



1ª REGATA DE ALTURA PARA VELEROS
AUTÓNOMOS NO TRIPULADOS

April 5th, 2026

NOTICE OF FACE

V1_June 2025



1st Offshore Race for uncrewed autonomous sailboats.

1. ORGANIZES

Organizes Eventos Náuticos Regata – Enregata, based on an initiative promoted by the Faculty of Nautical Studies of Barcelona – Polytechnic University of Catalonia (Facultat de Nàutica de Barcelona - Universitat Politècnica de Catalunya).

2. COLLABORATORS INCLUDE

The Ministry of Transport and Sustainable Mobility of Spain, through the Directorate-General for the Merchant Navy and the Maritime Safety and Rescue Agency.

Spanish Official Association of Naval and Ocean Engineers (COIN).

Club Nàutic Sant Antoni de Portmany, Port Ginesta, Real Club Náutico Dénia, Port of Barcelona, and Ports of the Balearic Islands.

3. DATE OF THE EVENT

It will take place during Easter Week 2026, coinciding with the 180th anniversary of the first Ruta de la Sal.

The start of La Micro Ruta de la Sal is scheduled for 1:00 p.m. on Sunday, April 5th, 2026.

The Race Committee reserves the right to advance or postpone the start.

4. REGISTRATION AND ELIGIBILITY

- Registration for the regatta is free of charge.
- To participate in the regatta, teams must formally register by sending a message to info@enregata.com, including the endorsement of an educational or research institution that assumes ownership of the participating team and designates the name of the Captain who will act as the team's responsible leader.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



- All teams are required to subscribe to and present to the organization a liability insurance policy covering any potential damages that the participating vessel may cause to third parties.

5. PROMOTION

Teams will also designate a communication officer and commit to sending the organization a brief report on the first working day of each month, including corresponding graphic materials, showing the progress made in team training and the construction development of their respective vessels.

6. TECHNICAL COMMITTEE

The organization will establish a Technical Committee composed of members appointed by the organization itself and:

- The regatta safety coordinator
- The captain of each team
- The communication officer of each team

7. COURSES

Barcelona Version: from Sant Antoni de Portmany, Ibiza, to Port Ginesta. 136 NM.

Denia Version: from Sant Antoni de Portmany, Ibiza, to Denia. 50 NM.

The Race Committee will announce at least **60 days** before the start which route—Barcelona Version or Denia Version—will be applied.

To reduce the risk of interference with maritime traffic:

- The start and finish lines will be set two miles from the departure and destination ports, and towing of the vessels to enter and leave the ports must be considered.
- Vessels must sail more than 12 miles from the coast.
- They may only cross this limit when they are less than 12 miles from the start or finish line.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



- Failure to comply with this rule will be considered a “loss of control” and will result in disqualification and rescue of the vessel.

8. CATEGORIES

Two race categories are defined based on the level of autonomy of the vessel:

- The **Autonomous** category includes sailboats capable of completing the race without receiving any external signals throughout the entire course.
- The **Assisted** category includes sailboats that receive some form of external signal during the race.

All sailboats will start the race in the Autonomous mode. If any team needs to communicate with the vessel to correct possible errors or to reconfigure navigation parameters, it will automatically move to the Assisted category.

9. PROGRAM

2025		
June 2nd	Barcelona	Press conference with La Micro Ruta de la Sal's participating teams
July 1st		Teams progress report
August 1st		Teams progress report
September 24th-26th	Cádiz	Navalia Meeting
October 1st		Teams progress report
October 08-12	Barcelona	Barcelona International Boat Show
November 1st		Teams progress report
November 18-20	Amsterdam	Medstrade
December 1st		Teams progress report
2026		
January 1st		Teams progress report
January 17-25	Düsseldorf	Boot – Boat Show
February 1st		Teams progress report



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



March 1st		Teams progress report
March 02-10	Barcelona	Pre-race press conference for the 38th Ruta de la Sal and the 1st Micro Ruta de la Sal
April 02-04	Ibiza	Team reception and vessel testing for La Micro Ruta de la Sal
April 03-04	Ibiza	Ruta de la Sal and Micro Ruta de la Sal Regatta Village
April 5th	Ibiza	Start of La Micro Ruta de la Sal
April 6-11	Barcelona	Arrivals of La Micro Ruta de la Sal – Barcelona Version
April 5-7	Denia	Arrivals of La Micro Ruta de la Sal – Denia Version
April 11	Barcelona	Trophy Presentation and Closing Party of La Micro Ruta de la Sal (Barcelona Version)
April 7	Denia	rophy Presentation and Closing Party of La Micro Ruta de la Sal (Denia Version)

