark.

Coastal courses:

- 15.4 If a Race Committee boat displays Flag C with repeated sound signals at a rounding mark, boats must sail straight to the finish line after rounding, ignoring all subsequent marks. (This modifies RRS 33).

16 THE FINISH

- 16.1 The finishing line will be located as indicated in Exhibit 1A and 1B and will be between a staff on board the Race Committee boat displaying a blue flag and a yellow inflatable buoy.

- 16.2 Time limit:

Coastal Courses: The time limit for the first boat will be at 18.00. Yachts failing to finish within 90 minutes, adjusted for the time differential of the staggered start, after the first yacht in class has sailed the course and finishes will be scored DNF. This changes RRS 35, A4 and A5.

W/L Courses: The time limit for the first boat will be 20 minutes per mile of designed course. Yachts failing to finish within 20 minutes after the first yacht will be scored DNF. This changes RRS 35, A4 and A5.

17 PENALTY SYSTEM

- 17.1 The organising authority will take a proactive stance on enforcing safety and sportsmanship. Safe racing is the responsibility of everyone involved in The Superyacht Cup Palma. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement by using the penalty system and protest procedures outlined in sections 16.2 and 17.
- 17.2 RRS 44.1 is changed by deleting sentence 1 and 2 (No turns penalty). The Scoring Penalty, RRS 44.3, will apply.
- 17.3 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 – a 30% scoring penalty in accordance with RRS 44.3(c) (except that the minimum penalty is two points provided that does not result in a score worse than DNF). A yacht accepting a Post-Race Penalty will be scored SCP. 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.

- 17.4 Penalties applied under RRS 60.5 (c) for breaches of the rules, other than a rule of RRS Parts 1 or 2, may be less than disqualification at the discretion of the protest committee.
- 17.5 If the organising authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, they may excuse the yacht from that race, the regatta, or future Superyacht Cup events. Alternatively, the RRS-safety afterguard member and/or racing tactician may be excluded from the regatta or future regattas.
- 17.7 In the event of a collision, the organising authority shall not be compelled by any authority to convene a hearing and/or render a third-party opinion as to which yacht is at fault. Nor shall they be required to give evidence or disclose any documentation for any civil hearing. Any claim for damages arising from an incident while a yacht is bound by the sailing instructions shall be subject to the jurisdiction of the courts, according to applicable Civil and Admiralty laws.

18 PROTESTS AND REQUESTS FOR REDRESS

- 18.1 The notice of race and these sailing instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. They reinforce the fact that The Superyacht Cup is a congenial racing event.
- 18.2 Protest forms are available at the race office and the completed protest form shall be lodged there within 90 minutes after the last yacht has finished the last race of the day.
- 18.3 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit. Protests shall be heard as soon as possible in approximately the order received. All persons involved in the hearings shall remain in the vicinity of the protest committee room.
- 18.4 If there is an incident on the water and no protest is filed or penalty declared, the yachts' RRS-safety afterguard member and racing tacticians are expected to meet immediately following racing to discuss and resolve any minor safety issues, sportsmanship, or issues pertaining to competitive advantage. If unable to resolve the issues, competitors are encouraged to file for a Rules Clarification Hearing with the protest committee on their daily Declaration Form. No boat will be penalised in a Rules Clarification Hearing.
- 18.5 It is the yacht's representative's sole responsibility to check the protest notices at the end of the protest filing time to see if the boat is cited in a protest.
- 18.6 There shall be no redress in the case of the race committee's failure to make a radio transmission, a delay in transmission, or failure to receive or hear a transmission, this changes RRS 61.1(a) and 61.4(b)(1).

19 SCORING

- 19.1 Superyachts will be scored based on the ORCs_y Handicapping System, adjusted for any penalties.
- 19.2 J Class yachts will be scored based on the ORC_j Handicapping System, adjusted for any penalties
- 19.3 Multihull Class yacht will be scored based on the ORC_{mh} Handicapping System, adjusted for any penalties
- 19.4 The Low Point System RRS Appendix A will apply. No score will be excluded.

