



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2015
Virgin Gorda, 10 – 14 March 2015

SAILING INSTRUCTIONS

1. Rules

1.1 The regatta will be governed by the following:

- (a) The *rules* as defined in The Racing Rules of Sailing for 2013-2016 (RRS);
- (b) Appendix SY to the RRS (Exhibit 1) <http://www.superyra.org/appendix-sy.html> ;
- (c) The ORC Superyacht Rule (ORCsy);
- (d) The ISAF Offshore Special Regulations Category 3 with life rafts compulsorily on board, but subject to the following amendments:
 - i. red parachute flares are not required (amends OSR 4.23)
 - ii. jackstays are not required (amends OSR 4.04)

1.2 No national authority prescriptions will apply.

1.3 If there is a conflict between languages, the English text will take precedence.

1.4 In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS 63.7.

2. Event classification and advertising

Refer to Notice of Race Paragraph 2. Flags positioning:

While **MOORED**



While **RACING**



3. Venue

Regatta Headquarters will be located at the YCCS Virgin Gorda regatta village and the Official Notice Board (ONB) will be located at the Race Office.

4. Registration Formalities

4.1 To qualify as a competitor the following shall be completed and submitted to the Race Office by 15.00 hours on March 11th, 2015:

- Signed entry form;
- Crew list & TV rights duly signed by all crew members;
- Valid ORCsy Handicap Certificate;
- Safety Officer Form (NoR 14 - SI 9);
- Name, mobile telephone numbers and email address for boat captain, safety officer and racing tactician;

4.2 Without the written approval of the Organizing Authority:

- (i) yachts not complying with the requirements of S.I. 4.1 are not eligible for the event;
- (ii) and the value of handicap certificates issued by 16.00 hours on 11th March 2015 shall not be modified except by the ORC for reasons specified in ORCs Rule Policy (www.orc.org/superyacht)

4.3 Crew list changes shall be communicated to the Race Office on the appropriate form by 09.00 hours on the race day(s) when there are changes.

5. Amendments and Notices to Competitors

5.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.00 hours on the day it comes into effect except that changes to the programme shall be posted by 19.00 hours on the day before the change takes effect and posted on the regatta web-sites. It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB and on the regatta web-sites.

5.3 In accordance with RRS 90.2(c), changes to the Sailing Instructions may be made on the water by hail on race committee VHF Channel 72. The race committee will display flag L with one sound before making the announcement.

6. Signals Made Ashore

6.1 Signals made ashore shall be displayed on the official flagpole located at the YCCS Clubhouse.

6.2 Code flag "AP" (Answering Pennant) means "the race is postponed". No warning signal will be made prior to 90 minutes after "AP" is lowered.

7. Programme

7.1 The programme will be as follows:

Wednesday, 11th March Inspections, Registrations, Skippers Briefing;

Thursday, 12th March Race;

Friday, 13th March Race;

Saturday, 14th March Race and Prize Giving.

7.2 The Organizing Authority and the Race Committee reserve the right to modify the programme based on weather conditions and other unforeseen reasons.

7.3 The first warning signal is scheduled for 11.00 hours each race day.

8. The start - Courses – Marks - Finish

Information on the start, courses, marks and finish are described in SI Paragraphs 13, 14, 15 and Appendix BRAVO (Costal and Island Courses 2015 - *Separate Booklet available in the Regatta Kit*).

9. Safety Officer

9.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 6, distributed to all captains via email). The Safety Officer's name, local mobile telephone number and email address must be confirmed at registration.

9.2 The Safety Officer shall be a member of the afterguard whose primary responsibility will be communicating on the dedicated VHF safety channel while racing (refer to SI 19.4), collision avoidance, and the safe maneuvering of the yacht.

The Safety Officer should have no other responsibility above and beyond these safety related matters. The safety officer must have a handheld VHF radio in their possession from the time the yacht approaches the starting area until departing the finishing area following the race.

9.3 The Safety Officer shall attend all pre-race briefings and will be responsible for ensuring the Daily Declaration Form (Exhibit 3) is returned to the Race Office as soon as practicable following racing each day, but no later than two hours after finishing. The Safety Officers is also responsible for the Trac Trac portable GPS for race tracking as explained in SI Exhibit 4.

