



RUMBO IBIZA



SAILING INSTRUCTIONS

38th edition

2026

1 – RULES

The race will be governed by:

- The World Sailing Racing Rules (RRS 2025–2028),
- The ORC Rating Rules,
- The Notice of Race,
- These Sailing Instructions.
- The race shall be considered an Offshore race, Category 3, with liferaft, in accordance with World Sailing.

In accordance with World Sailing Test Rule DR21-01, the definition of “Start” is changed as follows:

Start: A boat starts when, having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side, either:

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

2 – CATEGORIES

Cruising yachts grouped into the following categories:

MONOHULLS

Categories based on rating:

- Participating boats will be grouped into different categories according to the APH coefficient of the ORC rating certificate.
- Rating categories will consist of a maximum of 20 boats.

Additional categories:

- A2: Yachts crewed by two persons.
- SALINA: Yachts with at least 50% female crew.
- TRAINING: Training or charter boats listed under category 6.

Participants in the A2, SALINA, and TRAINING categories will also compete in the corresponding rating category.

A boat may be entered simultaneously in A2 and SALINA, or TRAINING and SALINA, provided it meets the requirements.

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Other categories:

- **MINI-SAL ESTE:** Short course from Denia to Sant Antoni on a direct route. All boats will compete in a single group.

A minimum of FIVE boats entered is required to form a category.

It is the responsibility of the owner to ensure compliance with the requirements of the category in which the boat is entered, and to confirm this with the Race Committee.

The minimum length overall shall be 8.00 m. Exceptionally, and at the discretion of the Race Committee, boats with a length overall between 6.50 m and 8.00 m may be accepted.

MULTIHULLS

A separate category is established for multihulls.

4 - IDENTIFICATION

Participating yachts shall be identified by a Race sticker placed on the STARBOARD bow of the boat. These stickers will be provided by the organization and their use is mandatory during the race.

A yacht not displaying these identifiers may be penalized with 5% of her elapsed time (amending Rule A5 of Appendix A of the RRS).

5 - TIME ALLOWANCES

Results will be calculated based on each boat's corrected time, using the ORC Time-on-Distance APH coefficient for monohulls and the MULTI2000 system for multihulls.

All participants must hold a valid ORC rating certificate for 2026.

6 – COURSES

BARCELONA Version: From Port Ginesta in Sitges (Barcelona) to Sant Antoni de Portmany on the island of Ibiza. Minimum distance: 139.5 NM.

DENIA Version: From Denia to Sant Antoni de Portmany on the island of Ibiza, leaving the islands of Formentera, Tagomago, and Ibiza, as well as all obstacles (shoals and rocks), to port. Minimum distance: 116.5 NM.

MINI-SAL Version (Short Course): From Denia to Sant Antoni de Portmany on a direct course. Minimum distance: 54.7 NM.

Offset Mark: The Race Committee reserves the right to set a windward offset mark if deemed appropriate. This decision will be communicated to the fleet during the starting procedure via

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VHF channel 77, indicating bearing, distance, and whether the mark is to be left to port or starboard.

The Race Committee also reserves the right to shorten or alter the course for any reason it considers appropriate.

7 - OFFICIAL NOTICE BOARD

The Official Notice Board (**ONB**) will be located at the Race Committee office at CM Port Ginesta, and at the sailing school of the Real Club Náutico Denia from 10:00 on Wednesday, April 1st, until the starting time.

In Ibiza, the ONB will be located at the Regatta Office, in the Village de la Sal, from 10:00 on Friday, April 2nd.

Alternatively, the ONB may be available on the regatta website.

A WhatsApp channel will also be activated, which participants may subscribe to here or via the link provided on the ONB:



8 - S STARTING SIGNALS

The starting signals will be given as follows (this modifies Rule 26 of the RRS):

WARNING signal: Numeral pennant 1 of the ICS is hoisted.

PREPARATORY signal: The flags P, I, U, Z or Black of the ICS are hoisted.

ONE-MINUTE signal: The flag P, I, U, Z or Black of the ICS is lowered.

STARTING signal: All flags are lowered.

Starting signals may also be broadcast, as a courtesy, on VHF channel 77; however, the flag signals shall prevail.

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For the Denia Version, if the ICS “S” flag (shortened course) is displayed at or before the WARNING signal, the course will be from the start directly to the finishing line.

