52 Super Series 2027

Notice of Race & Sailing Instructions

(2027 NoR/SI)

Changes from 2026 in red

7 November 2026

52SUPERSERIES

The 52 Super Series 2027 is organized by the Super Series Eventos Desportivos LDA in collaboration with the TP52 class and the venue's yacht clubs/organizers, collectively the Organizing Authority (OA). The 2027 NoR/SI governs all five events and will for each event be supplemented by Event Sailing Instructions (ESI) documenting any variation from the NoR/SI, local partners, trophies, etc.

52 Super Series partners at the time of publishing this document are: Rolex SA as main partner and official timekeeper, Palm Beach as performance partner, Pindar as official logistics supplier, Zhik as official clothing supplier and Kick-Out Plastic as sustainability partner.

For 2027 the 52 Super Series has scheduled five events, two in Thailand and three in the Western Med. All five events will score for the overall trophy, the 52 Super Series Trophy, to be presented to the team with the lowest score over the five events. The Queen's Cup will be awarded at the first event in Thailand. The second event in Thailand will be the Rolex TP52 World Championship.

The two events in Thailand are hosted by the Royal Varuna Yacht Club under the authority of the Yacht Racing Association of Thailand and will have the Jubilee Cup as overall trophy.

The three events hosted in the Med will have the Royal Cup as overall trophy. The Barcelona event is hosted by the Club Nàutic Vilassar De Mar (CNV) and the 52 Super Series closing event in September is hosted by the Club de Regatas Puerto Portals, both under the authority of the Spanish Sailing Federation. The event in Italy is hosted by the Yacht Club Isole di Toscana (Marina di Scarlino, June) under the authority of the Italian Sailing Federation.

A 52 competing in the 52 Super Series shall be a TP52. IRC52 Wild Card boats (Appendix A) may be permitted to join the events (NoR/SI 26.1). Once entered as a TP52 for the 52 Super Series it is not permitted to reconfigure and race as an IRC52 in events scoring for the overall trophy of that year.

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1. EVENTS AND DATES

- **Thailand 52 Super Series Queen's Cup**, RVYC, February 8-13.
- **ROLEX TP52 World Championship Thailand 2027,** RVYC, March 18–23.
- **52 Super Series Marina Vela Barcelona Sailing Week**, CNV, June 1 - 6.
- **52 Super Series Scarlino Sailing Week**, YCIT, July 5-10.
- **Puerto Portals 52 Sailing Week**, CRPP, September 14–19.

2. RULES

2.1 The 52 Super Series 2027 will be governed by:

a) The rules as defined in The 2025 – 2028 Racing Rules of Sailing (RRS).

1. [NP] [DP] Add to RRS 41 OUTSIDE HELP: (e) Help to recover from the water and return on board any person on board, provided the return on board is at the approximate location of the recovery.

   Please note: To have some control over RRS 41 (Outside help) in relation to the use of radio, mobile phones, computers, and electronic equipment capable of sending and receiving data or any other form of communication the following shall be done and respected:

With the exception of NoR/SI 9, so for safety or emergency reasons, when racing a boat shall not transmit or receive radio communication not available to all boats. When racing competitors shall not use any device to communicate in any way beyond the boat other than to send or receive communication, images or data (a) available to all boats or (b) images, communication or data approved by the OA (NoR/SI 25.1). This changes RRS 41.

2. [DP] TP52 Rule C.1.2.B.1) applies.

b) The 2026 – 2028 Offshore Special Regulations (OSR):

1. [DP] OSR Cat. 4 for both TP52 and IRC52 respecting the TP52 Class Rule requirements, specifically: C.1.2.2 (anchor equipment), C.1.2.3 (specification VHF cable) and C.5.1 (toe rail, bilge pump, minimum speed under engine, fuel system specifications, battery systems specifications, VHF specifications, two fire extinguishers, emergency steering).
2. [DP] In line with with OSR 3.28.3.b) a minimum of 25 litres of fuel is required while racing. NOTE: This may be checked after finishing the last race of the day.
3. All boats shall carry a storm jib of at least eight kg or if lighter a storm jib plus a compensation weight at the same position bringing the total up to eight kg. Please note that TP52 Rule C.7.1 does not permit to use storm sails or HWJs as staysail.
4. For the upper lifelines only:
   Delete OSR 3.14.3 Lifeline Specifications and replace by:
   3.14.3 Lifeline Specifications
   a) The upper lifelines shall be made of double or triple braided HMPE with either:
      - a core of a minimum diameter of 4 mm which shall at no point be further reduced in diameter, or
      - a minimum total diameter of 7mm.
      - Alternatively, if the upper lifeline is made of single braid HMPE, the minimum diameter shall be 5mm.
   b) Spliced in accordance with the manufacturer's recommended procedures.
   c) A lanyard of synthetic rope may be used to secure lifelines provided the gap it closes does not exceed 100 mm (4"). This lanyard shall be replaced annually.
   d) All components of the upper lifeline enclosure system shall have a breaking strength no less than the lifeline and in any case no less than 2000kg.

c) The 2027 TP52 Rule, Bylaws, and Interpretations.

1. CLASS RULE NON-COMPLIANCES CAUSED BY DAMAGE
   During racing:
   Class rule non-compliances caused by damage (whether caused by crew error or not) or normal wear and tear, or by loss of equipment, as well as temporary repairs, shall be reported to the Technical Committee and/or the Class Manager at the first reasonable opportunity and can only be protested by the Technical Committee or the Class Manager.
   Before racing or between races:
   Class rule non-compliances caused by damage (whether caused by crew error or not), or normal wear and tear, or by loss of equipment, as well as temporary repairs, shall promptly be reported to the Technical Committee and/or the Class Manager, preferably before racing starts. And once reported can only be protested by the Technical Committee or the Class Manager. In both cases, if boats decide to continue racing or to race they will not be penalized if the deviation from the class rules caused by the damage, loss or repair does not improve the performance of the boat and the damage or loss and repair are communicated as required above.
   Please Note:
   This does not override the power given in class rule A.13.1 (e) to the Chief Measurer to withdraw certification. Nor of the Jury to penalize the boat (UF 5.8) once establishing the deviation from the rules created a performance advantage. Nor

protesting any other class rule incompliances than described above. Please also see TP52 Rule Appendix 5.2 Administrative Protests.

2. DP] Note: TP52 Rule G.5: a minimum number of 2 bunks applies for the 52 Super Series.

d) The 2027 IRC/ORC 52 Wild Card Invitation Guidelines as set in Appendix A.
e) [DP] No National Authorities prescriptions will apply except for the events in Italy and every competitor shall be in compliance with its National Authority Rules.
f) The Event Sailing Instructions (ESI).

2.2 The official language of the 52 Super Series 2027 is English.

2.3 The OA reserves the right to modify this NoR/SI. Any modification will be sent by e-mail to the boats registered to participate in the series and the OA's of the individual events. Such notification shall be deemed to comply with RRS 89.2(a). In accordance with RRS 90.2(c), oral changes to the NoR/SI may be given on the water by the race committee via VHF 69. The race committee will display flag L with one sound before making the announcement.

2.4 In the event of a discrepancy between the 2027 NoR/SI and an ESI the ESI take precedence (changes RRS 63.5(c)2).

2.5 The notation [NP] in a rule means that this rule shall not be ground for protests by a boat (changes RRS 60.1 and 63.2(a)).

3. ELIGIBILITY AND COMPETITORS

3.1 The series is open to boats with a valid 2027 TP52 certificate, as well as to IRC/ORC 52 boats with a 2027 IRC/ORC certificate and TP52 class confirmed Wild Card invitation based on the limits of Appendix A.

3.2 [DP] All competitors shall comply with WS Eligibility Code. At Spanish events all Spanish crew shall have/present a valid RFEV license and at Italian events all Italian crew shall have/present a valid FIV card and valid medical certification during registration.

3.3 The Registration Nationality of each team shall be decided by the owner of the boat and communicated during the entry period (NoR/SI 4.1).

4. ENTRY FOR THE OVERALL TROPHIES / ENTRY FOR THE (INDIVIDUAL) EVENT(S)

4.1 The entry period for the overall trophy will be between **6th June and 31st October 2026**. Late entries for the overall trophy may be accepted till 15th January 2027. For individual events, the entry can be made till 30 days before the first Race Day.

4.2 Eligible boats may make their entry by submitting a filled-out Entry Form, together with the required complementary information, to: operations1@52superseries.com
The Entry Form can be found on the ONB page of www.52superseries.com.

4.3 If not entering for the overall trophy please indicate on the Entry Form (NoR/SI 4.2) for which event(s) entry is requested.

4.4 Minimum required for 52 Super Series entries:
· The Entry Procedure duly completed by the boat.
· Confirmation of Entry Fee payments.

· A copy of the 3rd party liability insurance which shall be valid until the end of the 52 Super Series 2027 for a guaranteed minimum of **5.000.000,- Euros per TP52** and of **1.500.000,- Euros per support boat.** A personal accident & repatriation coverage for all crew is highly recommended. The Organizing Authority is not responsible for verifying the status or validity of insurance certificates. Event Sailing Instructions may require signing an event specific Insurance Declaration.
PLEASE NOTE: Make sure your insurances are also valid in Thailand!
· Confirmation of insurance payment.
· The current TP52 or IRC Certificate + Wild Card approval.
· Crew Declaration / Disclaimer form, with a copy of passport or ID for all the crew members and, where applicable, the appropriate license from the National Authority. To be adjusted per event in case of crew changes.
· The WS Group 1 certificate for owners and release helmsmen of teams entering the Owner Driver Trophy (NoR/SI 26.2).
· Diving declaration. Please note: Diving may have local rules (ESI).
. The Guest Declaration form (per event), if required.