10. Captain's Briefing and Mandatory Safety Briefings

10.1 The pre-regatta Captain's Briefing will be held on March 11th at 16.00 hours at the YCCS. Attendance is mandatory for the Boat Captain, designated Safety Officer and Racing Tactician (if applicable).

10.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on any given race day. Yachts will be notified via VHF and mobile telephones.

These meetings will be mandatory for Boat Captains, Safety Officers and Racing Tacticians.

11. Daily Declaration Form, Portable GPS and Rangefinders

11.1 Each yacht's Safety Officer shall complete a Daily Declaration Form (Exhibit 3). The completed form shall be delivered to the Race Office within two hours of the yacht's finish.

11.2 At registration each yacht will be issued a Trac Trac GPS tracking unit, with the charger, that shall be attached to each yacht in accordance with the instructions of SI Exhibit 4. It is mandatory for each boat to recharge the unit every evening. Failure to do so will be reported to the Race Committee who may take action. The Trac Trac GPS tracking unit and the charger shall be returned to the Race Office after the last race of the event.

11.3 The Trac Trac GPS tracking unit will track the yacht's course each day. The Race Committee will have a comprehensive record of every crossing, rounding and passing situation and be able to monitor the 40 meter minimum separation. Breaches of SI 11 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

11.4 All yachts will be issued a Pantaenius Laser Rangefinder which is to be used by the afterguard to determine distance between yachts (see Exhibit 5). Rangefinders shall be returned to the Race Office along with the Trac Trac units and charger on Saturday 14th March, at the conclusion of racing.

12. Use of Engines and Thrusters

12.1 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race by a yacht to avoid a collision.

12.2 A yacht that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must submit a written declaration of "engine use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used, the reason for using it, and any potential competitive gain.

12.3 The Race Committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain. The use of engine or thruster at any time shall not be ground for protest by another boat. This changes RRS 60.1.

13 The Start

13.1 Yachts with the slowest handicap in each class will start first. The starting time for each yacht is determined using the ORCSy Rule, based upon projected wind conditions and the course configuration. This changes RRS 26.

13.2 The anticipated course for the day and starting sequence options will be discussed each morning. After the committee boat is on station and the Race Committee has observed the prevailing conditions, the course and starting sequence option for the day will be broadcast on RC VHF 72 between 1015 - 1045 hours (unless postponed). Best efforts will be made to post the starting sequence on the event websites www.yccs.com - <http://www.loropianacaribbeansuperyachtregatta.com> and email it to all captains. Note, a yacht's starting time and starting order can change from race to race because the wind conditions and courses will be different each day (see www.orc.org/superyacht for details).

13.3 The start time for the first yacht in fleet is scheduled for 1105 each day. The start times will be staggered at not less than 30 second intervals. A sound signal will be made for each start and the Race Committee will attempt to broadcast countdowns for each start. The absence of visual signals shall be disregarded. This changes RRS 26 and Race Signals.

13.4 Rule 26 is changed to: races shall be started by using the following signals. The flag utilized as the class flag will be a large event flag with the event logo (the Loro Piana Caribbean Superyacht Regatta flag).

Signal	Flag	Sound	Time
Warning 1 st yacht	LPCSR Flag	1 sound	5 (1100)
Preparatory 1 st yacht	P Flag	1 sound	4 (1101)
Starting 1 st yacht	P Flag removed	1 sound	0 (1105)
Starting 2 nd yacht	None	1 sound	To be Determined
Etc.			
Starting last yacht	LPCSR Flag removed	1 sound	To be Determined

A yacht's preparatory signal is four minutes prior to her individual scheduled start. After the first boat has started, there will be no flag or sound for any subsequent preparatory signal and no flag for any subsequent starting signal. The Race Committee will attempt to broadcast countdowns for each start on RC VHF 72.

