



DUBOIS CUP 2013

SAILING INSTRUCTIONS
Porto Cervo, 1st - 3rd June 2013



YACHT CLUB COSTA SMERALDA

DUBOIS

1. Rules

1.1 The regatta will be governed by:

- The rules as defined in the Racing Rules of Sailing 2013-2016(RRS) and Appendix SY (Exhibit 1);
- Special Regulations governing Offshore Racing for Category 3, with life raft on board compulsory, except that jackstays are not required to be fitted on deck (amends OSR 4.4);
- The International Super Yacht Rule handicap system;
- The Notice of Race (NoR) and these Sailing Instructions (SI) including all the Exhibits (1-8);

1.2 No national authority prescriptions will apply.

1.3 English shall be the official language used at the regatta. If there is a conflict between languages, the English text will take precedence.

1.4 In the event of a discrepancy between the NoR and the SI, the SI take precedence. This changes rule 63.7.

2. Event classification and advertising – Refer to NoR at para 2**3. Venue**

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

4. Registration Formalities

4.1 To qualify as an official competitor the following shall be completed with the Race Office by 17.00 hours on June 1st, 2013:

- Entry form duly signed;
- Crew list duly signed by all crew members;
- Handicapping certificate;
- Safety Officer Form;
- Support boat declaration (if any).

4.2 Without the approval in writing of the Organizing Authority:

- (i) boats not complying with the requirements of SI 4.1 are not eligible for the event;
- (ii) and the value of rating certificates issued by 12.00 hours on 1st June 2013 shall not be modified except by the ISYR for gross anomalies, changes arising from controls, or for protests due to unauthorised changes to the boat that would affect the handicap made after that posting.

4.3 Crew list changes shall be communicated to the Race Office on the available form by 09.30 hours every day of racing and shall be approved by the Race Committee (RC).

5. Amendments to the Sailing Instructions and Notices to Competitors

5.1 With the exception of Sunday, June 2nd, 2013, any amendments to the SI 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. With the Skipper's Briefing on Sunday morning at 10.00 hours, any additional amendment(s) to the SI for Sunday racing will be broadcast on VHF Channel 72, emailed to all Boat Captains and posted on the ONB.

5.2 Notices to competitors will be posted on the ONB. A copy of each amendment will be available at the Race Office on the boat's pigeonhole. It is responsibility of competitors to acquaint themselves with these notices.

6. Signals made ashore

6.1 Signals made ashore shall be displayed on the official flag staff located at the Terrace of the YCCS Clubhouse.

6.2 The display or removal of signals ashore will be announced by sound signal and possibly 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).

6.3 Race Signal flag "AP" (Answering Pennant) 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."

7. Programme

7.1 Competitors shall register at Regatta Headquarters. The Race Office will be open for registration from 10:00 to 18:00 on Saturday 1st June.

Saturday 1st June	Registration at Regatta Headquarters from 10.00 to 18.00
Sunday 2nd June	Skippers Briefing at 10.00 hrs
	Race - Warning Signal at 12.00 hrs
Monday 3rd June	Race - Warning Signal at 12.00 hrs
	Final Prize giving at 18.00 hrs

7.2 The Organizing Authority reserves the right to modify the above programme according to weather conditions and/or other unforeseen reasons.

7.3 The full programme of events is available at the YCCS Race Office.

8. Safety Officer

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

8.2 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 (refer to SI 21.4) 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.

8.3 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. Yellowbrick portable GPS for the tracking system shall be returned after the last day of race.

9. Captain's Briefing and Mandatory Safety Briefings

9.1 The pre-regatta Captain's Briefing will be held on June 2nd at 10.00 hours at the YCCS Clubhouse. Attendance is mandatory for the Boat Captain, designated Safety Officer and Racing Tactician (if applicable).

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

Safety meetings will be mandatory for Boat Captains, Safety Officer and Racing Tacticians(if applicable).

10. Daily Declaration Form, portable GPS and Rangefinders

10.1 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 finishes each race.

10.2 At registration, each boat will be given a Yellowbrick GPS tracking system unit that shall be attached to each yacht in accordance with the Yellowbrick Instructions (SI Exhibit 4). The Yellowbrick unit shall be returned to the Race Office after the last race of the event.

