

SAILING INSTRUCTIONS

1. Rules

1.1 The regatta will be governed by the following:

- (a) The *rules* as defined in The Racing Rules of Sailing for 2013-2016 (RRS);
- (b) Appendix SY to the RRS (Exhibit 1) <http://www.superyra.org/appendix-sy.html> ;
- (c) The ORC Superyacht Rule (ORCs) and ORCs Rule Policy;
- (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) The Notice of Race (NoR);
- (f) These Sailing Instructions (SI), Appendix ALPHA, BRAVO and all Exhibits (1- 6);

1.2 No national authority prescriptions will apply, except Appendix ALPHA for Italian competitors.

1.3 RRS rule 55 is in force.

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

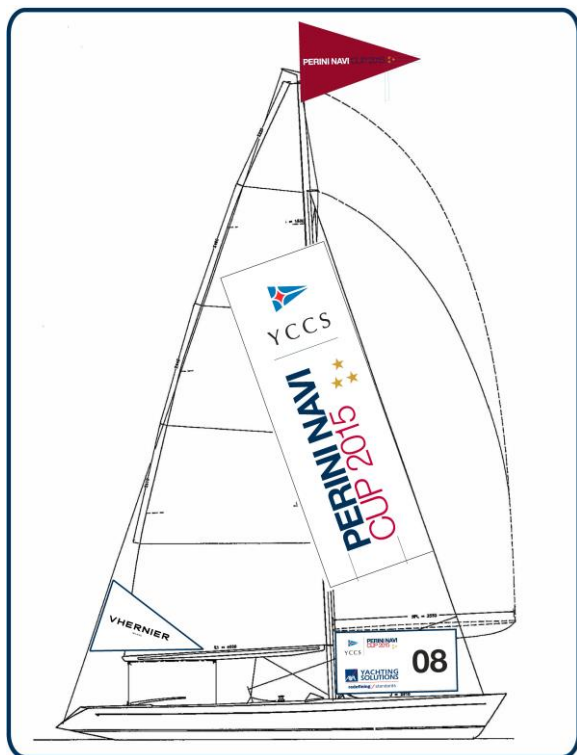
1.5 In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall take precedence. This changes RRS 63.7.

2. Event Classification and Advertising

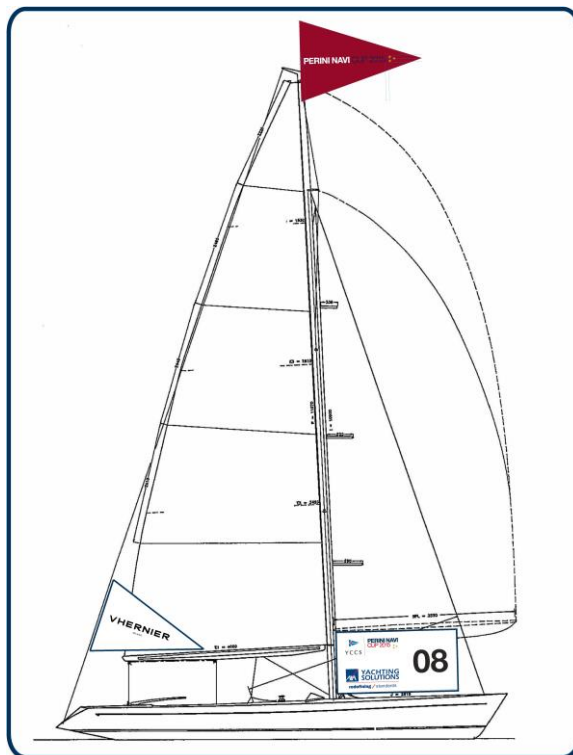
Refer to Notice of Race at paragraph 2.

Flag and Pennant positioning:

WHILE MOORED



WHILE RACING



3. Venue

The Regatta Headquarters will be located at the Yacht Club Costa Smeralda (YCCS) 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 September 2nd, 2015:

- a. Current handicap certificate;
- b. Crew List & declaration accepting this waiver of rights that each individual participating crew member will be required to sign;
- c. Italian Sailing Federation cards for Italian Sailors;
- d. Safety Officer Form - as described in paragraph 8.