13.5 If the start of a race is postponed, the Race Committee will display AP over a numeral pennant signifying the number of hours from the scheduled starting time (each yacht's starting time will be moved

back exactly that number of hour(s). The Race Committee will announce any postponement on RC VHF 72.

13.6 The starting area will extend 200 meters on either side of the starting line and 400 meters on the pre-start side of the line. Yachts which are not in their starting sequence (5 minutes prior to their starting time) shall stay clear of the starting area.

14. Recalls

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will be given penalty equal to 5 minutes plus the time she was over early. A yacht that crosses the starting line more than 3 minutes early will not be scored. This changes RRS 28.1, 29.1, A4.2.

15. Committee Boat, Service Boats, Support Boats, Press Vessels

15.1 The Race Committee boat will be identified by a large burgee of the YCCS. The Race Committee boat will normally be the starting and finishing boat.

15.2 Service boats will be marked by a flag with a red letter "S" on a white background.

15.3 Vessels used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the Race Committee.

15.4 Support boats must register at the Race Office and collect identification flags. The Organizing Authority requires all support boats to stay clear of other race boats and not interfere in any way with the racing. Support boats may come inside the sailing area providing they do not interfere with race boats. Any race boat observing support boat interference should report this on their Daily Declaration Form.

16. Time Limits

16.1 The time limit is 18.00 hours. If at least one yacht in class sails the course and finishes within the time limit, all other yachts in class which complete the course within 90 minutes after the finish of the first yacht in class will be scored.

16.2 Yachts failing to finish within 90 minutes after the first yacht sails the course and finishes will be scored points for the finishing place equal to the number of yachts in that class that finished that race plus 2. This changes RRS 35 and A4.

17. Safety Requirement and Retirement

17.1 The yacht's man-overboard procedure should be practiced aboard each yacht at least once by the crew racing in the regatta prior to the first race of the series.

17.2 In the event of a man overboard during a race, if a yacht tender or race committee boat is in the immediate vicinity, that vessel may recover the man overboard. Whether the man overboard is transferred back to the racing yacht, or not, will be at the discretion of the yacht captain. This changes RRS 47.2.

A man overboard shall be noted on the Daily Declaration Form. The circumstances of the recovery, whether by the racing yacht or another vessel, will be reviewed by the Race Committee.

17.3 A yacht that retires from a race shall notify the Race Committee Boat by hailing or on VHF channel 72 before leaving the race area, or notify the Race Office as soon as practical.

17.4 A yacht that do not intend to race shall notify the Race Office before 09.00 hours.

17.5 A yacht forced to return ashore to a point different than its assigned mooring place at YCCS Marina or that cannot reach the Marina by its own means shall inform the Race Committee of its circumstances immediately.

18. Protests

18.1 Protests shall be made in accordance with RRS 60 and 61.

18.2 Protest forms are available at the Race Office and the completed Protest Form shall be lodged there within 120 minutes after the protesting yacht has finished the race of the day.

18.3 Schedule of hearings will be posted on the ONB as soon as possible. Protests shall be heard as soon as possible in approximately the order received. All persons involved in the hearings shall remain in the vicinity of the Protest Room.

18.4 The Race Committee or the Protest Committee intending to protest a yacht under Rule 60.2(a) or Rule 60.3(a) because of an incident observed in the racing area shall inform her after the race by posting a notice on the ONB within the protest time limit of the last yacht to finish.

18.5 Sailing Instructions 2, 12.3 and 14 shall not be subject to protest by competing yachts (Amends Rule 60).

18.6 If there is an incident on the water and no protest is filed or penalty declared, the yachts' safety officers and racing tacticians are expected to meet immediately following the racing to discuss and resolve any minor safety issues, sportsmanship, or issues pertaining to competitive advantage. If unable to resolve the issues, competitors are encouraged to file for a Rules Clarification Hearing with the Jury/Protest Committee on their Daily Declaration Form.

18.7 On the last day of the Series a request for reopening a hearing held on the previous day shall be lodged before or within the protest time limit. On the last day of the Series for the purpose of RRS 66 and 62.2 the time limit will be no later than 30 minutes after being informed of the decision of the protest (RRS 65) or of the relevant incident (RRS 62.2) - (Amends RRS 62.2 and 66).

