The Multihull Cup 2026 is a regatta organised by Port Adriano Club de Regattas and administered under the name Multihull Cup. The event will be held in the waters of the Bay of Toro from 25 to 27 September 2026, inclusive. The regatta will be based at Port Adriano. https://www.portadriano.com/

## Event Contacts:

Event Manager: Claire Tibbott | info@multihullcup.com | +34 610 081 047
Principal Race Committee Officer: Inés Cabrer |esp622@hotmail.com | +34 660 847 498
Race Logistics Officer: Juan Ochogavia | jochogavia@gmail.com | +34 638 590 400
ORC Multihulls Central Rating Office | mh@orc.org
Multihulls Rating Officer | Simon Forbes | simon.forbes@orc.org | +44 7340 007741

## 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 For all media, the yacht owner's name shall not be published without obtaining permission from the organising authority or the yacht owner directly.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."

## Event Website:

Periodic updates and the latest information on the regatta can be found on the event website:
http://www.multihullcup.com

# SAILING INSTRUCTIONS

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

The notation '[DP]' in a rule indicates that the protest committee may, at its discretion, impose a penalty less severe than disqualification.

## 2. RULES

2.1 The regatta will be governed by the rules indicated in the Notice of Race and its amendments, if applicable. In case of discrepancy between the mentioned rules and these Sailing Instructions, the latter shall prevail.

2.2 World Sailing Offshore Special Regulations Category 4, subject to the changes established in the class rules.

2.3 [NP] [DP] All competitors and staff shall follow any reasonable instruction given by a race committee official or a member of the Organising Authority.

2.4 The RFEV prescriptions are applicable, available at https://www.rfev.es/uploaded_files/Document_3219_20210101121551_es.pdf.

2.5 RRS 90.3(e)(3) is to be applied.

2.6 IMA Class Rules 2025 C.2 applies with regard to owner drivers.

## 3. NOTICES TO COMPETITORS & CHANGES TO SAILING INSTRUCTIONS

3.1 Notices to competitors will be posted in the WhatsApp group "MHC26 Race Management". All communications to competitors will be done in this way, there will be no physical ONB.

3.2 The race office will be located at the Regatta Village.

3.3 Any change to the Sailing Instructions will be posted on the WhatsApp group "MHC26 Race Management" two hours before the warning signal on the day it will take effect, except that any change to the schedule of races will be posted before 20:00 on the day before it will take effect.

3.4 At sea, the race committee will broadcast and receive on VHF channel 72.

## 4. SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed on the Main Flagpole (MFP) located near the race office.

4.2 When code flag AP is displayed ashore, the words "1 minute" are replaced with "not less than 60 minutes" in Race Signal AP.

## 5. SCHEDULE OF RACES AND COMPETITION FORMAT

5.1 The intended programme and schedule of races are set out below, but the Race Committee reserves the right to change the schedule at its discretion, considering weather conditions or any other factors which may affect the fairness of the event, and in accordance with SI 3.3.

| CLASS | 25 SEPTEMBER | 26 SEPTEMBER | 27 SEPTEMBER | RACES |
|---|---|---|---|---|
| Multihulls | 12:00<br>Warning signal | 12:00<br>Warning signal | 12:00<br>Warning signal | Up to 5 |

5.2 A maximum of 2 races may be sailed per day. The event will be valid if at least one race is sailed.

5.3 On the last scheduled day of the event, no warning signal will be made after 15:45, except as a consequence of a general recall.

## 6. BRIEFINGS

6.1 A Captains' Breakfast Briefing will be held each morning from 09:30 to 10:30.

## 7. RACING AREAS

Races will be sailed in Balearic waters. Approximate position for the starting area is as follows:

7.1 Whenever possible, the start line will be in the region of El Toro (39° 27.61' N 002° 29.10' E).

7.2 If this location is modified, it will be announced as follows:

7.2.1 On the WhatsApp group "MHC26 Race Management", only if this modification is posted at least two hours before the warning signal of the first race of the day.