4.2 Without the written approval of the Organizing Authority:

- (i) yachts not complying with the requirements of S.I. 4.1 are not eligible for the event;
- (ii) and the value of handicap certificates issued by the 2nd September 2015 shall not be modified except by the ORC for reasons specified in ORCs Rule Policy (www.orc.org/superyacht).

4.3 Crew list changes shall be communicated to the Race Office on the appropriate form by 09.30 hours on the race day(s) when there are changes.

4.4 Inquiries regarding a yacht's handicap and/or measurement shall be lodged not later than 17.00 hours on 2nd September 2015.

5. Amendments to the Sailing Instructions and Notices to Competitors

5.1 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 and posted on the regatta web-sites (www.yccs.com - www.perininavi.it). It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB and on the regatta web-sites.

5.3 In accordance with RRS 90.2(c), oral changes to the Sailing Instructions may be given on the water by broadcast on race committee VHF Channel 72. The Race Committee will display flag L with one sound before making the announcement.

6. Signals made ashore

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

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 or radio signals. (This amends RRS 62).

6.3 Code flag "AP" (Answering Pennant) means "Races not started are postponed". This changes RRS Race Signals. No warning signal will be made prior to 90 minutes after "AP" is lowered.

7. Programme

Refer to Notice of Race at paragraph 6.

8. Safety Officer

8.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 6, distributed to all captains via email). The Safety Officer's name, 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 communicating on the dedicated VHF safety channel while racing (refer to SI 21.5), collision avoidance, and the safe manoeuvring of the yacht. 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 his or her 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 each day. The Safety Officer is also responsible for the Trac Trac portable GPS for race tracking as explained in SI Exhibit 4 and for the Rangefinder as explained in SI Exhibit 5

9. Captain's Briefing and Mandatory Safety Briefings

9.1 The pre-regatta Captain's Briefing will be held on September the 2nd 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 (Exhibit 3). The completed form shall be delivered to the Race Office as soon as practicable following racing each day, but no later than two hours after finishing.

10.2 At registration each yacht will be issued a Trac Trac GPS tracking unit, with charger, that shall be attached to each yacht in accordance with the instructions in SI Exhibit 4. It is mandatory for each boat to recharge the unit every

evening. Failure to do so will be reported to the Race Committee who may take action. The Trac Trac GPS tracking unit and the charger shall be returned to the Race Office after the last race of the event.

10.3 The Trac Trac GPS tracking unit will track the yacht's course each day. The Race Committee will have a comprehensive record of every crossing, rounding and passing situation and be able to monitor the 40 metre minimum separation requirement. 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 two Pantaenius Laser Rangefinders, which are to be used by the afterguard and bowman to determine distance between yachts (see Exhibit 5). The rangefinders shall be returned to the Race Office along with the Trac Trac units and charger on Saturday 5th September, at the conclusion of racing.

11. Use of Engines and Thrusters

11.1 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race. A Yacht should take such action as best aid into avoiding a collision.

11.2 A yacht that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must report it on the Daily Declaration Form on the "SAFETY RELATED INCIDENTS" section – Exhibit 3 -, 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 the use was appropriate and if there was any significant competitive significant advantage. The use of engine or thruster at any time shall not be ground for protest by another yacht. This changes RRS 60.1.

12 The Start

12.1 Yachts with slower handicaps will start before yachts with faster handicaps in a pursuit start format . The starting times are determined using the ToD rating allowance on each yacht's ORCs certificate for the declared Wind Condition (Light - Light Moderate - Moderate Heavy - Heavy) and Sea State (Flat - Rough) each day.

12.2 After the committee boat is on station and the Race Committee has observed the prevailing conditions, the course and starting sequence option for the day will be broadcast on RC VHF 72 between 10:00 - 10:45 hours (unless postponed). Best efforts will be made to post the starting sequence on the event website www.yccs.com and email it to all captains. Note: A yacht's starting time and starting order can change from race to race because of the wind conditions, sea states and courses will likely be different each day (see www.orc.org/superyacht for details).