18.8 Inquiries regarding a yacht's rating and/or measurement shall be lodged not later than 16.00 hours on 11th March 2015.

18.9 It is the yacht representative's sole responsibility to check the ONB at the end of the protest filing time to see if she is cited in a protest. Competitors are reminded of RRS 63.3 (b).

18.10 Competitors are requested to advise the RC of their intent to protest, including identification of the protested boat, upon crossing the finish line.

19. Communication (VHF Radio - Mobile Phones - AIS)

19.1 The race committee will use VHF Channel 72 for communication. All competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race.

19.2 A time check may be transmitted by the Race Committee over VHF Channel 72 approximately 30 minutes before the first warning signal each day.

19.3 There shall be no claim for redress by a yacht in the case of failure to make a radio transmission, delay or error in a transmission, or failure to receive or hear a transmission. This changes RRS 60.1 (b) and 62.1 (a).

19.4 The Bridge to Bridge Safety Channel is VHF 08. The Safety Officer on all yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finish area following the race. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use race committee VHF channel 72 for collision avoidance.

19.5 Back up to the Bridge to Bridge Safety Channel and Race Committee Channel will be mobile phone communications. All competitors will be provided with a list of mobile phone numbers for each yacht's Boat Captain and Safety Officer. Telephone communication is strongly encouraged when the VHF safety Channel and Race Committee Channel are in use. This changes RRS 41.

19.6 Yachts equipped with an Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race. This can assist in maintaining safe separation between yachts and collision avoidance.

19.7 All racing yachts must conduct a radio check with the Race Committee boat on the Bridge to Bridge Safety Channel (VHF 8) between 10.00 and 11.00 hours each race day.

19.8 The motor yachts participating in the Loro Piana Caribbean Rendezvous will be race viewing during the regatta and monitoring VHF 72.

20. Scoring

20.1 Yachts will be scored using the ORCs rule based on the order of class finish, adjusted for any penalties taken on the water.

20.2 Three races are scheduled of which one race will constitute a series.

20.3 If course is shortened, the order of class finish will not determine the finishing places. The ORCs will use Time-On-Time scoring using the appropriate TCF's (based on wind speed and sea state) to determine the order of class finish for any shortened course race.

20.4 The Low Point system RRS Appendix A will apply. No score will be excluded.

20.5 Decisions concerning course selections and wind strength/ directions used for scoring are responsibility of the Race Committee and are not ground for request for redress. This changes RRS 62.

21. Penalty System

21.1 One turn and two turn Penalties will not apply. The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 20% of the number of all yachts in class (except that the minimum penalty is one place).

21.2 Exoneration Penalty:

a) A yacht that may have broken a rule of RRS Part 2 or RRS 31 may, after finishing the race and before the start of a related protest hearing, notify the race committee that she accepts an Exoneration Penalty – a 30% scoring penalty in accordance with RRS 44.3(c) (except that the minimum penalty is two places, unless 8 yachts are entered in class in which case it is three, provided that does not result in a score worse than DNF). However, if the yacht caused injury or serious damage or gained a significant advantage in the race or series by her breach her penalty shall be to retire.

b) When an Exoneration Penalty is accepted:

(i) Neither the yacht nor the Jury may then revoke or remove the penalty.

(ii) The yacht shall not be penalized further in a protest hearing when the Jury decides that it was appropriate to the facts found and the applicable rules.

21.3 Penalties for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the Jury.

21.4 A yacht shall declare any penalties she has taken on their Daily Declaration Form.

22. Handicap Certificates

The list of TCF handicap values will be posted on the event websites by the 10th of March.

23. Control, Measurement and Inspection

23.1 Yachts may be inspected and/or check measured at any reasonable time before or during the regatta. Yachts shall only be measured by measurers pre-approved by the Organizing Authority.

23.2 All yachts must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.

24. Trophies

Refer to Notice of Race Paragraph.17.