9 -DATE AND TIME OF THE WARNING SIGNAL (amendment to Rule 26 of the RRS)

The warning signal will be given on Thursday, April 2nd:

- Barcelona Version: off Port Ginesta at 11:55 h.
- Denia Version and Mini-SAL: off RCN Denia at 13:55 h.

The Safety Coordinator may postpone the start whenever deemed appropriate and shall do so if AEMET has issued a warning for wind and/or sea conditions in the coastal areas along the course in Catalonia and/or the Balearic Islands, with winds of force 8 and/or very rough seas.

The Committee also reserves the right to make separate starts for participants in the Denia Version and the Mini-SAL Version.

10 - PREMATURE STARTS

In addition to the signals provided in the Racing Rules, whenever possible, boats that are on the course side of the starting line at the starting signal will be notified on VHF channel 77, so that they have the opportunity to exonerate their error.

As stated in point 1 of these Sailing Instructions, the definition of “Start” is modified as follows:

Start: A boat starts when, having been entirely on the pre-start side of the starting line, any part of her hull crosses the starting line from the pre-start side to the course side, either:

- (a) at or after her starting signal, or
- (b) during the last 1 minute before her starting signal.

When a boat starts in accordance with point (b) of the definition of Start, she may return to the pre-start side of the line to comply with point (a). However, if she does not do so, the penalty for a premature start shall be: an addition of 30 minutes to her elapsed time.

11 - STARTING LINE

The starting line will be defined by a buoy located near the harbour entrance, to be left to port, and the Race Committee boat, to be left to starboard. The buoy may be replaced by a mark boat. In such case, this will be announced at the Skippers' Briefing.

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12 - FINISHING LINE

An imaginary line formed between two yellow conical buoys with flashing lights, aligned East–West from Punta de les Variades, off Sant Antoni de Portmany.

- Port-end mark: buoy to be left to port, located 150 m west of Punta de les Variades
38°59'00"N - 1°17'30"E
- Buoy to be left to starboard, located 200 m west of the port-end buoy
38°59'00"N - 1°17'22"E

Finish line center
DDM: 38°59N – 1°17,433E
DMS: 38°59'00"N - 1°17'26"E
DD: 38.983333N - 1.290556

Once the finishing line has been crossed, boats shall proceed to Club Náutico de Sant Antoni by their own means. If towing assistance to the berth is required, it shall be at the owner's expense. At the harbour entrance, boats must contact Club Náutico de Sant Antoni on VHF channel 9, where they will be informed of their assigned berth.

13 – RESULTS

Independent Overall Classifications, based on corrected time, will be established for each version of La Ruta de la Sal: Barcelona, Denia, and Mini-Sal.

The DELTA Category (Multihulls) will be excluded from these Overall Classifications, as multihull measurement certificates are not compatible with those of monohulls.

Corrected time classifications will also be established for each Group (Category or Class) formed in the Barcelona and Denia versions.

VERY IMPORTANT!

14 - RADIO COMMUNICATION PROCEDURE

The regatta channels will be:

- **VHF Channel 77** for the start and the race, and
- **VHF Channel 67** for the finish line

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During the regatta, participating yachts must maintain a listening watch on VHF Channels 77 and 16.

VHF Channel 77 shall be used by participants only as a CALLING CHANNEL, after which they must switch to any of the designated "INTER-BOAT" channels to maintain communications between participating yachts.

In the event that interference occurs on VHF Channel 77 preventing communications, the Race Committee will make a general call to the fleet on VHF Channel 16, switching—until further notice—to VHF Channel 67.

15 – RADIO SILENCE

RADIO SILENCE shall be observed on **VHF Channels 77 and 67** when requested by the Race Committee and must be maintained until further notice. Radio silence will be requested during the fifteen minutes before and after the starting procedure, during radio check-ins, and in the event of any emergency. During these periods, VHF Channel 16 shall be used as the calling channel to contact another vessel, after which communication must switch to any of the designated INTER-BOAT channels..