12.3 The start time for the first yacht in fleet is scheduled for 1105 each day. The start times will be staggered at not less than 30 second intervals. A sound signal will be made for each start and the Race Committee will attempt to broadcast each start.

12.4 Rule 26 is changed to: races shall be started by using the following signals. The flag utilized as the class flag will be Flag "Delta". The absence of visual signals shall be disregarded.

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

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

12.5 If the start of a race is postponed, the Race Committee will display AP. The Race Committee will announce any postponement on RC VHF 72.

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

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 2015 - *Separate Booklet available in the Regatta Kit.*

14.2 The inflatable marks will be yellow.

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

15.1 The Race Committee boat will be identified by a large burgee of the YCCS. The Race Committee boat will normally be the starting and finishing boat.

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

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

15.4 Support boats must register at the Race Office and collect identification flags. The Organizing Authority requires all support boats to stay clear of race boats other than their own and not interfere in any way with the racing. Support boats may come inside the sailing area providing they do not interfere with race boats. Any race boat observing support boat interference should report this on their Daily Declaration Form.

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. 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 Yachts will be scored using the ORCs rule.

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

17.3 If course is shortened, the order of class finish will not determine the finishing places. The ORCs will use Time-On-Distance scoring using the appropriate rating allowance (based on declared wind range and sea state) to determine the order of class finish for any shortened course race.

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

17.5 Decisions concerning start times, course selections, wind range and sea state used for scoring are the responsibility of the Race Committee and are not grounds for request for redress. This changes RRS 62

18. Penalty System

18.1 One turn and two turn Penalties will not apply. The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 20% of the number of all yachts (except that the minimum penalty is two places).

18.2 Exoneration Penalty:

a) A yacht that may have broken a rule of RRS Part 2 or RRS 31 may, after finishing the race and before the start of a related protest hearing, notify the race committee that she accepts an Exoneration Penalty; a 30% scoring penalty in accordance with RRS 44.3(c) (except that the minimum penalty is three places, provided that does not result in a score worse than DNF). However, if the yacht caused injury or serious damage or gained a significant advantage in the race or series by her breach, her penalty shall be to retire.

b) When an Exoneration Penalty is accepted:

(i) Neither the yacht nor the Jury may then revoke or remove the penalty.

(ii) The yacht shall not be penalized further in a protest hearing when the Jury decides that it was appropriate to the facts found and the applicable rules.

18.3 Penalties for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the Jury.

18.4 A yacht shall declare any penalties she has taken on her Daily Declaration Form.

19. Protests

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

19.2 Protest forms are available at the Race Office and the completed Protest Form shall be lodged there within 90 minutes after the protesting yacht has finished the race of the day.

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 Protest Room located at the YCCS Clubhouse.

19.4 The Race Committee or the Protest Committee intending to protest a yacht 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 yacht to finish.

19.5 Sailing Instructions 2, 12 and 14 shall not be subject to protest by competing yachts (Amends Rule 60).

19.6 If there is an incident on the water and no protest is filed or penalty declared, the yachts' Safety Officers and racing tacticians are expected to meet immediately following the racing to discuss and resolve any minor safety issues, sportsmanship, or issues pertaining to competitive advantage. If unable to resolve the issues, competitors are encouraged to file for a Safe Racing Hearing with the Jury/Protest Committee on their Daily Declaration Form.

19.7 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 protest (RRS 65) or of the relevant incident (RRS 62.2) - (Amends RRS 62.2 and 66).

19.8 It is the yacht representative's sole responsibility to check the ONB 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).

19.9 Competitors are requested to advise the Race Committee of their intent to protest, including identification of the protested boat, upon crossing the finish line.

20. International Jury or Protest Committee

Protests will be heard by an International Protest Committee.

21. Communication (VHF Radio – Mobile Phones – AIS)

21.1 The race committee will use VHF Channel 72 for communication. All competitors must monitor this channel from the time they approach the starting area until departing, following the race and the finishing area.