7.2.2 At any time, by displaying the flag "L" on the race committee boat.

## 8. COURSES

8.1 Windward/leeward courses: Appendix 1 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 one to be left to port.

8.2 Coastal courses: Appendix 2 shows the courses, including the marks definitions.

8.3 The positions of the marks in Appendices 1 and 2 are approximate. A different leg distance or bearing shall not be grounds for a request for redress. However, for the purposes of corrected time, the actual positions of the marks will be used when calculating leg distances. This changes RRS 61.1(a).

8.4 No later than the warning signal, the Race Committee will display a board with the course to be sailed and the magnetic bearing and length of the first leg, and will broadcast this information via VHF. Omission or failure in the transmission or reception of that communication shall not be grounds for a request for redress. This changes RRS 61.1(a).

8.5 SHORTENED COURSES: Races may be shortened at any mark, except that windward/leeward races shall have a minimum of three completed legs (two upwind and one downwind). The leg from mark 1 to the offset mark is not included.

8.6 If wind speed is less than 6 knots, the committee will hoist the AP flag.

## 9. MARKS

9.1 Windward/leeward courses:

| MARKS 1A, OFFSET A, 2 | GATE 2S, 2P | START AND FINISH MARKS | NEW MARK |
|---|---|---|---|
| Yellow inflatable | Yellow inflatable | RC vessel and pin-end boat or orange inflatable | Black inflatable |

9.2 Coastal courses:

| COURSE MARKS | OPTIONAL WINDWARD MARK | STARTING MARKS | FINISHING MARKS |
|---|---|---|---|
| See Appendix 2 | Yellow inflatable | RC vessel and pin-end boat or orange inflatable | RC vessel and orange buoy |

9.3 If a green or red flag is hoisted on the race committee boat before or with the warning signal, it signifies: "Round the windward mark to port (red flag) or to starboard (green flag), located at the indicated bearing and distance from the race committee."

9.4 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 72. This changes RRS 34.

## 10. THE START

10.1 The warning flag will be: "Port Adriano" class flag.

| SIGNAL | VISUAL AND SOUND SIGNAL | MINUTES TO START | BOAT ACTION |
|---|---|---|---|
| Warning | Port Adriano flag displayed and one sound | 5 | |
| Preparatory | ICS flag "P" or black flag displayed and one sound | 4 | Engines off |
| Preparatory | ICS flag "P" or black flag removed and one sound | 1 | |
| Start | Port Adriano flag removed and one sound | 0 | |

10.2 The starting line will be between the staff on the Race Committee boat at the starboard end of the line and the staff on the pin boat or an inflatable orange mark on the port end, both staff displaying an orange flag. To alert boats that a race will begin soon, the orange starting line flag will be displayed with one sound at least 5 minutes before a warning signal is made.

10.3 A boat starting later than four minutes after her starting signal will be scored did not start (DNS) without a hearing. This changes RRS A4 and A5.1.

10.4 In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 72. In such cases, 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.

## 11. CHANGE OF POSITION OF THE NEW MARK AND CHANGE OF DISTANCE OF THE NEW LEG

11.1 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.

11.2 In case of a change of course, to windward, the Offset mark will not be replaced.

11.3 Any change at the leeward gate or at the finish line will be announced at the offset mark.

Coastal races:

11.4 In addition to what is established in RRS 32.2, a Race Committee boat in the vicinity of a course mark, hoisting ICS flag "C" (CHARLIE) and emitting repeated sound signals, will indicate that boats must proceed from this mark directly to the finishing line. This changes RRS 32.

## 12. THE FINISH

12.1 The finishing line will be between a staff displaying a blue flag on the Race Committee boat and an orange buoy.

12.2 [NP] [DP] When crossing the finishing line after sunset, or in poor visibility, every boat shall illuminate her sail number or bow number with a powerful torch and shall identify herself to the race committee by VHF radio until she has been recognised.

## 13. PENALTIES

13.1 RRS 44.1 is changed so that only one turn is required instead of two turns.

13.2 [NP] [DP] A boat that accepts a penalty or has retired in accordance with rule 44.1 must complete an online acknowledgement by filling out an infringement form before the protest time limit.

