



July 11-14, 2026

**TAYK - AKPA,
TURKISH NAVAL FORCES CUP
INTERNATIONAL OFFSHORE YACHT RACE
55TH EDITION**

AKPA | CHEMICALS



TAYK

Türkiye Offshore Racing Sports Club



TAYK-AKPA,
TURKISH NAVAL FORCES CUP INTERNATIONAL OFFSHORE YACHT RACE
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SAILING INSTRUCTIONS

JULY 11- 14, 2026



Official Notice Board

TURKISH OFFSHORE RACING CLUB

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1. ORGANIZING AUTHORITY

- 1.1. The Organizing Authority of the 55th TAYK-AKPA Turkish Naval Forces Cup International Yacht Races is the Turkish Offshore Racing Club (TAYK/TORC).

2. RULES

- 2.1. The rules in NOR rule 1 shall apply. Detailed information for each race shall be announced by **Supplementary Sailing Instructions (SSIs)** on the Official Online Notice Board (ONB).

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1. Changes to the Sailing Instructions shall be published on the Online Notice Board at least two hours before the scheduled first warning signal of the day to which they apply.
- 3.2. Changes to the race schedule shall be posted by 20:00 on the day before they take effect.
- 3.3. [NP] Oral changes may be given afloat. Before the warning signal, the Race Committee may announce necessary changes on VHF Channel 73 (amending RRS 90.2(c)). Such actions shall not be grounds for redress.
- 3.4. [DP] Boats shall comply with the traffic separation scheme while navigating the Çanakkale Strait. Appendix 4: Coordinates of the Midpoint of the Çanakkale Strait and Navigation Prohibition Areas.
- 3.5. Navigation between the piers of the 1915 Çanakkale Bridge and the mainland is prohibited.

4. COMMUNICATION

- 4.1. All notices shall be published on the Online Notice Board (ONB).
<https://www.racingrulesofsailing.org/documents/14859/event>
- 4.2. [NP] Notices may also be sent by e-mail and WhatsApp. Failure, delay or non-receipt shall not be grounds for redress and protest. (This changes Rule 61.1(a)).
- 4.3. No WhatsApp communication made for the purpose of rapid communication between the Organizing Authority or the Race Committee and the persons in charge of the racing boats will be considered as outside help (This rule changes RRS 41(c)).
- 4.4. [NP] During the race, radio communication with the Race Committee shall be made via VHF Channel 73. The Race Committee may give verbal confirmation of any race signal via VHF Channel 73. Failure to make a radio call, failure to make the call on time, or failure to make it correctly shall not be grounds for redress and protest. (This changes Rule RRS 61.1(a)).
- 4.5. [DP] While racing, other than communication with the Race Committee, a boat shall neither transmit nor receive any information not available to all boats. (This changes Rule RRS 41(c)).
- 4.6. Boats finishing between sunset and sunrise times shall illuminate their sail numbers and identify themselves on VHF until confirmed by the Race Committee.

5. [NP] SIGNALS MADE ASHORE

- 5.1. Signals made ashore will be displayed only at the Start/Finish line for Start/Finish procedures.

6. [NP] MARKS

- 6.1. Yellow or orange cylindrical or pyramid-shaped marks shall be used.
6.2. Robotic marks may be used.
6.3. The shape, colour or numbering of marks shall not be grounds for redress. (This changes Rule RRS 61.1(a)).

7. [NP] COURSES

- 7.1. Courses and mark-rounding instructions shall be described in Appendices 1,2,3 and/or Supplementary Sailing Instructions.
7.2. The distances given for the Race Committee Vessel, buoys, and routes are for guidance only, are not binding, and cannot form a ground for a request for redress/protest.
7.3. Boats shall keep clear of obstructions and shallow waters.
7.4. Changes to courses or start/finish lines are at the discretion of the Race Committee and shall not be grounds for protest or redress.