21.2 The Race Committee will broadcast information about its plans for the day at 09.30. hours.

21.3 A time check may be transmitted by the Race Committee over VHF Channel 72 approximately 30 minutes before the warning signal each day.

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

21.5 The Bridge to Bridge Safety Channel is VHF 08. The Safety Officer on all yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing, following the race and the finishing area. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use Race Committee VHF channel 72 for collision avoidance.

21.6 Back up to the Bridge to Bridge Safety Channel and Race Committee Channel will be mobile phone communications. All competitors will be provided with a list of mobile phone numbers for each 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.

21.7 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, following the race and the finishing area. This can assist in maintaining safe separation between yachts and collision avoidance.

21.8 All racing yachts must conduct a radio check with the Race Committee boat on the Bridge to Bridge Safety Channel (VHF 08) between 10.00 and 10.30 hours each race day.

22. Safety Requirement and Retirement

22.1 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.

22.2 In the event of a man overboard during a race, if a yacht tender or race committee boat is in the immediate vicinity, that vessel may recover the man overboard. Whether the man overboard is transferred back to the racing yacht, or not, will be at the discretion of the yacht captain. This changes RRS 47.2.

A man overboard shall be noted on the Daily Declaration Form. The circumstances of the recovery, whether by the racing yacht or another vessel, will be reviewed by the Race Committee and Jury.

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

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

22.5 A yacht forced to return ashore to a point different than its assigned mooring place in the Marina or that cannot reach the Marina by its own means shall inform the Race Committee of its circumstances immediately.

23. Handicap Certificates

The list of ToD's rating allowances will be posted on the ONB and published on the event websites (www.yccs.it) by the 31st August 2015

24. Control, Measurement and Inspection

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

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

25. Trophies

Refer to Notice of Race at paragraph 17.

SI Exhibits and Appendix

Exhibits (copies of all exhibits are available at the Race Office and in the Captain's Packages):

- n1: Appendix SY;
- n2: On Water Emergency Procedures;
- n3: Daily Declaration Form;
- n4: Trac Trac GPS tracker instructions;
- n5: Pantaenius Rangefinder instructions;
- n6: Safety Officer Requirement & Form;

APPENDICES:**Appendix ALPHA: FIV PRESCRIPTION****PART 6- ENTRY AND QUALIFICATION****Rule 75 – ENTERING A RACE**

Prescription to Rule 75.2

The Italian Sailing Federation prescribes: current FIV regulations are to be followed when accepting entries; the competitors must hold a valid and current FIV Membership and the owners of boats of recognized classes, including offshore must also hold a valid and current FIV Membership, even if they are not sailing the race.

Appendix BRAVO: Coastal and Island Courses 2015 - *Separate Booklet available in the Regatta Kit.*

PERINI NAVI CUP

Porto Cervo, 2nd – 5th September 2015

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.

Version 2.2, May 2014.

SY1 TERMINOLOGY

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

SY2 Changes to the Definitions and the Rules of Part 1 and Part 2

SY2.1 The definition *Keep Clear* is changed to:

Keep Clear One boat keeps *clear* of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between the boats.

SY2.2 The definition *Mark Room* is changed to:

Mark Room: Room for a boat to leave a *mark* on the required side with no less than 40 metres between the boats. Also,

- (a) room to sail to the *mark* when her *proper course* is to sail to it, and
- (b) room to round the *mark* as necessary to sail the course.

SY2.3 The definition *Room* is changed to:

Room The space a boat needs in the existing conditions, including space to comply with her obligations under the rules of Part 2 and rule 31, while maneuvering promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.4 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the zone when any part of her hull is in the zone.

SY2.5 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall monitor the VHF safety channel specified in the sailing instructions, shall respond promptly to a hail from another boat, and shall communicate with other boats on matters of safety.

SY2.6 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A leeward boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 A boat being overtaken from clear astern shall sail her *proper course* from the time the overtaking boat is within 80 metres of her until the overtaking boat is *clear ahead* or more than 80 metres from her. The overtaking boat shall not sail within 40 metres of the other boat.