10.3 The Yellowbrick tracking system unit will track the yacht's course each day. The RC will have a comprehensive record of every crossing, rounding or passing situation and be able to monitor the 40 meter minimum separation. Breaches of SI 10 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

10.4 All yachts will be issued with 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 Yellowbrick unit after the last race of the event.

11. Use of Engines and Thrusters

11.1 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.

11.2 A boat 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.

11.3 The RC will review all declarations on engine and thruster use to determine whether use was appropriate and if there was a significant advantage. The use of engine or thruster at any time shall not be ground for protest by another boat. This changes RRS 60.1.

12. Staggered Starting Procedure

12.1 The Dubois Cup features a Staggered Start with the slowest rated yacht starting first. The starting time gap between yachts will be 2 minutes with the starting order outlined in Appendix ALPHA. Appendix ALPHA will be posted on the ONB when registration is completed.

12.2 Rule 26 is changed to:

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 absence of visual signals shall be disregarded.

The interval between starts will be 2 minutes with no visual signals for boats with the exception of the first and last starters. The RC will use a sound signal for each start and attempt to broadcast on VHF 72 the name of each boat starting.

Signal	Flag	Sound	1 st Starting Signal
Warning 1 st boat	Flag Delta	1 sound	5 (1200)
Preparatory 1 st boat	P Flag	1 sound	2 (1203)
Starting 1 st boat	P Flag removed	1 sound	0 (1205)

Starting 2 nd boat		1 sound	-2
Etc.			
Starting last boat	Delta Flag removed	1 sound	To be Determined

The starting order will be posted on the ONB the day before the first race.

12.3 In accordance with RRS 26 the flag utilized as the Class Flag will be Flag "D". At or before the warning signal for the first boat, the RC will display the number of the course to be sailed on a number board on the Race Committee signal boat. The RC will attempt to announce countdowns for each start on VHF channel 72.

12.4 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.

12.5 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.

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

13. Recalls

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

14. Starting Area - Courses - Finishing Line - Marks

Starting Areas, courses, finishing lines and marks are described in Appendix Bravo, Coastal and Island Courses - Edition 2013.

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

15.1 The Race Committee boat will be identified by a large burgee of the YCCS and/or the event's flag. The Race Committee boat will normally be the signal boat.

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

15.3 The Protest Committee Boat will display a white flag with "J".

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

15.5 Support boat, if any, must register at the Race Office and collect identification flag.

16. Time Limit

16.1 The time limit is 18.30 hours. If at least one boat sails the course and finishes within the time limit, all other boats which complete the course within 90 minutes after the finish of the first boat will be scored. Boats failing to finish within 90 minutes after the first boat sails the course and finishes within the time limit will be scored one position worse than the last scored yacht. However on the last day of the regatta a period of 60 minutes shall be substituted for the period of 90 minutes. (This changes RRS 35 and A4.1). In case of postponement of the starting time the time limit will not be changed.

17. Navigation lights

From sunset to sunrise, Part B of the International Regulations for preventing collisions at sea will apply replacing Part 2 of the ISAF 2013/2016 RRS, in accordance with the preamble of Part 2 of the RRS. For the purpose of this instruction, sunset during the event is at 20.30 hours and sunrise at 06.30 hours local time.

When a boat finishes at night or with little visibility she shall light her sail number using a powerful light or lighting her spreader light and do as much as possible to identify herself to the RC.

18. Scoring

18.1 Scoring will be done in accordance with RRS Appendix A except that a boat's score will be the sum of all her race scores.

18.2 Two races are scheduled of which one race will constitute a series. There will be no discard.

18.3 Immediately after and/or during the finish of boats, informal and provisional results may be issued by the Race Office for information only. Formal final results shall be signed by the RC.

19. Penalty Systems

19.1 The One-Turn Penalty and the Two-Turn Penalty will not apply. The Scoring Penalty, rule 44.3, will apply. RRS 44.3(c) is deleted and replaced with: "44.3 (c). The finishing place for a yacht that takes a Scoring Penalty shall be the finishing place she would have been allocated without that penalty increased by a number of places equal to 20% of the total number of boats in that Division (rounded down). If she takes more than one Scoring Penalty in a race, her finishing place will be increased by a number of places equal to 20% of the total number of boats in that Division (rounded down) for each Scoring Penalty taken."