20 SAFETY REQUIREMENTS

- 20.1 In an emergency, yachts requiring assistance should call the RC VHF area channel (S.I. Exhibit 3- On water Emergency Procedures).
- 20.2 Man-overboard (MOB):
- a) **[NP]** Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.
 - b) **[NP]** A yacht that has a MOB shall immediately stop sailing the boat to the next mark. She shall either (a) recover the person or (b) coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall standby in the vicinity of the incident.
 - c) The yacht's captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume racing when the person is safely aboard the recovery boat. This changes RRS 48.2.
 - d) **[NP]** A yacht that has a MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration form.
 - e) The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee who may add time penalty to the yacht's elapsed time when another boat recovers the MOB. This changes RRS A5.
- 20.3 **[NP]** A yacht that retires from a race shall notify the race committee boat by hailing or on the race committee channel before leaving the race area and notify the race office as soon as practicable.
- 20.4 A yacht that does not intend to race shall notify the race office before 1000.
- 20.5 A yacht that returns ashore to a point different from its assigned mooring place shall promptly inform the race committee.
- 20.6 Captains and afterguard members of all yachts should carefully read and adhere to SI Exhibit 3 - On-Water Emergency Procedures.
- 20.7 All yachts must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.

21 [NP] ADVERTISING

- 21.1 Yachts may display advertising in accordance with World Sailing Advertising Code. Yachts shall display event advertising in compliance with World Sailing Advertising Code and as detailed in these sailing instructions.
- 21.2 Yachts intending to display advertising during the regatta shall state in the entry form the nature of such advertising.
- 21.3 Yachts are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the Club de Mar - Mallorca without the written consent of the organising authority obtained prior to the start of the regatta.

21.4 Yachts will be required to display the Richard Mille Flag from their backstay or shroud for the duration of the regatta and the Pantaenius sponsor flag on the first race day (Thursday, June 25) from the time they leave the dock until returning following racing that day. The organising authority will supply the flags to the yachts at registration. Additional regatta sponsors may require that their flag is flown by participants in which case the organising authority will supply the flags.

22 AWARDS

22.1 The organising authority reserves the right to divide the fleet into classes and present class awards and awards for the series. The awards ceremony will be held at 1800 on Saturday, June 27 at Club de Mar.

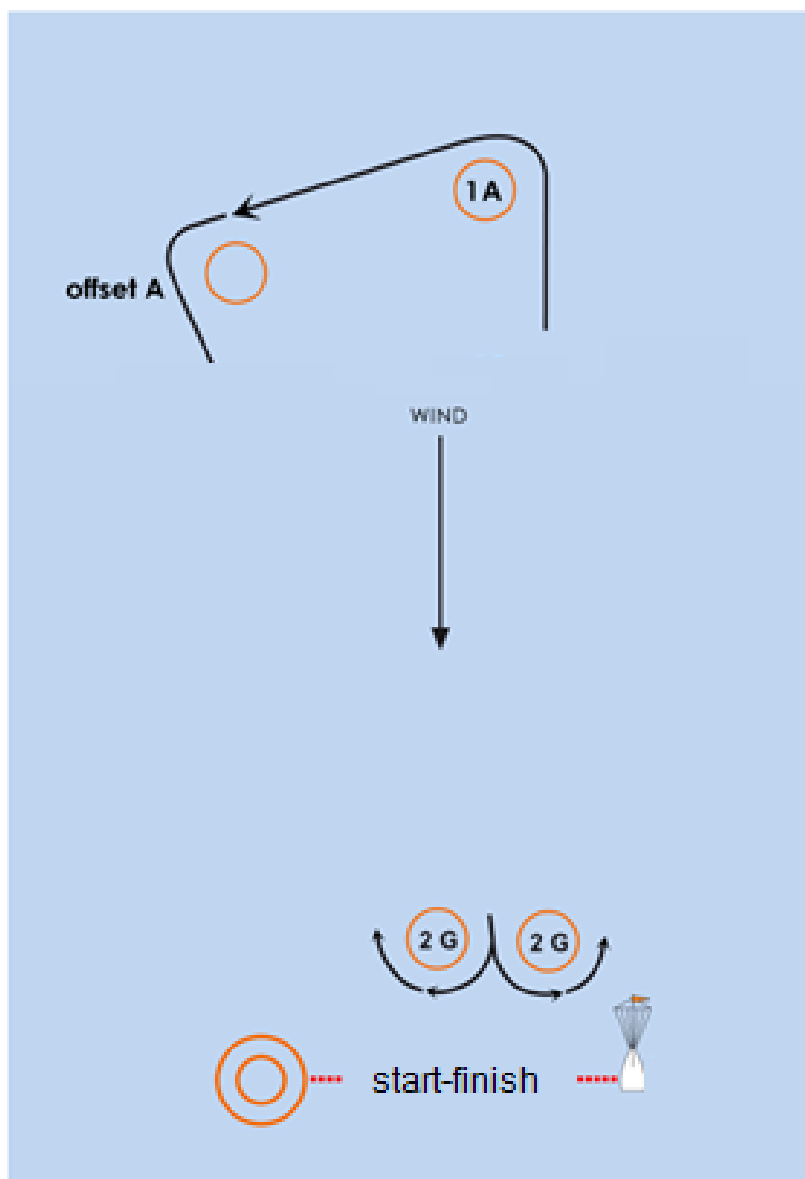
22.2 There will be prizes awarded for first in class daily.

