



YACHT CLUB COSTA SMERALDA



LORO PIANA SUPERYACHT REGATTA 2012



SAILING INSTRUCTIONS
PORTO CERVO, 4th - 9th JUNE



LORO PIANA SUPERYACHT REGATTA / PORTO CERVO 4-9 JUNE 2012

SAILING INSTRUCTIONS

The rules listed below pertain to all classes. Due to the size, limited manoeuvrability and other constraints with superyachts, ISAF has allowed changes to *The Racing Rules of Sailing (RRS)* that will enhance safe racing at the Loro Piana Superyacht Regatta. They come in the form of changes to four definitions and one rule of Part 2. One of the important safety initiatives presented is maintaining a minimum of 40 meters separation between superyachts. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. Due to the dynamics of yachts under sail, a precise measurement of 40 meters can be difficult. If questions arise, they should be resolved via VHF bridge to bridge communication. The event organizer expects best efforts with compliance and good sportsmanship in maintaining minimum separation. The Cruising/Superyacht Class will have a staggered start and race under RRS with the ISAF approved changes and superyacht safety protocol items listed in Appendix C. The Performance Class will have a fleet start and sail under conventional RRS except for those instances when they encounter a Cruising Superyacht Class boat on the racecourse in which case the rules and safety protocol items listed in Appendix D will apply.

1. **Rules**

1.1 The regatta will be governed by:

The *rules* as defined in the Racing Rules of Sailing;

Special Regulations governing Offshore Racing for Category 3, with life raft onboard compulsorily, except that jackstays are not required to be fitted on deck (amends OSR 4.04);

Where a specific trophy is available for a specific class, the class rules of that class shall apply to boats competing for that trophy;

- The IRC Rules Parts A, B and C shall apply. For the purposes of IRC rules 21.1.5 (d) and (e) this regatta is on consecutive days, yet the sails carried on board need not remain the same for the duration of the event but sails do need to remain the same for each day. A day begins when a boat leaves the dock for the first time that day;

IRC Rule 22.4 shall not apply. There will be no limitations on crew number or weight.

- These Sailing Instructions, Appendix A (FIV Prescriptions), Appendix B (Coastal & Island Courses), Appendix C (Special Rules for Cruising/Superyacht Class), Appendix D (Special Rules for Performance Class), and Appendix E (Boat Starting Order for the Cruising/Superyacht Class).

1.2 No national authority prescriptions will apply except Part 6 of prescriptions of the FIV (Italian Sailing Federation), which will apply only to Italian nationals. A copy of that prescription is in Appendix A.

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 take precedence. This changes rule 63.7.

2. **Event classification and advertising**

2.1 Boats may display advertising in accordance with ISAF Regulation 20, Advertising Code. Boats shall display Event Advertising in compliance with ISAF Regulation 20 and as detailed in these Sailing Instructions.

2.2 Boats will be required to display the sponsor's pennant on the backstay throughout the period starting one hour after the completion of registration and ending one hour after the finish of the last race of the regatta.

2.3 In addition boats will be required to display the event battle flag throughout the same period but only while moored.

2.4 The Organizing Authority will supply the pennant and flag at registration.

2.5 The Organizing Authority may also require the installation, at no cost to competitors, of on board video cameras for the official television production and/or a tracking system.

2.6 Boats intending to display advertising during the regatta shall state in the entry form the nature of such advertising.

2.7 Boats are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the Porto Cervo Marina Area without the consent in writing of the Organizing Authority obtained before the start of the Regatta.

3. Venue

Regatta Headquarters will be located at the YCCS Clubhouse and the Official Notice Board (ONB) will be located in front of the entrance of the YCCS Club House.

4. Registration Formalities

4.1 To qualify as a competitor the following shall be completed with the Race Office by 17.00 hours on June 4th, 2012:

- a. Acceptance of the Notice of Race as set out in the Entry Form;
- b. Disclaimer of liability as set out in the Entry Form;
- c. Media rights consent as set out in the Entry Form;
- d. Crew list.

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

- (i) boats not complying with the requirements of S.I. 4.1 are not eligible for the event; and
- (ii) the value of rating certificates issued by the 1st of June shall not be modified except as approved by the Organizing Authority.

5. Briefing

The official briefing will be held at the Upper Terrace of the Yacht Club Costa Smeralda at 18.00 hours on June 4th, 2012. Two representatives of each boat shall attend.

6. Amendments to the Sailing Instructions and Notices to Competitors

6.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.30 hours on the day it comes into effect except that changes to the programme shall be posted by 20.00 hours on the day before the change takes effect. It is the responsibility of competitors to acquaint themselves with these notices. A copy of each amendment will be placed in each boat's mailbox located in the Regatta Headquarters.

