



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2016
Virgin Gorda, 9 – 12 March 2016

SAILING INSTRUCTIONS

1. Rules

1.1 The regatta will be governed by:

- (a) The *rules* as defined in The Racing Rules of Sailing for 2013-2016 (RRS);
- (b) Appendix SY to the RRS (Exhibit 1);
- (c) The ORC Superyacht Rule (ORCSy);
- (d) The World Sailing Offshore Special Regulations Category 3 with life rafts compulsorily on board, but subject to the following amendments:
 - red parachute flares are not required (amends OSR 4.23);
 - jackstays are not required (amends OSR 4.04).
- (e) The Sailing Instructions (SI), the Appendixes and the Exhibits;

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.

Note: RRS 55 (trash disposal) will be in effect. Sail stops for spinnakers are not allowed;

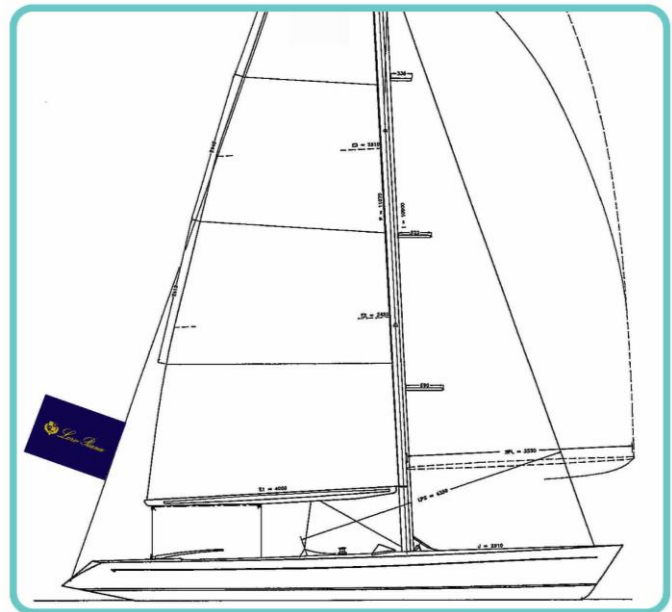
2. Event classification and advertising

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 on 9th March 2016:

- Signed entry form;
- Crew list & TV rights duly signed by all crew members;

- Valid ORCs Handicap Certificate;
- RRS Safety Afterguard Member Form;
- Name, mobile telephone numbers and email address for the Captain, RRS Safety Afterguard Member, Communication Officer and Racing Tactician;

4.2 Without the written approval of the Organizing Authority:

- yachts not complying with the requirements of S.I. 4.1 are not eligible for the event;
- and the value of handicap certificates issued by 16.00 on 9th March 2016 shall not be modified except by the ORC for reasons specified in the ORC Superyacht Rule (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 on the day it comes into effect except that changes to the programme shall be posted by 19.00 on the day before the change takes effect and posted online. It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB and online at www.yccs.com.

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 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 event lawn.

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, 9th March Inspections, Registrations, Skippers Briefing;

Thursday, 10th March Race;

Friday, 11th March Race;

Saturday, 12th 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 each race day.

7.4 The full programme will be posted on the ONB, published on the event websites and available at the Race Office.

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 - *Separate Booklet available in the Regatta Kit*).

9. RRS-Safety Afterguard Member Compliance

9.1 Each yacht shall ensure that at least one afterguard member is active with of *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and the Appendix SY. The Captain will submit the compliance form (page 2 of Exhibit 2) with information on the designated RRS-Safety Afterguard Member and the Communications Officer in advance, no later than 1st February 2016. Exhibit 2 can be found on the event website, and will be distributed to all captains via email.

9.2 The Organizing Authority will review all compliance forms prior to 15th February 2016 and communicate any concerns or issues to the Captain.

9.3 The Captain will designate a Communications Officer who will monitor and communicate on the VHF Safety Channel. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.

9.4 The Captain will determine what crew position the RRS-Safety Afterguard Member assumes (tactician, helmsman, navigator, strategist, etc.). The designated RRS-Safety Afterguard Member may assume the position of Communications Officer.

9.5 The RRS-Safety Afterguard Member shall attend all pre-race briefings and will be responsible for ensuring the Daily Declaration Form is returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

10. Captain's Briefing and Mandatory Safety Briefings

10.1 The pre-regatta Captain's Briefing will be held on 9th March at 16.00 at the YCCS. Attendance is mandatory for the Captain, designated RRS Safety Afterguard Member and Communication 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. The Race Committee may schedule a safety review meeting after receiving a report of an unsafe incident occurred on the race course. Yachts will be notified via VHF and mobile telephones.