SI Exhibits and Appendix

Exhibits (copies of all exhibits are available at the Race Office and in the Captain's Packages):

n1: Appendix SY;

n2: On Water Emergency Procedures;

n3: Daily Declaration Form;

n4: GPS Tracker instructions;

n5: Pantaenius Rangefinder instructions;

n6: Safety Officer Requirement & Form;

Appendix BRAVO: Costal and Island Courses 2015 - *Separate Booklet available in the Regatta Kit.*



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2015

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APPENDIX SY

SI Exhibit I

SUPERYACHT RACING RULES

When stated in the notice of race and the sailing instructions, Superyacht races shall be sailed under The Racing Rules of sailing as changed by this appendix.

Version 2.2, May 2014.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres. 'Superyacht class' means a racing fleet in which a majority of the fleet are superyachts.

SY2 Changes to the Definitions and the Rules of Part 1 and Part 2

SY2.1 The definition *Keep Clear* is changed to:

Keep Clear One boat *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

SY2.2 The definition *Mark Room* is changed to:

Mark Room: Room for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) room to sail to the *mark* when her *proper course* is to sail to it, and
- (b) room to round the *mark* as necessary to sail the course.

SY2.3 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.4 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

SY2.5 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall monitor the VHF safety channel specified in the sailing instructions, shall respond promptly to a hail from another boat, and shall communicate with other boats on matters of safety.

SY2.6 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 A boat being overtaken from clear astern shall sail her *proper course* from the time the overtaking boat is within 80 metres of her until the overtaking boat is *clear ahead* or more than 80 metres from her. The overtaking boat shall not sail within 40 metres of the other boat.

17.3 When rules 18, 19 or 20 apply, rules 17.1 and 17.2 do not.

SY3 Changes to the Rules of Part 4 and Part 5

SY3.1 Rule 42.3(g) is changed to:

(g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding contact.

SY3.2 Rule 52 is deleted.

SY3.3 Add new rule 60.4:

60.4 When the race committee or *protest* committee learns, from any source, of an incident involving boats sailing within 40 metres of each other, or not responding to a radio hail, it may *protest* any boat involved.

Note: Approved as an appendix to be placed on the ISAF website for development for this discipline. The appendix may be amended with the approval of the ISAF Racing Rules Committee Chairman.



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SI Exhibit 2

ON WATER EMERGENCY PROCEDURES

The YCCS, in conjunction with safety officials in Virgin Gorda, has established emergency procedures to provide help in the event of an on the water emergency, including injury requiring medical assistance. We also have emergency numbers should there be an accident or injury on shore.

- 1) Contact the Race Committee immediately on VHF 72. If you are unable to contact the Race Committee, contact VISAR Sea Rescue on VHF Channel 16.
- 2) Identify your yacht, the nature of the emergency (type of injury, number of people injured), and your yacht's position.
- 3) The Race Committee will alert the VISAR on water safety boats (which will also be monitoring VHF 72) and may direct you to another VHF channel or cell phone for further communication.
- 4) Proceed at best speed to a designated rendezvous point as directed.
- 5) Depending on the nature and severity of the injury, should this be the emergency, VISAR personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
- 6) You are asked to cooperate fully with the Race Committee, local law enforcement and emergency personnel direction. VISAR's emergency telephone numbers are listed below.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS:

Race Committee	+39 3334858385	VHF 72
VISAR (Sea Rescue):	+1 284 494 4357	VHF 16
YCCS Marina:	+1 284 3932000	VHF 8



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DECLARATION FORM

SI Exhibit 3

The Organizing Authority, in conjunction with the SuperYacht Racing Association requires this information to enhance safe racing and to collect performance data for your yacht. Sailing Instruction 9.3 requires the safety officer to complete this form and return it to the Race Office as soon as practicable after racing each day, but no later than two hours after finishing.