6.2 Notices to competitors will be posted on the ONB.

7. Signals made ashore

7.1 Signals made ashore shall be displayed on the official flag staff located at the Terrace of the YCCS Club House.

7.2 The display or removal of signals ashore will be announced by sound signal and possibly via radio on VHF Channel 72. There will be no grounds for request of redress in the case of mistakes or omission of sound or radio signals. (This amends RRS 62).

7.3 Code flag "AP" (Answering Pennant) made ashore means "race not started is postponed". The warning signal will be made 60 minutes after removal unless at that time the race is postponed again or abandoned. This changes RRS Race Signals.

8. Programme

8.1 The programme will be as follows:

Monday 4 th June	Inspections, Registrations and Briefing
Tuesday 5 th June	Race
Wednesday 6 th June	Race
Thursday 7 th June	Race – Only for Performance Division Lay Day or Resail for Cruising Division
Friday 8 th June	Race
Saturday 9 th June	Race and Final Prize Giving

For the Cruising Division four races are scheduled of which one race will constitute a series.

For the Performance Division five races are scheduled of which one race will constitute a series.

8.2 The Organizing Authority and the Race Committee reserve the right to modify the above programme according to weather conditions and other unforeseen circumstances.

8.3 The scheduled time of the warning signal for the first race each day is at 12.00 hours.

8.4 On Saturday, 9th June there will be no warning signal after 15.00 hours.

9. Starting Area - Courses - Finishing Line - Marks

Starting areas, courses, finishing lines and marks are described in Appendix BRAVO, Coastal and Island Courses – Edition 2012.

10. Starting Procedure

10.1 In accordance with RRS 26 the following flags will be utilised as Class Flags:

Performance Class	Warning signal:	Flag "J"
Cruising/Superyacht Class	Warning signal:	Flag "D"

Each boat is required to display the appropriate class flag on its backstay.

10.2 Unless postponed the starting sequence will be:

- First warning signal for the Performance Class start at 12.00
- First warning signal for the first boat in the Cruising/Superyacht Class as soon as practical after the start of the Performance Class.

At or before the warning signals the Race Committee will display the number of the course to be sailed on a number board on the Race Committee signal boat.

10.3 The starting sequence for the Cruising/Superyacht Class is in Appendix E.

10.4 All support boats shall keep well clear of the starting area and, after the preparatory signal, are not to approach within 100 metres of any competing boat. Infringement of this Rule by a boat's support vessel may result in the imposition of a time penalty against the boat by the International Jury.

10.5 The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end of the line and the starting mark at the port end. The starting mark may be replaced by a Service Boat displaying an orange flag. In this case the starting line will be between the staffs displaying an orange flag on each boat. The Race Committee Boat and/or Service Boat on the starting line may hold their position with the use of engines. Both the Race Committee Boat and the Service Boat rate as marks.

10.6 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. Boats which are not in their starting sequence (5 minutes prior to their starting time) shall stay clear of the starting area and boats which have yet to start should stay clear of boats racing on the course side of the starting line.

11. Committee Boat, Jury Boat, Service Boats and Press Vessels

11.1 The Race Committee boat will be identified by a large burgee of the YCCS and/or the event flag. The Race Committee boat will normally be the starting boat.

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

11.3 The Jury boat will display a white flag with "J".

11.4 Vessels used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the Race Committee. However, boats registered with the organizing authority will be asked to display a white flag with "P".

12. Time Limits

The time limit is 19.30 hours except the last day of the regatta when it will be 17.30 hours.

If at least one boat in class sails the course and finishes within the time limit, all other boats in class which complete the course within an extended time limit of 90 minutes (on the last day 60 minutes) after the finish of the first boat in class will be scored.

Boats failing to finish within the extended time limit after the finish of the first boat will be scored one position worse than the last scored yacht. In the case of postponement of the starting time, the time limit will not be changed.

This changes RRS 35, A4 and A5.

13. Retirement

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

13.2 Boats that do not leave the harbour shall notify Regatta Headquarters before 11.30 hours.

13.3 A boat forced to return ashore to a point different than its assigned mooring place at Porto Cervo Marina or that cannot reach the Marina by its own means shall inform Regatta Headquarters of its circumstances immediately by calling any of the following:

- YCCS Race Office Phone n° + 39 0789 902200 – secretariat@yccs.it
- Race Committee VHF Channel 72

14. Protests

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

14.2 Protest forms are available at Regatta Headquarters and the completed protest form shall be lodged there within 90 minutes after the last boat in class has finished the last race of the day.