17 – MANDATORY COMMUNICATIONS

- Barcelona Version

1. **VHF CHANNEL 77** (start and race):
 - Radio check: 1 hour before the warning signal
 - Radio check-ins. Each boat shall report its distance to the finish line:
 - At 00:00 on Friday, April 3
 - At 12:00 on Friday, April 3
 - At 00:00 on Saturday, April 4
 - Communication when 2 nautical miles from the finish line
2. **VHF CHANNEL 67** (finish):
 - Communication when 1 nautical mile from the finish line
 - Identification when crossing the finish line

- Dénia Version:

1. **VHF CHANNEL 77** (start and race):
 - Radio check: 90 minutes before the warning signal
2. **WHATSAPP - tel. 623 986 347**
 - Passing abeam of Barbaria Lighthouse
 - Passing abeam of Moscarter Lighthouse

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3. VHF CHANNEL 77 (start and race):
 - Communication when 2 nautical miles from the finish line.
4. VHF CHANNEL 67 (finish)
 - Comunicació al hallarse a 1 milla náutica de la llegada.
 - Identificación al cruzar la línea de llegada

- Mini-Sal Version:

1. VHF CHANNEL 77 (start and race):
 - Radio check: 90 minutes before the warning signal
 - Communication when 2 nautical miles from the finish line
2. VHF CHANNEL 67 (finish):
 - Communication when 1 nautical mile from the finish line
 - Identification when crossing the finish line

- **All boats:** VHF Channel 9 shall be used to communicate with the port and receive berthing instructions.

18- IDENTIFICATION UPON ARRIVAL ON VHF CHANNEL 67

Participating yachts are required, both by day and by night, to **identify themselves by radio on VHF Channel 67 to the Finish Committee, 1 nautical mile before reaching the finish line and immediately after crossing it.**

Failure to comply with Rules 14, 15, 17 and 18 may result in a penalty and even the disqualification of the yacht concerned, with no right of appeal.

19 – TIME LIMIT

The time limit for all boats will expire at **10:00 am on Saturday, April 4.**

20 – NIGHT SAILING

From sunset onwards, participating yachts must display the required navigation lights at all times. From dusk to dawn, Part IV of the World Sailing Racing Rules will be suspended, and the race will be governed by the **International Regulations for Preventing Collisions at Sea (COLREGs)**

21 – SAFETY

The safety regulations applicable are those corresponding to an Offshore Race, Category 3 with liferaft, as defined by World Sailing.

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In addition to these requirements, boats flying the Spanish flag must be duly cleared in their seaworthiness certificates for:

- **Barcelona Version:** Zone 2
- **Dénia Version:** Zone 3

Participating vessels must sail within the limits of their designated navigation area and must not sail in sea or wind conditions exceeding those for which they are designed.

All participating boats must be equipped with a liferaft, VHF radio (DSC), engine, and the safety and rescue equipment required by the Maritime Authority according to the vessel's valid seaworthiness certificate.

To participate, it is mandatory to carry a 406 MHz satellite Emergency Position-Indicating Radio Beacon (EPIRB). This device must be activated in the event of an onboard emergency. All boats must provide the Race Committee with the MMSI of their EPIRB.

22 – EMERGENCIES

In case of an onboard emergency, the EPIRB must be activated and the Maritime Rescue Coordination Centre must be contacted:

A distress call shall be made on VHF Channel 16, explaining the situation, or a distress alert shall be transmitted on VHF Channel 70 or frequency 2,187 kHz via DSC.

Further details are provided in the Safety Dossier Annex.

23 – SKIPPER'S RESPONSIBILITIES

Attention is drawn to Fundamental Rule 4, Part 1 of the Racing Rules of Sailing (RRS): **Decision to Race** – “The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.”

The skipper must sign the declaration of responsibility attached to the entry form and inform the crew accordingly. The skipper must also sign the Start Declaration form, stating that the vessel puts to sea under their sole responsibility.

Eventos Náuticos Regata, as the organizing entity, along with collaborating institutions and entities, and the organization's staff, accept no responsibility for any accidents that may occur on land or at sea as a result of participation in *La Ruta de la Sal Rumbo Ibiza*, nor for any damage that may be sustained by the vessel or crew before, during, or after the race

24 – SKIPPERS' BRIEFING

Skippers' briefings will be held and **attendance is mandatory**. Only the skipper and second-in-command may attend. Please consult the event program on the website and/or the Official Notice Board (ONB) for the location, time, and format of the briefing.