These meetings will be mandatory for Captains, RRS Safety Afterguard Members and Racing Tacticians

11. Daily Declaration Form, Portable GPS and Rangefinders

11.1 Each yacht's RRS Safety Afterguard Member 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 yacht 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 Rangefinders – two per boat - which are to be used to determine distance between yachts (see Exhibit 5). Rangefinders shall be returned to the Race Office along with the Trac Trac unit and charger on Saturday 12th 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. Racing Format

13.1 It is the intent of the Race Committee to feature the pursuit racing format for as many as four Classes.

13.2 The race committee reserves the right to use staggered calculated finishing times for two or more classes depending on fleet composition.

14. The Start

14.1 Yachts in different classes may sail different courses each day. Yachts will be assigned their own starting times for each race with slower rated yachts starting before faster rated yachts in their class.

14.2 Starting times are determined by the course length and each yacht's Time-on-Distance (ToD) ORCsy rating allowance for the declared wind range and sea state (see ORCsy Rule). This changes RRS 26.

14.3 To enhance safe racing within the fleet, assigned start times may be adjusted, on a class basis, so that each class has a different expected finish time, i.e., those expected finish times will be separated by a 'margin of safety'. This will result in less congestion at turning marks late in the race, particularly at the finishing line, and make the overtaking issue less onerous for the faster yachts in fleet.

14.4 The Race Committee will use forecasts and observed conditions on the racecourse before declaring the wind range and sea state for scoring purposes. It will broadcast the course and starting sequence for the day on VHF 72 between approximately 10:15–10:45 (unless postponed). Best efforts will be made to post the starting sequence on the event websites and email to all Captains. Note: a yacht's starting time and/or starting order can change from race to race because of different wind strength, sea state and course lengths.

14.5 The start time for the first yacht in fleet is scheduled for 11:05 each day. The start times will be gapped at not less than 30 second intervals. A sound signal will be made for each start and the Race Committee will attempt to broadcast each start.

14.6 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). The absence of visual

signals shall be disregarded.

Signal	Flag	Sound	Time
Warning 1 st yacht	Loro Piana CSR Flag	1 sound	5 (11:00)
Preparatory 1 st yacht	P Flag	1 sound	4 (11:01)
Starting 1 st yacht	P Flag removed	1 sound	0 (11:05)
Starting 2 nd yacht	None	1 sound	To be determined
Etc.			
Starting last yacht	Loro Piana CSR Flag removed	1 sound	To be determined

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

14.7 If the start of a race is postponed, the Race Committee will display AP over numeral pennants signifying the number of minutes from the scheduled starting time (each yacht's starting time will be moved back exactly that number of minutes). The Race Committee will announce any postponement on VHF 72.

14.8 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 that are not in their starting sequence (5 minutes prior to their starting time) shall stay clear of the starting area. A full description of the starting and finishing line is in Appendix BRAVO.

15. 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 be scored DNS without a hearing. This changes RRS A4 and A5.

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

16.1 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.

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

16.3 Boats used by Press, Photographers, film crews, VIP's, etc. are not under the jurisdiction of the Race Committee.

16.4 Support boats must register as set out in the entry form (Support Boat section) and collect the identification flags at the Race Office. 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.

17. Time Limits

17.1 The time limit is 18.00. 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.

17.2 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.

18. Safety Requirement and Retirement

18.1 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.

18.2 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 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.

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

18.4 A yacht that does not intend to race shall notify the Race Office before 09.00.

18.5 A yacht that returns ashore to a point different than its assigned mooring place at YCCS Marina and cannot contact the Marina shall inform the Race Committee of its circumstances immediately.

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

19.1 The Race Committee will use VHF 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 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 is VHF 08. The Communications Officers on all yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finishing 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 72 for collision avoidance.

19.5 Back up to the 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 Captain, RRS Safety Afterguard Member and Communications 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 Safety Channel (VHF 8) between 10.00 and 10.45 each race day.

19.8 Any motor yachts participating in the Rendezvous will be race viewing during the regatta and monitoring VHF 72.

20. Scoring

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

20.2 If the course is shortened, the order of class finish will not determine the finishing places. The ORCs will use Time-On-Distance scoring using the appropriate handicap values (based on wind speed and sea state) to determine the order of class finish for a shortened course race.

