



YACHT CLUB COSTA SMERALDA



**SAILING INSTRUCTIONS**  
**PORTO CERVO, 28<sup>th</sup> - 31<sup>st</sup> AUGUST**

**PERINI NAVI CUP 2013**

## 1. Rules

1.1 The regatta will be governed by the following:

- (a) The *rules* as defined in the Racing Rules of Sailing 2013-2016 (RRS);
- (b) RRS Appendix SY (Exhibit 1);
- (c) The International Super Yacht Rule (ISYR) handicap system (Exhibit 6);
- (d) The ISAF Offshore Special Regulations Category 3 with life rafts compulsorily on board, but subject to the following amendments:
  - i. red parachute flares are not required (amends OSR 4.23)
  - ii. jackstays are not required (amends OSR 4.04)
- (e) This Sailing Instructions (SI), Appendix BRAVO (Coastal and Island Courses), CHARLIE (Starting Sequence) and all Exhibits (1- 7).

1.2 No national authority prescriptions will apply except Part 6 of prescriptions of the FIV, which will apply only to Italian nationals. Copy of that prescription is in NoR Appendix A.

1.3 English shall be the official language used for 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 Notice of Race at paragraph 2.

Flag and Pennant positioning:

Boats may be required to display a **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.

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

## 3. Venue

The 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 a competitor the following shall be completed with the Race Office by 17:00 hours on August 28<sup>th</sup>, 2013:

- Entry form duly signed;
- Crew list duly signed by all crew members;
- ISYR handicap certificate;
- Safety Officer Form;
- Support boat declaration, if applicable.

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) handicaps on ISYR certificates issued by 28<sup>th</sup> August 2013 shall not be modified except by the ISYR for gross anomalies, changes arising from inspections and measurements, or for protests due to unauthorised changes to the boat that would affect the handicap value posted. For this event, the ISYR gross anomaly criterion may be applied to lesser competitive boats at the discretion of the ISYR when that rating adjusted is warranted to maintain the "spirit" of the Perini Navi Cup.

4.3 Crew list changes shall be communicated to the Race Office on the available form by 09.30 hours each day of racing.

#### **5. Amendments to the Sailing Instructions and Notices to Competitors**

5.1 Any amendments to the SI will be posted on the ONB no later than 09.00 hours on the day it comes into effect except that changes to the programme shall be posted by 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 available at the Race Office and in the boat's pigeonhole.

5.2 Notices to competitors will be posted on the ONB and available at the Race Office. It is responsibility of Competitors to acquaint themselves with these notices.

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

#### **6. Signals made ashore**

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

6.2 The display or removal of signals ashore will be announced by sound signal and on VHF Channel 72. There will be no grounds for request of redress in the case of mistakes or omission of sound signals or radio broadcasts. (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**

Refer to Notice of Race at paragraph 7.

#### **8. Safety Officer**

8.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Safety Officer Requirement Form). 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, including the Racing Rules Review 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 to 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 August 28<sup>th</sup> at 18.00 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, e-mail and mobile telephones.

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

#### **10. Daily Declaration Form, Portable GPS and Rangefinders**

10.1 Each yacht's Safety Officer shall complete a daily Declaration Form (SI Exhibit 3). The completed form shall be delivered to the Race Office within two hours of the yacht finishing each race.

10.2 At registration, a Yellowbrick GPS tracking system unit will be given and must 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 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 required 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 SI Exhibit 5). Rangefinders shall be returned to the Race Office along with Yellowbrick unit after the last race day 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 Perini Navi Cup features a Staggered Start with the slowest rated yacht starting first. The starting time interval between yachts will be 2 minutes with the starting order outlined in Appendix CHARLIE. Appendix CHARLIE 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 <sup>st</sup> Starting Signal
Warning 1 <sup>st</sup> boat	Flag Delta	1 sound	5 (1100)
Preparatory 1 <sup>st</sup> boat	P Flag	1 sound	2 (1103)
Start 1 <sup>st</sup> boat	P Flag removed	1 sound	0 (1105)
Start 2 <sup>nd</sup> boat		1 sound	-2
Etc.			
Start last boat	Delta Flag removed	1 sound	To be Determined

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 the start of each boat on VHF channel 72.