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25 – START DECLARATION AND ARRIVAL FORM

All skippers of participating yachts must submit to the Race Committee, before casting off, the **START DECLARATION FORM**, confirming that they are putting to sea. Once in Ibiza, **including those who have retired from the race**, they must submit, within two hours of crossing the finish line, the **ARRIVAL FORM**, which must have been completed during the passage, recording all requested data as accurately as possible.

Both documents are attached to these Sailing Instructions

COMPLIANCE WITH BOTH REQUIREMENTS IS ESSENTIAL IN ORDER TO BE SCORED.

26 – RETIRED YACHTS AND/OR YACHTS NOT FINISHING WITHIN THE TIME LIMIT

For safety and fleet control reasons, if a yacht decides to retire and/or expects not to finish within the time limit, it must notify as soon as possible:

Barcelona Version: one of the safety vessels “NIRVANA TRES”, “PEKAS” or “AQUITAT” on VHF Channel 77, or the Race Committee (VHF Channels 77 and 67) in Sant Antoni de Portmany (Ibiza), or via phone/WhatsApp at +34 623 986 347 / +34 627 875 200.

Dénia Version: the Race Committee (VHF Channels 77 and 67) in Sant Antoni de Portmany (Ibiza), or via phone/WhatsApp at +34 623 986 347 / +34 627 875 200.

If it is not possible to contact the Race Committee or any of the safety vessels through these means, the yacht must contact the nearest Maritime Rescue Coordination Centre via VHF Channel 16 or as instructed, directly or through the nearest coast station. The yacht should seek VHF or telephone coverage to establish contact and obtain a response.

The yacht must report the **ALTERNATIVE PORT** to which it is heading, as well as the **estimated time of arrival** at that port. It must also request the coast station to inform the Organization of its retirement.

Once moored, the yacht must again notify the **RACE COMMITTEE** in Sant Antoni de Portmany (Ibiza) by phone/WhatsApp at +34 623 986 347 / +34 627 875 200.

Participants must be aware that if a yacht has submitted its **START DECLARATION** at the start and has neither submitted the **ARRIVAL FORM** nor informed the Committee of its retirement or inability to meet the time limit, the Committee may initiate search and rescue operations. In such cases, the skippers of the vessels involved shall be solely responsible (as stated in the Start Declaration).

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Participants are reminded that, in accordance with Article 13 of Royal Decree 62/2008, the persons in command of vessels participating in collective sporting nautical events must comply with the following obligations:

- a) Ensure that the vessel is in suitable condition to guarantee the safety of navigation and of human life at sea, as well as to meet the specific demands and characteristics of the event.
- b) Comply with the regulations governing the event or regatta and with the instructions issued by the Maritime Authority, the organizing entity, the safety coordinator (if applicable), and the Race Committee.

27 – ADVERTISING

In accordance with World Sailing Regulation 20, the RFEV Competition Regulations, and the RFEV Prescriptions to said Regulation, the regatta shall be considered a **Category C event**.

28 – ELECTRONIC AIDS

Any automatic steering system may be used, whether mechanical or electronic.

29 – REQUESTS FOR HEARINGS AND REDRESS

In addition to complying with Rule 60.2 of the Racing Rules of Sailing (RRS), immediately after finishing the race, a yacht intending to protest must notify the Race Committee, located at the finish line, by radio of its protest and identify the yacht(s) being protested. The yacht must receive an acknowledgment from the Committee.

The protest must be submitted in writing using the appropriate form, available for download on the Official Notice Board (ONB) on the website, including a description of the facts, witnesses, and all available evidence. The form must be sent to the following email address: comite@enregata.com

The time limit for submitting protests is **3 hours** from the finishing time of the protesting boat. A yacht that does not finish but intends to protest must inform the Race Office immediately upon reaching shore and will have **2 hours** from that moment to submit the protest.

Measurement protests between boats will not be accepted unless initiated ex officio by the Race Committee or the Protest Committee.

Protests will be handled under a **single-judge system**, who may convene hearings via videoconference to take statements and communicate decisions

30 – SAFETY / MEASUREMENT INSPECTIONS

Boats must carry onboard the safety equipment required by their seaworthiness certificate and by these Sailing Instructions.

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Given the size of the fleet, safety inspections will be carried out randomly on a selection of boats, preferably before the start. However, the Committee may carry out such inspections at any other time it deems appropriate.