4.5 **Event registration:** Each owner / owner's representative must register and sign in at the race office during the event registration period (NoR/SI 15.2). Otherwise, their entry can be cancelled, in which case fees paid will not be refunded.

4.6 The registration of a boat will not be accepted if the documents as required in NoR/SI 4.4 are not lodged in the race office during the event registration period (changes RRS 78.2).

4.7 ESI: The ESI will be available once the Event Registration Form has been signed and will be published online at the close of registration.

5. ENTRY FEES

5.1 The Entry Fee per event is:

Thailand 52 Super Series Queen's Cup:	EUR 13.000,- ex VAT.
ROLEX TP52 World Championship Thailand 2027:	EUR 13.000,- ex VAT.
52 Super Series Marina Vela Barcelona Sailing Week:	EUR 15.000,- ex VAT.
52 Super Series Scarlino Sailing Week:	EUR 15.000,- ex VAT.
Puerto Portals 52 Sailing Week:	EUR 15.000,- ex VAT.

Included in the Entry Fees for the duration of the events are the berth fees of the 52s and, one tender / support boat of a LOA not larger than 50ft.
Closer to the events boat/ team event specific fee details will be communicated. If extra's like container/trailer storage/handling, facilities cleaning, security, shore power, logistics and shore management are not (fully) covered by the local event partners this will be communicated prior to the event and charged out at cost at the end of the event.

PAYMENT DETAILS:
Twelve teams sofar have made the 2027 entry and paid the 2027 Entry Fee. Additional entries for all five events are kindly requested to pay EUR 68.000,- ex VAT (including the EUR 3.000,- discount below) **before the 1st November 2026** to:
Super Series Eventos Desportivos LDA
Rua da Carreira 117
Funchal
VAT nº 510409016
Bank: CAIXA BANK
IBAN: ES 87 2100 6547 6407 0050 6232
BIC-SWIFT: CAIXESBBXXX

Please note: Teams participating at the three Med events are eligible for a EUR 3.000,- discount if the total of EUR 42.000,- ex VAT is paid **before the 1st December 2026.**

Please contact Michelle Saynor / Agustin Zulueta for any other discount/payment details:
info@52superseries.com
management@52superseries.com

The 52 Super Series Entry Fee further covers services like:
- Class measurer on site.
- Contribution towards having an international race officer and team of international umpires at all events.
- Media team on site and free copy of custom event highlights video and free access to download high resolution photos for personal use or team promotion provided compliance with 52 Super Series sponsor rights (for team sponsors promotion opportunities/hospitality package available on request).
- Contribution to virtual tracking costs with data available for promotion and race analysis.
- Team presentation on 52 Super Series website.
- In case of entry of two or more events: the 52 Super Series yearbook (three per team, additional orders on request) and a copy of the end of season video of about 5 minutes, made after completion of the 2027 events.
- Free morning coffee/tea/snacks & after race drinks at the events.
- Invitations to the end of season party.
- Trophies.
- Lease Vakaros start technology displays (one per team).

Entry fees, whenever paid, principally are non-refundable as nearly always the money has been allocated already and so needs to be replaced by 52 Super Series or cut on the budget reducing services planned. However, each case will be different and if clearly there is no cost effect of the cancellation to the other entrants or the series, 52 Super Series refund requests will be considered. If 2027 events are cancelled for reasons beyond control of 52 Super Series, like in case of Covid, **the 2027 52 Super Series cancellation policy will be followed.**

5.2 **Accommodation, berths support craft & local facilities:**
If not communicated separately please contact Luna Mariani:
operations1@52superseries.com

5.3 **Press:**
Journalists wishing to obtain accreditation to cover the events, please contact Luna Mariani: Press@52superseries.com

6. RISK STATEMENT

6.1 Competitors and support teams participate in the series entirely at their own risk. They are reminded of the provisions of RRS 3, Decision to Race. Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the series, each competitor agrees and acknowledges that:

a) 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;
b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
d) By participating in any race, they are satisfied that their boat is in good order, equipped to sail in the event, the boat's skipper has the license to do so and the crew is fit to participate. Each boat is responsible to possess all the complementary insurance he/she esteems necessary besides the one required in the Notice of Race;
e) The provision of a race management team, event support boats, umpires and other officials and volunteers by the organizer does not relieve them of their own responsibilities;
f) The provision of event support boats cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
g) They will familiarize themselves with any venue/event specific risks, adhere to rules and information produced for the venue/event and attend any venue/event safety briefings.

6.2 The Organizing Authority (OA) will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the 52 Super Series events.

7. IMAGE RIGHTS [NP]

7.1 The image rights of the 52 Super Series events are the exclusive property of Super Series Eventos Desportivos LDA and the TP52 class and its members have the right to use the images for personal use.

7.2 Teams and Participants grant the Super Series Eventos Desportivos LDA and its sponsors, the TP52 class, and the event organizer the unrestricted right and permission to use the names and the image for any text, photograph or video footage of either themselves or the boat they are sailing during the 52 Super Series to be published or broadcasted in any media whatsoever (including but not limited to press and TV advertisements or internet), for either editorial or advertising purposes or to be used in press information; in these respect teams and participants names and biographical material of themselves may also be used or reproduced in any way known.

7.3 [DP] Participants undertake not to do or allow any act of reproduction, public communication or distribution of images concerning the 52 Super Series without previous authorisation from the Super Series Eventos Desportivos LDA, or TP52 class, or the OA.

8. IDENTIFICATION AND ADVERTISING [NP]

8.1 WS Advertising Code shall apply.
(a) At Spanish events Spanish boats or boats representing a Spanish yacht club and exhibiting advertising shall request authorization to the RFEV.
(b) At Italian events Italian boats displaying advertising shall have/present valid FIV authorization to do so during registration.

8.2 [DP] As per WS Advertising Code 4 all boats will be required to display:
- Bow numbers (teams may choose to paint these on, pdf templates will be supplied)
- Helmsman (owner drivers may ask to ignore this request) and tactician surnames plus country flag on both sides of the boom.
- Event stickers on both sides of the mast.
- Event stickers on both sides of the boom.
- Event stickers on bowsprit.
- Event stickers in cockpit.

- Event flag permanently hoisted on the centre aft stanchion (event's choice).
- 52 Super Series flag to be hoisted when the boats are in dock during the events, possibly in combination with the event and/or event sponsor flag.
  Further the teams are kindly asked to cooperate with the following requests:
- The 2026 World Champions to execute the TP52 class logo in its mainsails in 'gold'.
  NOTE: previous winners may continue the use of the 'gold' class mainsail logo.
- The current 52 Super Series winner to carry branding acknowledging the achievement (yet to be designed, design and position will be communicated).
- All teams to incorporate the 52 Super Series logo in (some) of the crew clothing.

8.3 [DP] Boats intending to display advertising during the events/series shall state in the entry form the nature of such advertising. All advertising shall be approved by the OA.

8.4 [DP] Boats are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the marina area, event village or yacht club without written consent of the OA obtained before the start of the events. Boat/team initiatives regarding team hospitality, promotion, marketing, and PR on the racecourse or within the marina area, event village or yacht club shall be communicated well before taking place with the OA for its approval.

8.5 [DP] Furthermore the boats may be requested to install satellite monitor equipment (trackers). Trackers shall be positioned on one of the aft most stanchions/pulpits above local sheer and shall not have their functioning reduced in any way or form, like by being covered. The OA may also require the installation, at no cost to competitors, of on-board video cameras for the official television production, or require access to material shot by the team's onboard cameras, based on pre-selection by the team for quality and suitability for the intended promotional usage.

8.6 [DP] The presence of one or more crew members of designated boats may be required to participate in press conferences. The OA agrees to communicate this requirement with adequate notice to the boat's owners/representatives.

8.7 [DP] In order to improve media impact:

(a) TP52 boats participating in the official practice race(s) shall provide a space at the after end of the cockpit for organization guests as described in NoR/SI 14.3. Organization guest insurance will be provided by the organization. Organization guests will be required to sign a liability declaration.

(b) Teams may be asked to facilitate:
- Onboard audio (only for media use after screening for suitability).
- Onboard Go-Pro camera(s), max two.
- Dedicate a person as guest host(ess) in case a guest is allocated to your boat.

(c) [NP] Teams shall accept one VIP rib inside the racecourse driven by or under control of Agustin Zulueta.

"VISIBILITY": From 52 Super Series perspective we would like to see some colour in the "sea of white kites" enabling those watching our media outings to easier distinguish boats from each other.

Most if not all TP52 owners support charities / good causes one way or the other.
52 Super Series invites them to make one of these visible by having that charity's logo on at least one of their kites. Please avoid causes related to politics or religion, if in doubt or seeking advice, please share your thoughts with Lars Böcking or Agustin Zulueta.
We appreciate any suggestion to improve "visibility", as well as your cooperation.

8.8 The jury upon receiving a report of a boat's failure to comply with NoR/SI 8.2, 8.3, 8.4, 8.5, 8.6 and 8.7 may impose without a hearing a penalty on the event score up to a maximum of four places (changes RRS 60.5(b)1).