## 14. BOAT THAT RETIRES (RET), ABANDONS (DNF) OR DOES NOT SAIL THE STARTING LINE (DNC) [NP] [DP]

14.1 A boat that retires (RET) shall lodge a retirement form at the race office within the protest time limit.

14.2 A boat that abandons the racing area (DNF) at any moment shall inform the race committee by any means and shall inform the race office within the protest time limit.

14.3 A boat that does not leave the harbour and does not sail to the starting line for the races of the day (DNC) shall inform the Race Office as soon as possible.

## 15. HEARING REQUESTS

15.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the protest time limit.

15.2 Protest time limits are as follows: the protest time limit is 60 minutes after the protesting boat has finished or when the race committee signals no more racing today, whichever is later.

15.3 Notices will be posted no later than 30 minutes after the end of the protest time limit, to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Jury rooms and implicated parties will have to remain available.

15.4 For the purpose of RRS 63.5 (d) the authority is the Judges Technical Committee of RFEV.

## 16. SAFETY REGULATIONS [NP] [DP]

16.1 Boats must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels, as a minimum requirement, are mandatory: 9, 16, 72.

16.2 Boats not starting or retiring from a race (DNS - DNF) shall inform the race office or the race committee as soon as possible.

16.3 All boats shall return only to their allocated moorings.

16.4 Boats arriving for any reason at another point ashore, or unable to reach the harbour without assistance, are requested to report immediately to:

Race Committee | +34 660 847 498 | VHF 72

Safety Coordinator | +34 638 590 400 | VHF 79

16.5 To facilitate search and rescue (SAR) operations, any boat requiring assistance is requested to report her position and external identification details.

16.6 To facilitate the evacuation of an injured crew member, boats are requested to signal their position to the rescue services by using an orange smoke canister or a red or white hand flare.

16.7 All competitors shall carefully comply with this sailing instruction. Otherwise, they can be requested to pay the expenses of search and rescue operations.

## 17. SCORING

17.1 The Low Point System in RRS Appendix A4 will apply. A boat's total score will be calculated as set out in SI 17.4 and SI 17.5.

17.2 The scoring coefficient for all races will be 1.

17.3 ORC Multihull Rating using VPP version 2026 1.03MU, TOT-Constructed Course.

17.4 When fewer than four races have been completed, a boat's score will be the total of her race scores.

17.5 When four or more races have been completed, a boat's score will be the total of her race scores excluding her worst score.

## 18. REPLACEMENT OF CREW [DP]

Changes to crew list (adding new crew members, replacing or disembarking crew members) shall be made in writing to the Race Committee indicating the name and I.D. or Passport number of the substitute crew member and shall be lodged at the race office before 10:30 hours of each day, but in case of emergency, it can be communicated at the first reasonable opportunity, and in any case, within the protest time limit. Only substitutions approved by the Race Committee will be accepted. Substitutes may be subject to weight control. The substituted crew members shall not be aboard any other competing boat throughout the remainder of the regatta.

## 19. SUPPORT BOATS [NP] [DP]

Support boats must be identifiable as to which participating yacht they support. They shall stay outside the safety zone (as defined in Appendix 3) from the time of the preparatory signal for the first start until all boats have finished or the race committee signals a postponement, general recall or abandonment. All support boats must register at the race office during the registration confirmation period.

## 20. HAUL-OUT RESTRICTIONS [NP] [DP]

Boats shall not be hauled out after 18:00 on the day before the first warning signal, except with and according to the terms of prior written authorisation from the race committee.

## 21. TRASH DISPOSAL [DP]

Boats shall not put trash in the water. Trash may be placed aboard support boats and then disposed of in the containers on land.

## 22. MEASUREMENT AND EQUIPMENT INSPECTIONS, SAIL NUMBERS AND TRACKING DEVICE [NP] [DP]

The boats will register and use the sail number indicated in their Valid Measurement Certificate, unless written authorisation has been given by the Principal Race Officer.

Each participating boat may be requested to carry a tracking or positioning device. The organisers will cover the cost of installing these devices. The crew must assist with correct installation and use during the regatta, following the instructions provided during registration confirmation and the skippers' briefing.

## 23. PRIZES

The prize list will be posted on the WhatsApp group 'virtual ONB'.