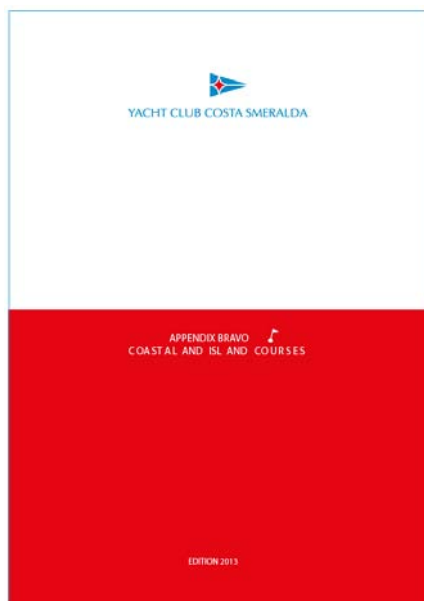
12.4 The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end of the line and the starting mark at the port end. The starting mark may be replaced by a Service Boat displaying an orange flag. In this case the starting line will be between the 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.

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 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 that boat by the International Jury.

## 13. Recalls

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



#### **14. Starting Area - Courses - Finishing Line - Marks**

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

14.2 The inflatable marks will be yellow.

#### **15. Committee, Jury, Service, Press and Support Boats**

15.1 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 signal boat.

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

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

15.4 Boats used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the RC.

15.5 Support boats, if applicable, must register at the Race Office and display the identification flag given.

#### **16. Time Limit**

The time limit is 18.30 hours each day. 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 will be scored one position worse than the last scored yacht. However on the last day of the regatta a period of 60 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. Scoring**

17.1 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.

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

17.3 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.

#### **18. Penalty System**

18.1 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 2 places. If she takes more than one Scoring Penalty in a race, her finishing place will be increased by 2 places.

18.2 The Jury may impose a penalty less than disqualification (including no penalty) in the event of a breach of a rule other than a rule of Parts 1 and 2.

18.3 A boat that takes a Scoring Penalty by complying with rules 44.3 (a) and (b) shall also declare it on her daily Declaration Form. A yellow flag will be required.

#### **19. Protests**

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

19.2 Protest forms are available at Regatta Headquarters and the completed Protest Form shall be lodged there within 90 minutes after the last boat has finished her race that day. Sailing is a self-policing sport and the role of the Race Committee and Jury in that regards is detailed in Exhibit 7.

19.3 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.

19.4 The RC or the 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 to finish.

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

19.6 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 13.00 hours on the 28<sup>th</sup> of August. The protest shall indicate the matters to be examined. Rule 64.3(d) shall apply.

19.7 It is the boat 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).

## **20. International Jury**

Protests will be heard by an International Jury whose ruling shall be final.

## **21. Communication (VHF Radio – Mobile Phones - AIS)**

21.1 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.

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

21.3 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 60.1 (b) and 62.1 (a).

21.4 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.

21.5 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.

21.6 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.

21.7 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 11.45 hours each race day.

## **22. Safety Requirement and Retirement**

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

22.2 In the event of a man overboard during a race, if a boat tender or 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 boat, or not, will be at the discretion of the boat captain. This changes RRS 47.2.

22.3 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.

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

22.5 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

22.6 All yachts are encouraged to read and follow the regatta's emergency procedures (Exhibit 2)

## **23. 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.

**24. Handicap Certificates**

The list of handicap values will be posted by the 28<sup>th</sup> of August on the event websites [www.yccs.com](http://www.yccs.com) and [www.perininavi.it](http://www.perininavi.it).

**25. Control, Measurement and Inspection**

25.1 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.

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

**26. Trophies**

Refer to Notice of Race at paragraph 18.

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**EXHIBITS:**

- Exhibit 1 Appendix SY (Super Yacht Racing Rules);
- Exhibit 2 Emergency Procedure on water;
- Exhibit 3 Daily Declaration Form;
- Exhibit 4 Yellowbrick Tracking System;
- Exhibit 5 Pantaenius Rangefinder Instructions;
- Exhibit 6 International Superyacht Racing Rule – Constructed Course with Time on Time Scoring;
- Exhibit 7 Rule Compliance and Enforcement.



YACHT CLUB COSTA SMERALDA

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.





YACHT CLUB COSTA SMERALDA

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.