9. SAFETY [NP] [DP]

9.1 Boats shall 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, 69, 71, 72.

9.2 Boats arriving for any reason at a point ashore other than their assigned berth (NoR/SI 15.9) or which cannot reach the harbour on their own shall report as soon as reasonably possible to the Race Committee: phone 00 34 644 47 1004, or VHF 69.

9.3 To facilitate search and rescue (SAR) operations any boat requiring assistance shall inform of her position and external identification details.

9.4 To facilitate the evacuation of an injured crew member, boats shall signal their position to the rescue services by using an orange smoke flare.

9.5 All competitors shall carefully comply with NoR/SI 9. SAFETY.

9.6 Safety zones as defined in Appendix 2 shall be respected from the preparatory signal till the day's racing is finished. Support boats shall not interfere with any boat racing. Requests or instructions given to support boats by the OA, RC, event measurer, course marshals or jury members shall be followed.

10. COMMUNICATION WITH COMPETITORS / CHANGES TO SAILING INSTRUCTIONS

10.1 The 52 Super Series Official Notice Board (ONB): www.transpac52.org/ONB/ **During events**, from 09.00 on the Official Practice Race Day till the event prize giving, notices to competitors will be posted on the online Official Notice Board (ONB).

10.2 Any change to the NoR/SI or ESI will be posted on the ONB two hours before the warning signal of the first race on the day it will take effect, except that any change in the schedule of races will be posted before 20.00 hours of the day before it will take effect.

10.3 Any change to the NoR/SI or an ESI shall be approved by the Principal Race Officer.

10.4 Signals made ashore will be displayed on the Main Flagpole located near the race office.

10.5 When code flag "AP" is displayed ashore, *'1 minute'* is replaced with *'not less than 60 minutes'* (changes RRS Race Signals).

11. INSPECTIONS AND MEASUREMENT

11.1 All boats competing in Thailand shall be measured /checked by the TP52 class measurer / official measurer of the 52 Super Series 2027 before shipping to Thailand. Boats joining the 52 Super Series from Barcelona shall be measured /checked by the TP52 class measurer / official measurer at least two weeks before their first event. It is the owner's responsibility to schedule this measurement with the official measurer.

11.2 Daily safety and measurement controls will be carried out during the races by the official measurer of the event (or by an event measurer under supervision of the official measurer). These may include flotation, inclining and weight checks.

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11.3 All crew shall be weighed at the first event a boat competes in during 2027 at the date, time and place communicated by the official measurer (either the morning of the day before the official practice race day or the morning of the official practice race day, but no earlier than the crew weight form has been submitted) wearing a minimum of sailing shorts and shirt as used by the crew when racing. Every effort shall be made to present the complete crew for measurement in one go. Each crew member shall only be weighed once, unless the measurer decides there is good reason to demand remeasurement (like a mistake in the administration or faulty equipment).

Note 1: This means that, if at the official measurement crew is found to be over the maximum weight, approval for a crew change shall be requested from the chief measurer.
Note 2: Also for the other events the official measurer will send a **crew form** to the teams to be completed and returned as instructed on the form. Crew changes require weighing in as instructed by the official measurer.

11.4 The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor as set out in RRS 78.1 and this NoR/SI.

12. SAILS AND SAIL LIMITS.

12.1 **TP52 or IRC52 competing at 4 or 5 events:**

- **For boats entered/racing in the 2025 and/or 2026 52 Super Series** there is a maximum limit of **14 new sails** a boat can declare during the 52 Super Series 2027. Besides those sails unlimited sails declared and carded for that boat during the 2026 or earlier 52 Super Series events may be used if stamped/buttoned/administrated as such.
- If a trysail or storm jib gets damaged or lost this sail can be replaced at any time without this requiring a stamp/button but the class measurer shall be asked for permission first.
- Sails stamped/buttoned earlier than 2027 can only be used on the boat that they were stamped/buttoned for without requiring to be declared as new sail.
- **For new built boats** there is a maximum limit of **18 new sails** + 1 trysail and 1 storm jib a boat can declare during the 52 Super Series 2027. Besides those sails up to a maximum of 9 sails declared and carded for the previous boat during the 2025 or earlier 52 Super Series events may be used if stamped/buttoned/administrated as such. In case of the absence of a previous boat (or that boat being sold including all sails) up to a maximum of 9 sails declared and carded for any boat during the 2025 or earlier 52 Super Series events may be used if stamped/buttoned/administrated as such. In case of non-availability of (enough) previously carded sails in good condition, within reason, the class manager may increase the number of new sails after taking advice from the competitors.
- **For boats not entered/racing in the 2025 and/or 2026 52 Super Series** there is a maximum limit of **18 new sails** + 1 trysail and 1 storm jib a boat can declare during the 52 Super Series 2027. Besides those sails up to a maximum of 9 sails declared and carded for any boat during the 2026 or earlier 52 Super Series events may be used if stamped/buttoned/administrated as such. In case of non-availability of (enough) previously carded sails in good condition, within reason, the class manager may increase the number of new sails after taking advice from the competitors.

12.2 For TP52s only, the time limit to declare sails for (re)carding is two hours before the first start of the day but no later than two hours before the first start of the day as scheduled in the ESI. Please note: Sails will not be carded as 2027 sail after 19 September 2027 10.30.

12.3 **TP52 or IRC52 competing at 3 or less events:**

- **For boats entered/racing in the 2025 and/or 2026 52 Super Series** there is a maximum limit of **11 new sails** + 1 trysail and 1 storm jib a boat can declare during the 52 Super Series 2026. Besides those sails unlimited sails declared and carded for that boat during the 2026 or earlier 52 Super Series events may be used if stamped/ buttoned/administrated as such.
- **For boats not entered/racing in the 2025 and/or 2026 52 Super Series** there is a maximum limit of **11 new sails** + 1 trysail and 1 storm jib a boat can declare during the 52 Super Series 2027. Besides those sails up to a maximum of 9 sails declared and carded for any boat during the 2026 or earlier 52 Super Series events may be used if stamped/ buttoned/administrated as such. In case of non-availability of (enough) previously carded sails in good condition, within reason, the class manager may increase the number of new sails after taking advice from the competitors.

12.4 **Both TP52 and IRC52 at any event**: Each sail shall be identified by a TP52 class measurer / official measurer of the 52 Super Series 2027 and carry both the class and 52 Super Series required stickers. No sail without class / official measurer's identification may be on board while racing (except for practice races). The choice between all new sails or the mix with previously declared sails shall be declared before the start of the first race for the boat of the series.

12.5 Within the sail inventory declared for the 2027 season no spinnaker built in materials other than woven polyester or nylon will be carded. Notwithstanding the above, laminated materials can be used as windows in the bottom 25% of the spinnakers provided their surface is not bigger than two square meters. Spinnakers shall be flown from the masthead and have a minimum area of 250 m2 when measured / carded first time.

12.6 The use of furling devices for sails (other than staysails) is not allowed; see 2027 TP52 Rule J.6.13. **As a consequence of this and to streamline the equipment carried on all competing boats it will not be permitted to have halyard locks on spinnaker halyards during events sailed under the 2027 Rules.** Rigs shall be weighed and vcg'd for their compliance with the TP52 rule without spinnaker halyard locks.

12.7 There is a maximum number of sails a boat can carry on board while racing, as below (Rule C.7.1 2022 TP52 Rule):

SAIL TYPE	
Small jib	4
Staysail	1
Spinnaker	4
Mainsail	1
Storm trysail	1
Storm jib	1
Heavy weather jib	1

Notwithstanding the above, for safety purposes boats shall carry the number and type of sails according to the WS Offshore Special Regulations for the category stated in NoR 2.1b.

12.8 [DP] **52 Super Series** stamped or marked sails may be repaired or modified without being considered a new sail provided no more than the allowable percentage of the original area of the original sail (so when first declared) is replaced with new material.
!! Approval shall be sought from the official measurer prior to carrying out any sail repair or any modification, whether during or before or after events!!

The official measurer or the TP52 chief measurer may relax or set additional conditions to facilitate a practical balance between control and sail maintenance. Maximum sail area % of the 'original' sail (when 52 Super Series stamped or marked) allowed to be changed:
Mainsail 20%
Spinnaker 30%
Headsail 20%

NOTE: During regattas repairs above the allowable percentage may be permitted but shall not be executed without permission of the TP52 chief measurer following a request made in writing indicating reason and describing the repair. Repairs or alterations may be subject to control. In case of major repairs over the allowable percentage the TP52 chief measurer may consider allowing replacing the sail by a similar sail from that boat's sail wardrobe, provided the sail is a used sail certified for previous TP52 or IRC events. In that case the official measurer shall certify the sail for the duration of the regatta before it may be used.

12.9 Warranty related issues will not be grounds for replacing or extra buttons/cards.

12.10 In jibs a maximum of three 'full-length battens' will be permitted. This changes TP52 class rule J.6.7.

12.11 For the purpose of the 52 Super Series, if the greatest distance between the sail edge (ERS G.2) and the external extreme end of the combination of batten, batten pocket (ERS G.1.4 (k)) and secondary reinforcements, like additional fibers, tapes or batten pocket patches (ERS G.6.2 and G.6.4), measured along the pocket centerline, in any sail is more that 90% of the local distance between sail edges, the batten will be labelled as a 'full-length batten'. This clarifies and/or changes TP52 class rules J.5.3 and J.6.7. A sail will not be 52 Super Series carded if the total number of 'full-length battens' exceeds the total number permitted.

13. BOAT SUBSTITUTION AND CERTIFICATION CHANGES.

13.1 During the 52 Super Series 2027 a team/owner may **once** change from the TP52 entered for the series to another TP52 (so not alternate between two boats from event to event unless approved by 52 Super Series for good reason, like in case of severe damage).