8. [NP] DISTANCE AND TIME LIMITS

- 8.1. Istanbul–Bozcaada approximately 165 NM. Time limit: 30 hours.
Bozcaada–İzmir approximately 100 NM. Time limit: 30 hours.

9. [NP] START LINE / ISTANBUL STRAIT

- 9.1. The time for the first warning signal of the first stage is 11:55.
9.2. The start line shall be between the staff displaying an orange flag on the European side near 'EMİRGAN GROVE' and an RC vessel or mark near 'ÇAKAL BURNU' on the Asian side.
9.3. Approximate GPS coordinates are given in Appendix 2.

10. [NP] FINISH LINE / BOZCAADA

- 10.1. The finish line will be between the staff displaying a BLUE flag on the BOZCAADA breakwater on starboard and a cylindrical inflatable mark to port.
10.2. Approximate GPS coordinates are given in Appendix 2.
10.3. The positions of the Race Committee vessel and the mark shall be as shown on the course maps.

11. [NP] START LINE / BOZCAADA

- 11.1. The time for the first warning signal of the second stage is 10:55.
11.2. The start line shall be between the staff displaying an orange flag on the BOZCAADA breakwater and an RC boat (RIB) or mark.
11.3. Approximate GPS coordinates are given in Appendix 3.

12. [NP] FINISH LINE / ÇEŞME

- 12.1. The Çeşme finish line shall be between the staff displaying a BLUE flag on the Race Committee vessel and a cylindrical inflatable mark. Approximate GPS coordinates are given in Appendix 3

13. [NP] COURSE SHORTENING

- 13.1. In the event of a course shortening, the virtual buoys placed at the coordinates on the course cards will be accepted as the finish buoy. When the boats cross the finish line, these times obtained from the Boat Tracking Device will be accepted as the finish time. In the event of a Course Shortening, the notification will be announced via VHF and WhatsApp group.

14. [NP][DP] VHF COMMUNICATIONS

- 14.1. It is mandatory to have a VHF radio and keep it switched on throughout the race. Unless otherwise specified, all boats must listen to VHF Channel 73, Channel 16, and the relevant Sector Channels during passage through the Istanbul and Çanakkale Straits.
14.2. From the entrance to the exit of the Çanakkale Strait, it is necessary to contact sector operators, declare the necessary boat information, and ensure that these channels are listened to.

14.2.a. Sector Gelibolu: The operating channel is VHF 11 from 20 miles before Gelibolu in the Sea of Marmara to the Kanarya Lighthouse-Lapseki buoy line, 3 miles south of Gelibolu. Boats must call Sector Gelibolu on **VHF 11** 10 miles before entering the Çanakkale Strait and register themselves in the system with their boat name. In case of sector changes, boats will be provided with all kinds of information regarding traffic during their passage through the Çanakkale Strait if they switch to the relevant frequency.

- 14.2.b. **Sector Nara:** The operating channel is **VHF 12** from Kanarya Lighthouse to the Karanfil Burnu-Kepez Burnu line, 4 miles south of Çanakkale.
- 14.2.c. **Sector Kumkale:** The operating channel is **VHF 13** from the Karanfil Burnu-Kepez Burnu line, 4 miles south of Çanakkale, to a distance of 20 miles west of Bozcaada. It is important to inform Sector Kumkale upon departure.
- 14.3. Except in emergencies, a boat shall not make radio transmissions while racing.

15. SAIL RESTRICTIONS

- 15.1. A maximum of two (2) mainsails may be carried on boats.
- 15.2. Except for storm and heavy weather sails, boats requesting a rating discount due to the use of a single roller furling headsail shall not have a second headsail on deck.
- 15.3. For IRC Division Boats, IRC Rules shall apply regarding the jib/headsail. IRC Division boats that have declared a symmetric/asymmetric spinnaker but have not declared a spinnaker pole, or those that have not declared a spinnaker, cannot use a spinnaker pole, whisker pole, or similar equipment.
- 15.4. The mainsail may only be replaced during the race if it is damaged to the extent that it becomes unusable. In such case, the boat shall notify the Race Committee via VHF Channel 73 and submit it in writing upon returning to shore. The boat shall present the damaged mainsail to the Race Committee for inspection.

