



Club Náutico de San Juan · San Juan, Puerto Rico

presents the

Banco Popular Summer Cup Regatta

August 22–23, 2026

SAILING INSTRUCTIONS



Rules

1. This regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS). To the extent permitted by RRS Part 7, specific provisions of the RRS may be modified, altered, or made inoperative by the Notice of Race (NOR) or these Sailing Instructions (SI).
2. The rules of each one-design class — ILCA, Optimist, C420, and 29er — will apply, except as modified, altered, or made inoperative by the NOR or these SI, to the extent permitted by those class rules.
3. If there is a conflict between languages, the English text will take precedence.
4. Optimist Championship (Red, Blue & White) will be divided using the age guidelines used in USODA Optimist regattas, with division determined by each skipper's age on the first day of the event, not at the end of the year.
5. The Organizing Authority (OA) requires all participating boats to display the event sponsor's advertising, supplied by the OA, in accordance with RRS 6 and the World Sailing Advertising Code.

Safety Regulations

6. All boats intending to compete shall check in with the Race Committee Start Vessel (RCSV) upon arrival at the racing area. Failure to do so may be grounds for disqualification.
7. A boat that retires from racing shall notify the race committee before leaving the racing area or, if that is not possible, shall notify the race office as soon as possible after returning ashore.

Notice to Competitors and Communication

8. Notices to competitors will be posted on the Official Notice Board located at the Sailing Academy of Club Náutico de San Juan and/or at <https://theclubspot.com/regatta/QDBo7KlcPf>.
9. Competitors shall not carry electronic communication devices, including VHF radios or cell phones, while on the water.
10. Coaches and support vessels shall carry VHF radios and shall monitor the channel assigned to their fleet at all times while on the water.
11. Communications to coaches and support people will be made on the following VHF channels:
 - 11.1. ILCA 4 & 6, C420, 29er, and Optimist Championship: Channel 69
 - 11.2. Optimist Green, and ILCA 4 Green: Channel 68
 - 11.3. Optimist Super Green: Channel 71

Format

12. Formats for each class or class group are as follows:
 - 12.1. ILCA 4 and ILCA 6 will sail with combined or separate starts at the discretion of the Principal Race Officer (PRO).
 - 12.2. C420 and 29er will sail with combined or separate starts at the discretion of the PRO.
 - 12.3. All other classes will sail with separate starts.
 - 12.4. The number of daily races for the Optimist Green, Optimist Super Green, and ILCA 4 Green fleets will be at the discretion of their respective Course Race Officers. A maximum of three (3) races per day will be run for every other fleet.

Changes to the Sailing Instructions

13. Any change to the SI will be posted on the Official Notice Board by 0800 on the day it will take effect, except that a change to the schedule of races will be posted by 2000 on the day before it will take effect.

Signals Made Ashore and Launching

14. Signals made ashore will be displayed from the flagpole located at the Sailing Academy of Club Náutico de San Juan.
15. If flag AP is displayed ashore, no race will begin for at least 45 minutes after it is removed.
16. All boats shall be kept in the assigned area at the Sailing Academy of Club Náutico de San Juan until the harbor launch.

Itinerary

17. The event will be based at the Sailing Academy of Club Náutico de San Juan from Saturday, August 22 through Sunday, August 23, 2026, according to the following schedule:

Time	Saturday, August 22, 2026
0800–1000	Competitor check-in and registration
0800–1000	Coach and support-boat registration
1000	Competitors' meeting
1030	Harbor start
1100	Competitors' meeting (Optimist Super Green)
1130	First warning signal

Time	Sunday, August 23, 2026
0930	Harbor start
1030	First warning signal
1100	First warning signal (Optimist Super Green)
1600	Award ceremony at the Club Náutico de San Juan Clubhouse

18. Multiple races will be run each day as time and weather permit. The Race Committee (RC) will endeavor to run races back-to-back each day.

Class Flag

19. The following class flags are designated for each class:

Class	Class Flag
Optimist Championship (Red, Blue & White)	Optimist class flag
ILCA 4	ILCA 7 class flag (white)
ILCA 6	ILCA 7 class flag (white)
C420	420 class flag
29er	29er class flag
Optimist Green	Optimist Green class flag
Optimist Super Green	<i>To be confirmed at competitors' meeting</i>
ILCA 4 Green	ILCA 6 class flag (green)

Racing Areas

20. ILCA 4 & 6, C420, 29er, and Optimist Championship: the navigable waters of San Juan Bay off Cataño, illustrated as Area 1 in Addendum 3, and/or the navigable waters inside San Juan Bay and its surrounding waters.
21. Optimist Green, and ILCA 4 Green: the navigable waters inside San Juan Bay off Isla Grande Airport, illustrated as Area 2 in Addendum 3, and/or the navigable waters inside San Juan Bay and its surrounding waters.
22. Optimist Super Green: the navigable waters inside San Juan Bay within the San Antonio Channel, illustrated as Area 3 in Addendum 3, and/or the navigable waters inside San Juan Bay and its surrounding waters.