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

20.4 Decisions concerning course selection and wind strength/ sea state used for scoring are the responsibility of the Race Committee and not ground for request for redress. This changes RRS 62.

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

21. Penalty System

21.1 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the Loro Piana Caribbean Superyacht Regatta & Rendezvous 2016. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement and safe racing by using the penalty system and protest procedures outlined here in SI sections 22.

21.2 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 boats entered. One-Turn and Two-Turn Penalties will not apply.

21.3 Post-Race Penalty:

(a) A boat 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 a Post-Race Penalty – 30% scoring penalty in accordance with RRS 44.3(c). However, if the boat 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 a Post-Race Penalty is accepted:

(i) Neither the boat nor the jury may then revoke or remove the penalty.

(ii) The boat 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.

21.4 Penalties applied under RRS 64 for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the jury.

21.5 If the organizing authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, invitations to future regattas may be withheld. The RRS-Safety Afterguard member and/or racing tactician may also be excluded from participating in future regattas.

22. Protest and Request for Redress

22.1 The Notice of Race and these Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage.

22.2 Protest forms are available at the Race Office. Protests and requests for redress shall be delivered there within the protest time limit. The protest time limit is 90 minutes after the last boat in class finishes.

22.3 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.

22.4 If there is an incident on the water and no protest is filed or penalty declared, the yachts' RRS-Safety Afterguard Members 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 on their Daily Declaration Form.

22.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.

22.6 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

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.18.

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: RRS Safety Afterguard Member and Communications Officer;
- n3: Declaration Form;
- n4: GPS Tracker Instructions;
- n5: Pantaenius Rangefinder Instructions;
- n6: On Water Emergency Procedures;

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



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2016

Virgin Gorda, 9 – 12 March 2016

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.



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2016

Virgin Gorda, 9 – 12 March 2016

SI Exhibit 2

DESIGNATED RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE

The Loro Piana Superyacht Regatta requirement for a designated 'RRS-Safety Afterguard Member' can be found in NOR Amendment 1.

BACKGROUND:

It has become apparent in recent superyacht regattas that some designated 'Safety Officers' did not have the required qualifications or experience for that crew position; specifically a thorough understanding of *The Racing Rules of Sailing (RRS)*. Additionally, it was revealed that in some instances no member of the afterguard had an adequate level of experience and expertise with the RRS, leading to unexpected encounters and undesired outcomes on the racecourse.

Hence, the SYRA and superyacht regatta organizers have taken two important steps:

First, the individual monitoring the VHF Safety Channel will be designated the 'Communications Officer' as opposed to the 'Safety Officer'. The previous terminology 'Safety Officer' was misleading because the Captain is the individual who has the ultimate responsibility for the safe operation of the yacht at all times. It is now **required** that each yacht have a Communications Officer. It is **recommended** that the Communications Officer, in addition to having experience with radio protocol, also have experience with and an understanding of the RRS.

Second, it is **required** that the Captain ensure that at least one afterguard member is active with the *Racing Rules of Sailing (RRS)* and has a thorough understanding of the RRS and the Appendix SY. The Captain will determine what crew position that individual assumes (tactician, helmsman, navigator, strategist, communications officer, etc.) As such, each yacht must submit the name of their designated 'RRS-Safety Afterguard Member' and Communications Officer, using the appropriate form (page 2 of this document). In addition to answering the questions in Exhibit 2, the designated 'RRS-Safety Afterguard Member' is encouraged to include a sailing resume or list of relevant credentials and experience. The Organizing Authority will review all forms (**due no later than 1 February, 2016**) and communicate any concerns or issues to the Captain.

QUALIFICATIONS AND CREDENTIALS:

The fundamental credentials and qualifications that the designated RRS-Safety Afterguard Members are required and recommended to possess:

Required:

- Currently active and fully conversant with *The Racing Rules of Sailing* (routinely racing as an afterguard member – in either large yachts or smaller boats);
- A thorough understanding of racing tactics, preferably active in the role of tactician;
- A thorough understanding of the RRS Appendix SY;
- Experience with VHF radio protocol and an understanding of the important role that active, professional dialogue on the dedicated VHF Safety Channel plays in superyacht racing;
- A thorough understanding of the regatta's racing documents (*rules*) including the Notice of Race, Sailing Instructions, Amendments and Exhibits;
- Conversant in English.