16. [NP][DP] ELECTRONIC EQUIPMENT

- 16.1. During the 2 offshore races included in the program, Boats **are required** to install the "**Boat Tracking Device**" to be allocated to them and **keep it in working condition** throughout the race. The boat captain is responsible for ensuring the device is turned on and the boat remains visible throughout the race.
- 16.2. The Organization can only receive information from these devices during the races and has the right to make this information available to any person during or after the race, provided that it does not affect the race results. The captain of the boat participating in the race accepts this condition.
- 16.3. When the Race/Protest Committee is satisfied that the system is operating properly, the tracks obtained from these devices can be used as evidence in Protest Hearings. If it becomes necessary to refer to the boat tracking system during a hearing and no response can be obtained from the boat tracking system, this situation may be a reason for applying an alternative penalty to the non-responding boat.

17. PROTESTS AND REQUESTS FOR REDRESS

- 17.1. A boat intending to protest shall inform the other boat/boats at the **first reasonable opportunity (as soon as possible)** as follows:
 - 17.1.a. When the protest concerns an **incident in the racing area** that the boat itself is involved in or witnessed, the boat shall do the following:
 - 17.1.a.i. Hail "**PROTEST**",
 - 17.1.a.ii. Inform the boat/boats it is protesting via VHF Channel 73 (This changes Rule 61.1(a)),
 - 17.1.a.iii. Display a conspicuously visible protest (red) flag on the backstay. If the boat does not have a backstay, the protest flag shall be tied to the most highly visible place at the stern of the boat. The display of the flag shall be maintained until finishing the race.
 - 17.1.a.iv. The boat intending to protest **shall inform the boat/boats it intends to protest via VHF Channel 73 and display the hoisted protest flag until receiving confirmation from the Race Committee at the finishing line** (This changes Rule 61.1(a)). **There is no need for the protesting boat to inform the Race Committee at the moment the incident occurs.**
- 17.2. A boat intending to lodge a protest for any other reason shall inform the boat/boats it intends to protest immediately upon returning to shore.
- 17.3. If a boat intending to lodge a protest cannot continue the race and does not finish/retires, it shall inform the Race Committee finish boat via VHF Channel 73 at the **first reasonable opportunity** (This changes Rule RRS 61.1(a)).
- 17.4. Protest forms shall be filled out as an electronic form via the online Online Notice Board (ONB). Protests and Requests for Redress shall be delivered within the protest time limit.
- 17.5. The protest time limit is 1 hour from the finish of the last boat in each class.
- 17.6. In order to inform competitors about hearings in which they are named as parties or witnesses, notices will be posted electronically within 15 minutes after the end of the protest time limit.
- 17.7. Notices regarding protests by the Race Committee, Technical Committee, or International Jury (IJ) will be posted within the protest time limit in accordance with RRS 60.2(a)(2).
- 17.8. The fee for a protest/request for redress made by a boat shall be 250 EUR. The fee will be refunded if the protest is accepted, redress is granted, or if the protest/request for redress is withdrawn with the

permission of the International Jury (IJ). This condition does not apply to protests made by the Race Committee, Technical Committee, or International Jury (IJ).

- 17.9. Class rules (Measurement) Protests: Both parties shall deposit all expenses, such as measurer fees and/or renewed certificate fees related to the measurement to be performed, in advance to the Race Office. The fee will be refunded to the party that is proven right.
- 17.10. All protests and requests for redress shall be written in the official language specified in the NOR.
- 17.11. Parties attending the hearing may bring their own interpreters. Responsibility for errors arising from translation belongs to them.

18. [DP] EQUIPMENT SUBSTITUTION

- 18.1. During the race(s), the use of other equipment instead of damaged or lost equipment will not be permitted unless approved by the Race Committee. Requests for substitution shall be submitted in writing at the first reasonable opportunity through the online ONB link, or if this is not possible, at the earliest opportunity and first reasonable opportunity.
- 18.2. A boat that has a furling headsail on its rating certificate cannot use any other jib/headsail, except for a storm and heavy weather jib.