14.3 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 Jury Room.

14.4 The Race Committee or International Jury intending to protest a boat 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 boat.

14.5 Sailing Instructions 2, 10.6, 13, 15.2, 15.5 and Appendix C Para 9.2, shall not be subject to protest by competing boats (Amends Rule 60).

14.6 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 rule 66.

14.7 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 rule 62.2.

14.8 A list of the TCC's of the boats will be posted on the YCCS and event web sites on the 1st June and on the Official Notice Board during the event. The Protest Time Limit for Rating Protests for boats, except relating to changes made during the regatta, will expire at 15.00 hours on 4th of June.

14.9 It is the boat representative's sole responsibility to check the protest notices to see if she is cited in a protest. Competitors are reminded of RRS 63.3 (b).

14.10 Decisions of the International Jury will be final as provided in RRS 70.4.

15. Communications (VHF Radio – Mobile Phones)

15.1 Boats shall be equipped with a Marine VHF transceiver operating on VHF channels 8, 9, 16 and 72.

15.2 The Race Committee broadcasts will be made on VHF 72. The Race Committee may use VHF 72 to broadcast information such as signals made ashore, location of the Race Committee Boat, bow or sail numbers of boats recalled, change of course, etc... . A time check may be transmitted approximately 30 minutes before the first warning signal each day.

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

15.4 For collision avoidance purposes all communication systems are allowed and boat to boat communications is strongly encouraged. The dedicated Safety Channel is VHF 8. All boats must maintain an active radio watch on VHF 8 from their approach to the starting area until departing the finish area following the race. If VHF 8 is congested, boats may also use Race Committee channel VHF 72 for collision avoidance purposes.

15.5 All boats must conduct a radio check with the Race Committee on the Safety Channel within one hour prior to their start.

16. Scoring

16.1 The Fleet will race under the IRC Rule using time-on-time. The Low Point System Appendix A shall apply, except that there will be no discard. This modifies RRS A2.

16.2 Immediately after and/or during the finish of boats informal and provisional results may be issued by the Secretariat for information only.

Formal final results shall be signed by the Race Committee.

17. Penalty Systems

17.1 Penalty systems specific to the Cruising/Superyacht Class are in Appendix C.

17.2 Except in respect of a breach of RRS Part 1 and 2, the International Jury may impose any penalty it considers fair, including no penalty.

17.3 For the Performance Class only, Rules 44.1 and 44.2 are modified to require only one turn to include one tack and one gybe.

18. Rating Certificates

No changes of the rating values are possible unless as a consequence of controls and inspections by the Measurer pre-approved by the Organizing Authority.

19. Control, Measurement and Inspection

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

20. Trophies

20.1 Refer to Notice of Race Paragraph 16.



LORO PIANA SUPERYACHT REGATTA / PORTO CERVO 4-9 JUNE 2012

APPENDIX C SPECIAL RULES FOR CRUSING/SUPERYACHT CLASS

The rules listed below pertain only to the Cruising/Superyacht Class. Due to the size, limited manoeuvrability and other constraints with superyachts, ISAF has allowed for changes to *The Racing Rules of Sailing (RRS)* that will enhance safe racing for superyachts. They come in the form of changes to four definitions and one rule of Part 2. One of the central safety initiatives is maintaining a minimum of 40 meters separation between superyachts. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. Due to the dynamics of yachts under sail, a precise measurement of 40 meters can be difficult. If questions arise, they should be resolved via communication on the designated VHF safety channel. The event organizer expects best efforts with compliance and good sportsmanship in maintaining minimum separation. The Cruising/Superyacht Class will have a staggered start and race under RRS with the ISAF approved changes and superyacht safety protocol items listed in this Appendix. The Performance Class will have a fleet start and sail under conventional RRS except for those instances when they encounter a Cruising/Superyacht Class boat, in which case the safety protocol items listed in Appendix D will apply.

1. Special Rules

In accordance with RRS 86.2, ISAF has approved the changes to the RRS definitions *Keep Clear*, *Mark-Room*, *Room*, and *Zone*, and RRS 17 as follows:

- (a) The definition *Keep Clear* is deleted and replaced with: "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 forty (40) meters between the boats.";
- (b) The definition *Mark-Room* is deleted and replaced with: "*Room* for a boat to sail to the *mark*, and then *room* to sail her *proper course* while at the *mark*, with no less than forty (40) meters between the boats.";
- (c) The definition *Room* is deleted and replaced with: "The space a boat needs in the existing conditions while manoeuvring promptly in a seamanlike way, with no less than forty (40) meters between the boats.";
- (d) The definition *Zone* is deleted and replaced with: "The area around a *mark* within a distance of three hundred (300) metres to it. A boat is in the *zone* when any part of her hull is in the *zone*.";
- (e) RRS rule 17, *On the Same Tack; Proper Course*, is deleted and replaced with: "17 *On same tack; proper course* when being overtaken."