13.2 A boat may only be changed between events (including the official practice race day). The change of boat shall be communicated with the TP52 Class Manager at least 15 days before the applicable official practice race day and the boat shall be fully measured and class certified at least 7 days before the applicable official practice race day. The request / intention to change boats will be mailed to all registered boats and posted on the ONB at www. 52superseries.com

13.3 In all other cases than mentioned in NoR/SI 13.1 and 13.2 of an owner deciding to change from one boat to another the new boat will need to be registered again and will be scored as a new boat with DNC in all previous races.

13.4 Without proper reason the certification as in place by the close of registration for each individual event shall not be altered during that event. Please note TP52 Rule A.11.5 for class certification limits. Proper reason can be repair or replacement caused by genuine damage. The class manager/chief measurer is in charge of re-certification (TP52 Rule A.13 and A.14).

13.5 The following boat alterations are excluded from certification change if made within the rules as set below, so seen as permitted alterations not requiring recertification as mentioned in TP52 Class Rule A.13.1 (c):
- **Tiller – Wheel or vice versa changes** between or during events but only, if made on daily basis, after approval by the TP52 class manager and allowing ample time for inspection by the event measurer at the boat's event berth.
- **Adding or removing a third winch pedestal** between events up but only if made before the start of the first race of the event (so excluding the practice race) after approval by the TP52 class manager and allowing ample time for inspection by the event measurer at the boat's event berth.

14. CREW AND GUESTS.

14.1 A boat shall race with the entire crew declared in the crew (weight) form for the entire regatta (i.e. from Race 1). Any changes to the crew shall have proper reason and shall be submitted in good faith to the TP52 class manager for his approval. Only substitutions approved by the TP52 class manager will be accepted.

14.2 The maximum crew weight while racing at 52 Super Series 2027 events will be **1050kg** (see NoR/SI 14.3: **+ a guest of a minimum weight of 65kg and maximum weight of 90kg**) for **Pro-Driver / Owner not onboard** boats. NOTE: The guest weight restriction can be lifted by the TP52 Class, in which case additional rules may be set, like on (not) hiking or carrying extra weight.

The **Owner Driver (default 75kg or own weight)/ Owner onboard (not or occasionally driving, default 90kg or own weight) / Non-Pro** Driver 52s may choose to sail with the same **1050kg + guest or 1130kg** in case of full crew / no guest.
One crew member so designated on the crew list can be replaced by a guest upon approval of the TP52 class. TP52 Class Rule C.2.2.b is part of this Rule.

Substantially Non-Pro crewed 52s (two thirds or more, i.e. 9 crew in case of 13 or 14 crew) may seek approval to race at increased max crew weight up to 1200kg max. Crew up to the age of 25 and/or female crew for this arrangement shall be counted as Group 1 (non-pro) crew. The decision on this is entirely with the TP52 class and not open to protest, appeal, claim or request for redress. This changes RRS 60.1 and 61.1(a).

14.3 Guests on board: in addition to its maximum crew weight limit TP52 Pro-Driver / Owner (or his WS Group 1 certificate replacement, NoR/SI 26.2) not onboard boats shall have a guest on board every day of racing and in the official practice race who shall:
1) Wear clothing that is clearly different from the crew uniform. Not contribute to the racing of the boat other than by the positioning of their weight. Unless explicitly permitted by the OA, a person with acknowledged tactical or technical skills (yacht designers, sail designers or sailing coaches would be specific though non exhaustive examples) shall be considered to be contributing to the racing of the boat.
2) Be positioned aft of the mainsail traveller. **They may hike from a 'sitting on deck' position.** A below decks toilet/bucket visit is permitted.
3) May be provided by 52 Super Series for the practice race day for up to a maximum of 50% of the boats competing. 52 Super Series may also provide guests for the rest of the event's official racing days if pro driver / owner not onboard boats agree to this.
4) The guest shall be on board for a minimum of one race day. The OA may upon request vary on this rule. Boats are denied the possibility to contest this decision. The guest name(s), weight(s) and designated race day(s) shall be declared on the guest declaration form. Non-event supplied guests are invited by the boat and under full responsibility of the boat.

5) The OA may refuse any guest. Boats are denied the possibility to contest this decision.

NOTE, see NoR/SI 8.7: During practice race days the teams may be asked by the OA at the individual events to support the guest arrangement. If so, the boats shall facilitate to carry one guest additional to their crew/guest configuration. The OA will communicate details nearer to and during the event. The OA will facilitate or arrange either to bring the guests out to the racecourse or to collect them at the racecourse.

14.4 The jury upon receiving a report of a boat's failure to comply with the rules of NoR/SI 14.3 may impose without a hearing a penalty on the event score up to a maximum of four places (changes RRS 60.5(b)1).

14.5 Laser Guns. The use of laser guns to establish distance, speed and bearing is permitted. Permitted brands/types shall be restricted to a 1km range and cost less than Euro 1.200,- including VAT.

14.6 Lifeline tension. Please read 2027 TP52 Rule H.5.8).

15. PROGRAMME AND SCHEDULE

15.1 The aim is to sail a maximum of two WL races per race day. This can be increased to a maximum of two three-race days but never on consecutive days. The possibility of having a three-race day shall be announced no later than 20.00 the previous day.

15.2 Intentional Schedule **Thailand 52 Super Series Queen's Cup**, Thailand:

	NO PRACTICE RESTRICTIONS
7 February, Sunday:	CREW WEIGHT CHECK option 1 (before or after practice) Registration 10.00 – 12.00
8 February, Monday:	CREW WEIGHT CHECK option 2 (before practice race) Registration 10.00 – 12.00, official practice race(s) 13.00 and skipper's meeting 17.00
9 February, Tuesday:	WL Races
10 February, Wednesday:	WL Races
11 February, Thursday:	WL Races
12 February, Friday:	WL Races
13 February, Saturday:	WL Races and prize giving ceremony

Maximum number of races: 10

Intentional Schedule **ROLEX TP52 World Championship Thailand 2027**, Thailand:

15 March, Monday:	Owner Driver free practice day (only if the owner or a family member eligible for the owner driver trophies is helming)
16 March, Tuesday:	Free practice day
17 March, Wednesday:	Free practice day Equipment inspections from 12.00hrs till final day
18 March, Thursday:	Registration 10.00 – 12.00, official practice race(s) 13.00 and skipper's meeting 17.00
19 March, Friday:	WL Races
20 March, Saturday:	WL Races
21 March, Sunday:	WL Races
22 March, Monday:	WL Races
23 March, Tuesday:	WL Races and prize giving ceremony

Maximum number of races: 10

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Intentional Schedule **52 Super Series Marina Vela Barcelona Sailing Week**, Spain:

29 May, Saturday:	Owner Driver free practice day (only if the owner or a family member eligible for the owner driver trophies is helming)
30 May, Sunday:	Free practice day
31 May, Monday:	Free practice day FIRST EVENT BOATS CREW WEIGHT CHECK option 1 Registration 10.00 – 12.00 and free practice day Equipment inspections from 12.00hrs till final day
1 June, Tuesday:	FIRST EVENT BOATS CREW WEIGHT CHECK option 2 Registration 10.00 – 12.00, official practice race(s) 13.00. Skipper's meeting 17.00.
2 June, Wednesday:	WL Races
3 June, Thursday:	WL Races
4 June, Friday:	WL Races
5 June, Saturday:	WL Races
6 June, Sunday:	WL Races and prize giving ceremony

Maximum number of races: 10

Intentional Schedule **52 Super Series Scarlino Sailing Week**, Italy**:**

2 July, Friday:	Owner Driver free practice day (only if the owner or a family member eligible for the owner driver trophies is helming)
3 July, Saturday:	Free practice day
4 July, Sunday:	Free practice day Registration 10.00 – 12.00 and free practice day Equipment inspections from 12.00hrs till final day
5 July, Monday:	Registration 10.00 – 12.00, official practice race(s) 13.00 and skipper's meeting 17.00
6 July, Tuesday:	WL Races
7 July, Wednesday:	WL Races
8 July, Thursday:	WL Races
9 July, Friday:	WL Races
10 July, Saturday:	WL Races and prize giving ceremony

Maximum number of races: 10

Intentional Schedule **Puerto Portals 52 Sailing Week**, Mallorca, Spain:

11 September, Saturday:	Owner Driver free practice day (only if the owner or a family member eligible for the owner driver trophies is helming)
12 September, Sunday:	Free practice day
13 September, Monday:	Free practice day Registration 10.00 – 12.00 and free practice day Equipment inspections from 12.00hrs till final day **17.00 TP52 Annual Class Meeting**
14 September, Tuesday:	Registration 10.00 – 12.00, official practice race(s) 13.00 and skipper's meeting 17.00
15 September, Wednesday:	WL Races
16 September, Thursday:	WL Races
17 September, Friday:	WL Races
18 September, Saturday:	WL Races

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19 September, Sunday: WL Races and prize giving ceremonies

Maximum number of races: 10

Schedules and racing areas will be detailed further and may be varied in the ESI.
ESI's may be modified by the RC (NoR/SI 15.1 and/or weather conditions). If the racing area/location is modified this will be announced as follows:
- On the ONB, only if the area or modification is posted at least two hours before the warning signal of the first race of the day.
- At any time, by displaying flag "L" on the race committee boat (NoR/SI 2.3).