19. MEASUREMENT AND INSPECTION

- 19.1. In every case deemed necessary, measurements will be carried out by a team provided by the Race Committee.
- 19.2. Boats may be inspected before or after the race, even if there is no protest.
- 19.3. Every boat owner is responsible for keeping their boat in the condition in which it was measured. Whether protested or not, if a boat's TCC value is found to be higher during its inspection than the value on the certificate by a margin greater than permitted by the rules, the boat will be penalized by the International Jury (IJ).

20. [NP] RACE COMMITTEE VESSELS

- 20.1. Race Committee Vessels will display "RC" flags. The absence of an RC flag cannot form a ground for a request for redress. (This changes Rule RRS 61.1(a)).
- 20.2. Race Committee Vessels may use their engines to maintain their positions at the starting and finishing lines due to weather conditions and/or technical reasons. This situation shall not form a ground for a request for redress. (This changes Rule RRS 61.1(a)).

21. [NP][DP] DECLARATIONS

- 21.1. [DP] A boat that retires from a race shall inform the Race Committee on VHF Channel 73 with her division color and number at the first opportunity and shall submit the online declaration form to the Race Committee within the protest time limit.
- 21.2. [DP] From the time of her own Preparatory Signal, boats **shall stop their engines**. A boat may start her engine after her own preparatory signal for life-saving/rendering assistance/emergency/charging batteries, provided that the shaft and propeller do not rotate, or for any other reason. Boats that start their engine and continue racing shall fill out the engine use declaration form via the Online Notice Board (ONB) in writing, detailing the incident, within the protest time limit.
- 21.3. The Person in Charge of a boat that takes a Turning Penalty shall submit the declaration forms to the Race Committee electronically or in writing within the protest time limit. The Turning Penalties of a boat that fails to do so shall be considered as not taken.

22. [DP] HAUL-OUT RESTRICTIONS, DIVING EQUIPMENT AND PLASTIC POOLS

- 22.1. Unless prior written permission of the Race Committee or Technical Committee is obtained, all boats shall remain in the water (in a floating condition) throughout the duration of the race/races. During this period, no underwater breathing apparatus (scuba diving equipment) and plastic pools or their equivalents shall be used around any participating boat."