The Courses and Changes to the Course Leg(s)

23. SI Addenda 1 and 2 illustrate the courses for each fleet, including the general configuration of the marks, the order in which marks are to be passed, and the side on which each mark is to be left.
24. The Optimist Super Green fleet will be given their courses at their competitors' meeting.
25. The courses diagrammed shall be sailed at the discretion of the RC. Although the RC will attempt to set courses that conform to these illustrations, failure to duplicate them accurately shall not be grounds for protest or redress.
26. If one of the gate marks (3s/3p) is missing, boats shall round the remaining gate mark to port.
27. Except at a gate, boats shall pass between the race committee boat signaling the change of course and the nearby mark, leaving the mark to port and the race committee boat to starboard. This changes RRS 28.1.

- 28. For a change to the next leg of the course, the race committee boat will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable.
- 29. The RC may make minor changes to the course without signaling a change of course. This changes RRS 33.
- 30. Boats shall pass marks in compliance with RRS 28.2.
- 31. The course number to be sailed by each class will be announced no later than four (4) minutes before that class's start, by the RCSV displaying the designated pennant number. This changes RRS 27.1.

Marks

- 32. All marks are temporary buoys of various shapes and colors. SI Addenda 1 and 2 illustrate the approximate shapes and colors of the marks; failure to duplicate the marks accurately shall not be grounds for protest or redress.

Restricted Areas

- 33. The following areas are restricted while boats are racing:
 - 33.1. **Racing area** — the space encompassing the course, the starting area, and the finishing area. It extends 50 yards beyond any racing boat and all marks. Except as permitted by SI 76, only competing boats and official vessels designated as such by the RC may enter the racing area while boats are racing.
 - 33.2. **Waiting area** — the area to leeward of the racing area, extending 50 yards below the starting line, or at a distance specified by the Principal Race Officer (PRO) or Course Race Officer (CRO).
 - 33.3. **Corridor** — the lane to starboard of the race committee finish vessel, between the finish line and the waiting area, inside the racecourse. Boats returning to the waiting area are reminded not to sail upwind of the starting line or across the starting line. Except as permitted by SI 76, only competing boats and official vessels designated as such by the RC may enter the corridor while boats are racing.

The Start

- 34. The starting line will be between a staff displaying an orange flag on the starboard end of the starting line and the port-end starting mark.
- 35. Boats whose warning signal has not been made shall avoid the starting area.
- 36. The starting line will be considered an obstruction once a race has started and while boats are racing.
- 37. To alert boats that a race or sequence of races will start soon, the orange flag on the RCSV designating the starting line will be displayed, with one sound signal, at least one minute before a warning signal is displayed.
- 38. The orange flag on the RCSV designating the starting line will be removed, with no sound signal, when the race committee determines that it will not promptly make the warning signal for the next race in a sequence.
- 39. A boat starting later than four (4) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A4 and A5.

40. The RC will not hail the sail numbers of boats that are OCS or subject to starting penalties under RRS 30. As a courtesy, unofficial race committee actions may be broadcast on the fleet's VHF channel, or displayed on a notice board on the signal boat, after all boats in that start have started. The official list of RC actions will be posted on the Official Notice Board.
41. Before the warning signal for a subsequent race (except the last race of the day), the sail numbers of boats subject to scoring penalties may be posted on a board near the stern of the RCSV. The RC may make courtesy announcements of this information by VHF radio.