## 24. DISCLAIMER OF LIABILITY

All those taking part in the regatta do so at their own risk and responsibility. See RRS 3, Decision to Race. The organising authority and all parties involved with the organisation of the event will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, during or after the regatta.

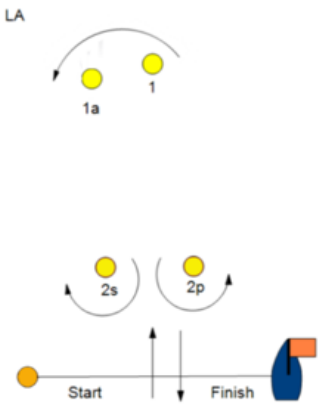
## 25. LOCAL MARINE REGULATIONS

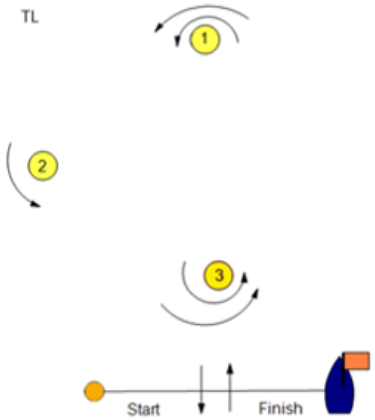
Real Decreto 62/2008 states the conditions of maritime safety, navigation and life at sea applicable to nautical sports events.

Competitors are alerted that boats can only participate if they are dispatched in accordance with the administrative regulations for navigating the waters where the race will be sailed.

Competitors must declare, in good time before the beginning of the event, the insurance policies held for participation in nautical sports events, including the risks covered and the liability limits required in the Notice of Race.

# APPENDIX 1: WINDWARD/LEEWARD COURSE




| WINDWARD/LEEWARD WITH OFFSET – LEEWARD FINISH | |
|---|---|
| LA2 | Start – 1 – 1a – 2S/2P – 1 – 1a – Finish |
| LA3 | Start – 1 – 1a – 2S/2P – 1 – 1a –2S/2P – 1 – 1a – Finish |
| LA4 | Start – 1 – 1a – 2S/2P – 1 – 1a –2S/2P – 1 – 1a – 2S/2P – 1 – 1a – Finish |

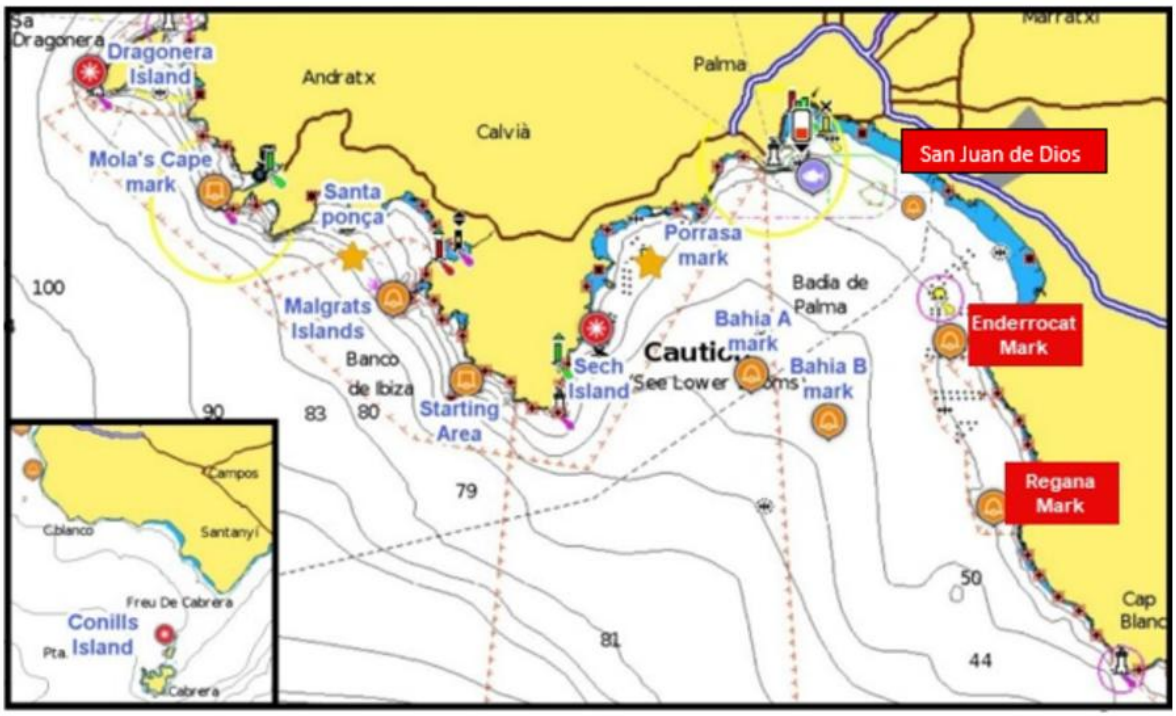
| TRIANGLE – LEEWARD FINISH | |
|---|---|
| T2 | Start – 1 – 2 – 3 – 1 – Finish |
| T3 | Start – 1 – 2 – 3 – 1 – 3 – 1 – Finish |
| T4 | Start – 1 – 2 – 3 – 1 – 3 – 1 – 3 – 1 – Finish |