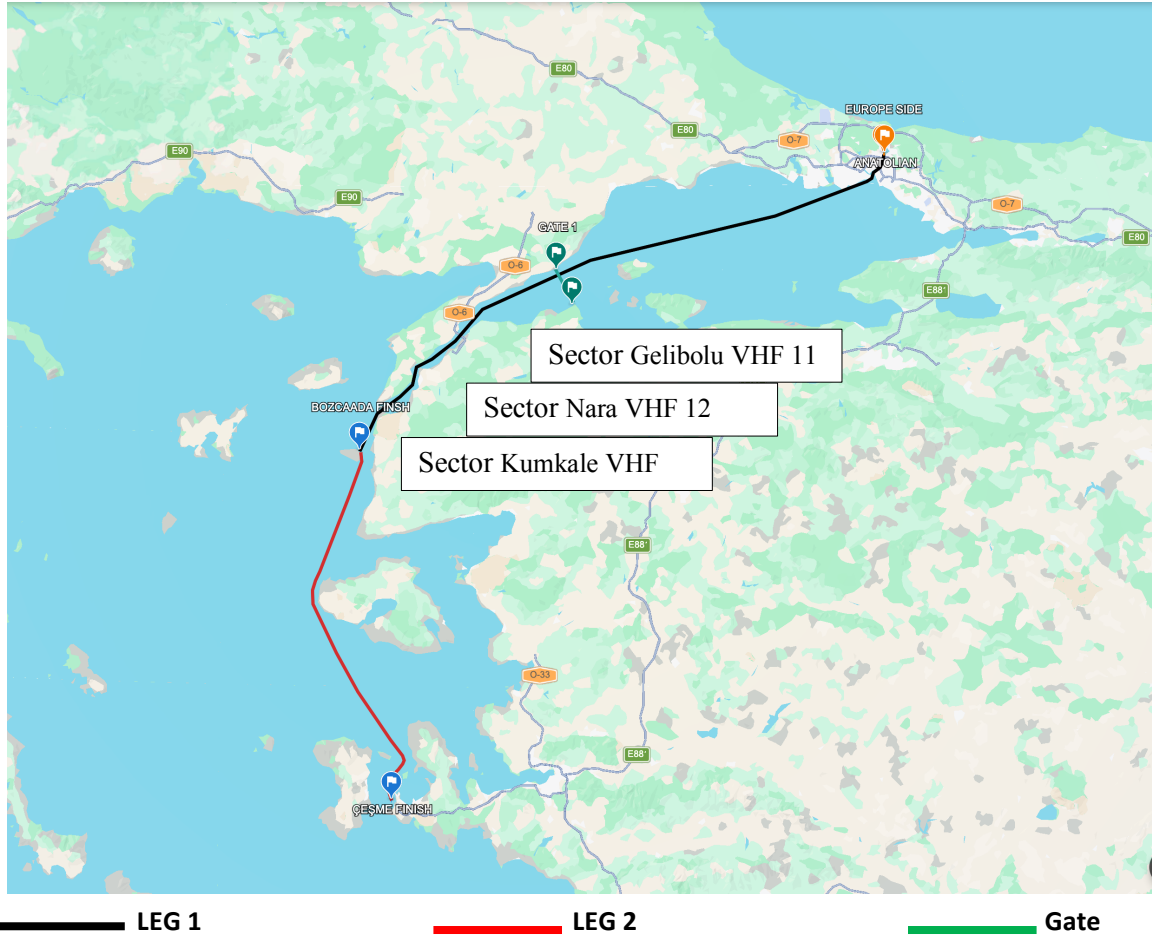
THE ORGANIZING AUTHORITY

Announcement Date: June 26, 2026

Revised: July 9, 2026



APPENDIX 1: ROUTE / LEG 1 & LEG 2



ROUTE / LEG 1

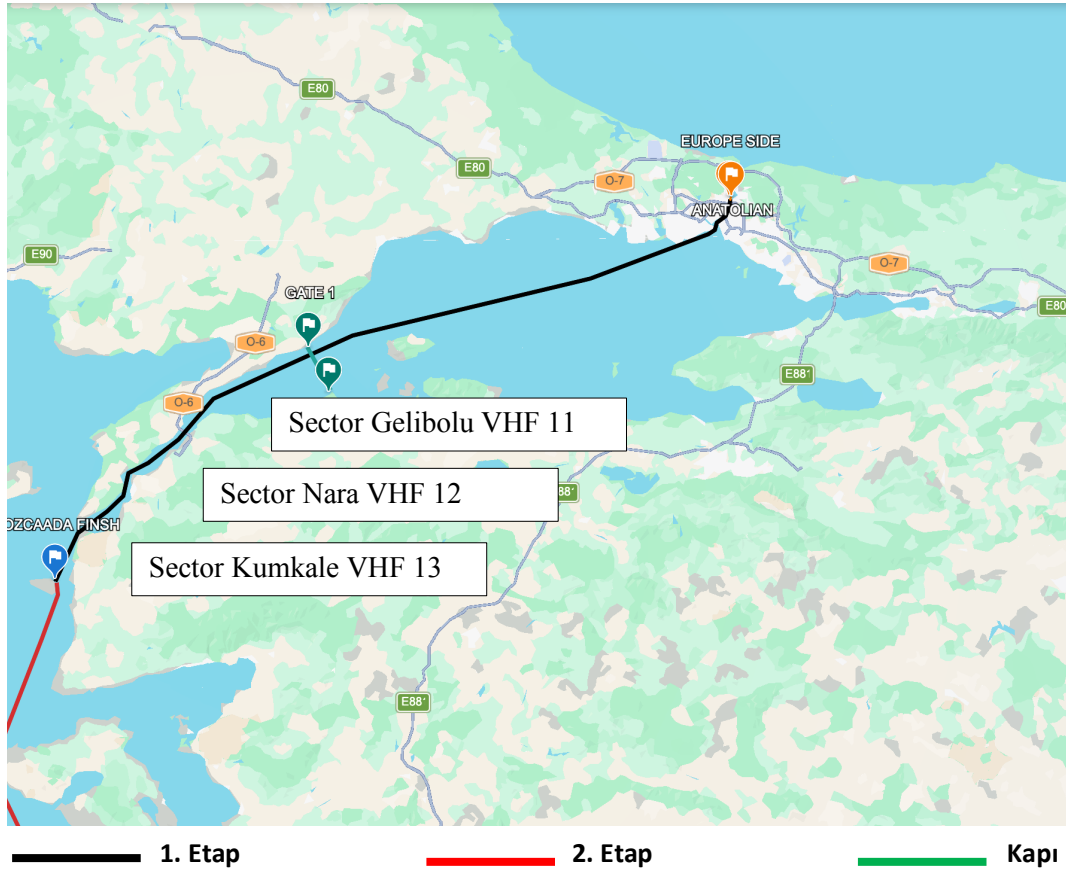
- START / İSTANBUL STRAIT
- MARMARA ISLANDS PORT SIDE
- ÇANAKKALE STRAIT (STRAIT MIDPOINT COORDINATES APPENDIX 4)
- BOZCAADA FINISH

ROUTE / LEG 2

- BOZCAADA START
- MİDİLLİ PORT SIDE
- KOYUN ISLANDS (Nisoi Oinoussa) STARBOARD SIDE
- ÇEŞME FINISH

[NP] The map is schematic, the coordinates are approximate. This is not a reason for protest.