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### EMERGENCY CONTACTS

- |                    |                                  |
|--------------------|----------------------------------|
| - Race Committee   | VHF Channel 72 or VHF Channel 08 |
| - YCCS Race Office | Phone n + 39 333 4858385         |



YACHT CLUB COSTA SMERALDA

SI Exhibit 3 – pag 1/2

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. SI paragraph 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)

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

YES **Our yacht was involved in a 'safety related incident'**  
 NO Provide amplifying information on the back page

YES **We Request a 'Safe Racing Hearing'**  
 NO Competitors may request an informal hearing before the Jury and Event Organizer 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 Name: \_\_\_\_\_

YES **We Took a Penalty**  
 NO Provide and accounting of any alternative penalties taken (in accordance with the SI) on the back page

YES **We observed a 'safety related incident'**  
 NO Provide amplifying information on the back page

YES **We observed 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 amplifying information on the back page

YES **We had someone injured on our yacht during racing**  
 NO Provide amplifying information on the back page

\*\*\*\* **PLEASE PROVIDE THE WIND AND AMPLIFYING INFORMATION REQUESTED ON THE BACK PAGE** \*\*\*\*



YACHT CLUB COSTA SMERALDA

SI Ehibit 3 – pag 2/2

**APPROXIMATE WIND SPEED AND DIRECTION (For each leg)**

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction <i>(example: 21kts / 060M)</i>	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 18)*

**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: \_\_\_\_\_

**EQUIPMENT BREAKAGE**

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

**INJURIES**

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

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



YACHT CLUB COSTA SMERALDA

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 2 minutes.

### Where the trackers need to be installed.

From the delivery until the finish of the last day race the Yellowbrick need to be installed on clear sky to save battery and to allow testing the correct transmission of the trackers.





YACHT CLUB COSTA SMERALDA

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 be aware that if you will lost, damage or not return THE RANGEFINDER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE SYRA will debit the relative cost.**



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SI Exhibit 6

## 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, boat speed predictions at each combination of wind speed and wind angle. These are 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 polar table is adjusted based on declared performance compromises and then refined over several regattas, as required, through observation of actual sailing.

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 provides Regatta Organizers with the flexibility of offering several scoring options and racing formats. Underlying this flexibility is the polar table.

Single number time-on-time scoring uses a Time Correction Factor (TCF). This scoring method computes a "corrected time" for each boat by multiplying her elapsed time by her TCF. The boat with the lowest corrected time is the winner. The ISYR certificate publishes TCFs for three wind conditions: light, medium and heavy. Built into each TCF is the assumption that the boat sails equal distances at all wind angles, the equivalent of sailing in a circle. This TCF is commonly known as "Circular Random" and is best used when there is no knowledge of where the wind will come from.

TCFs can also be generated using the Constructed Course method in which a prediction of wind speed and direction, coupled with actual course composition, is used with ISYR's polar table for each boat to predict elapsed time around the course. A more detailed explanation of the Constructed Course option is at the end of this document. TCFs are generally used in what is known as the Staggered Start Format.



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Because the Constructed Course option provides a predicted elapsed time for each boat, these elapsed times can be used to generate a start sequence for the Pursuit Racing Format where the slowest yacht starts first and the first yacht to finish wins.

#### 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. (This is the Constructed Course option.) 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;
- Note that the TCFs printed on ISYR certificates are not used in the Pursuit Racing Format..

#### STAGGERED START FORMAT (with Single Number Time-On-Time Scoring):

- Time on time scoring uses a Time Correction Factor (TCF). 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 certificate 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 can make their wind range selection before the day's racing begins, based on expected wind strength.
- Alternatively, the Organizer can use the Constructed Course option to generate a TCF customized to the specific layout of a course and to a specific wind speed and direction. The speed and direction used can be



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determined from weather forecasts and pre-race observations or be derived from specific measurements of the wind during the race using Organizer resources.

With the recent introduction of these scoring options, ISYR is demonstrating the ability to provide customized scoring solutions that best meet the needs of regatta organizers.