- 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 8.1).
- Distance between Race Committee and mark 1A and 1B: see SI 8.4.
- Distance between starting line and gate: 0.2 NM approx.
- Distance between mark 1 and mark offset 1a: 0.1 NM approx.
- Angle between mark 1 and mark offset 1a: 100°
- Distance between gate marks: 10 boat lengths.
- Distance between committee boat and finishing mark: 150 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 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.*

# APPENDIX 2: COASTAL COURSES

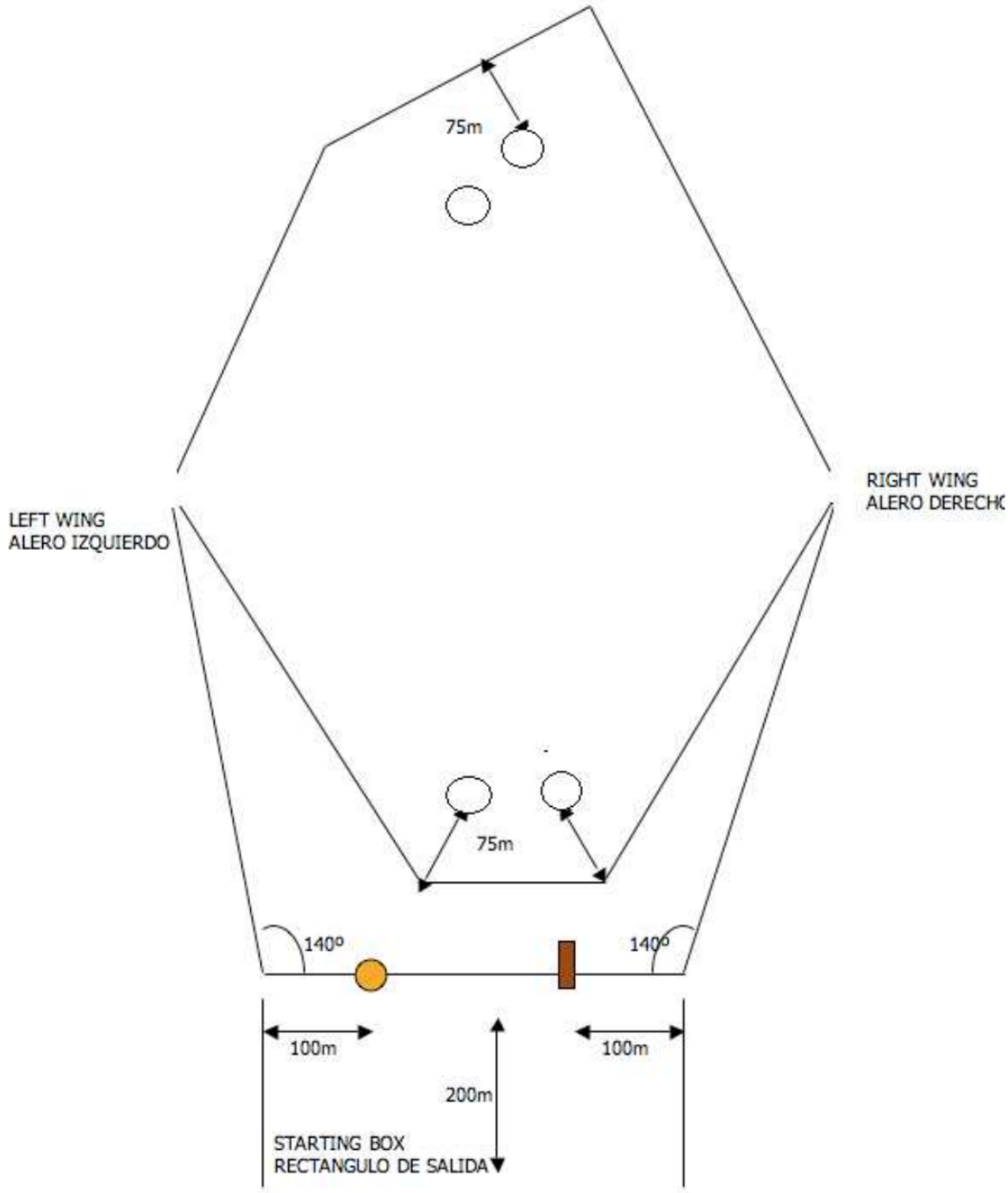
Twenty minutes before the warning signal, the Race Committee will announce by VHF radio and email the course to be sailed, the order in which marks are to be passed and the side on which each mark is to be left. The marks to be used are described in the diagram below.