22.3 Series awards for 1st place in class and the overall winner will be presented. The criteria to determine the overall winner will be posted on the event's website by June 18.

22.4 There may be special trophies awarded as well for meritorious acts, yacht handling and other notable behaviours.

Exhibit 1A
WINDWARD/LEEWARD COURSES

Start – 1A – Offset A – 2G – 1A – Offset A – Finish.



- Except at a Gate all course marks shall be left to port. When at the gate there is only one mark this one shall be rounded to port (SI 12.1).
- Distance between Race Committee and mark 1A: see (S.I.12.1).
- Distance between starting line and gate: 0.2 Nm approx.
- Distance between mark 1A and mark offset A : 0.15 Nm approx.
- Angle between mark 1A and mark offset A : 100°
- Distance between gate marks: 7 boat lengths.
- Distance between committee boat and finishing mark: 250-300 m approx.
- The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from Race Committee.

Note: This drawing is a schematic. The distances and mark positions are not to scale.

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress.

Exhibit 1B
Coastal Courses
Potential Marks for the Various Courses

The mark location descriptions below are approximate. Coordinates are expressed in degrees, minutes and decimals of minutes.

MARK	DESCRIPTION	APPROXIMATE POSITION
Alfa mark	YELLOW inflatable mark	Distance and bearing from RC vessel
Enderrocat mark	YELLOW inflatable mark	39° 28,426 N/002° 42,457 E
Pta Aranol mark	YELLOW inflatable mark	39° 29,549 N/002° 43,326 E
Pta Negra mark	YELLOW inflatable mark	39° 27,482 N/002° 43,296 E
Regana mark	YELLOW inflatable mark	39° 24,790 N/002° 43,677 E
Cala Pi mark	YELLOW inflatable mark	39° 21,131 N/002° 50,563 E
Can Pastilla mark	YELLOW inflatable mark	39° 31,132 N/002° 43,084 E
Richard Mille mark	BLUE AND WHITE inflatable mark	39° 29,805 N/002° 38,868 E
St Regis mark	WHITE inflatable mark	39° 28,335 N/002° 35,962 E
Pantaenius mark	BLUE inflatable mark	39° 27,386 N/002° 39,720 E
Porrassa mark	YELLOW inflatable mark	39° 30,281 N/002° 33,180 E
Illetas mark	YELLOW inflatable mark	39° 31,689 N/002° 35,881 E
Islote del Sech Island	Island	39° 28,670 N/002° 32,430 E approx.
Cala Figuera mark	YELLOW inflatable mark	39° 27,626 N/002° 32,070 E
Island Toro mark	YELLOW inflatable mark	39° 27,506 N/002° 28,667 E
Finish line 1	Race committee vessel and buoy	39° 33,329 N/002° 39,587 E
Finish line 2	Race committee vessel and buoy	See description of the course to race.

