



NOTICE OF RACE

Richard Mille Cup 2026 Monday 15 to Thursday 25 June 2026

The Organising Authority (OA) is Classic Regattas Ltd

Preamble

The 2026 Richard Mille Cup is an event that will be sailed around the picturesque waters and islands of the Firth of Clyde, arguably one of the greatest sailing locations in the world. The shorebase for the races will be Largs with social events in various local venues.

Notation:

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

The notation '[DP]' in a rule means that the penalty for a breach of the rule may, at the discretion of the protest committee, be less than disqualification.

1 RULES

1.1 Racing Rules of Sailing

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).

1.2 World Sailing Development rule DR21-01

DR21-01 applies.

The definition of **Start** is changed as follows:

Start A boat *starts* when her hull 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 20 seconds before her starting signal.

RRS 29.1 does not apply. When a boat starts in accordance with item (b) of the definition **Start** she shall not return to the pre-start side of the line, and a starting penalty shall be applied to her elapsed time.

For the inshore races the starting penalty shall be 3% of her elapsed time.

For races longer than 40NM the starting penalty shall be 10 minutes.

Any boat that crosses the starting line in the direction of the course side between her preparatory signal and 20 seconds before her starting signal will be scored DNS. This changes RRS 29 and 63.1.

Any yacht sailing through the starting line from the course side after her preparatory signal will be scored DSQ. This changes RRS 29 and 63.1.

1.3 International Regulations for Prevention of Collision at Sea (IRPCAS)

Except when changed in the Sailing Instructions (SI), the rules of RRS Part 2 are replaced by the right-of-way rules of the IRPCS, or by government right of way rules, at night*.

* 'Night' is defined as the end of nautical twilight and the beginning of nautical twilight the next day.

1.4 **Navigation Lights.**

Navigation lights shall be displayed at all times during night hours.

1.5 **Virtual Marks**

Courses may include virtual marks defined by their latitude and longitude. If a course includes such virtual marks then RRS Appendix WP will apply.

1.6 **National Authority Prescriptions**

The prescriptions of the Royal Yachting Association that apply to non-UK boats are listed at Addendum A. No other national authority's prescriptions shall apply.

1.7 **World Sailing Offshore Special Regulations (OSR)**

- (a) OSR Category 3 plus Category 2 life raft will apply
- (b) When details of Special Regulations cannot be met the OA may accept an alternative.

1.8 **AIS**

[DP] All boats shall ensure that their AIS transponder is switched on (i.e. transmitting and receiving) at all times while at sea. The name of the boat shall be transmitted rather than just the MMSI, unless the equipment does not have this capability.

1.9 **Local Regulations**

Notices to Mariners and local regulations for the Clydeport area will apply see <https://www.peelports.com/marine/our-ports/clydeport>

2 **SAILING INSTRUCTIONS**

SI for event will be available for download on the event website by 31 May 2026. Preliminary versions of each SI may be posted on the website before this date. Entrants will be alerted by email and WhatsApp.

3 **COMMUNICATION**

- 3.1 The Official Notice Board is located online at www.richardmillecup.com/notice-board.
- 3.2 There will not be a physical noticeboard.
- 3.3 Communications will be made using WhatsApp an app that should be downloaded prior to the event. Boats should register at least one device to receive Telegram messages.
- 3.4 Competitors may be alerted by WhatsApp to new notices being posted. The Race Committee (RC) will also use WhatsApp to make other courtesy announcements concerning the event.
- 3.5 [DP] All boats shall carry a VHF radio capable of communication on international channels 69, 72 and 77.
- 3.6 On the water, the RC may make courtesy and safety broadcasts to competitors on VHF radio. The channel(s) will be stated in the SI.
- 3.7 [DP] Except in an emergency, from the first warning signal until the end of the last race each day a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats, unless using equipment provided by the OA.

4 **ELIGIBILITY AND ENTRY**

- 4.1 Entry is open to invited owners and charterers of yachts that conform to the CIM definition of Vintage Yachts:
 - Vintage Yachts are those yachts built of wood or metal, launched before December 31st 1949, that conform to their original plans.
 - Yachts designed prior to December 31st 1949 and launched before December 31st 1952, are assimilated to the Vintage Yachts.
 - A Vintage Yacht Replica is a yacht that, irrespective of her launching date, was built in conformity to a design dated prior to December 31st 1949, using techniques and materials appropriate to the construction period.
- 4.2 Additionally, the OA may invite some other classes to participate on the basis that they race as separate classes. Such classes will not be eligible to win the Richard Mille Cup but the winner will

be awarded a Class Trophy.

- 4.3 The minimum size of any yacht eligible for entry will be 8M at the waterline.
- 4.4 The fleet will be divided into classes.
- 4.5 [DP] The [CIM Formula Rating](#) applies to all boats racing at the event. All boats shall supply a current rating to the OA no later than 31 May 2026.