15.3 The location of the skipper's meeting will be announced in the ESI.

15.4 The first warning signal for each event's practice race is scheduled at 13:00 hour. This time may vary which will be announced in the ESI and on the ONB.

15.5 The race committee will use VHF channel 69 to communicate race information, like its intention to start another race. 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 calls, shall not be grounds for a request for redress (changes RRS 61.1(a)).

15.6 Events will be valid if one race is completed but to award the world championship title a minimum of three races shall be completed.

15.7 On the official practice race day of any of the events no warning signal will be made before 12.00h and on the last scheduled day of any of the events no warning signal will be made after 15:30h except because of a general recall.

15.8 From 14th February 2027, before events are completed, boats racing for the overall trophies are not allowed to practice, tune or test on the waters within a 30-mile radius circle of the event locations as listed in NoR/SI 1 other than on the practice and race days described in NoR/SI 15.2, except when participating in the 2027 Coppa Toscana in Scarlino and the 2027 Copa del Rey for its race days + three training days.

15.9 During the event boats and containers shall use the berths and parking area assigned. Taking berth or container parking elsewhere requires permission of the OA.

15.10 The jury upon receiving a report of a boat's failure to comply with rules 15.8 or 15.9 may impose without a hearing a penalty on the event score up to a maximum of four places (changes RRS 60.5(b)1).

15.11 Notwithstanding the above, participants can make a request to the TP52 class manager for permission to sail on non-sailing days for corporate sailing, charity functions or any other genuine reason or activity. The TP52 class manager will require the applicants to put their reason in writing (this will be posted on the ONB) and may also require additional conditions, like that no new sails can be used and less than 50% of the regular crew is on board.

16. COURSES

16.1 Windward/Leeward courses are races between buoys with mainly Windward/ Leeward legs. These courses will have a distance between 4 and 10 miles. Appendix 1 shows the course options, including the order in which the marks are to be passed or rounded and the side on which each mark is to be left. No later than the warning signal the race

committee boat will display the course number in case of course 2 or 3, the approximate magnetic bearing and length of the first leg and will also broadcast this information via VHF 69. Omission or failure in the transmission or reception of that communication shall not be ground for a request for redress (changes RRS 61.1(a)).

17. THE START

17.1 The warning flag will be a flag with the 52 Super Series logo.

17.2 The starting line will be either:

(a) between a staff displaying an orange flag on the race committee vessel at the starboard end and either:
(i) a staff displaying an orange flag on the starting (robot) mark, or
(ii) a staff displaying an orange flag on the race committee vessel at the port end, or
(b) if a race committee vessel is displaying a "J" flag, between the staffs displaying orange flags on two robot) marks (changes RRS Race Signals). Furthermore, at the starting and at the finishing line that Race Committee vessel is part of the closest (robot) mark.

17.3 If a "J" flag has been displayed on the Race Committee vessel, no part of a boat's hull shall be in the triangle formed by both ends of that vessel and the closest starting mark during the last minute before her starting signal (this changes RRS Race Signals). In addition, if the Race Committee postpone or abandon a race because its position has been affected by a boat or by an infringement of this rule, that boat will get a scoring penalty of two points. This changes RRS A5 if applied by the RC or RRS 60.5 (b) if applied by the Jury without a hearing.

17.4 52 Super Series continues using Vakaros start/finish line technology.
(a) [DP] [NP] Each boat shall have a Vakaros Atlas 2 configured for RaceSense in the same position at the top of the mast instrument bracket unless the use of a "puck" antenna no longer requires so. The display shall be active at all times while racing.
(b) [DP] [NP] Competitors shall do their best to keep the system safe and operational. They shall inform the RC as soon as possible (when not racing), on the water or ashore, about any issues encountered with the device. Competitors are permitted to cover parts of the display.
(c) [NP] Any failure of the Atlas 2 device, the RaceSense system or communication systems shall not be grounds for a request for redress by a boat. This changes RRS 61.1(a).
(d) RRS 26 is changed. The countdown to the start on the Atlas2 or Edge from RaceSense will be the official time. Signal Flags will only be used for information purposes.
(e) Instructions for using the Atlas 2 device will be posted on the Official Notice Board.

17.5 A boat starting later than four (4) minutes after her starting signal will be scored DNS (changes RRS A5.1 and A5.2).

17.6 **Recalls.** In addition to RRS 29.1 & 29.2 individual and general recalls may be communicated by radio VHF 69. 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 (changes RRS 61.1(a)). This rule does not reduce, modify, or exonerate each boat's responsibility to start in accordance with the RRS.
PLEASE NOTE: The ESIs may modify the above and replace OCS calls by Vakeros start line technology.

17.7 In case of unfavorable conditions the race committee boat and service boat on the starting line may maintain their position by using the engine.

18. CHANGING OF POSITION OF THE NEXT MARK, CHANGING THE LENGTH OF THE NEXT LEG & SHORTENING COURSES

18.1 To change the next leg of the course the race committee will move the marks (MarkSetBots) to their new position, or move the finishing line. The change will be signaled before the leading boat has begun the leg, although the marks (MarkSetBots) may not yet be in position.

18.2 The W/i mark if not a robot mark or in case of malfunction of a robot mark will not be reset in case of a change of course or length of an upwind leg. Any change to the position of the gate or the finish line will be signaled at W/o. This does not change the obligation to leave W/I, if in place, to port.

18.3 Except at a gate, boats shall pass between the race committee boat signaling the change of course and/or the change of the length of the next leg (code flag "C" plus a board showing the new bearing and/or the new distance for the leg and repetitive sounds) and the nearby mark, leaving the mark to port and the race committee boat to starboard (changes RRS 28.1 and 33).

18.4 If the race committee decides to change the position of the leeward mark (gate), the original gate marks will be repositioned. If the leeward mark is to be one only mark, this one shall be left to port.

18.5 Races may be shortened at any mark, provided that a shortened race has a minimum of three legs (two windward and one leeward). This changes RRS 32.

19. THE FINISH.

19.1 The finishing line will be between a staff displaying a Blue flag on a race committee boat and a staff displaying an Orange flag on a Yellow robot mark or inflatable buoy, or if a race committee vessel is displaying a "J" flag, the finishing line will be between the staffs displaying orange flags on two yellow (robot) marks (this changes RRS Race Signals). Furthermore, at the finishing line that Race Committee vessel is part of the closest yellow (robot) mark.

19.2 In case of unfavourable conditions the race committee boat at the finishing line can maintain her position by using the engine.

19.3 The finishing marks are also ranked as gate marks and consequently RRS 18.4 does not apply at those marks.

20. TIME LIMITS.

20.1 The time limit for a WL race is 90 minutes. If no boat has passed Mark W within 30 minutes, the race will be abandoned.

20.2 Boats failing to finish a WL race within 15 minutes after the first boat sails the course and finishes, will be scored DNF (changes RRS 35, A5.1 and A5.2).

20.3 A boat that Did Not Start, Did Not Finish or retired shall be scored points for the finishing place two more than the number of boats finishing that race that did not retire or were

disqualified. This changes RRS A5.1 and A5.2. Please note: Boats disqualified shall be scored number of boats starting + 1 (changes RRS 35, A5.1 and A5.2).

21. BOAT THAT RETIRES, ABANDONS OR DOES NOT SAIL THE STARTING LINE (NP).

21.1 A boat that retires after finishing (RET) shall lodge a retirement form at the race office, as well as comply with NoR/SI 21.2 if applicable.

21.2 A boat that did not come to or leaves the racing area at any moment, whether before or after starting (DNC, DNS, RET or DNF), shall inform the race committee by any means and shall inform the race office as soon as reasonably possible.

21.3 A boat not leaving the harbour or not going to the starting area for the races of the day (DNC) shall inform the race office as soon as reasonably possible.

22. INTERNATIONAL JURY, PROTESTS AND REQUESTS FOR REDRESS.

22.1 An International Jury (IJ) will be appointed in accordance with RRS Appendix N. All decisions will be final as per RRS 70.3.

22.2 Umpiring: WS Appendix UF 52 Super Series will be used.

22.3 Redress Limitations:

a) A boat may only request redress when racing at an event and redress may be granted for this event only. If granted the redress the boat will be scored points equivalent to half of the fleet starting the first race of that event rounded down to the nearest whole number (changes RRS 61).
b) Once a boat has docked out to start a race after being granted redress, no further redress will be granted based on the previous request (changes RRS 61).

22.4 Measurement protests may be addressed to the class management at any time during the year. The result of these protests shall not affect the results of any previous event. IRC52 or ORC52 related measurement protests shall be addressed to the TP52 class manager, who may relate these to the RORC rating office (IRC) or the ORC.

22.5 Measurement protest between boats affecting weight or freeboards on the last day of an event will be addressed only to the class management and they will be treated the same as NoR/SI 22.4.

22.6 Penalties for breaches of the 2027 NoR/SI are at the discretion of the jury.

23. OFFICIAL BOATS.

23.1 Identification:

Race committee boats	Orange flag with “RC”
Umpire boats	Yellow/Orange flag
Measurers / Medical boat	White flag with “M” + Red Cross
Media and auxiliary Boats	52 Super Series “Media” or “VIP” flag

23.2 Course Marshal Boats may be added carrying a Red Flag with CM in white.

23.3 Actions by official boats, drones or helicopters shall not be grounds for requesting redress by a boat (changes RRS 61.1(a)).