Day / Date: _____ / _____ Yacht Name: _____

Finish Time: _____ Yacht Ahead: _____ Yacht Astern: _____

Racing Tactician: _____ Total # of People Onboard: _____ (# of Crew ____ / # of Guests ____)

I declare that we sailed today's race in accordance with the Rules (as defined in Sailing Instructions):

Boat Captain (printed)

Safety Officer (printed)

Boat Captain (signed)

Safety Officer (signed)

Please check the appropriate boxes below and provide additional information on the back page:

YES **Our yacht was involved in a 'safety related incident'**

NO *Describe the incident on the back page*

YES **We had a man-overboard**

NO *Describe the incident on the back page under 'safety related incidents'*

YES **We Request a 'Safe Racing Hearing'**

NO *Competitors may request an informal hearing before the Jury and Organizing Authority for the purpose of rules clarification. This is not a protest and no decision will be rendered that impacts a yacht's standing in the event.*

YES **We Filed a Protest**

NO *If you filed a protest against another yacht. Yacht's Name: _____*

YES **We Took a Penalty**

NO *Provide an accounting of any alternative penalties taken (in accordance with the SI) on the back page*

YES **We observed a 'safety related incident'**

NO *Describe the incident on the back page*

YES **We heard a yacht not answering when hailed on the VHF Safety Channel**

NO *Yacht Name: _____ Approximate Time: _____ (use page 2 for others)*

YES **We experienced equipment breakage onboard our yacht**

NO *Provide additional information on the back page*

YES **We had someone injured on our yacht during racing**

NO *Provide information on the back page regarding the nature of the injury*

**** PLEASE PROVIDE THE WIND AND ADDITIONAL INFORMATION REQUESTED ON THE BACK PAGE ****

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Declaration Form – Exhibit 3

Page 2

APPROXIMATE WIND SPEED & DIRECTION (For each leg)

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction (example: 21kts / 060M)	Sea State (wave height)
Start	Start	/	
Leg 1	Start – Mark __	/	
Leg 2		/	
Leg 3		/	
Leg 4		/	
Leg 5		/	
Leg 6		/	
Finish	Finish	/	

PENALTIES TAKEN

Please provide an accounting of any penalties taken (SI 21)

SAFETY RELATED INCIDENTS

*Please provide an accounting of any safety related incidents **you were involved in or observed**, including incidents with the 40 metre minimum separation and yachts not responding on the VHF Safety Channel*

Time of Incident: _____ Location: _____ Yacht Involved: _____

Yacht Involved: _____

Nature of incident and description:

EQUIPMENT BREAKAGE

Please provide an accounting of any equipment breakage onboard (this information will be kept in confidence and will only be used by SYRA in evaluating potential trends and problem areas as it relates to wind speed, sea state and course configuration).

INJURIES

Please provide an accounting of any injuries onboard during racing to crew or guests (this information will be kept in confidence and will only be used by SYRA in assessing potential problem areas). Identify whether crew or guest.

In accordance with the sailing instructions, safety officers are responsible for returning this form to the Race Office as soon as practicable after racing, but no later than two hours after finishing



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SI Exhibit 4

TracTrac[®]

Tracking System Instructions

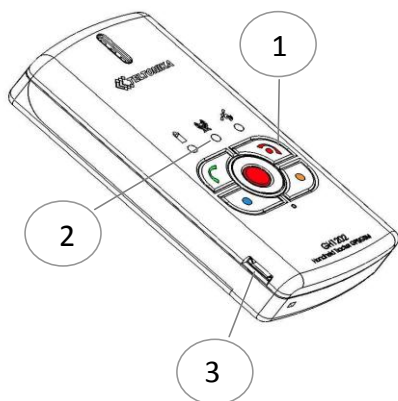
INTEGRATION TO SAILING INSTRUCTIONS #11.2

- 1 GPS tracking of individual boats will be used for safety purposes. In addition the organizers will use the Trac Trac system for public media purposes and to provide displays onshore. Information from the tracking system shall not be used as evidence, or be used as a basis for a protest or request for redress by boats, although the Race Committee or the Protest Committee may use available information from the system at their discretion. This changes RRS 60.1 and 60.2.
- 2 The following safety procedure will be followed:
 - a) At registration, the Safety Officers ,shall personally collect and sign for their tracking device.
 - b) It is a Safety Officers responsibility to re-charge every evening the tracking device. Every tracking device is provided with a 100/240V 50/60Hz micro USB charger.
 - c) The tracking device must be returned to the Race Office at the end of the last race of the series and before the Prize Giving.
 - d) Any boat failing to comply with this procedure, without any reason beyond her control, will be reported to the Race Committee and/or Protest Committee for possible action.