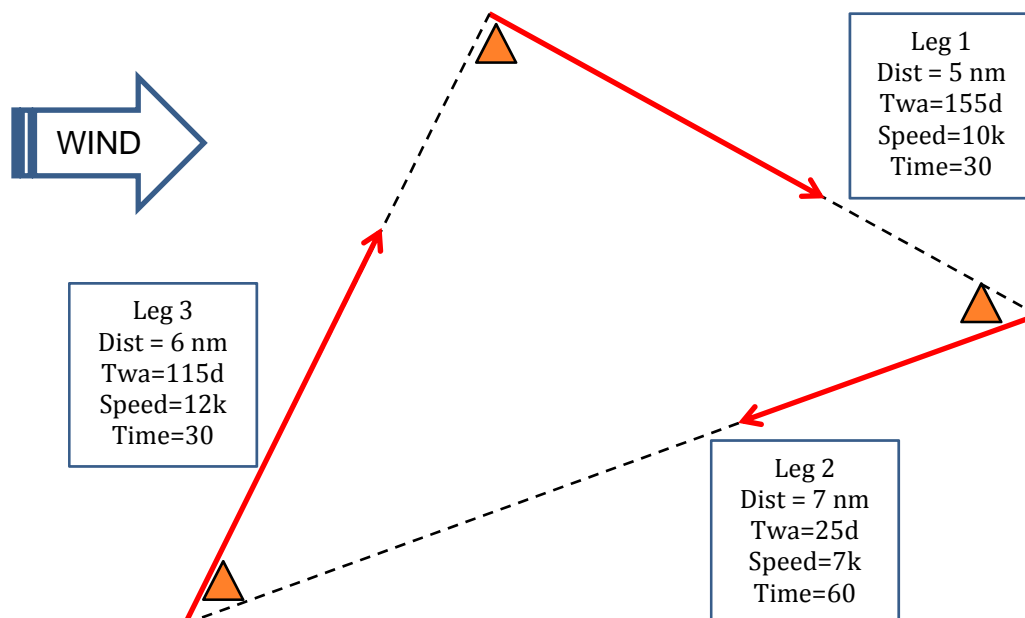




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## ISYR CONSTRUCTED COURSE

- A constructed course is a set of legs defined by marks and a wind direction and speed.
- For each course leg, the distance between the marks and the angle to the wind are determined.
- For each boat, and for each leg, the polar table is evaluated for a predicted boat speed at that leg's wind angle and wind speed.
- That predicted boat speed is converted to a leg time using the leg distance.
- The total time around the course is the sum of the leg times. That total elapsed time can be used to create a start sequence for the Pursuit Race Format.
- Alternatively, dividing that time by the total course length results in an average seconds/mile which can be converted to a time correction factor, TCF, for use in the Staggered Start Format.
- Using either race format this results in **a rating that is unique to the course layout, the wind speed and the wind direction**. And that rating is applicable to wind speeds moderately higher or lower than the measured wind. This procedure provides greater accuracy and fairness in handicapping a race.
- The sample diagram below shows a triangular course, with the wind coming down from the left; leg 1 is 5 nm at a true wind angle of 155d (starboard jibe); leg 2 is 7 nm at an angle of 25d (long starboard tack, short port); and leg 3 is 6 nm at an angle of 115d (broad reach.) Total predicted elapsed time is 120 minutes which, for this 18 mile race, converts to 400 sec/mile, which can then be used to create a start sequence or be converted to a TCF rating.



## INTERNATIONAL SUPER YACHT RULE

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

[info@internationalsuperyachtrule.com](mailto:info@internationalsuperyachtrule.com)



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SI Exhibit 7

## **Superyacht Racing Incidents**

### **Rule Compliance and Enforcement**

#### **Competitors**

- Sailing is (primarily) a self-policing sport.
- The prime responsibility for taking penalties and protesting is with boats.
- All safety related incidents should be reported on the daily Declaration Form.
- Boats may request a clarification of the rules from the jury by ticking the appropriate box on the daily Declaration Form.

#### **Race Committee**

- The race committee uses the daily Declaration Forms to enhance safe racing and may request that a boat discuss an incident.

#### **Jury**

- The jury's prime responsibility is to hear protests and requests for redress.
- Jury members may be invited to sail as a guest on a boat. The jury member is unable to do anything that could be considered outside help (rule 41). He will, however, be able to respond to questions on the rules before or after the race which will not be the subject of a protest or request for redress.
- Jury members sailing on boats (or following the racing in a RIB) will obviously be a witness to what they see and hear, but the responsibility for protesting and reporting remains with the boats.