1.1 A boat being overtaken shall sail her *proper course* from the time the overtaking boat is within eighty (80) meters of her until the overtaking boat is *clear ahead* or more than eighty (80) meters from her. This rule does not apply if the boat being overtaken is required by rule 13 to *keep clear* or if rules 10, 18, 19 or 20 apply.

1.2 An overtaking boat shall not sail within forty (40) meters of the other boat."

2. Safety Officer

2.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (the form has been distributed to all Boat Captains via email). His or her name, local mobile phone number must be confirmed at the Race Office at registration. The Safety Officer can be the Boat Captain.

2.2 The Safety Officer shall be a member of the afterguard whose sole responsibility will be the safe manoeuvring of the yacht, communicating on the dedicated VHF safety channel while racing and collision avoidance. The Safety Officer shall have no other responsibility above and beyond these safety related matters.

2.3 The Safety Officer will be responsible for communications on the dedicated VHF safety channel (refer to SI paragraph 15.4) and any other communications which enhances the safety of the boat. The Safety Officer must have a handheld VHF radio with him from the time the boat approaches the starting area until departing the finishing area following the race.

2.4 The Safety Officer shall attend any pre or post race briefings and will be responsible for ensuring the Course Log, Safe Racing & Penalty Declaration Form is returned to the Race Office as soon as practical following racing each day.

3. Captain's Briefing and Mandatory Safety Briefings

3.1 The pre-regatta Captain's Briefing will be held on June 4th at 1800 hours at the upper terrace of the YCCS. Attendance is mandatory for the Boat Captain, designated Safety Officer and Racing Tactician (if applicable).

3.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the racecourse on a given day. Yachts will be notified via VHF 72 and mobile telephones. These meetings will be mandatory for Boat Captains, Safety Officers and Racing Tacticians.

4. Course Log, Safe Racing & Penalty Declaration Form

The Course Log, Safe Racing & Penalty Declaration Form will be distributed to Safety Officers at the Captain's Briefing. The document will call for information including, penalties taken, mark rounding times, recorded wind speed and direction, anomalies encountered in navigating the course, and safety related incidents your yacht is involved in. Completed documents are to be submitted to the Race Office as soon as practical after racing, but no later than 2 hours after each yacht finishes racing.

5. Use of Engines and Thrusters

5.1 For safety reasons, boats 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 for a boat to take such action as will best aid to avoid a collision.

5.2 A boat that puts her engine in gear or uses her thruster at any time after 5 minutes prior to her individual start, must submit a written declaration of "engine/thruster use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used, the duration of use and any potential competitive gain.

5.3 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 a ground for protest by another boat. This changes RRS 60.1.

6. Staggered Starting Procedure

6.1 The Loro Piana Superyacht Regatta features a Staggered Start for the Cruising Class with the slowest rated boat starting first. The starting time gap between boats will be 2 minutes with the boat starting order outlined in Appendix Echo. Appendix Echo will be published by the Organizing Authority when registration is completed and posted on the ONB.

6.2 Rule 26 is changed to:

The Performance Class will start first (conventional fleet start) with their warning signal scheduled for 1200 hours daily. The warning signal for the first boat in the Cruising/Superyacht Class will be sounded as soon as practical after the Performance Class start.

Races shall be started by using the following signals. Times shall be taken from the visual signals for the first starter and VHF broadcasts thereafter.

The interval between starts for Cruising Class boats will be 2 minutes with no visual signals for boats with the exception the first and last starters. The race committee will use a sound signal for each start and attempt to broadcast the name of each boat starting.

<i>Signal</i>	<i>Flag</i>	<i>Sound</i>	<i>Minutes Before 1st Starting Signal</i>
Warning	Class flag D	1 sound	-5
Preparatory 1 st boat	P Flag	1 sound	-2
Starting 1 st boat	P Flag removed	1 sound	0
Starting 2 nd boat		1 sound-	-2
Etc...			
Starting last boat	Class flag Removed	D1 sound	

Apart from the first boat, a boat's preparatory signal is the starting signal for the previous boat.

7. Recalls

There will be no individual recalls. Any boat crossing the starting line early shall not restart and will be awarded a 5 minute penalty. A boat that crosses the starting line more than 2 minutes early will not be scored. This modifies rule 28.1, 29.1, A4.2 and A5.