APPENDIX 2: ROUTE / LEG 1

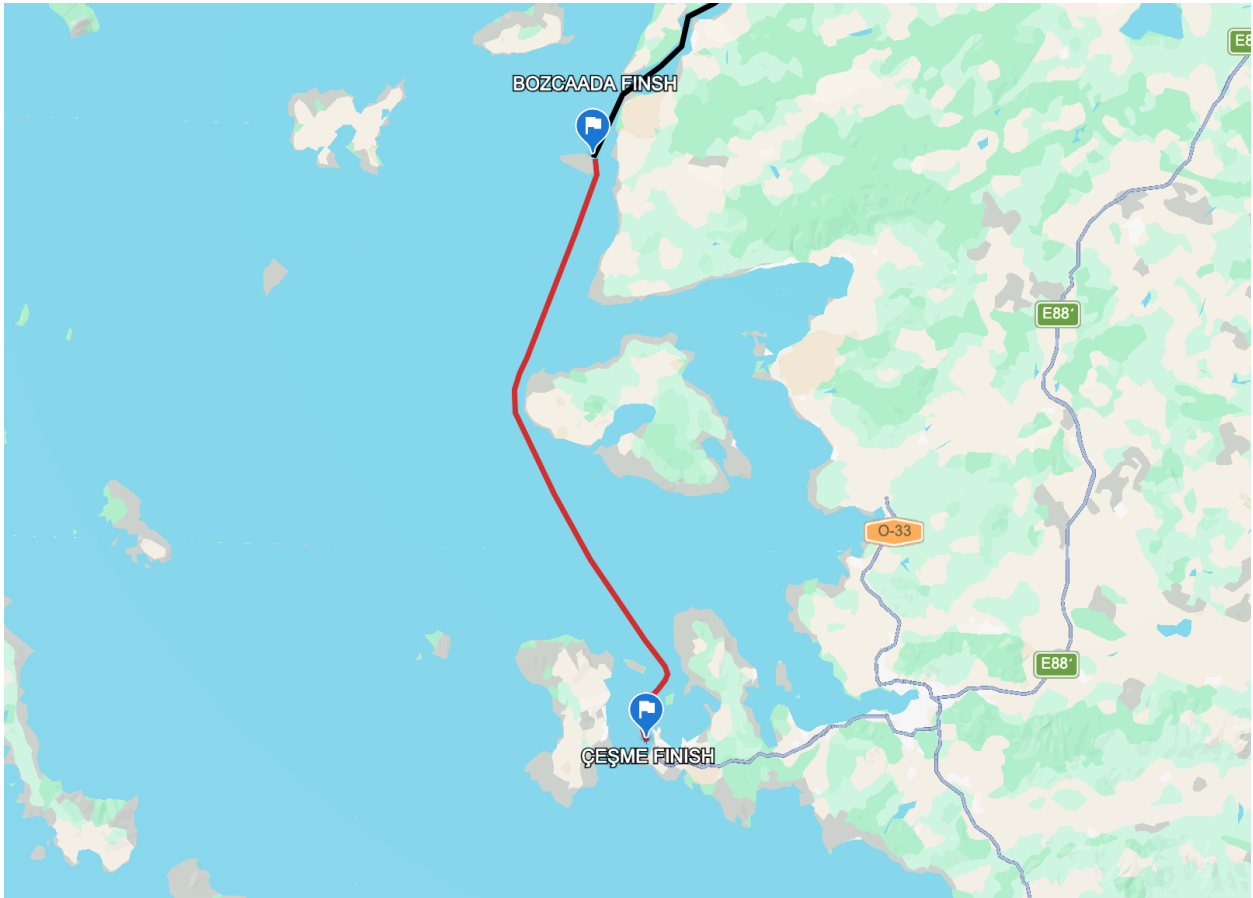


Sailing Instructions Article 13: Route Shortening Gate Coordinates

START İSTANBUL STRAIT	: EUROPEAN Side	41°06.429' N / 29° 03.487' E
	: ASIAN Side	41°06.336' N / 29° 04.187' E
GATE 1: NAVAL FORCES GATE	: Starboard (Mürefte Breakwater)	40°40.501' N / 27°15.898' E
	: Port (İnce Burun Lighthouse)	40°28.473' N / 27°17.142' E
FINISH: BOZCAADA	: Starboard (Bozcaada Breakwater)	39°50.137' N / 26°04.598' E
	: Port Buoy	39°50.149' N / 26°04.782' E

[NP] The map is schematic, the coordinates are approximate. This is not a reason for protest.

APPENDIX 3: ROUTE / LEG 2



LEG 2

START: BOZCAADA	: Starboard (Bozcaada Breakwater)	39°50.137' N / 26°04.598' E
	Port Buoy	39°50.490' N / 26°05.520' E
FINISH: ÇEŞME	: Starboard	38°20.025' N / 26° 15.272' E
	: Port	38°20.024' N / 26° 15.369' E

[NP] The map is schematic, the coordinates are approximate. This is not a reason for protest.

APPENDIX 4:

MID-POINT COORDINATES (WP) FOR THE CANAKKALE STRAITS		
NOR 1.3.e		
1:	40° 25'.941 N	026° 45'.221 E
2:	40° 23'.741 N	026° 41'.189 E
3:	40° 20'.383 N	026° 38'.192 E
4:	40° 13'.344 N	026° 27'.768 E
5:	40° 12'.056 N	026° 23'.466 E
6:	40° 11'.569 N	026° 22'.930 E
7:	40° 08'.936 N	026° 23'.337 N
8:	40° 08'.499 N	026° 23'.282 E
9:	40° 08'.101 N	026° 23'.070 E
10:	40° 04'.183 N	026° 18'.505 E
11:	40° 02'.532 N	026° 15'.419 E
12:	40° 01'.457 N	026° 11'.173 E
The GPS coordinates for the mid-point line are listed above.		