19.2 The Protest Committee may impose a penalty less than disqualification (including no penalty) in the event of a breach of a rule other than a rule of Part 1 and 2.

19.3 A yacht shall declare any penalties she has taken on their daily Declaration Form.

20. Protests

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

20.2 Protests forms are available at Regatta Headquarters and the completed protest form shall be lodged there within 90 minutes after the protesting boat has finished the race of the day.

20.3 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 Committee Room.

20.4 The RC or Protest Committee 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.

20.5 On the last day of the Series a request for reopening a hearing held on the previous day shall be lodged 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 hearing (RRS 65) or of the relevant incident (RRS 62.2). (Amends RRS 62.2 and 66).

20.6 A list of the handicaps of the boats will be posted on the ONB. The Protest Time Limit for Handicapping protests for boats, except relating to changes made during the regatta, will expire at 17.00 on the 1st of June. The protest shall indicate the matters to be examined. Rule 64.3(d) shall apply.

20.7 It is the boat's representative's sole responsibility to check the protest notices 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).

21. Protest Committee

Protests will be heard by a Protest Committee.

The components of the Protest Committee will be:

Gordon Stredwick (IJ)	UK	President
Michael Clough (IJ)	UK	
Neven Baran (IJ)	CRO	

22. Communication (VHF Radio – Mobile Phones - AIS)

22.1 The RC 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.

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

22.3 There shall be no claim for redress by a boat 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 62.1 (a).

22.4 The Bridge to Bridge Safety Channel is VHF 8. The Safety Officer on all yachts must maintain an active radio watch on VHF 8 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 8 is congested, yachts may also use race committee VHF channel 72 for collision avoidance.

22.5 Back up to the Bridge to Bridge Safety Channel and Race Committee Channel will be mobile phone communications. All boats 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.

22.6 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.

22.7 All racing yachts must conduct a radio check with the Race Committee boat on the Bridge to Bridge Safety Channel (VHF 8) between 11.00 and 11.30 hours each race day.

23. Safety Requirement and Retirement

23.1 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.

23.2 In the event of a man overboard during a race, if a yacht tender or the Race Committee boat is in the immediate vicinity, that vessel should 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.

23.3 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.

23.4 Boats that do not intend to race shall notify the Race Office before 10.00 hours.

23.5 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 the Regatta Headquarters of its circumstances immediately by calling any of the following:

- Race Committee VHF Channel 72
- YCCS Race Office Phone n + 39 333 4858385

24. Berthing

Free moorings will be available at Porto Cervo Marina as detailed in the NoR.

Boats shall only use the moorings assigned to them.

Mooring fees will be applied for boats not respecting the assigned mooring place.

For assistance with the mooring please contact the Marina Office on VHF Channel 9.

On arrival in Porto Cervo all boats shall register with the Marina Office.

Provision of water and electricity is not included in the entry fee and must be requested at the Marina Office. Payment for these services must be made to the Marina Office.

25. Handicap and Rating Certificates

The list of handicap and rating values will be posted on the event websites by the 28th of May on www.yccs.com and www.duboisocup.com.

26. Control, Measurement and Inspection

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

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

27. Trophies

- The Dubois Cup 2013 to the overall winner of the event;
- Trophies for the 1st, 2nd and 3rd place yachts for the series;
- The YCCS Trophy for the top scored yacht owned by a Member of YCCS;
- Other prizes may be awarded at the discretion of the Organizing Authority.



DUBOIS CUP

APPENDIX SY (2013 - 2016)

SI Exhibit I

APPENDIX SY 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.

Note: The placement of this appendix on the ISAF website has been approved for the development of this discipline. ISAF may change this appendix from time to time.

Version 1, January 2013.

SY1 CHANGES TO THE INTRODUCTION

In Terminology, add the following after the third sentence:

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

SY2 CHANGES TO THE DEFINITIONS AND THE RULES OF 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 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A boat being overtaken 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.

17.2 When rules 18, 19 or 20 apply, rule 17.1 does not, and a leeward boat shall not sail above her *proper course*.

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, it may protest any boat involved.