8. Penalty Systems

8.1 The Scoring Penalty as provided in Rule 44.3 shall apply except that Rule 44.3(c) is deleted and replaced with the following: "44.3 (c). The elapsed time for a boat that takes a Scoring Penalty shall be the elapsed time she would have been allocated without that penalty increased by 2%.

If she takes more than one Scoring Penalty in a race, her elapsed time will be increased by 2% for each Scoring Penalty taken.

8.2 A boat shall not take a Two-Turns Penalty. This modifies rules 44.1 and 44.2.

8.3 A boat that has broken rule 31 (touching a mark) shall not take a One-Turn Penalty. The yacht will be penalized 5 minutes. This modifies rule 44.1.

8.4 When a boat takes a scoring penalty she shall declare it on the 'Course Log, Safe Racing & Penalty Declaration Form'.

8.5 Except in respect of a breach of RRS Part 1 and 2, the International Jury may impose any penalty it considers fair, including no penalty.

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

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

9.2 The Bridge-To-Bridge Safety Channel is VHF 08. All boats must maintain an active radio watch on VHF 08 from the time they approach the starting area until departing the finishing area following racing. Boats hailed by another boat must respond. This channel should be used in close quarters to determine the other boats intentions, resolve confusion and assist with collision avoidance. All boats must conduct a radio check with the race committee on the Safety Channel within one hour prior to their start.

9.3 Back up to the designated Safety Channel (VHF 08) and the Race Committee Channel (VHF 72) 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 Channels are in use.

9.4 Boats equipped with an Automatic Identification System (AIS) shall 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.



LORO PIANA SUPERYACHT REGATTA / PORTO CERVO 4-9 JUNE 2012

APPENDIX D SPECIAL RULES FOR PERFORMANCE CLASS

The rules listed below pertain only to the Performance Class and only apply when a Performance Class boat encounters a Cruising/Superyacht Class boat on the racecourse. Due to the size, limited manoeuvrability and other constraints with superyachts, ISAF has allowed for changes to *The Racing Rules of Sailing (RRS)* that will enhance safe racing at the Loro Piana Superyacht Regatta. They come in the form of changes to four definitions and one rule of Part 2. One of the important safety initiatives is maintaining a minimum of 40 meters separation between the boats racing in the Cruising/Superyacht Class. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. Boats in the Performance Class must read and understand Appendix C which includes special rules that the Cruising/Superyacht Class are racing under.

1. Separation from Cruising/Superyacht Class Boats

The area around a Cruising/Superyacht Class boat within a distance of 40 meters is an *obstruction* and is a prohibited area. This is never a continuing *obstruction*.

2. Communication with Cruising/Superyacht Class Boats

If a Performance Class boat is likely to come close to 40 meters separation from a Cruising/ Superyacht Class boat, she shall contact the Cruising/Superyacht Class boat and appraise that boat of her intention. The event organizer expects best efforts with compliance and good sportsmanship in maintaining reasonable and safe separation from the Cruising/Superyacht Class boats. Primary communications with Cruising/Superyacht Class boats (SI 15.4) will be with the designated safety Channel (VHF 08) with the RC Channel (VHF 72) and mobile phone as backups.

All Performance Class boats shall provide the cell phone numbers of their tactician and navigator to the Race Office by the close of registration. Telephone communication is strongly encouraged when the two VHF Channels are in use.

3. Course Log, Safe Racing & Penalty Declaration Form

If a Performance Class boat comes close to 40 meters separation from a Cruising/Superyacht Class boat, she shall complete and submit a Course Log, Safe Racing & Penalty Declaration Form with an account of the situation. Completed documents are to be submitted to the Race Office as soon as practical after racing, but no later than 2 hours after each yacht finishes racing.



YACHT CLUB COSTA SMERALDA

Loro Piana Superyacht 2012



Appendix Echo

YACHT	BUILDER	LOA	TCC	Start
				Min. after 1 st start
Ganesh	Fitzroy Yachts	38.8m	1.326	0
Scorpione dei Mari	Jongert	29.0m	1.348	2
Moonbird	Fitzroy Yachts	37.1m	1.372	4
Annagine	JOM Holland BV	33.0m	1.405	6
Ivanka	Seaway	24.0m	1.412	8
L'Ondine	Southern Wind	30.2m	1.434	10
I-Sea	Southern Wind	30.2m	1.445	12
Mrs Seven	Southern Wind	30.2m	1.450	14
Cape Arrow	Southern Wind	30.2m	1.451	16
Twizzle	Royal Huisman	57.5m	1.519	18
Kiboko	Southern Wind	28.6m	1.529	20
Salperton	Fitzroy Yachts	45.0m	1.540	22

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