Starting Signals

42. All visual signals will, if possible, be made together with sound signals.

For ILCA 4, ILCA 6, C420, 29er, Optimist Championship (Red, Blue & White), Optimist Green & ILCA 4 Green

Signal	Time before start
Class flag hoisted (warning)	5 minutes
Preparatory flag hoisted	4 minutes
Preparatory flag removed	1 minute
Class flag removed (start)	0 minutes

For Optimist Super Green

Signal	Time before start
Class flag hoisted (warning)	3 minutes
Preparatory flag hoisted	2 minutes
Preparatory flag removed	1 minute
Class flag removed (start)	0 minutes

The Finish and Return to the Starting Area

43. For Optimist Green, Optimist Super Green, and ILCA 4 Green, the course will finish on the RCSV. The finish line will be between a staff displaying a blue flag on a race committee finish vessel at the port end of the finish line and the starboard-end finishing mark.
44. For ILCA 4 & 6, C420, 29er, and Optimist Championship (Red, Blue & White), the course will not finish on the RCSV. The finish line will be between a staff displaying a blue flag on a race committee finish vessel at the starboard end of the finish line and the port-end finishing mark.
45. For safety, the finish line shall be considered an obstruction except when a boat is finishing or clearing the line after finishing. After starting and before finishing, a boat shall not cross the finishing line. A boat that breaks this rule shall not correct her error and shall receive a minimum 2-point penalty (a 20% penalty, rounded to the nearest half point, but not less than 2 points), added to her score in that race without a hearing. This changes RRS A5, 63.1, and 28.1.
46. Boats that have finished shall avoid the finishing area. Immediately after finishing, all boats shall sail clear of the finishing area and promptly return to the waiting area.

Time Limits

- 47. **Mark 1 time limit:** the time limit for the first boat to round Mark 1 is thirty (30) minutes. If no boat has passed Mark 1 within this time limit, the race shall be abandoned.
- 48. **Race time limit:** the time limit for the first boat in a race to sail the course and finish is sixty (60) minutes.
- 49. **Finishing window:** a boat failing to finish within ten (10) minutes after the first boat sails the course and finishes will be scored Time Limit Expired (TLE) without a hearing, with a score of the number of finishers in that race, plus half the number of boats subject to TLE, plus 0.5. This changes RRS A5.2 and adds TLE as a scoring abbreviation to RRS A10.
- 50. For Optimist Green, and ILCA 4 Green, the time limit for the first boat in a race to sail the course and finish is thirty (30) minutes. There is no established time limit for Optimist Super Green.

Protest and Request for Redress

- 51. A boat intending to protest another boat, concerning an incident in the racing area in which she is involved or that she sees, shall — at the first reasonable opportunity after finishing and before contacting any support person — inform the race committee at the finishing line of her intent to protest and, when applicable, the identity of the boat protested.
- 52. **Protest time limit:** 60 minutes after the race committee finish vessel docks. The protest time limit (filing deadline) will be posted on the Official Notice Board as soon as practical. Protests shall be written on forms available at the Sailing Academy of Club Náutico de San Juan.
- 53. The protest notices required by RRS 63.1, and notification of protests by the race committee or protest committee required by RRS 60.2(d), will be posted on the Official Notice Board as soon as possible after a protest is delivered, but no later than fifteen (15) minutes after the protest time limit. It is a boat's sole responsibility to check the Official Notice Board promptly after the protest filing time ends, to see if she is cited in a protest.
- 54. Protest notices will be posted on the Official Notice Board as soon as possible to inform competitors of hearings in which they are parties or named as witnesses. Listing a boat's sail number on the Official Notice Board is notice that a representative should attend the hearing indicated.
- 55. Protests will be heard in approximately the order received, beginning as soon as practical.
- 56. The protest committee shall be appointed in compliance with RRS 91(a).
 - 56.1. **Jury and hearings** — (i) a jury will be appointed in accordance with RRS 91(a); (ii) decisions of the jury are final and not subject to appeal (see RRS 70.5); (iii) the jury will also be responsible for on-the-water judging, including monitoring compliance with RRS 42 (Propulsion) and other designated rules.
 - 56.2. **Propulsion** — RRS Appendix P, Special Procedures for RRS 42, will apply.
 - 56.3. A protest committee member shall declare any possible conflict of interest as soon as possible after becoming aware of it, and a member with a conflict of interest shall not sit on the committee for the related hearing, in compliance with RRS 63.3. For the avoidance of doubt, the parent of a competing sailor shall not be a member of the protest committee for any hearing involving the class in which that parent's sailor is competing.
- 57. On the last day of racing, a request to reopen a hearing shall be delivered:
 - 57.1. within the protest time limit, if the requesting party was informed of the decision on the previous day; or

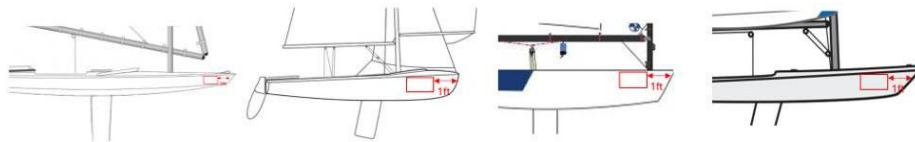
- 57.2. no later than 30 minutes after the requesting party was informed of the decision, if informed that day.
58. On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This is added as the last sentence of RRS 61.2(a).
59. A request for redress relating to an OCS or starting penalty shall state the procedural error the competitor believes the race committee may have made. The competitor will also be expected to establish that she started properly. This is added to RRS 61.2(a); see World Sailing Case 136 for guidance.