DUBOIS CUP

SI Exhibit 2

2013 EMERGENCY PROCEDURES

The YCCS, in conjunction with safety officials in Porto Cervo, 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 boats 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 CONTACTS

- | | |
|--------------------|---------------------------------|
| - Race Committee | VHF Channel 72 or VHF Channel 8 |
| - YCCS Race Office | Phone n + 39 333 4858385 |



DUBOIS CUP

SI Exhibit 3

The Event Organizer, in conjunction with the SuperYacht Racing Association and International Super Yacht Rule, is utilizing this information to enhance safe racing and collect performance data for your yacht. Sailing Instruction Para 10 requires the Safety Officer to complete this form and return it to the Race Office as soon as practical after racing each day, but no later than 2 hours after finishing.

Day / Date: _____ / _____ Yacht Name: _____

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

Racing Tactician: _____ # Guests Onboard: _____

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)

APPROXIMATE WIND SPEED AND DIRECTION

Turning Marks (in order)	Time HH/MM	True Wind Speed / Mag Wind Direction (example: 21kts / 060M)	Sea State (wave height)
Start	/	/	
Mark 1	/	/	
Mark 2	/	/	
Mark 3	/	/	
Mark 4	/	/	
Mark 5	/	/	
Mark 6	/	/	
Finish	/	/	

PENALTIES TAKEN

Please provide an accounting of any penalties taken (see Sailing Instructions)

Please complete the additional sections on the back of this page

SAFETY RELATED INCIDENTS

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

Time of Incident: _____ Location: _____ Yachts Involved: _____

Nature of Incident/Description (*use back of this page for additional details*):

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). If 'NONE', please state that.

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. If 'NONE', please state that.

Hearing Requested

Competitors may request an informal hearing before the jury 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

In accordance with the Sailing Instructions, Safety Officers are responsible for returning this form to the Race Office as soon as practical after racing, but no later than 2 hours after finishing



DUBOIS CUP

SI Exhibit 4

Yellowbrick Tracking System Instructions

Installing and Turning On Trackers

Each tracker has a serial number label (with a barcode) which shows its number. The trackers will be preset to transmit every 4-hours when they are first turned on. This will allow you to install them (and turn them on) a day or so before the race without worrying about the batteries running down. It also allows us time to see that all the trackers are transmitting properly, and change any if required.

We have three different models of trackers. All of them come in their own soft cases and attach to the yacht using one or more strong Velcro straps. Use the strap(s) to attach the tracker to the pushpit or similar rail. We also ask that you secure the tracker with a cable-tie, for extra safety.

To turn the trackers on, follow these instructions:

Yellowbrick 3 (looks like a large mobile phone):

Press and hold the OK button to turn the tracker on. When turned on you should see the screen light up with a Yellowbrick logo temporarily. Ensure the tracker is securely put back in the pouch.

When the trackers are installed and turned on

When you turn a Yellowbrick on, it will immediately try to do its first position report. After that it will revert to its normal transmission frequency. After turning it on for the first time, you should expect to get a position report into the system within 5 minutes.





DUBOIS CUP

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 recently approved 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 17.1). 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.

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



DUBOIS CUP

SI Exhibit 6

SAFETY OFFICER REQUIREMENT *Sailing Instructions / Paragraph 8*

Requirement to Race:

SAILING INSTRUCTIONS

8. Safety Officer

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

8.2 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 (refer to SI 21.4) 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.

8.3 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. Yellowbrickf portable GPS for the tracking system has to be returned after the last day of race.

Background:

The critical role of the Safety Officer in superyacht racing cannot be understated. The Safety Officer is responsible for the communications 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 and 2012 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 Dubois Cup requirements 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. Dubois Cup 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
Dubois Cup 2013



DUBOIS CUP

SAFETY OFFICER INFORMATION FORM

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 PORTO CERVO: _____

E-MAIL ADDRESS: _____

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 – **Regatta – Yacht**

(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, fax or mail to: secretariat@yccs.it

Name and Surname: _____

Date: _____ **Signed:** _____



DUBOIS CUP

SI Exhibit 7

INTERNATIONAL SUPER YACHT RULE OVERVIEW

Handicapping a superyacht fleet is an exceedingly challenging task given the diverse nature of the yachts participating today. The widely disparate fleets feature performance hulls with the very latest in racing technology competing against heavy, luxury yachts designed and built for the sole purpose of cruising. Added to the complexity is the fact that inherent in all superyacht design, there is some compromise to racing efficiency.