Note: The CIM rating system requires each vessel using it to not only have a valid rating certificate but also to submit a declaration. Both are required to have been submitted to be accepted as current rating

- 4.6 Eligible boats will be sent an Entry Form together with this Notice of Race.
- 4.7 An entry is not finalized until the Entry Form is returned, entry fees have been paid in full and registration has been completed. The following information is required to be provided before completion of registration:
- (a) Crew details, at registration
 - (b) Valid CIM measurement certificate for the boat by 31 May 2026.
 - (c) The General and Special Dispensation Form is returned completed by those boats which require such dispensation (see 1.7 (b) above).
- 4.8 The closing date for entries will be 1159 on 31 May 2026.
- 4.9 Late entries may be accepted at the discretion of the OA.

5 FEES

- 5.1 The fees for the event are as follows.:

Extreme length from tip of bowsprit to aft end of boom	Entry	Event passes
23m and longer	£1,800	£150 per person
15m and longer but less than 23m	£1,200	
Below 15m	£700	
Additional payment for late entry	£250	

All fees are GB pounds Sterling.

- 5.2 The entry fee covers participation in the races and berthing where available from 13 to 28 June. **Event passes are mandatory to attend the various social events to be held during the event.** See the Entry Form and Information Pack for more details.
- 5.3 Payment shall be made when submitting the entry form. In the event of a boat's withdrawal 50% of the entry and social pass fees will be refunded. In the event of event cancellation 100% will be refunded.

6 CREW LIMITATIONS

Not applicable to this event.

7 ADVERTISING

[DP] Boats may be required to display event advertising chosen and supplied by the OA.

8 QUALIFYING SERIES AND FINAL SERIES

Not applicable to this event.

9 SCHEDULE

Date	Activity	Time	Location
Mon 15 JUN 2026	Registration	1000 to 1400	Largs Sailing Club
	Race briefing	1600	
Tues 16 JUN 2026	Inchmarnock Race	First warning signal 1025	Start: Largs Channel
Wed 17 JUN 2026	Ailsa Craig Race	*TBA	Start: Largs Channel
Thu 18 JUN 2026	The King's Course	First warning signal 1025	Start: Largs Channel (North)
Fri 19 JUN 2026	Holy Isle Race	First warning signal 1025	Start: Largs Channel
Sat 20 JUN 2026	Reserve Day		
Sun 21 JUN 2026	Round Arran Race	*TBA	Start: Largs Channel
Mon 22 JUN 2026	Cumbraes Race	First warning signal 1025	Start: Largs Channel
Tues 23 JUN 2026	Lady Isle Race	*TBA	Start: Largs Channel
Wed 24 JUN 2026	Clyde Race	First warning signal 1025	Start: Largs Channel
Thu 25 JUN 2025	Waverly Cruise and Prizegiving	*TBA	TBA

* The start times of the longer passage races will be decided after considering the forecast weather conditions to maximize the likelihood, as far as can be reasonably expected, that boats arrive at the finish in daylight.

- 9.1** The scheduled order of races may be changed, and/or shorter inshore races may be used to replace the scheduled races at the discretion of the Race Committee if weather conditions dictate.

10 EQUIPMENT INSPECTION

Boats and equipment may be inspected at any time. The fact that race officials may conduct inspections of a boat does not reduce the responsibilities of each competitor set out in this notice of race.

11 CLOTHING

Not applicable to this event.

12 VENUE

All racing will be based out of Largs Yacht Haven, Irvine Road, Largs, Ayrshire, Scotland, KA30 8EZ. See Addendum B and the appropriate Admiralty Charts.

13 COURSES

- 13.1** The courses may use a combination of islands, specially laid inflatable marks, fixed racing marks, navigation marks and virtual marks. A list of available marks will be included with the SIs.
- 13.2** Shorter inshore races may be of the 'round-the-cans' type with the sequence of marks and the sides they are to be passed announced by VHF.

14 PENALTY SYSTEM

RRS 44.1, 44.2, 44.3 shall not apply. A boat that may have broken a rule of RRS Part 2 or RRS 31 may take a time penalty unless she has caused serious damage or injury, in which case she shall retire. The penalty shall be 2% of her elapsed time rounded up or down to the nearest second. A boat taking such a penalty shall inform the RC as soon as possible after finishing racing for the day.

15 SCORING

- 15.1 Eight races are scheduled in the series.
- 15.2 One race is required to be completed to constitute the series.
- 15.3 In each race finishers will be ranked according to their corrected times calculated using the CIM time-on-time correction factor.
- 15.4 No race scores shall be excluded.
- 15.5 The CIM time on time rating system will be used to calculate results
- 15.6 The overall winner of the Richard Mille Cup will be the best overall performance (across all the classes classes) calculated using the following formula:
$$100 * (N - P + 1) / N + 50 * \log(N / P)$$
 where
N = the number of boats in a class and P is the boat's performance.

16 SUPPORT PERSON VESSELS

- 16.1 [DP] Support person vessels shall be registered with the OA prior to acting as a support vessel and shall be marked with identifying flags issued by the OA. Boats shall always display identifying flags while they are acting as a support person vessel.
- 16.2 [DP] All support person vessels shall carry a marine VHF radio and comply with RRS 37 'Search and Rescue Instructions'.