PLEASE RETURN THE TRACKING DEVICE AND CHARGER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE

Tracking System Instructions

DEVICE OPERATIONS




- 1 – Switch On/Off Button
- 2 – Led Indicators
- 3 – Micro USB Connector







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SWITCHING ON/OFF

By a push on the  button, the device can be switched on or off.

If you wish to **switch on** the device, push the  button shortly. After a short time, the indicator  lights up and a special switch-on signal appears. The tracking device will register to the GSM network and goes immediately into the standby mode.

If you wish to **switch off** the device, push and hold for at least 6 seconds the  button until the indicator  will light up red/green (similar to orange) and release, you will hear the special switch off signal.

Tracking System Instructions

DEVICE STATUS

If you wish to correctly find out the parameters under which the device operates, observe as carefully as possible the status of the three indicators.

Each status indicator consists of 2-coloured lamps - one of which is indicating a **failure (red)** and the other one is indicating a **process in progress (green)**.







Battery



GSM



GPS

	Indicator Off	Device on stand-by	Device on stand-by, Connected to GSM Network	Device on stand-by
	On	Battery fully charged / Modem Emulation	Modem Emulation	Modem Emulation
	Flashing	Battery is charging	Trying to connect to the GSM network, Data Transfer	Device is trying to find the location
	Flashing twice at a time		Call Initiation	Device did find the location
	On		SIM error / impossible to detect the GSM network (when on stand-by)	
	Flashing		SIM error / impossible to detect the GSM network	Alarm
	Flashing twice at a time	Battery has reached a critical level		
	Both indicators on	Device is switching off / reloading		



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SI Exhibit 5



LASER RANGEFINDER INSTRUCTIONS

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of 40 Nikon Rangefinders to help ensure safe racing at SYRA sanctioned superyacht events. Please be sure that you turn the rangefinder back in to the Event Organizer following the last race.

All SYRA sanctioned superyacht regattas are sailed under the Racing Rules of Sailing 2013-2016 and the Appendix SY. The changes to the RRS through this appendix are all based on the fundamental need to keep appropriate distance between superyachts and 40 meters is the designated “minimum separation.” (SY2.1 defines **Keep Clear** as *One boat keeps clear of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between boats.*)

Each yacht entered in this regatta will be issued a Nikon Laser Rangefinder for use by the Safety Officer to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.5, rule 17.2). Please use the rangefinder to help maintain the minimum separation and in overtaking situations. Yachts encroaching within the prescribed 40 meter minimum distance will have broken a critical, fundamental racing rule and marginalized safety on the race course.

Easy to Use: Press the POWER button **A** to turn the rangefinder on. Confirm that the rangefinder is set to metres (default is yards). If it is necessary to change the display to metres Press and Hold the MODE button **B** for two seconds until the display changes to metres. The rangefinder shuts off automatically 8 seconds after the last operation.



To take a measurement press the Power button **A** and the LCD illuminates, align the reticle on the target and press and hold the Power button again until the display appears as it does in the picture, right side above. To obtain the best results try to select bright colored targets with large, shiny, highly reflective surfaces.

Warning: The rangefinders are waterproof, but not submersible, please take care to keep them dry and in good condition. Never look directly at the laser or directly into the sun when using the rangefinder. Do not depress the POWER button while looking in the optics from the objective side. Do not aim at anyone's eye.

Complete instructions are available in English, French, Spanish and Portuguese [here](http://www.superyra.org/safety-officer_1.html) or at http://www.superyra.org/safety-officer_1.html

PLEASE RETURN THE RANGEFINDER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE



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SI Exhibit 6

Requirement to Race:

NOTICE OF RACE

14 SAFETY

14.1 The Organizer takes a proactive stance on enforcing safety and sportsmanship. Safe racing is the responsibility of everyone involved in Superyacht regattas. The Superyacht Safety Protocol within the Sailing Instructions stress the concept that the priority is on safety and prudent seamanship, not competitive advantage.