The Technical Committee will also conduct measurement checks on boats placed in the top positions of the overall classification of each version, either upon arrival or in port.

The Committee reserves the right to inspect any boat, regardless of its position in the standings. Skippers and crews must fully cooperate with the Technical Committee at all times, allowing access to the boat and its equipment. Refusal to undergo an inspection or obstruction thereof may be considered a breach of the Racing Rules of Sailing and may result in a penalty or disqualification.

31 – MODIFICATIONS TO WORLD SAILING RULES

Rule 35 is modified so that, even if no yacht crosses the finish line within the time limit, the race shall be valid, and all boats that started will be scored as retired. Rules 41 and 42.3(i) are modified to allow external and mechanical assistance (use of engine and winch) to refloat from a grounding. This must be reported to the Race Committee and will result in a penalty. With reference to Rule 45, no boat may be hauled out or moored during the race. Any yacht that moors at a port facility before finishing the race will be scored as **DNF (Did Not Finish)**.

32 – USE OF THE MAIN ENGINE

The main engine may only be used, without engaging propulsion (in neutral), as a generator to charge batteries or to operate a mechanical bilge pump.

The engine may be used in gear only in the following exceptional cases:

- A-** To recover a person overboard (no penalty).
- B-** To free the boat from grounding or from a lee shore situation where the boat has lost manoeuvrability and is in danger of grounding. In all cases, this must be reported to the Race Committee, which will apply a penalty.

In all cases, the use of the engine must be recorded in the observations section of the FINISH REPORT, indicating the time it was started and stopped.

33 – POLLUTION

La Ruta de la Sal is an environmentally responsible regatta. Therefore, the skipper of each participating yacht is responsible for ensuring that no one on board throws any waste or debris into the sea that may be considered polluting. All participants have a duty to protect the marine environment, with particular attention to the preservation of **Posidonia seagrass**. The Race Committee is authorized to disqualify any yacht that discharges polluting waste into the sea or carries out any action that may damage Posidonia or the marine environment.

34 – TROPHIES

Trophy for the first monohull in real time in each version.

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Trophies for the top three overall finishers in each version.

In each group formed (Category or Class), trophies will be awarded as follows:

- Categories or classes with **9 or more participants**: trophies for 1st, 2nd, and 3rd place
- Categories or classes with **5 to 8 participants**: trophy for 1st place

RAECY Trophy (Royal Spanish Assembly of Yacht Captains): awarded in each version (Barcelona and Dénia) to the Yacht Captain holding a Spanish qualification who achieves the best result and has registered before the start of the race via the RAECY form.

35 – PRIZE GIVING CEREMONY

The prize giving ceremony will take place on **Saturday, April 4 at 20:00**, at the Sant Antoni de Portmany Town Hall marquee.

36 – AMENDMENTS

In the event of any discrepancy between the **Notice of Race** and these **Sailing Instructions**, the latter and any amendments thereto shall prevail.

37 – POSTPONEMENT OR CANCELLATION

The safety coordinator may postpone or suspend the race whenever deemed appropriate, particularly if AEMET issues a warning for wind and/or sea conditions affecting the coastal areas of Catalonia and/or the Balearic Islands, with winds of Force 8 and/or very rough seas. The organization reserves the right to postpone the start of the race for meteorological reasons for up to **72 hours**. If, within this period, the race cannot be started—either on the original course or an alternative course—the race will be cancelled. As stated in the Notice of Race, such cancellation will not entitle participants to any refund of entry fees.

38- IMAGE RIGHTS

The image rights of the regatta are the sole and exclusive property of Eventos Náuticos Regata. Any advertising or promotional activity without the express authorization of Eventos Náuticos Regata is strictly prohibited.

39- TRANSLATION

The official language of the regatta is Spanish. In case of any discrepancy, Spanish version of the Sailing Instructions shall prevail.

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ANNEX I FINISH LINE

An imaginary line formed between two yellow buoys with flashing lights, aligned East–West from Punta de ses Variades, off Sant Antoni de Portmany. Times will be taken from shore.