The International Super Yacht Rule (ISYR), formerly known as the 'Bucket Rule', is an inclusive handicapping system permitting a wide variety of superyacht designs to compete against one another with no specific yacht type experiencing an advantage. It is not a grand prix rule that rewards the most recent racing oriented design, but rather those who prepare their yachts and equipment, and sail well. The rule authority is committed to using a blend of scientific method and observed speed, coupled with a commitment to fairness, to produce handicaps that enable any well sailed yacht to have a reasonable chance at a podium finish in every race.

The ISYR uses polar tables, initially derived from velocity prediction software, utilizing boat measurement data declared by captains ([form posted here](#)) and supplemented with information from design offices. Each yacht's polars are adjusted based on declared performance compromises and boat speed demonstrated at regattas. These polar tables are refined over several regattas, as required.

Unlike what was common practice with the 'Bucket Rule', the ISYR handicaps are not adjusted after every race. Changes at a regatta are only made for gross anomalies for yachts new to the rule with all competitors informed of any adjustments prior to the next race. However, handicaps are evaluated following every regatta and adjustments to handicaps can be made between regattas.

The ISYR produces handicap certificates that include yacht measurement data along with the yacht's Performance Index. This Index is in fact a Time Correction Factor (TCF). There are three TCF handicaps provided for three wind conditions, light, medium and heavy. The TCF numbers are used for Staggered Start Format racing with time-on-time scoring, and are reference numbers only for Pursuit Racing Format racing.

The ISYR provides Regatta Organizers with the flexibility of offering two racing formats and scoring options. The first is the traditional Pursuit Racing Format where the slowest yacht starts first and the first yacht to finish wins. The race committee projects a wind speed and direction, coupled with actual course composition, enabling the scorer to determine the starting sequence. The second is a Staggered Start Format with time on time scoring where the race committee declares one of the three wind ranges (light/medium/heavy) prior to the start. Each yacht's elapsed time is multiplied by their TCF for that declared wind range to calculate the corrected time. With this recent development, ISYR is demonstrating the ability to provide customized scoring solutions that best meet the needs of regatta organizers.



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PURSUIT RACING FORMAT:

- A table of boat speed polars is used to predict elapsed time around the course, leg by leg, using predicted wind speed and direction. The predicted elapsed time differences define the start sequence;
- Slowest boat starts first / fastest boat starts last;
- The first boat to finish wins the race. No post-race calculations required;
- Classes can sail different courses with course length differential and configuration factored into starting times by calculating from the polar table. First to finish is still the fleet winner. This enables the fastest and slowest boats in fleet to have an optimum amount of time racing while reducing congestion on the race course. There is further information on mixed course racing on the ISYR website;
- Changes in the starting sequence from race to race are due to changes in wind speed, wind direction and different courses;
- Handicap certificates will be issued with the yacht's Time Correction Factors (TCF), though these specific TCFs are not used in the Pursuit Racing Format, which uses predicted wind speed, direction and actual course configuration (explained above).

STAGGERED START FORMAT (with Time-On-Time Scoring):

- The ISYR has published a Performance Index. This index is a Time Correction Factor (TCF) that can be used for time-on-time scoring. Slower yachts have a small TCF, faster yachts have larger ones.
- TCFs provide the ratios of predicted relative speed. (E.g. a boat with a TCF of 1.1 is predicted to be 10% faster than one with a TCF of 1.0.);
- Time-on-time scoring is quite simple - each boat's elapsed time is multiplied by its TCF to calculate a corrected time;
- Yachts will start at regular time intervals, their elapsed times recorded, and corrected times calculated to determine places;
- The ISYR provides three TCF's for light, medium and heavy wind ranges. This is critical for scoring superyacht fleets where a yacht's performance routinely changes significantly in different conditions, especially wind speeds, and when relative performance compared to other superyachts varies greatly;
- Event Organizers will likely make their wind range selection before the day's racing begins, based on expected wind strength.

INTERNATIONAL SUPER YACHT RULE

<http://www.internationalsuperyachtrule.com/>

info@internationalsuperyachtrule.com



DUBOIS CUP

SI Exhibit 8

FLAG & DECAL POSITIONING

Refer to NoR para 2

