

Event Sailing Instructions

PUERTO CALERO LANZAROTE 52 SUPER SERIES ROYAL CUP 2026 (ESI CALERO 2026)

final

19 August 2026



INTRODUCTION

The Puerto Calero Lanzarote 52 Super Series Royal Cup is organized by the Super Series Eventos Desportivos LDA in collaboration with the Club Marina Puerto Calero (CMPC) and the TP52 class, collectively the Organizing Authority (OA). The Event Sailing Instructions (ESI) give the 'local' instructions not mentioned in the 2026 NoR/SI and have precedence where they conflict with the 2026 NoR/SI. This changes RRS 63.5(c)2.

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1) SCHEDULE OF RACES, INSPECTIONS, CEREMONIES AND BRIEFINGS

21 August, Friday:	Owner Driver free practice day (only if the owner or a family member eligible for the owner driver trophies is helming)
22 August, Saturday:	Free practice day MarkSetBots will be on the water for training purposes
23 August, Sunday:	Free practice day MarkSetBots will be on the water for training purposes 10.00 – 12.00 Registration 12.00 Equipment inspections from 12.00hrs till final day 17.00 Vakaros check-in 52 Super Series office
24 August, Monday:	10.00 – 12.00 Registration 13.00 Official Practice Race(s). NoR/SI 8.7(a), guest request, may be activated 17.00 Skipper's Meeting 17.15 Welcome Cocktail (PLEASE ATTEND!)
25 August, Tuesday:	12.00 First warning signal WL Races
26 August, Wednesday:	12.00 First warning signal WL Races
27 August, Thursday:	12.00 First warning signal WL Races
28 August, Friday:	12.00 First warning signal WL Races
29 August, Saturday:	11.30 First warning signal WL Races Please note: NoR/SI 15.7: no warning signal will be made after 15:30h except because of a general recall 17.00 Prize giving (PLEASE ATTEND!)

Maximum number of races: 10

The location of the skipper's meeting: Sailing Lounge.

2) COURSE AREAS

Races will be sailed on the waters near Marina Puerto Calero.

3) HAUL-OUT RESTRICTIONS

Boats shall not be ashore or hauled out after 20 August 2026 /18.00h except with and according to the terms of prior written authorisation of the race committee or Rob Weiland.

4) STARTING

The Race Committee will use the Vakaros RaceSense system for:

- the countdown to the start.
- for testing reasons (starting, finishing, zone).

Any change of these intentions once on the water will be communicated as ruled in NoR/SI 2.3 / 15.2.

PLEASE NOTE NoR/SI 17.4.



5) SUPPORT BOAT SPLIT (NoR/SI 25.1)

Please replace NoR/SI 25.1 by:

- 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, **except if amended in the ESI.**
- 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, analysts, 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.

Puerto Calero 52 Lanzarote Super Series Royal Cup support boat detailing:

- The drone rib for this event is Alkedo's.
- **Group A – P, alphabetical split:**
Alegre, Alpha +, Crioula, Gladiator, No Way Back, Paprec.
- **Group P – Z:**
Platoon, Provezza, Sled, Teasing Machine, Trinity, Vayu.

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.

6) CLASS RULE NON-COMPLIANCES

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.

7) TROPHIES

- The Royal Cup for 1st overall, a perpetual trophy (see below)
- Event trophies for 1st, 2nd and 3rd.
- Owner Driver Trophies for 1st, 2nd and 3rd.

Note: The Royal Cup, or in full the Royal Cup Challenge Trophy, was donated in 1995 by King Harald of Norway, Pasquale Landolfi, Willi Illbruck and Yannis Costopoulos to be used as a challenge trophy for IMS 50 racing.

In those days the leading level rating class. The cup shows as winners:

1995 Brava Q8, P. Landolfi
1996 Brava Q8, P. Landolfi
1997 Mean Machine, P.B. de Ridder
2000 Innovision 7, H.J. Eekhof
2001 Brava Q8, P. Landolfi



Since 2012 the Royal Cup Challenge Trophy is awarded as an event trophy in the 52 Super Series.

Winners sofar:

- 2012 Rán Racing
- 2013 Quantum Racing
- 2014 Quantum Racing
- 2015 Quantum Racing
- 2016 Quantum Racing
- 2017 Azzura
- 2018 Luna Rossa
- 2019 Provezza
- 2021 Platoon
- 2022 Quantum Racing
- 2023 Platoon
- 2024 Platoon
- 2025 American Magic Quantum Racing