Exhibit 1B
Coastal Courses
Potential Marks for the Various Courses (Chart)

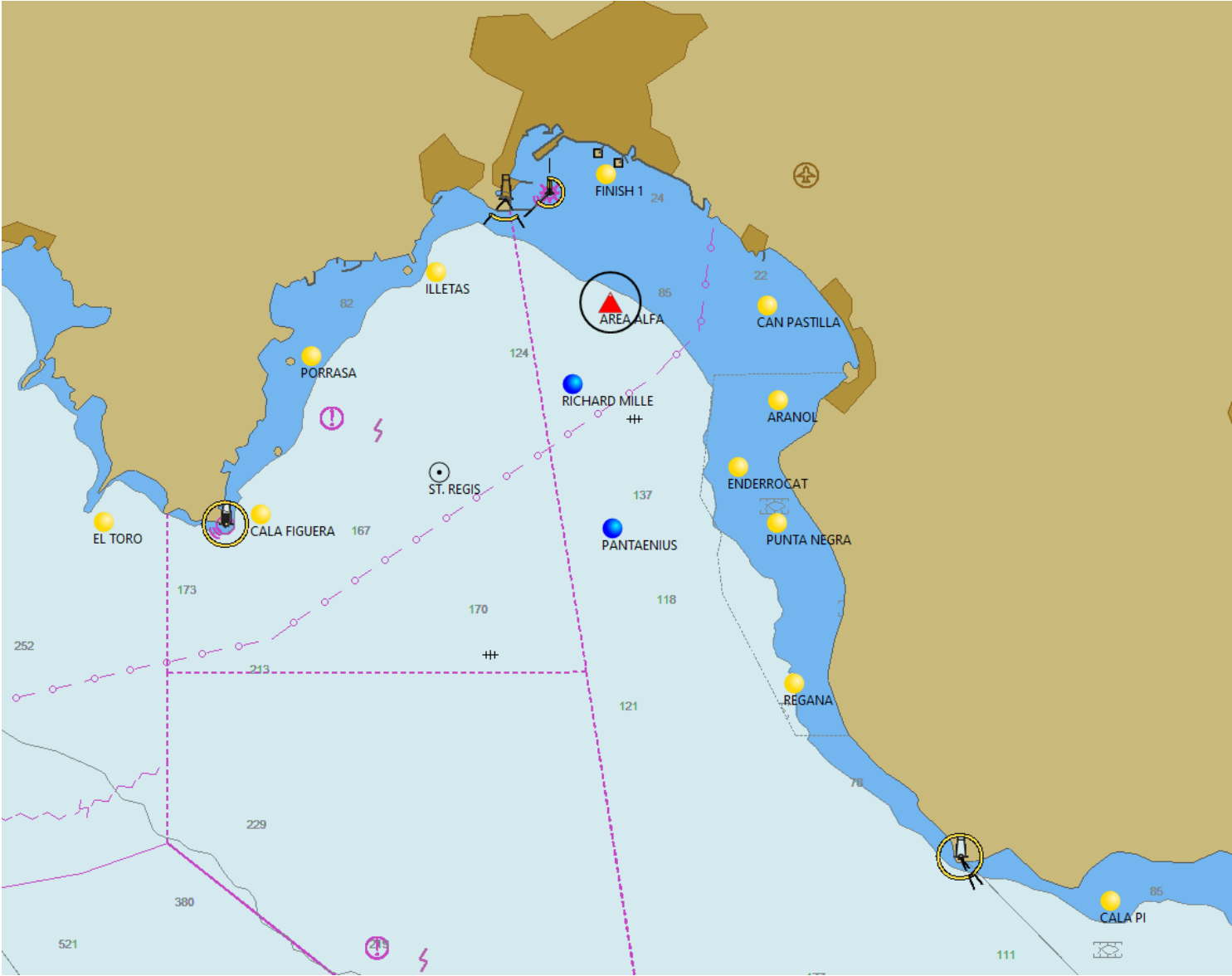


Exhibit 2

The Superyacht Cup Disclaimer

I confirm that I have read and understood the terms contained in this Superyacht Cup Disclaimer of Liability ("Disclaimer") and the Notice of Regatta.