Strongly Recommended:

- Experience racing large yachts as a member of the afterguard (helmsman, racing tactician, navigator);
- Experience with the RRS Appendix SY (as a superyacht afterguard member);
- Experience with and knowledge of the manoeuvring characteristics and limitations of his or her superyacht, as well as those of other competitors.

(RRS-Safety Afterguard Member Compliance Form on page 2)

**RRS-Safety Afterguard Member and Communications Officer
COMPLIANCE AND INFORMATION FORM
2016 Loro Piana Superyacht Regatta (submit no later than 1 February, 2016)**

Please answer all questions below and use a second page if necessary to provide additional relevant information. Attaching a sailing resume is encouraged. This form will be reviewed by the Organizing Authority (OA) and retained by the OA and the Superyacht Racing Association (SYRA).

Yacht Name: _____ Boat Captain: _____

Designated RRS-Safety Afterguard Member Name: _____

Email Address: _____ Mobile Phone: _____

Position: Tactician Navigator Helmsman Strategist Communications Officer

Other _____

Permanent Crewmember Part time Racing Crewmember

Fully conversant in English: Yes No

Possess a thorough understanding of the RRS: Yes No

Currently active with the RRS *as an afterguard member*: Yes No

Recent racing experience **in other than superyachts as an afterguard member** (past 3 years). Include regatta names, years, boats, and crew positions:

Has read and understands the RRS Appendix SY: Yes No

Recent **superyacht racing as an afterguard member**, using the Appendix SY. Include regatta names, years, yachts and your crew positions (recommended, not required, if you have afterguard racing experience in other than superyachts):

Racing experience on this particular yacht: Yes No (include regatta names, years, and crew positions):

List any additional relevant credentials, classifications or qualifications (e.g. International or National Judge, Marine Industry Professional, etc.):

If the Designated RRS-Safety Afterguard Member is not going to be the yacht's Communications Officer, please provide name, email address and mobile phone number of the Communications Officer:

Designated 'Communications Officer' Name: _____

Email Address: _____ Mobile Phone: _____

Please include any relevant documents, such as your sailing resume, and return this form by e-mail, or fax to:

EMAIL: secretariat@yccs.it FAX: +39-0789-91213



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2016

Virgin Gorda, 9 – 12 March 2016

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 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)

RRS/Safety Afterguard Member (printed)

Boat Captain (signed)

RRS/Safety Afterguard Member (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, RRS-Safety Afterguard Members 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.
- 2 The following safety procedure shall be followed:
 - a) At registration, the RRS-Safety Afterguard Members, shall personally collect and sign for their tracking device.
 - b) It is a RRS-Safety Afterguard Members' responsibility to **re-charge** the tracking device overnight every evening.
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 for possible action.

Please return the tracking device and charger to the Organizer immediately following the last race

MOUNTING THE DEVICE

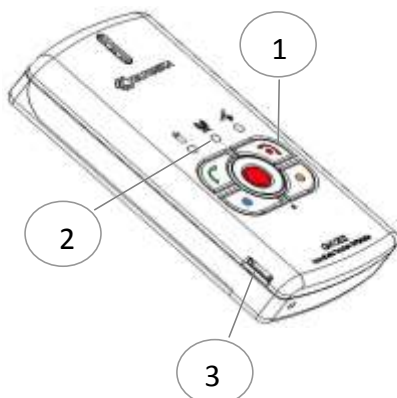
The tracking device should be placed into it's aquapac (provided) and is recommended to be attached to the boat on the sea rail, ideally centrally, at the back of the boat, clear of any obstructions or other instruments, in clear view of the sky (for satellites) and above the Waterline.

Attach the device into position at the back of the boat. Secure with cable tie or tape, so it does not hang loosely or bang around.

Once mounted correctly, do NOT open the water proof plastic bag under any circumstance – the tracking device is NOT waterproof.

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 RANGE FINDER INSTRUCTIONS

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of an additional 40 Nikon Rangefinders to help ensure safe racing at superyacht regattas events. We are now able to issue 2 rangefinders per yacht – one for the bowman and one for the appropriate member of the afterguard.

Please be sure that you turn the 2 rangefinders back in to the Event Organizer following the last race.

Nearly all 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 2 Nikon Laser Range finders 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 range finders 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 range finders 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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Virgin Gorda, 9 – 12 March 2016

SI Exhibit 6

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 or VHF 8.
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 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, safety boat 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.

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
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VISAR (Sea Rescue):	+1 284 494 4357	VHF 16
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YCCS Marina:	+1 284 3932000	VHF 08
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