



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2017

Virgin Gorda, 10 – 13 March 2017

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|----------------------------|----------------------|--------------|------------------|---------------|
| Object: | To the attention of: | Place: | Date: | Posting time: |
| Notice of Race Amendment 1 | All Competitors | Virgin Gorda | 28 November 2016 | hrs:17.00 |

From: Organizing Authority (X)

| Race Committee ()

| International Jury / Protest Committee ()

Signed:

Paragraph 3 – Eligibility

3.1 – Delete and replace with:

3.1 - "The regatta is open to the following boats: boats with LH of 80 feet or more with a valid 2017 ORCs_y or ORCs_c Handicap Certificate."

Paragraph 4 – Division and Classes

Delete and replace with:

4.1 The Organiser will, at its sole discretion, divide the fleet into Divisions and Classes based on the number of entries, the boats' size, speed potential and performance characteristics. A notice with the preliminary breaks will be posted on the YCCS web site by 25th February, 2017.

4.2 Depending on fleet composition, it is the intent of the Race Committee to have a Cruising, Performance, and Corinthian Spirit Divisions. The three Divisions may be further divided into Classes, depending on the number of entries, size, speed potential, and performance characteristics of the yachts in each division.

4.3 The Corinthian Spirit is a non-spinnaker Division (for further information see the overview attached, and Exhibit 7 which will be posted on the YCCS website and distributed to all captains via email). A minimum of four (4) entry applications must be received by 10th January for the organizing authority to provide a division. All yachts in the Corinthian Spirit division are required to have a current and valid ORCs_c handicap certificate. All yachts shall submit their completed handicap application to the ORC no later than 15th January 2017. The event organizer and ORC will assist the Corinthian Spirit Division entrants with their handicap applications.

In the event the minimum number of four (4) entries is not reached, all yachts having an ORCs_c certificate will be allowed to race in the ORCs_y divisions and their ORCs_c certificate will be turned into a ORCs_y declared one.

4.4 At the Race Committee's discretion, Divisions and Classes may sail different courses on any given day.

Paragraph 7 - Handicap certificates & measurement

7.1 & 7.2 - Delete and replace with:

7.1 A valid ORCs_y or ORCs_c certificate is required from all competitors. Certificates will be issued to the yacht by the rule authority (the Offshore Racing Congress – www.orc.org). To apply for a certificate and for additional information on the ORC Superyacht Rule, contact the ORC Office at: orcsy@orc.org. The handicap application and fee must be received by the ORC no later than 15th January, 2017.

7.2 All measurements required shall be submitted as part of the application process for an ORCs_y or ORCs_c certificate. The ORC will accept declared data when measurement data is not available. The ORC, at its discretion, may implement hull data from design offices and sail data from sailmakers.

Paragraph 8 - Registration

8.2 & 8.3 - Delete and replace with:

8.2 At final registration the following documents will be required:

- original ORCs_y or ORCs_c 2017 Certificate unless and if different than the one already produced;
- acceptance of the Notice of Race, photography & TV rights and third party liability as set out in the Entry Form;
- declaration accepting this waiver of rights that each individual participating crew member will be required to sign.
- RRS Safety Afterguard Member Compliance form.

8.3 Without the approval in writing of the Race Committee whose discretion shall be full and unfettered:

- boats not complying with the requirements of NoR 8.2 are not eligible for the event; and
- the value of ORCs_y or ORCs_c Certificates issued on 10th March, 2017 shall not be modified except as approved by the Organising Authority. Boats shall not be entitled to redress in respect of a decision of the International Jury under this paragraph (Changes RRS 62 (1)).

Superyacht Racing
CORINTHIAN SPIRIT CLASS

Overview

The superyacht racing circuit is thriving with new yacht owners coming on the scene every year, but there is a need to broaden the appeal of superyacht regattas. Recognizing this need, the SuperYacht Racing Association (SYRA) membership has developed a new initiative: the Corinthian Spirit Class. A primary goal is to grow participation, providing yacht owners not currently involved with an alternative to what is viewed as increasingly competitive and resource intensive racing.

The new Corinthian Spirit Class is meant to be different with an emphasis on close, fun racing, fewer regatta expenses, streamlined access to a superyacht handicap, and minimal impact on the yacht captain's resources in the lead up to regattas. This new class is intended to attract both yacht owners who have participated in the past and those who have yet to compete, addressing concerns about all that is required to get their yachts 'race ready'.

Class Features

Features that distinguish the Corinthian Spirit Class from conventional superyacht racing include:

- Modified eligibility criteria - no spinnakers and only jibs on furlers or hanks;
- Reduced regatta expenses – with no spinnakers, the need to augment permanent crew is minimized and the handicapping philosophy eliminates the need to optimize one's yacht for racing (see handicapping section below);
- Minimizing preparation impact on Captain and crew - Organizer will assist entrants with any regatta logistic needs.

Handicapping Philosophy – Fun Racing

An important initiative goal is to keep the racing fun and close without owners having to optimize yachts:

- Simplify the handicapping process - simplified application and reduced fee with ORC and the SYRA available to assist the captain as needed;
- Special Corinthian Spirit handicap certificate (ORCCs) – a one-number handicap that incorporates a subjective pre-regatta assessment on the preparation / optimization of the yacht to race (e.g. age of sails, condition of bottom, etc.);
- A handicapping philosophy that will provide close racing with all well sailed entrants capable of a podium finish regardless of pre-regatta expenditures and preparation;
- Handicap adjustments on site to be made by a panel consisting of ORC and SYRA members (not the Regatta Organizer);
- Handicap adjustments may be applied between races based on observed speed and yacht maneuvering characteristics;
- The goal is to provide an enjoyable experience for all yacht owners in class while rewarding those yachts that are well sailed.

Safe Racing

Safe racing has been and will continue to be a top priority of Organizers and the SYRA. There will be no compromise to safe racing with the Corinthian Spirit class.

- The standard Racing Rules Appendix SY will be invoked (40 metre minimum separation, single file starts, VHF safety channel, etc.);
- As with all superyacht racing, an 'RRS-Safety Afterguard Member' will be required. The SYRA will assist the entrant in finding an experienced individual;
- On site briefings will be conducted by experienced captains and afterguard members regarding onboard safety and lessons learned.

Additional Considerations and Incentives include:

- Shorter, less challenging race courses;
- An 'Owner-Driver' credit for the yacht's handicap;
- A 'Best Starter' award at the conclusion of the regatta.