24. SCORING AND RESULTS

24.1 At events the Low Scoring System (RRS Appendix A4) will be applied. No discard scoring.

24.2 A boat that did not confirm her participation or was not present at an event shall be scored points for the finishing place one more than the number of boats entered for that event (changes RRS A9).

24.3 A boat's overall 52 Super Series score will be the total of the event scores.

24.4 Series score tie(s): A 52 Super Series overall score tie will be broken by the score of the final event and then the final race (changes RRS A8).

25. SUPPORT BOATS AND SUPPORT EQUIPMENT [NP] [DP].

25.1
- A maximum of ONE support boat per team is allowed; these boats shall be clearly identified by an official flag supplied by the event organizer.
- Support boats shall not interfere with any boat racing. Requests or instructions given to support boats by the OA, RC, course marshals, event measurer or jury members shall be followed.
- Support boats shall remain behind the prolongations of the starting line and outside the starting box between the warning and the starting signals of each race and stay clear of the safety zone and finishing box as defined in Appendix 2 (NoR/SI 9.6) during racing. Please not NoR/SI 25.2 amends this.
- In case the breeze is below 20 knots support boats (alphabetically split based by team names in two equal numbered groups) shall either follow the left-hand or right-hand side of the course (looking upwind) going up or down. Except the official drone rib, she is free to position as is optimum for her job. Per race day these groups then shall switch side. This may be further specified in the ESI. The decision to split the support boats in two groups is made by the class manager and communicated with the teams by him.
- Support boats shall slow down to under 5 knots the final 400 meters to the marks they are aiming for and **at all times leave ample room and stay outside the course area.** This may be further specified in the ESI.
- Support boats shall not leave their position at the top or start/spreader marks till the LAST boat has rounded/started and please stay well clear of the back of the fleet. This may be further specified in the ESI.
- Any other craft, like media, spectator or guest boats are not seen as support boats by this rule providing they are not supplying any non-public information on race days (NoR/SI 15.2), neither keeping or transferring any spares, tools, sails, parts or crew directly or indirectly to the racing boats. They shall, like the support boats, remain behind the prolongations of the starting line between the preparatory and the starting signals of each day races. If spectator or guest boats clearly are performing tasks like collecting video or photo material for team use or carrying team experts (coaches, analists, technical experts), they will be seen as support boat for the purpose of this rule.
- The OA may upon request show leniency on having visiting experts in spectator or guest boats, but only if asked before the end of the registration period and at its discretion. The decision by the OA is final and cannot be contested.

25.2 **In case flag "Victor" is flown from the Race Committee vessel (expecting light conditions) support boats shall:**

- Not go faster than **7 knots** at any time from the warning signal till all TP52s have finished the race (or retired etc) except in case of emergency.
- And be split in Groups A and B from the warning signal till the last TP52 has started and is at least 50 meters into the racecourse measured to an imaginary line parallel to the starting line from the stern of the last TP52. Then:
- Once the last TP52 is 50 meters up the beat the support boats are allowed to converge onto the racecourse and follow the fleet till half-way up the beat but never get closer than the 50 meters of the last boat measured as above.
- Once half-way up the beat the support boats shall again split in Group A and B and move outside the Safety Zone while all the time respecting the 50 meters to the last boat.
- Once outside the Safety Zone Support Boats shall not go inside the Safety Zone again till all TP52s have completed the first run and then for the second beat again are allowed to converge onto the racecourse and follow the fleet till half-way up the beat but never get closer than the 50 meters of the last boat measured as above.
- Once half-way up the second beat the support boats shall again split in Group A and B and move outside the Safety Zone while all the time respecting the 50 meters to the last boat.
- Once outside the Safety Zone not go back into the Safety Zone and not speed up above 7 knots till all TP52s have finished (or retired etc).
- The starting box and finishing box shall be respected as detailed in NoR/SI 25.1.
- Please note: flag "Victor" shall be obeyed until the race is finished or postponed or abandoned, also if the wind drops or increases during the race.
- This changes RRS Race Signals.

25.3 On race days from one hour before the scheduled first start until the finish of the final race of the day, all competitors related tenders shall not carry any functioning wind equipment, whether handheld or installed. If such action is noticed by a class or regatta official it shall be reported to the race committee. **However, a boat's performance / load data and images of crew action, sails and rig (2D or 3D) may be stored onboard or sent to its dedicated support boat if this has been applied for in writing with the OA and approved by the OA no later than the close of registration.** During racing the approved support boats may only receive incoming data and no support boat shall transmit or signal to the competitors, directly or indirectly via other craft or source.

25.4 Trash Policy: Boats shall make a reasonable effort to recover broken sails, halyards, etc and not just let them go for pick up by their support boat. Team support boats then shall pick up any remaining debris from the water like parts of broken sails, halyards, etc from the boat they support. Boats that do not have a support boat will be covered on this aspect by organization boats, like the measurer boat.

25.5 Teams shall not bring more than two containers (40ft or smaller) or large size trucks to events.

25.6 Teams or their representatives shall not fly drones over the 52 Super Series shore base or over the race area during training or racing days without complying with local legislation and prior written approval by 52 Super Series has been obtained. The approval granted at sole discretion of 52 Super Series may impose similar limitation as applicable to support boats (NoR/SI 25.1) and can be withdrawn at any time, which cannot be contested.
The following applies:

a) No team or spectator drone shall be flown in any position from which its camera can cover the race area from 20 minutes before the warning signal till the warning signal of any race.

b) Drones, whether event (official), team or spectators ones, shall not be equipped with wind sensors of any kind.
c) During events teams and their support boats shall not fly more than one drone at the time other than the time it takes to replace one for another.
d) As long as the boats are racing drone images made by team or spectator drones may only be seen live by their operators and shall not be shared in any way or form with any person during racing but may be stored and shared for later viewings.
e) Drone images made by team drones related or possibly related to incidents inside the race area shall not be deleted for at least 24 hours after the incident taking place.

At any time the risk and responsibility for flying any drone is with the person flying the drone and images made inside the race area shall be shared with the OA, the Jury and competitors upon request.

25.7 No boat or support boat may carry cameras or equipment generating images or measuring distances on basis of laser mounted or carried above five meter from sea level. Nor equipment capable of surface wave measurements at any height. If so, these shall be removed or disabled from 30 minutes before the start of a race and not be replaced or restored to working order till all boats have finished that race.

25.8 During racing no boat may have onboard access to data, images, sound or any other way of communication generated by equipment working on basis of laser or cameras other than the laser guns as permitted by NoR/SI 14.5.

25.9 The jury upon receiving a report from the race committee or event measurer or by their personal observation of a boat whose support boat (or clearly related spectators or guest boat(s)) fails to comply with NoR/SI 25.1, 25.2, 25.3, 25.4 or whose drone or equipment fails to comply with NoR/SI 25.6 or NoR/SI 25.7 may impose without a hearing a penalty on the event score up to a maximum of two points per infringement (changes RRS 60.5(b)).

25.10 The jury may impose support boats to carry a tracker allowing event officials to monitor support boat movements during racing. The approval to fly drones may be withdrawn.

26. TROPHIES AND PRIZES [NP]

26.1 - The 52 Super Series overall trophies:
a) The 52 Super Series perpetual trophy and 1st, 2nd and 3rd prize.
b) The John Cook perpetual trophy and 1st, 2nd and 3rd prize for owner driver boats.

NOTE: A 52 competing in the 52 Super Series shall be a TP52. IRC52 Wild Card boats may be permitted to join the events. The decision to permit or refuse Wild Cards is entirely with the TP52 Class and not open to protest, appeal, claim or request for redress. IRC52 Wild Card boats are permitted to race for the individual event trophies except for the TP52 World Championship and will not be scored for the overall Super Series trophies.

26.2 - The John Cook perpetual trophy and 1st, 2nd and 3rd prize are for the first three boats in the overall 52 Super Series result steered by her owner. To qualify for these trophies, the following requirements shall be fulfilled:
- The owner shall provide his/her WS Group 1 certificate at registration time.
- He/She shall be either the owner of the boat or the majority shareholder of the company owning the boat.
- The owner shall be steering his/her boat (when on board) at all times when racing, except for short breaks for proper reason (like a sanitary stop or for changing clothing)

or emergency situations involving the safety of boat or crew (such an incident shall be reported to the race committee, who may protest).
NOTE: So, no category restriction on helmsmen releasing the owner from helming, only helmsmen replacing the owner for one or more races.

- The owner may appoint a replacement helmsman to steer when he/she is not on board/not driving.
  Options are:
  a) The replacement helmsman provides his/her WS Group 1 certificate at registration time and applies conform Appendix 1 TP52 Bylaws, or
  b) is a WS Group 3 helmsman, in which case the races the replacement helm takes over from the owner for owner driver trophy purposes are scored number of boats entered for the event providing the 1130kg max crew weight is respected.
  With the Pro-Driver at the helm the owner or one of the crew shall take the guest role (NoR/SI 14.3).

The owner shall helm his boat at least 70% of the races per event and/or of the series to qualify for event or series owner driver trophies.

- A TP52 or IRC52 Owner Driver or a class approved non pro family member may declare a default weight of **75kg** for crew weighing purposes (when only driving), although could choose to weigh-in.
- Permission may be asked to have the Owner Driver and a Pro-Driver change helm during an event and/or during races. This will remove eligibility for the Owner-Driver trophies once not covered by 26.2 above (70%, a) and b)), except if the helm gets shared during the third race of a three-race-day if approved beforehand by the class taking in account the Owner Driver's age / good reason. With the Pro-Driver at the helm the owner or one of the crew shall take the guest role (NoR/SI 14.3).
- Permission may be asked to have the Owner Driver and a non-pro family member change helm during an event and/or during races. This will remove eligibility for the Owner-Driver trophies except if changes are made on day-by-day basis.