## MARKS INFORMATION

| MARK | DESCRIPTION | APPROXIMATE POSITION |
|---|---|---|
| Optional windward mark | See SI 9.3 | Distance and bearing from Race Committee |
| Dragonera Island | Island | |
| Sech Island | Island | |
| Conills Island | Island | |
| San Juan de Dios mark | Yellow inflatable mark | 39° 32,500 N/002° 41,500 E |
| Malgrats Island mark | Yellow inflatable mark | 39° 29,354 N/002° 26,685 E |
| Mola's Cape mark | Yellow inflatable mark | 39° 31,699 N/002° 21,622 E |
| Enderrocat mark | Yellow inflatable mark | 39° 28,426 N/002° 42,457 E |
| Regana mark | Yellow inflatable mark | 39° 24,790 N/002° 43,677 E |
| Santa Ponsa mark | Yellow inflatable mark | 39° 30,529 N/002° 25,474 E |
| Bahía A mark | Yellow inflatable mark | 39° 27,699 N/002° 36,816 E |
| Bahía B mark | Yellow inflatable mark | 39° 26,679 N/002° 38,997 E |
| Porrasa mark | Yellow inflatable mark | 39° 29,482 N/002° 33,930 E |
| Starting Area | Race committee vessel and buoy | 39° 27,609 N/002° 29.099 E |

# APPENDIX 3: SAFETY ZONE



# APPENDIX 4: ON WATER EMERGENCY PROCEDURES

The Organizing Committee 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 the VHF channel assigned to the area or by mobile.
2. Identify your yacht, the nature of the emergency (type of injury and number of people injured), and your yacht's position.
3. The Race Committee will alert the Safety Coordinator at Sea - Juan Ochogavia on VHF XX | +34 638 590 400
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 boat 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 directions.

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

## EMERGENCY AND MEDICAL NUMBERS

| Contact / Service | VHF / Phone |
|---|---|
| Port Adriano | +34 971 XXXXXXXXXXX |
| Race Committee Officer: Inés Cabrer | VHF XX \| +34 660 847 498 |
| Safety Coordinator at Sea \| Juan Ochogavia | VHF XX \| +34 638 590 400 |
| Safety Coordinator on Shore \| Claire Tibbott | VHF XX \| +34 610 081 047 |
| Maritime Safety Coordination Centre | VHF 09 \| +34 971 72 45 62 \| 900 202 202 |
| Spanish Central Emergency Response | VHF 10 / 16 \| 112 |