More program details coming soon on the event website

10. RULES

Participating sailboats in the regatta must comply with the following regulations:

1. Maximum length overall (LOA) of the vessel: 3.0 m. This includes any elements extending from the hull such as rudders, bowsprits, and antennas.
2. Wind must be the only source of propulsion.
3. In addition to the corresponding flag, all participating boats must display clear identification on both the hull and the sail. This must include contact information and instructions for reporting sightings.
4. The vessel must be energy autonomous, allowed to carry batteries and electrical generating equipment on board as needed. These must use



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



- renewable energy sources. The power systems must guarantee the operation of all required electrical equipment throughout the entire voyage.
5. Boats must take appropriate precautions to avoid collisions and comply with COLREG (International Regulations for Preventing Collisions at Sea).
 6. Participating boats must have the following elements for detection by other vessels:
 - Navigation lights
 - AIS transponder
 - Radar reflector
 - Bright colors and reflective stripes on sail and hull
 7. Boats must have a GPS satellite tracking device on board with sufficient autonomy to transmit position signals at least every 30 minutes. Boats that fail to report their position for three consecutive hours will be disqualified.
 8. Boats must have a bow towing device capable of being towed over long distances under any sea and wind conditions.
 9. The use of sharp shapes or pointed elements in the boat design is prohibited.
 10. Vessels must be prepared for easy launching and retrieval via travelift, crane, or similar boatyard systems.
 11. Boats must have watertight compartments in the hull to prevent sinking in case of flooding.
 12. Boats must have a self-righting system in case of capsizing.
 13. Each boat must carry 1 kg of salt to be delivered in perfect condition at the destination.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



11. SAFETY CHECKS AND TESTS

Within 48 hours prior to the start, the Technical Committee appointed by the organization will verify the compliance of participating boats with the established rules and may require any tests deemed necessary to ensure the proper functioning of the required communication elements and systems.

The organization reserves the right to reject the participation of boats that do not comply with the regulations or fail these tests and is exempt from any liability arising from such decisions.

Likewise, the organization reserves the right to remove a boat from the competition if its navigation is considered a risk to other vessels or maritime safety.

12. FLEET TRACKING AND LOSS OF CONTROL SITUATION

The organization will appoint a safety officer whose decisions will be mandatory for all participants.

Each team will designate a captain who will act as the person responsible for their participating vessel and as a liaison with the organization's safety coordinator.

All participating vessels will transmit AIS and GPS signals to determine their position. An open tracking system will be established to monitor the position of the participating boats, which must update their position at least every 30 minutes.

Participating teams will organize the necessary shifts to maintain continuous remote monitoring of their boats' routes throughout the voyage and will notify the organization of any unusual situation.

The following parameters will be used to determine a vessel's "loss of control" situation:

- Loss of geolocation signal (GPS/AIS) for 3 hours
- Leaving the race area limits when the boat approaches less than 12 miles from the coast without being within 12 miles of the start or finish line
- Failing to reduce the distance to the finish line within 12 hours
- Expiration of the time limit

If any of these cases occur, it will be considered a "loss of control" of the vessel, resulting in disqualification and activation of rescue services to tow the vessel ashore



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



13. TIME LIMIT

The following time limit is established for all participating vessels based on a minimum average speed of 0.7 knots.

- Barcelona Version: 200 hours (8,3 days)
- Denia Version: 77 hours (3,2 days)

14. IDENTIFICATION AND ADVERTISING

Participating vessels must display two Regatta stickers placed on both bow sides of the vessel. These stickers, which may include advertising from one or more event sponsors, will be provided by the organization and their use will be mandatory during the race.

Vessels must also have a sticker indicating the name, email address, and phone number of the person responsible for the vessel.

15. RESULTS

Real-time overall rankings for each category of La Micro Ruta de la Sal (autonomous navigation and assisted navigation).



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



16. TROPHIES AND AWARDS

Winner Trophies

- Top three real-time finishers in the Autonomous Navigation category
- Top three real-time finishers in the Assisted Navigation category

Sustainability Trophy – Awarded to the team that completes the race with the most sustainably built vessel.

Outreach Trophy – Awarded to the team that produces the best content and generates the greatest outreach impact for the project.

All teams that participate in the regatta will also receive a certificate of participation. This certificate will recognize completion of the race or, in the case of not finishing, will indicate the number of miles covered.

17. WEATHER-RELATED POSTPONEMENTS

The Safety Coordinator will postpone the race if AEMET has issued a wind warning of Force 8 or higher for the areas along the race route that covers any part of the scheduled race period.

For meteorological or safety reasons, the Race Committee may postpone or even advance the start signals, with prior notice to the Technical Committee.