26.3 For each event:
- Trophies for 1st, 2nd and 3rd.
- 1st and 2nd Owner Driver Trophy. Events may decide to award a 3rd place Owner Driver Trophy in case of five or more owner driven boats score for the trophies.

26.4 Rolex TP52 World Championship, in addition to event trophies of NoR/SI 26.3:
- Rolex timepiece for the 2027 TP52 World Champion.
- Rolex timepiece for the best Owner Driver if not already the TP52 World Champion.
- The perpetual TP52 World Championship trophy for the 2027 TP52 World Champion.

26.5 Other perpetual / special trophies:
- Queen's Cup for winner first 52 Super Series event of the year.
- Jubilee Cup for the best team over the two events in Thailand in 2027.
- Royal Cup for the best team over the three events in the Med in 2027.

26.6 Prize giving ceremonies will be announced before the end of the events. The presence of at least six members of each TP52 or IRC52 team will be required at opening cocktails, prize givings, awarding trophies of the day, etc.

26.7 The OA may reduce or remove a prize in the case of misconduct or refusal to comply with NoR/SI 26.6.

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52 SUPER SERIES and Sustainability.

52 SUPER SERIES is committed to implementing and encouraging environmentally responsible actions and initiatives from management to participants.

Our collective mission is to:

- Implement and encourage environmentally responsible actions and initiatives from management to participants.
- Follow, adopt and promote local recycling guidelines.
- Strive to reduce waste of all types, adopt a sustainable procurement code, choose environmentally friendly products, upcycle and repurpose where possible.
- Progressively reduce our environmental footprint via practical and meaningful steps.

Teams are encouraged and kindly asked to take and promote the following positive steps:

1. Reuse, reduce and recycle wherever possible.
2. Eliminate single-use plastics completely (like water bottles, packaging and bags).
3. Conserve water as much as possible.
4. Use the 52 SUPER SERIES water filtration system or purchase one of your own.
5. Use cleaning products that are biodegradable and sustainably formulated to reduce stress and impact on the marine environment.
6. Reduce the amount of fuel by maintaining and driving RIBS and support craft to maximum efficiency.
7. Have at least one oil spill kit on each of the ribs and support craft during each regatta.
8. Share transportation or use sustainable transport wherever possible e.g. a bicycle.
9. Communicate responsibly – use digital messaging and avoid printing.
10. Send team representatives to at least one beach clean-up per season.
11. Promote the message of sustainability through your channels.
12. Speak up if you see someone breaking these commitments.

The 52 SUPER SERIES staff will lead by example. If teams feel we can do better, your comments will be greatly appreciated. We ask all team members to not only implements the suggestions above but to also spend time discussing the issue, to develop plans to become more sustainable and to share ideas with other teams and the 52 SUPER SERIES Sustainability Team. It is only through discussion, awareness and teamwork that we can start to make a difference to the environment and influence the wider sailing industry.

Lars Böcking, 52 Super Series sustainability manager
Agustin Zulueta, CEO 52 Super Series
Rob Weiland, TP52 class manager

52 SUPER SERIES

Appendix A. Appendix UF 52 Super Series
Appendix B. IRC52 Wild Card invitation requirements
Appendix 1. Windward / leeward courses.
Appendix 2. Safety zone

APPENDIX A - APPENDIX UF

Version: *February 2027 / still to be updated depending on World Sailing Annual Conference.*

Umpired fleet races shall be sailed under The Racing Rules of Sailing *as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:*

1. *Max fleet size of 25 boats.*
2. *Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.*
3. *If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior World Sailing approval. Requests are to be sent to: rules@sailing.org.*

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

An Organising Authority whose fleet exceeds these limits may choose to use 'Umpire Observation'. Standard sailing instruction language for this is available at ***www.sailing.org/racingrules****.*

This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.'

UF1.2 Add to rule 2: 'When *racing*, a boat need not take a penalty unless signaled to do so by an umpire.'

UF1.3 Add new rule 7 to Part 1:
7 LAST POINT OF CERTAINTY
The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.4 Renumber text of rule 14 to 14.1 and add:

14.2 When there is contact that causes damage, or the umpires decide a boat has broken rule 14 and damage resulted, they may, without a hearing, impose a scoring penalty on any boat involved in the incident. The minimum penalty to be applied in such a case is 2 points (3 in case of serious damage).

14.3 When there is contact between hulls, stanchions, pulpit, pushpit, mainsail, spars or standing rigging, the umpires may, without a hearing, impose a scoring penalty of 1 point on a boat that was penalized in the incident.

Furthermore, the umpires may also impose a scoring penalty of 0,5 points on other boats if they consider that these boats contributed to the contact. Any scoring penalty would be added to the overall event score.

UF1.5 When rule 20 applies, the following arm signals are required in addition to the hails:
(a) for '*Room* to tack', repeatedly and clearly pointing to windward; and
(b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.6 Rule 70.1 is replaced with: A *party* to a hearing may only appeal a protest committee decision or its procedures, but not the facts found, under rule 69 to the national authority, except when rule 70.3 applies.

UF1.7 Rule 70.2 is deleted.

UF1.8 Test rules
(a) The definition *Mark-Room* is changed to:
Mark-Room *Room* for a boat to sail no farther than her *proper course* to round or pass the *mark* on the required side.
(b) Rule 17 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:
28 SAILING THE COURSE
28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

UF2.2 Rule 31 is changed to:
31 TOUCHING A MARK
While *racing*, neither the crew nor any part of a boat's hull, bowsprit or stanchions shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.

UF2.3 Class Rule C.1.2.B) applies:
RRS 42 is deleted and replaced with:
42 PROPULSION
42.1 Except when permitted in rule 42.2 or 45, a boat shall compete by using only the wind and water to increase, maintain or decrease her speed. Her crew may pump or adjust the trim of sails and hull, and perform other acts of seamanship.
42.2 Any means of propulsion may be used to help a person or another vessel in danger.

UF2.4 Delete RRS36(b) and replace with "cause a boat to be penalized except under rule 2, 14, 30.4, 69 or SI17,3."

SAILING SERIES

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Rule 44.1 is changed to: 'A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However,

(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;

(b) When one or more boats can't take her penalty before crossing the finishing line, she shall be scored as last boat in that race except when a boat decides to do her penalty and finish. In this case, she shall be scored in her finishing position.

UF3.2 A penalty in rule 44.2 is:

After getting well clear of other boats as soon after the incident as possible, a boat takes a penalty by promptly making the required turn as follows:

(a) Before starting, or when on a leg of the course to a windward mark, or a finish at Mark WI, a boat shall promptly sail clear, and as soon as reasonably possible gybe and luff to a close-hauled course.

(b) On a leg of the course to a leeward mark, a gate, or the finishing line when finishing on a downwind leg, a boat shall promptly sail clear, and as soon as reasonably possible tack and bear away to a course that is more than 90 degrees from the true wind.

(c) On a leg of the course to mark WO a boat shall promptly sail clear, and as soon as reasonably possible:

i) gybe and luff to a close-hauled course, or

ii) tack and bear away to a course that is more than 90 degrees from the true wind.

(d) In a long-distance race, a boat shall promptly sail clear and as soon as reasonably possible do a turn, including one tack and one gybe.

UF3.3 On the Water Protests by Boats and Penalties

(a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a Y flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

(b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

(a) When a boat

(1) breaks rule 31 and does not take a penalty,

(2) breaks rule 42,

(3) gains an advantage despite taking a penalty,

(4) commits a breach of sportsmanship, or

(5) fails to comply with rule UF3.6,

(6) breaks SI 17.3.

an umpire may penalize her without a protest by another boat by signaling in accordance with rule UF3.5(b), or UF3.5(c).

If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

(b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

(c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

(a) A green and white flag with one long sound means 'No penalty.'

(b) A red flag with one long sound means 'a penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.

(c) A black flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

(a) A boat penalized under rule UF3.5(b) shall take a penalty.

(b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire or race committee.

UF5.2 A boat intending to:

(a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),

(b) protest another boat under rule 14 if there was contact that caused damage or injury, or

(c) request redress

does not have to display a red flag or hail protest, and shall inform the race committee by VHF before or during the display of flag B.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

UF5.5 The technical committee will only protest a boat under rule 60.1 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event.

UF5.6 The time limit defined in rule UF5.2 also applies to protests under rule UF5.4 and UF5.5 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF5.7 Hearings

Except for a hearing under rule 69.2:

(a) Protests and requests for redress need not be in writing.
(b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.
(c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
(d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.
(e) If the protest committee decides to have a formal redress hearing all teams will be invited as parties to the hearing.
(f) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.

UF5.8 Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.

UF5.9 Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'

UF5.10 RRS 61.4(b)1 is replaced with 'an improper action or omission of the organizing authority or technical committee for the event'.