- **Buoy to be left to port**, located 150 m west of Punta de ses Variades
38°59'00"N – 1°17'30"E
- **Buoy to be left to starboard**, located 200 m west of the port buoy
38°59'00"N – 1°17'22"E

Centre of the finish line

DDM: 38°59N – 1°17,433E

DMS: 38°59'00"N – 1°17'26"E

DD: 38.983333N – 1.290556



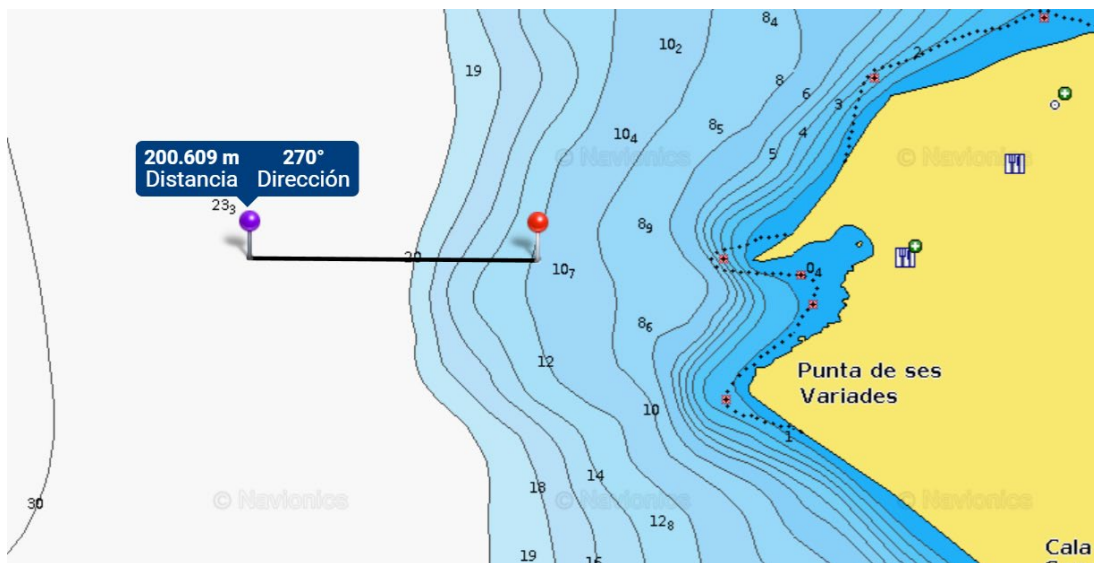
Times will be taken from shore. Yachts must identify themselves on VHF Channel 67 when 1 nautical mile from the finish and at the moment of crossing the line.

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After crossing the finish line, keep clear of the shore and proceed to the port.



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ANNEX II SAFETY

E In case of emergency

Activate the EPIRB

Make a distress call on VHF Channel 16, explaining the situation, or send a distress alert on VHF Channel 70 or frequency 2,187 kHz via DSC

How to facilitate assistance

- Raise the alarm as soon as there is any doubt about the ability to remain safely on board, or if it is feared that the situation may not improve in the immediate future.
- Try to determine, and communicate to the Rescue Coordination Centre, the exact position and the nature of the danger.
- Do not hesitate. It is better to activate emergency services in a false alarm than to delay and later regret it.
- Inform the Centre of the weather conditions in the area.
- Report any significant changes in the situation (e.g., if more water is entering, if a flare has been launched, if the crew is preparing to abandon the yacht into a liferaft, etc.), and, of course, if the emergency is resolved or cancelled by your own means.
- Always use the internationally established procedures for making a distress call. This ensures that your call is received and attended to by rescue services or nearby vessels maintaining a listening watch. Remember that assessing the type and severity of the emergency is the responsibility of the skipper.

Calls may be classified as **Distress, Urgency, or Safety** – more information is available in the Safety Dossier.

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**ANNEX III
COMMITTEE MEMBERS**

Safety Coordinator and Race Director
Andrés Oliva

OFFICIALS

Chief Officer, Dénia Start Coordinator and Ibiza Finish Coordinator
Román Martínez de Arenzana

Barcelona Start Officer
Magalí Colomer

Ibiza Finish Officer
Nuria Jiménez

JURY

Race Judge
Paco Quiñonero

TECHNICAL COMMITTEE

Start Safety Inspections
Xavier Crespo

Finish Measurement Inspections
Joan Pizà

Ratings and Scoring
Rafa Bonilla

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