1. By signing this Disclaimer I agree to be bound by the terms of this Disclaimer and the Notice of Regatta
2. I understand and accept that the Organisers exclude all liability for property damage, personal injury or death sustained at sea or on land in conjunction with, prior to, during or after the Regatta to the fullest extent permitted by law.
3. I hereby waive any and all claims, rights of action or any type of demand of any nature whatsoever against the Superyacht Cup and the Organisers. The term "Organisers" 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, the Superyacht Cup, Aquamarine Events SL and any subsidiary, associated company or consultants or agents, race committee, race officials, trustees, support boat, sponsor, supporters and other companies and organisations officially involved with the Superyacht Cup.
4. I understand and accept that participating in or practicing for the Superyacht Cup races may involve substantial risk of property damage and personal injury.
5. I understand and accept that the Captain is responsible for deciding whether the yacht is seaworthy and/or fit to sail in any conditions that may be encountered. By going to sea, the Captain confirms that the yacht is seaworthy and fit and that its crew is competent to sail in any conditions that may be encountered.
6. Lastly, I hereby grant permission to the Superyacht Cup, the organisers and official sponsors or their duly appointed agents to use for editorial, promotional and commercial purposes any and all photographic and video images taken during the Regatta.

Please complete and return this SUPERYACHT DISCLAIMER form to the Organisers:

Name of yacht	
Captain	
Signed as accepted	

NAME (CAPITAL LETTERS)	GUEST, PERMENANT CREW, RACE CREW	SIGNATURE OF ACCEPTANCE	NATIONALITY	DATE

Exhibit 3

ON WATER EMERGENCY PROCEDURES

The RCNP has established emergency procedures to provide help in the event of an on the water emergency, including injury requiring medical assistance. We also have emergency numbers should there be an accident or injury on shore.

1. Contact the Race Committee immediately on **RC VHF area channel or by Mobile +34 620 103 958**
2. Identify your yacht, the nature of the emergency (type of injury, number of people injured), and your yacht's position.
3. The Race Committee will alert on water safety boats (which will also be monitoring RC VHF area channel) and may direct you to another VHF channel or mobile phone for further communication.
4. Proceed at best speed to a designated rendezvous point as directed.
5. Depending on the nature and severity of the injury, should this be the emergency, safety boat personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
6. You are asked to cooperate fully with the Race Committee, local law enforcement and emergency personnel direction.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

ORGANISING AUTHORITY	TELF. +34.971726848	VHF 77/72/09
Race Committee	MOBILE +34.620 103 958	VHF 69 Alfa area VHF 11 Bravo area
Maritime Safety Coordination Centre	+34.971.72.83.22 900.202.202	VHF 10 / 16
Spanish Central Emergencies Response	112	

Exhibit 4



Tracking System Instructions

- 1 GPS tracking of individual boats will be used for safety purposes. In addition the organizers will use the Trac Trac system for public media purposes and to provide displays onshore.
- 2 The following safety procedure will be followed:
 - a) At registration, the RRS Safety Afterguard Member, shall personally collect and sign for their tracking device.
 - b) It is a RRS Safety Afterguard Member responsibility to **check the proper operation of their tracker every morning on <https://www.tractrac.com/check>**
 - c) The tracking device must **be returned** to the race office at the end of the **last race of the series** and before the Prize Giving.
 - d) Any boat failing to comply with this procedure, without any reason beyond her control, will be reported to the race committee and/or protest committee for possible action.

Tracking System Instructions *MOUNTING THE DEVICES*

The GPS tracker is protected in an Aquapac and is recommended to be attached to the boat on the sea rail, ideally centrally, at the back of the boat, clear of any obstructions or other instruments, in clear view of the sky (for satellites) and high above the waterline.

Attach the device into position at the back of the boat. Secure with cable tie or tape, so it does not hang loosely or bang around.

The tracker has already been turned on and there is no need to press any buttons before racing.



Tracking System Instructions *DEVICE OPERATIONS*



THE DEVICE IS ALREADY TURNED ON WHEN BEING HANDED OUT.

However, in case of a device problem, you may be requested to reset the device manually.

Procedure:

Turn off: press and hold the on/off button until device buzzes. Release button. Wait until all LEDs are off. (Have patience, this may take approximately 2 minutes).