17 CHARTERED OR LOANED BOATS

A chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the race committee has approved her sail identification before the first race.

18 BERTHING AND CRANEAGE

- 18.1 [DP] Boats shall be kept in their assigned places in each venue.
- 18.2 The RC may give permission in writing for a boat to be removed from its berth during the event, e.g. to undergo repair.

19 HAUL OUT RESTRICTIONS

[DP] Boats shall not be hauled out during the event except with, and according to the terms of, written permission of the RC.

20 DIVING EQUIPMENT AND PLASTIC POOLS

- 20.1 [DP] Underwater breathing apparatus and plastic pools or their equivalent shall not be used around boats between the preparatory signal of the first race and the end of the event except with, and according to the terms of, prior written permission of the RC.
- 20.2 [DP] Boats shall not be cleaned below the waterline by means of swimming, diving or hauling-out between the preparatory signal of the first race and the end of the event.

21 DATA PROTECTION

Classic Regattas Ltd, in compliance with the UK General Data Protection Regulations 2018 (UK GDPR), will use information provided by competitors for the purposes of this event management only. This data will be held in compliance with the UK GDPR and shared with, if necessary, the emergency services. It will not be shared with any other third parties or used for marketing purposes other than contacting competitors by email, post, SMS, WhatsApp and telephone with information regarding this event or future events. Competitors will be required to provide their specific consent to this on their entry form.

22 MEDIA RIGHTS

Competitors and/or their Guardians automatically grant to the OA and any party to which they may delegate this right, without payment the right in perpetuity to make, use and show (including via the internet), any motion pictures, still pictures, live, taped or filmed television or any other form of media, of or relating to the event provided that they do not infringe the privacy rights of participants.

23 RISK STATEMENT

- 23.1** Rule 3 of the Racing Rules of Sailing states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.
- 23.2** Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, 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 and omissions;
 - (d) their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (e) provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
 - (f) provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend a safety briefing held for the event.
 - (h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

24 INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £5,000,000 per incident or the equivalent. Competitors will be required to confirm this in the Entry Form.

25 PRIZES

- 25.1** The perpetual Richard Mille Cup will be awarded to the boat with the overall best performance.
- 25.2** The overall winner will receive a keeper’s trophy.
- 25.3** Other class winners will also receive a keeper’s trophy. These trophies will be smaller versions of the Richard Mille Cup.

26 FURTHER INFORMATION

For further information about the event please visit www.richardmillecup.com or contact the office:
Tel: +44 (0)141 501 0481, e-mail: office@classicregattas.com

Addendum A

RYA Prescriptions applicable to non-UK boats

Rule 4 Acceptance of the rules

Add new rule 4.6:

Each competitor and boat owner shall ensure that their support persons comply with the rules.

Add new rule 4.7

The penalty for a breach of rule 4 shall be at the discretion of the protest committee.

Rule 6 Anti-Doping

The national authority procedural rules required to implement the World Anti-Doping Code through World Sailing Regulation 21 are the RYA Anti-Doping Rules, as published on the RYA website.

Rule 40 Personal Flotation Devices

When a rule requires a personal flotation device to be worn, the device shall comply with the specifications for the personal flotation devices that a boat is required to carry. If more than one specification applies, the personal flotation device worn shall comply with the highest of them.

Rule 67 Damages

1. Any issue of liability or claim for damages arising from an incident when a boat is bound by The Racing Rules of Sailing shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that takes a penalty or retires does not thereby admit liability for damages or that she has broken a rule.

Rule 78 Compliance with Class Rules; Certificates

Add new rule 78.3:

The RC or technical committee may inspect or measure any **boat** or **personal equipment**, at any time.

Terms in **bold** are as defined in the Equipment Rules of Sailing.

APPENDIX R, PROCEDURES FOR APPEALS AND REQUESTS

R2.1 Submission of Appeal

Rule R2.1 shall apply except as changed by the following:

1. The appellant shall notify RYA Racing stating an intention to appeal within the relevant time limit in Rule R2.1. No details are needed at this stage.
2. Within 15 days thereafter, the appellant shall send to the RYA a completed appeal form with a copy of the protest committee's decision and other documents listed in rule R2.2.
3. Unless the appellant is a personal member of the RYA, an appeal fee, stated on the appeal form, is payable to the RYA and shall be sent with the appeal form.

The appeal form is available from rya.org.uk/go/rules or by request from RYA Racing.

R2.4 Failure to Comply with Procedures for Appeal or Request

Add new Rule 2.4

If the appellant does not comply with rule R2.1 as prescribed or the protest committee does not comply with rule R2.3, the RYA will refuse to hear the appeal unless there are exceptional circumstances. If other parties to the protest or the protest committee do not meet the requirements of the procedure, the RYA may decide the appeal as it thinks fit.

Rule 2.5 Expedited Appeals

Add new Rule 2.5

The time periods in rules R2.1, R2.3 and R2.4, as amended by prescription, may be shortened by the RYA if it decides that an appeal or request for confirmation or correction has a timeline necessitating that it be heard on an expedited basis.

Addendum B

Race Area Diagram