Scoring

60. One (1) completed race constitutes the event.
61. The Low Point System (RRS Appendix A4) will apply.
62. When fewer than four (4) races have been completed, a boat's series score is the total of all her race scores.
63. When four (4) or more races have been completed, a boat's series score is the total of her race scores excluding her worst score.
64. For Optimist Green, Optimist Super Green, and ILCA 4 Green only:
- 64.1. when fewer than four (4) races have been completed, a boat's series score is the total of all her race scores;
- 64.2. when four (4) or more races have been completed, a boat's series score is the total of her race scores excluding her worst score; and
- 64.3. when eight (8) or more races have been completed, a boat's series score excludes her two (2) worst scores; when twelve (12) or more races have been completed, it excludes her three (3) worst scores; and so on.

Advertising

65. If applicable, the sponsor's sticker shall be displayed on the starboard side, 1 foot from the bow, aligned with the top border of the hull.
66. See the examples below for correct placement of the advertising.



Environment

67. Competitors are expected to respect the RRS Basic Principle of Environmental Responsibility. Trash may be placed aboard race committee and support vessels. See RRS 47.

Risk Statement

68. RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone." By participating in this event, each competitor and the responsible adult agrees and

acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, equipment failure, boat-handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue — all of which increase the risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia, or other causes.

Safety and Check-Out/Check-In Procedures

- 69. Safety requirements shall be observed in compliance with USCG regulations.
- 70. All competitors must wear their personal flotation device (PFD) at all times on the water and must always have a whistle attached to it. RRS 40 applies.
- 71. **Racecourse check-in:** all boats must check in with the Race Committee before the warning signal of the first race each day, by sailing past the stern of the RCSV on starboard tack and hailing their sail number until acknowledged by the Race Committee. Failure to comply with this instruction will result in a three-place penalty in the first race that day, without a hearing. This changes RRS 60.5(b).
- 72. A boat that retires from a race, or does not intend to start a scheduled race, shall promptly report this to the Race Committee by hailing and receiving acknowledgment.

Support Person Regulations

- 73. Coaches are expected to be good role models for young sailors and to conduct themselves accordingly, ashore and on the water.
- 74. Parents and spectators on the water, in support or coach vessels, are considered coaches for the purposes of this section.
- 75. Parents serving on race committee vessels (including patrol and safety vessels) may not communicate in any way with their sailors or their sailors' coaches from the time the orange starting-line flag is displayed until all sailors have finished that race (the "No Communication Period"). The only exceptions are when directed by the PRO or CRO, or when involved in safety and rescue. At other times, these parents shall not pass on any strategic or tactical information (including audio or video recordings) gained from their advantageous position on the racecourse or their access to race committee communications, unless that information is made available to all sailors, coaches, and other parents/supporters. Communications of a personal nature (e.g., "great race," "get something to drink," "go see your coach") are always permissible outside the No Communication Period.
- 76. **Restrictions — support boats:** all support vessels shall stay at least 50 yards outside the racing area while boats are racing, and shall move slowly with minimal wake, except as permitted in this instruction. Certain support vessels may be designated as rescue craft by the PRO or Safety Officer and given permission to enter the racing area for rescue operations only.
- 77. A competitor affiliated with any coach, parent, or spectator vessel that breaks this Support Person Regulations section (SI 73–78) may be protested and penalized under RRS 41.
- 78. Coaches, parents, or spectators who repeatedly or intentionally break this section may be subject to disciplinary action, up to and including exclusion from the venue.

Prizes

- 79. Class awards will be given to the top three (3) finishers overall in each fleet, and to the top three (3) girls in the Optimist Championship.

80. All Optimist Green, Optimist Super Green, and ILCA 4 Green sailors will receive a participation award.
81. The award ceremony will be held on Sunday, August 23, 2026, at the Club Náutico de San Juan Clubhouse, starting after sailing and scheduled for 1600 hrs.

Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. Competitors agree to be bound by the Racing Rules of Sailing (RRS), these Sailing Instructions (SI), the Notice of Race (NOR), and any additional information issued to the SI or NOR. Competitors accept responsibility for the nautical qualities of their boat, its rigging, crew ability, and safety requirements. Competitors also accept full responsibility for damage caused to third persons or their belongings (including bodily injury) and to themselves or their belongings (including bodily injury), ashore and at sea, as a consequence of their participation in the regatta — releasing from responsibility the Sailing Federation of Puerto Rico, Club Náutico de San Juan and all its members, the sponsors, and all persons involved in the organization, in whatever capacity, and accepting full responsibility for the behavior and dress of the yacht's crew, representatives, and guests. Competitors should be familiar with RRS Fundamental Rule 4: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

In all cases, competitors agree that the Sailing Federation of Puerto Rico, the Club Náutico de San Juan organization, the sponsors, and their agents bear no responsibility for loss of life or injury to members or others, or for loss of or damage to any vessel or property. As part of the registration process, each participating crew member will be required to sign a declaration accepting this disclaimer of liability.

Right to Use and Likeness

82. By participating in the 2026 Banco Popular Summer Cup Regatta, a competitor automatically grants the Organizing Authority and its sponsors the right, in perpetuity, to make, use, and show — from time to time, at their discretion — any motion pictures, and live, taped, or filmed television and other reproductions of the competitor during the regatta, without compensation.