Turn on: press and hold the on/off button until device buzzes. Release button. Check that LEDs come on.

Watch Live Tracking of the Regatta

Watch tracking live or in replay via www.tractrac.com or from smartphones and tablets using the free app (IOS and Android: search for TRACTRAC).

Reading the Start line coordinates from the TracTrac app

Using the TracTrac app you can retrieve the exact coordinates of the start line in the pre-start phase. Both ends of the start line are equipped with a tracker and the coordinates displayed in the TracTrac app are updated in real-time.

Scan the QR-code to see the instructions on how to get access to the coordinates



Exhibit 5**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:

Submitted by:

Exhibit 6

APPENDIX SY SUPERYACHT RACING RULES

When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing for 2025-2028 as changed by this appendix.

Version 5.0, August 2024.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres.

SY2 Changes to the Definitions and the Rules of Part 1 and Part 2 SY2.1 The definition *Keep*

Clear is changed to:

Keep Clear A boat *keeps clear* of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

SY2.2 The definition *Mark* is changed to:

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

SY2.3 The definition *Mark-Room* is changed to:

Mark-Room Room for a boat

- (a) to sail to the *mark* when her *proper course* is to sail close to it,
- (b) to round or pass the *mark* on the required side, and
- (c) to leave it astern, with no less than 40 metres between the boat

SY2.4 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

SY2.5 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.6 Add new definition *Waypoint*:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

SY2.7 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

SY2.8 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) communicate with other boats on matters of safety.

SY2.9 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

- 17.1 A leeward boat shall not sail above her proper course while she is within 80 metres of the windward boat.
- 17.2 When boats on the same tack are within 80 metres of each other, a boat being overtaken shall sail her proper course until the overtaking boat becomes overlapped with her. However, if a boat being overtaken would break another rule of Part 2 in order to sail her proper course, rule 17.2 does not apply.
- 17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

SY3 Changes to the Rules of Part 4 and Part 5 SY3.1 Rule

42.3(g) is changed to:

- (g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding Contact.

SY3.2 Rule 60.4(c)(1) is changed to:

- (c) However, rule 60.4(b) does not apply to a *protest* from
 - (1) the protest committee or race committee if it learns of an incident involving a boat that may have resulted in injury or serious damage, that may have sailed within 40 metres of another boat, or that did not respond to a radio hail.

Exhibit 7

Laser Rangefinder Instructions

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of more than 100 Nikon Rangefinders to help ensure safe racing at SYRA sanctioned superyacht events.

Please be sure that you turn the rangefinder back in to the organising authority following the last race, failure to do so will result in a €150 charge.

All SYRA sanctioned superyacht regattas are sailed under the Racing Rules of Sailing and Appendix SY. The changes to the RRS through this appendix are all based on the fundamental need to keep appropriate distance between superyachts and 40 metres is the designated “minimum separation.” (SY2.1 defines **Keep Clear** as “One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between boats.”)

Each yacht entered in this regatta will be issued two Nikon Laser Rangefinder for use by the crew to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.8, rule 17.1). Please use the rangefinder to help maintain the minimum separation and in overtaking situations. Yachts encroaching within the prescribed 40 metre minimum distance will have broken a critical, fundamental racing rule and marginalised safety on the race course.

Easy to Use: Press the POWER button **A** to turn the rangefinder on. Confirm that the rangefinder is set to metres (default is yards). If it is necessary to change the display to metres Press and Hold the MODE button **B** for two seconds until the display changes to metres. The rangefinder shuts off automatically 8 seconds after the last operation.



To take a measurement press the Power button **A** and the LCD illuminates, align the reticle on the target and press and hold the Power button again until the display appears as it does in the picture, right side above. To obtain the best results try to select bright coloured targets with large, shiny, highly reflective surfaces.

Warning: The rangefinders are waterproof, but not submersible, please take care to keep them dry and in good condition. Never look directly at the laser or directly into the sun when using the rangefinder. Do not depress the POWER button while looking in the optics from the objective side. Do not aim at anyone's eye.

Complete instructions are available in English, French, Spanish and Portuguese [here](#).

END