APPENDIX B IRC52 Wild Card Invitation Requirements

IRC52 Wild Card Invitation Requirements, boats to be first certified in 2014 or previously:

- Endorsed 2027 IRC/ORC Certificate required. Boat to be conform this certificate.
- 2027 TCC 1.414.
  The TCC shall be based on a TP52 with 3 spinnakers, low vcg hollow steel + bulb keel and a fixed headstay. This does not mean the boat has to have 3 kites or a fixed headstay, it is only the basis for the TCC calculation. If the certificate is based on different input, we will correct for that.
- LOA Max: 15.85 m
- Beam Max: 4.42 m
- Draft Max: 3.50 m (Boats dating 2016 or before 3.60 m)
- Empty DSPL Minimum: 6950kg
- Associate Class Membership. 2027 Fee: EUR 2.000,- per event, with a maximum of EUR 6.000,- (mandatory).
- During the events it is requested to have a 52 logo in the top of the mainsail.
- Apply using the IRC52 Wild Card Application Form, see ONB on www.52superseries.com
- Wild Card restrictions may be adjusted for individual boats outside the Wild Card limits, reflecting the wish of the TP52 Class to include rather than to exclude boats. This decision is entirely with the TP52 Class and not open to protest, appeal, claim or request for redress.
- IRC52 boats shall race in compliance with their IRC Certificate and the IRC Rule, except where this Rule or the NOR of the individual events differs from these documents. Further IRC52 boats may adjust the headstay during racing 52 Super Series events, whether this is permitted by their certificate or not.

SPECIFICLY:

- Taller rigs. Not permitted.
- Deeper keels. As the TP52 Rule states boats of 2014 or older may apply to race with a keel that at maximum is 10cm deeper to be able to get to similar displacement and vcg as the newer designs.
- Sail area. No boat will be permitted to race with sails that are over the class limit.
- Bow sprit. No boat will be permitted to race in class events with a bowsprit, so STL, longer than class limit.
- Boat weight. The class rule only gives a minimum weight. No boat will be permitted to go under this.

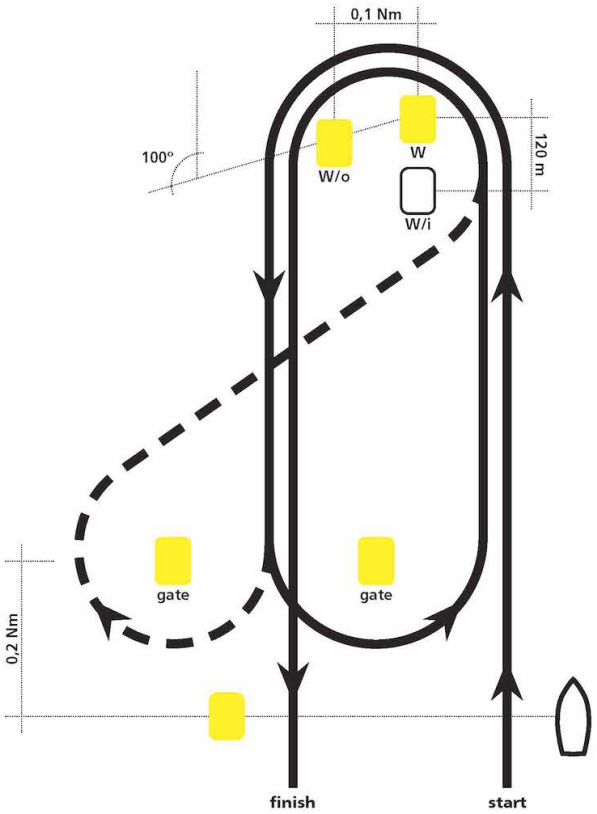
52SUPERSERIES

APPENDIX 1: WINDWARD / LEEWARD COURSES

Legend:
Mark W - A windward mark.
Mark W/o - An offset mark placed to port of the windward mark (approx. 0.1 Nm).
Mark W/i - An "interior" windward mark. The Race Committee will lay Mark W/i approximately 120 meters to leeward of Mark W. Boats shall pass in order Marks w/i, w, w/o and then w/i to port before proceeding to the Gate.

Course 1: Standard / no pennant

Start –W/i - W – W/o - W/i – Gate – W/i - W – W/o - W/i – Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

- **Distance between race committee and mark W/i: Posted on a board and optionally broadcasted by the RC.**
- **Distance between starting line and gate is approx. 0.2 Nm.**
- **Distance between mark W and mark W/i is approx. 120m and between mark W and W/o approx. 0.1 Nm.**
- **Distance between gate marks is approx. 150 m.**
- **Distance between committee boat and finishing mark is approx. 150m.**
- **The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.**

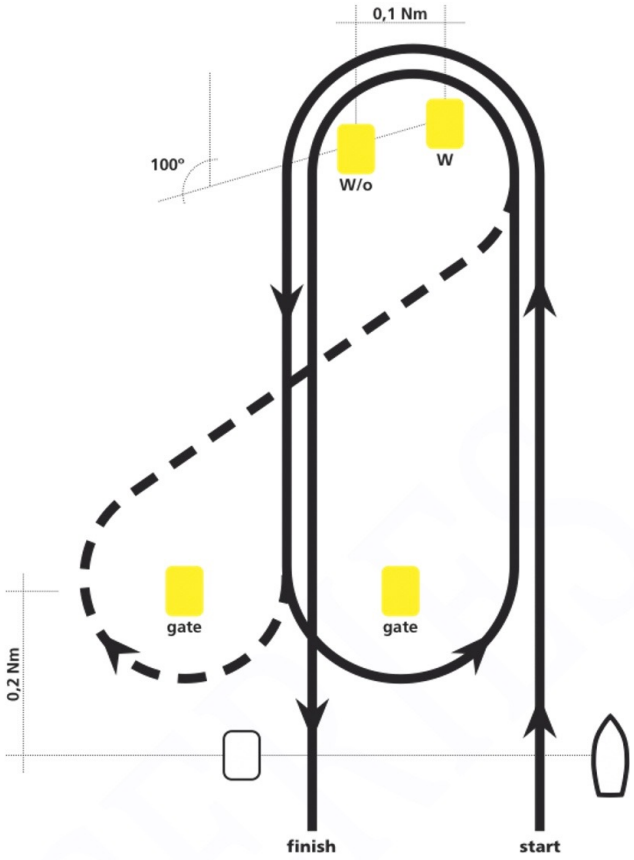
This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress (changes RRS 61.1(a)).

Note: in case of change of course involving mark W mark W/i will be removed from the water unless robot marks are used.

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

Course 2: Pennant 2

Start – W – W/o – Gate – W – W/o – Finish (Downwind).



Except at a Gate, all course marks shall be left to port. When there is only one mark at the gate, this shall be rounded to port.

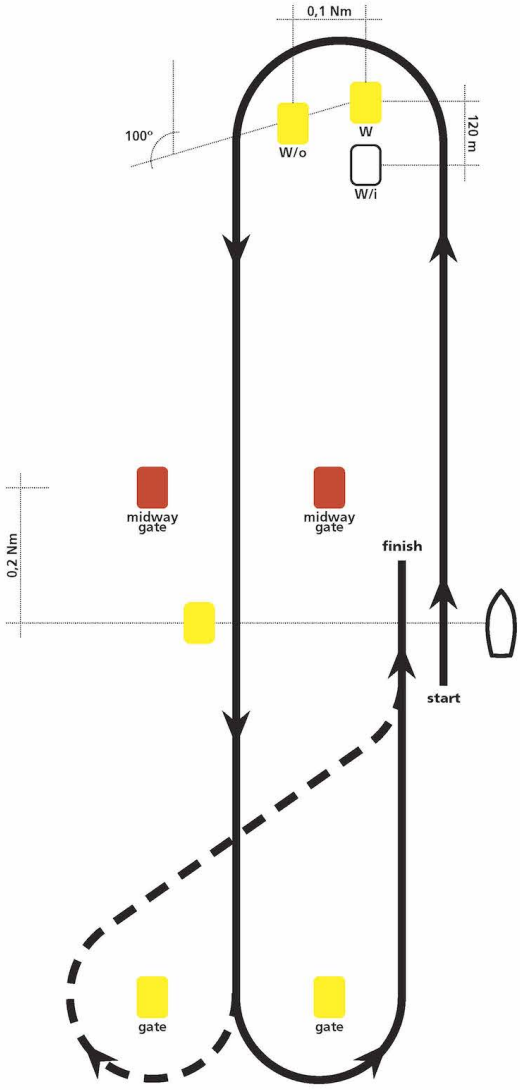
- **Distance between race committee and mark W: Posted on a board and optionally broadcasted by the RC.**
- **Distance between starting line and gate is approx. 0.2 Nm.**
- **Distance between mark W and mark W/o is approx. 0.1 Nm.**
- **Distance between gate marks is approx. 150 m.**
- **Distance between committee boat and finishing mark is approx. 150m.**
- **The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.**

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 61.1(a).

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

Course 3: Pennant 3

Start – W/i - W – W/o - W/i – Mid Way Gate – Leeward Gate – Finish (Upwind).



Except at both Gates, all course marks shall be left to port. When there is only one mark at a gate, this shall be rounded to port.

- **Distance between mark W/i and Gate will be approx. twice the distance as between start and W/i.**
- **Distance between starting line and Midway gate is approx. 0.2 Nm.**
- **Distance between mark W and mark W/i is approx. 120m and between mark W and W/o approx. 0.1 Nm.**
- **Distance between the (Midway) gate marks is appro.x 150 m.**
- **Distance between committee boat and finishing mark is approx. 150m.**
- **The bearing to the windward mark and right side of the gate (when looking from leeward to windward) will be considered from race committee.**

This information is approximate. A different distance of the leg or bearing shall not be grounds for a request for redress. Changes RRS 61.1(a).

Note: in case of change of course involving mark W mark W/i will be removed from the water unless robot marks are used.

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

APPENDIX 2: SAFETY ZONE