Principal Race Officer: Jose Cacho Pastrana

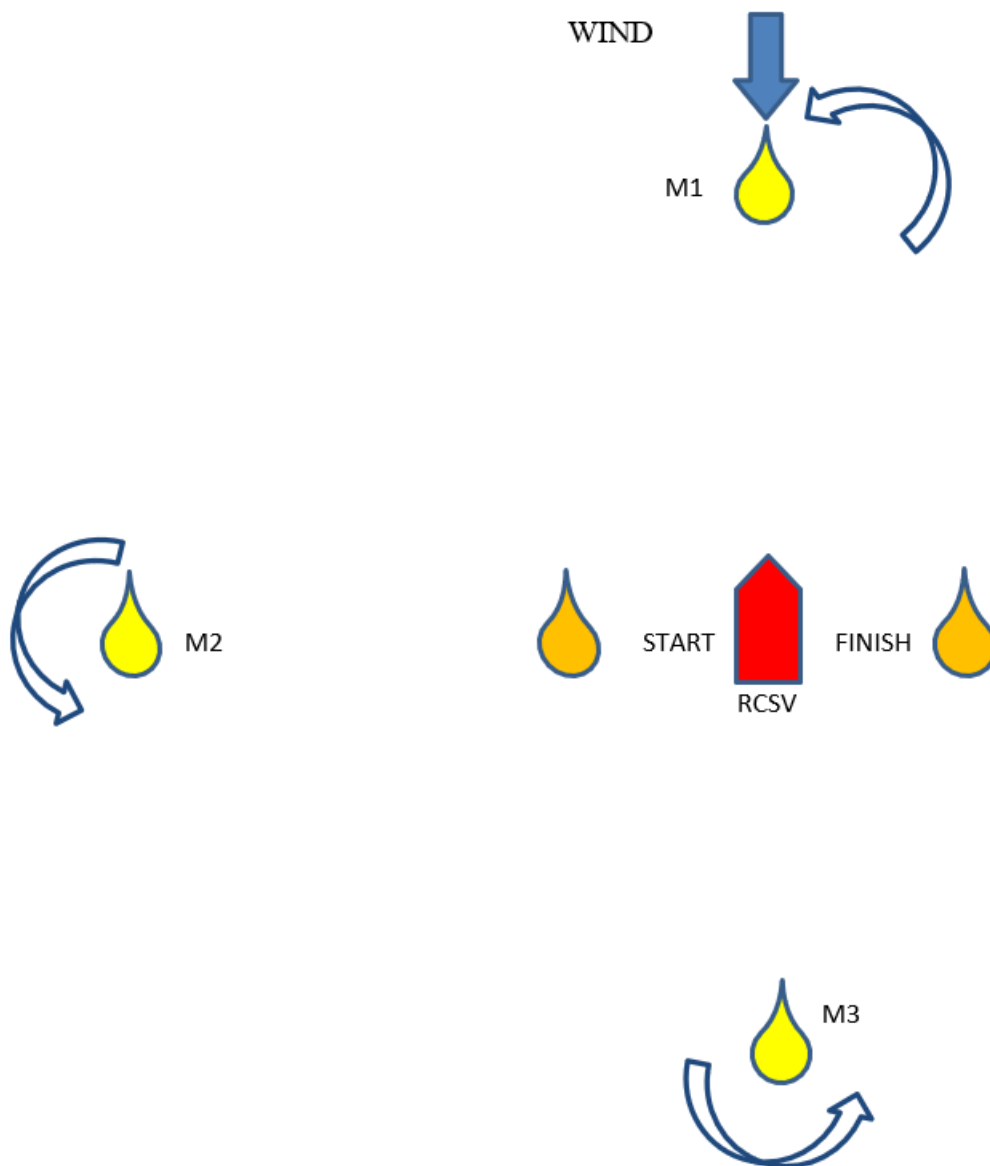
CNSJ Head Coach: Pedro Fernandez

Scoring: Ivon Gamboa

SI Addendum 1 — Optimist Green & ILCA 4 Green Course

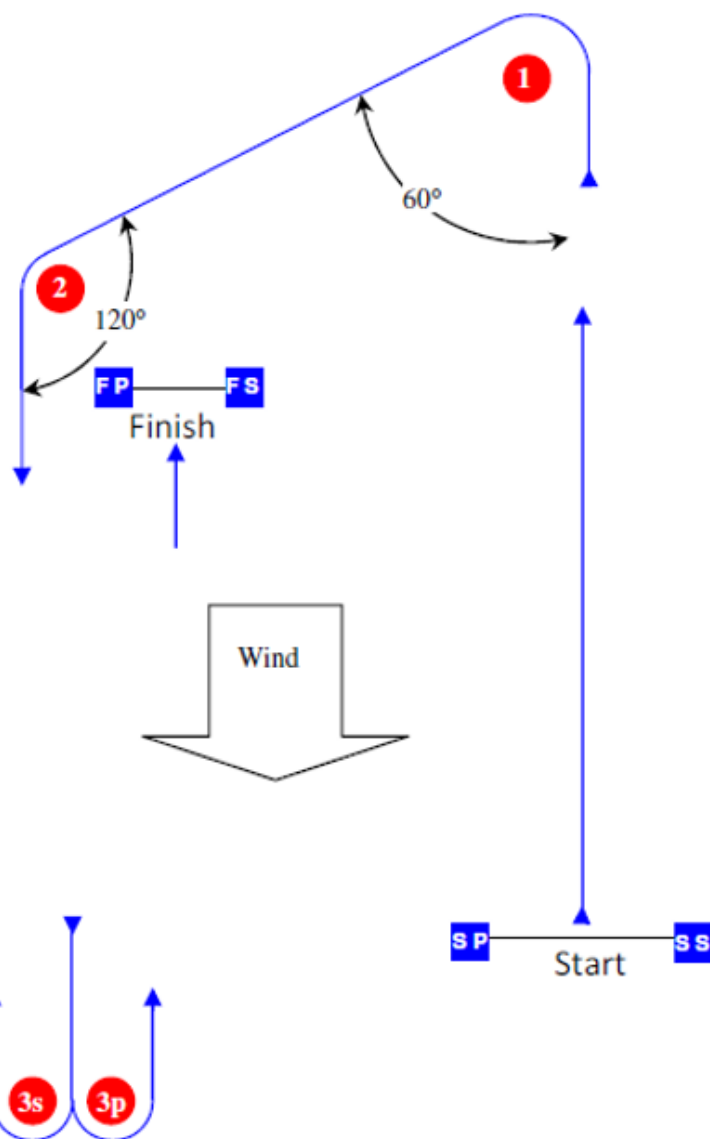
1. S – M1 – M2 – M3 – F
2. S – M1 – M2 – M3 – M1 – M2 – M3 – F

Marks: Start (S) and Finish (F) at the RCSV; M1, M2, and M3 as diagrammed, with wind direction shown for reference.



SI Addendum 2 — C420, 29er, ILCA 4 & 6, and Optimist Championship (Red, Blue & White) — Outer Trapezoid

1. S – 1 – 2 – 3s/3p – F
2. S – 1 – 2 – 3s/3p – 2 – 3s/3p – F



Mark

1	
2	
3s 3p	
SS	Starting mark starboard end
SP	Starting mark port end
FS	Finishing mark starboard end
FP	Finishing mark port end

SI Addendum 3 — Racing Areas

NOAA Chart #25670