14.2 The yachts' Racing Tacticians and Safety Officers are expected to meet immediately following the racing to discuss and resolve any minor issues pertaining to competitive advantage, safety or sportsmanship.

SAILING INSTRUCTIONS

9 SAFETY OFFICER

9.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance posted on the event web site and distributed to all captains via email. The Safety Officer's name, local mobile telephone number and email address must be confirmed at registration.

9.2 The Safety Officer shall be a member of the afterguard whose primary responsibility will be collision avoidance, the safe manoeuvring of the yacht and communicating on the dedicated VHF safety channel 8 while racing. The Safety Officer should have no other responsibility above and beyond these safety related matters. The safety officer must have a handheld VHF radio in their possession from the time the yacht approaches the starting area until departing the finishing area following the race.

Background:

The critical role of the Safety Officer in superyacht racing cannot be understated. The Safety Officer is responsible for the safe maneuvering of the yacht and communicating on the dedicated VHF safety channel while racing. The Safety Officer is an integral member of the "afterguard" who must work closely with the helmsman, racing tactician and navigator with a primary focus on collision avoidance, safe racing and adherence to the racing rules.

It became readily apparent during a number of 2011 - 2014 superyacht regattas that some Safety Officers did not have the qualifications or experience (particularly a thorough understanding of the Racing Rules of Sailing) required to assume this important crew position, hence the 2015 Loro Piana Caribbean Superyacht Regatta require for all entries to submit a resume or statement detailing their Safety Officer's credentials. We ask that you use the **attached 'Safety Officer Information Form'** (page 2 of this document) which can include a sailing resume or statement listing experience and credentials for their designated Safety Officer.

The Superyacht Racing Association (SYRA) has a Racing Safety Manual [posted on their website](#) that provides relevant details regarding the responsibilities of a superyacht afterguard and the specific role of the Safety Officer. Entrants are encouraged to review this important document, which details the preparation required prior to racing. This document was recently updated.

Qualifications and Credentials Required:

Here are some of the fundamental credentials and qualifications that a Safety Officer must possess:

- Experience racing large sailing yachts
- Fully conversant with the Racing Rules of Sailing and the new Appendix SY
- Aware of the manoeuvring characteristics and limitations of the yacht and those racing against
- A thorough understanding of racing tactics
- A thorough understanding of the regatta's documents including the Notice of Race, Sailing Instructions, Amendments and Exhibits
- Conversant in English and experienced with VHF radio protocol.

Responsibilities:

The Safety Officer position is not to be assumed by the yacht's helmsman, navigator, racing tactician or crew boss. The Safety Officer's role is interacting closely with the afterguard and communicating with the other competitors on the dedicated VHF channel with a primary focus on collision avoidance and safe maneuvering. The Boat Captain may be the Safety Officer, providing he/she can remain focused on the responsibilities for the duration of the race and also possesses a thorough understanding of the RRS.

Safety Officer Information Form on page 2



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Please provide the following information. Use a second page if necessary and attach sailing resume, if applicable.

YACHT NAME: _____

SAFETY OFFICER NAME: _____

MOBILE PHONE IN VIRGIN GORDA: _____

E-MAIL: _____

FULLY CONVERSANT IN ENGLISH: YES ___ / NO ___

EXPERIENCED WITH VHF RADIO PROTOCOL: YES ___ / NO ___

RACING EXPERIENCE /UNDERSTANDING AND APPLICATION OF THE RRS (please include major regattas and your crew position on the boat):

SUPERYACHT RACING EXPERIENCE (please include crew position on the boat):

EXPERIENCE ON LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS
(include crew position if permanent crew and/or racing crew position):

ADDITIONAL RELEVANT QUALIFICATIONS / CREDENTIALS / CLASSIFICATIONS
(e.g. International or National Judge, Marine Industry Professional, etc.):

Please include any relevant documents, such as a sailing resume, and return this form by e-mail to: secretariat@yccs.it

Name and Surname: _____

Date: _____ **Signed:** _____