These decisions will be final and not subject to appeal or protest.

18. MOORING RIGHTS

Subject to obtaining authorization from the competent Maritime Authority, the organization will provide teams with a mooring area, a stretch of water, and a space on land starting three days before the regatta begins, so they can make final adjustments to their vessels.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



19. OWNERSHIP AND IMAGE RIGHTS

The ownership of La Micro Ruta de la Sal and all image rights of the regatta belong exclusively to Eventos Náuticos Regata, SL.

Any promotional or advertising activity related to or using the regatta as a pretext is strictly prohibited unless expressly authorized by Eventos Náuticos Regata, SL.

Participants grant their permission to the Organizing Authority and the event sponsor(s) to use their name and image, as well as that of the boat with which they participate, in any text, photograph, or video montage to be published or broadcast by any means (including press, television, or internet), whether as editorial content, information, or advertising. Likewise, the name and biographical material of the participants may be used or reproduced by any known media.

Any promotional activity not related to the event's sponsor or the Organizing Committee, carried out by participants, their sponsors, or individuals, entities, or organizations directly or indirectly linked to them, is expressly subject to prior written authorization from the Organizing Authority.

Failure to comply with this rule will result in the automatic exclusion of the team and the loss of all privileges associated with participation in the competition.

20. RESPONSIBILITIES

Eventos Náuticos Regata, as the organizing entity, the Facultat de Nàutica de Barcelona as the driving force behind the initiative, Port Ginesta, RCN Denia, CN Sant Antoni de Portmany, the Directorate-General for the Merchant Navy, and the Official College of Naval Architects, as collaborating entities, as well as all other institutions, partner organizations, and sponsoring or collaborating companies, accept no responsibility for any accident or incident that may occur before, during, or after the Regatta, nor for any schedule changes due to weather conditions.

Team participation will be subject to the signing of the Departure Declaration, in which they confirm compliance with the regulations, release the organizers and



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



collaborating entities from any liability, and accept full responsibility for any damages or costs that may arise from their participation in the regatta.

21. RISK DECLARATION

Navigation in a changing environment such as the marine one is by its very nature an unpredictable activity and therefore inherently involves an element of risk. Teams and support personnel participating in this race do so at their own risk. It is the sole responsibility of each vessel to decide whether to participate in a race or to continue in the regatta. By taking part in this race, each participant accepts and acknowledges that:

- They are aware of the inherent risk involved in the regatta and accept responsibility for their exposure and that of their vessel to such risk while participating in the race.
- They are responsible for their own safety, the safety of their vessel, and other property, whether at sea or on land.
- They accept responsibility for any injury, damage, or loss to the extent caused by their own actions or omissions.
- By participating in any race, they acknowledge that their vessel is in good condition, complies with the regulations set forth in this Notice, and is prepared to navigate and compete under the conditions of the event.
- The provisions of the Race Committee, safety boats, safety coordinator, other officials, and volunteers of the organization do not exempt them from their personal responsibilities.
- Participants explicitly accept responsibility for any damage their vessels may cause to third parties and for any costs, if applicable, arising from the activation of rescue or towing services.

22. ENVIRONMENTAL RESPECT

Participants in La Micro Ruta de la Sal commit to:

- Not undertaking any actions that could harm the marine environment.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE



- Researching and using materials and processes that allow them to build, navigate, and recycle their vessels while generating the least possible environmental impact.
- Avoiding at all costs the generation of pollution and marine litter, committing to recover the vessel in case it is left adrift or without control, assuming the costs that this may entail.

23. MODIFICATION OF THE NOTICE AND SAILING INSTRUCTIONS

Given the innovative nature of the event, the Race Committee reserves the right to modify any aspect of the Notice of Race, especially those related to safety measures, subject to the conditions ultimately established by the competent Maritime Authority for issuing the necessary authorization to hold the race.

In this regard, the organization shall not be held responsible for any damages that such modifications may cause to the participating teams.

Any modifications will be communicated to the Technical Committee so they can inform the various teams.

Prior to the race start, the Sailing Instructions containing the technical details of the event will be drafted and distributed. In case of any discrepancy between this Notice of Race and the Sailing Instructions, the latter shall prevail.

24. GOVERNING LANGUAGE

In case of any inconsistency or discrepancy between the English version and the original Spanish text, the Spanish version shall prevail.



GOBIERNO
DE ESPAÑA

MINISTERIO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE

SECRETARÍA DE ESTADO
DE TRANSPORTES
Y MOVILIDAD SOSTENIBLE
SECRETARÍA GENERAL
DE TRANSPORTES
AÉREO Y MARÍTIMO
DIRECCIÓN GENERAL
DE LA MARINA MERCANTE