17.3 When rules 18, 19 or 20 apply, rules 17.1 and 17.2 do not.

SY3 Changes to the Rules of Part 4 and Part 5

SY3.1 Rule 42.3(g) is changed to:

(g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding contact.

SY3.2 Rule 52 is deleted.

SY3.3 Add new rule 60.4:

60.4 When the race committee or *protest* committee learns, from any source, of an incident involving boats sailing within 40 metres of each other, or not responding to a radio hail, it may *protest* any boat involved.

Note: Approved as an appendix to be placed on the ISAF website for development for this discipline. The appendix may be amended with the approval of the ISAF Racing Rules Committee Chairman.

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Porto Cervo, 2nd – 5th September 2015

SI Exhibit 2

ON WATER 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 boat personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
6. You are asked to cooperate fully with the Race Committee, local law enforcement and emergency personnel direction.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

Race Committee: VHF Channel 72 or VHF Channel 08

YCCS Race Office: Phone n. +39 333.48.583.85

PERINI NAVI CUP
 Porto Cervo, 2nd – 5th September 2015

DECLARATION FORM

SI Exhibit 3

The Organizing Authority, in conjunction with the SuperYacht Racing Association requires this information to enhance safe racing and to collect performance data for your yacht. Sailing Instruction 10 requires the safety officer to complete this form and return it to the Race Office as soon as practicable after racing each day, but no later than two hours after finishing.

Day / Date: _____ / _____ Yacht Name: _____

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

Racing Tactician: _____ Total # of People Onboard: _____ (# of Crew ____ / # of Guests ____)

I declare that we sailed today's race in accordance with the Rules (as defined in Sailing Instructions):

 Boat Captain (printed)

 Safety Officer (printed)

 Boat Captain (signed)

 Safety Officer (signed)

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

☐ YES **Our yacht was involved in a 'safety related incident'**

☐ NO *Describe the incident on the back page*

☐ YES **We had a man-overboard**

☐ NO *Describe the incident on the back page under 'safety related incidents'*

☐ YES **We Request a 'Safe Racing Hearing'**

☐ NO *Competitors may request an informal hearing before the Jury and Organizing Authority for the purpose of rules clarification. This is not a protest and no decision will be rendered that impacts a yacht's standing in the event.*

☐ YES **We Filed a Protest**

☐ NO *If you filed a protest against another yacht. Yacht's Name: _____*

☐ YES **We Took a Penalty**

☐ NO *Provide an accounting of any alternative penalties taken (in accordance with the SI) on the back page*

☐ YES **We observed a 'safety related incident'**

☐ NO *Describe the incident on the back page*

☐ YES **We heard a yacht not answering when hailed on the VHF Safety Channel**

☐ NO *Yacht Name: _____ Approximate Time: _____ (use page 2 for others)*

☐ YES **We experienced equipment breakage onboard our yacht**

☐ NO *Provide additional information on the back page*

☐ YES **We had someone injured on our yacht during racing**

☐ NO *Provide information on the back page regarding the nature of the injury*

****** PLEASE PROVIDE THE WIND AND ADDITIONAL INFORMATION REQUESTED ON THE BACK PAGE ******

PERINI NAVI CUP

Porto Cervo, 2nd – 5th September 2015

PERINI NAVI CUP 2015

Page 2

Declaration Form – Exhibit 3

APPROXIMATE WIND SPEED & DIRECTION (For each leg)

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction (example: 21kts / 060M)	Sea State (wave height)
Start	Start	/	
Leg 1	Start – Mark ____	/	
Leg 2		/	
Leg 3		/	
Leg 4		/	
Leg 5		/	
Leg 6		/	
Finish	Finish	/	

PENALTIES TAKEN

Please provide an accounting of any penalties taken (SI 18)

SAFETY RELATED INCIDENTS

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

Time of Incident: _____ Location: _____ Yacht Involved: _____

Yacht Involved: _____

Nature of incident and description:

EQUIPMENT BREAKAGE

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

INJURIES

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

In accordance with the sailing instructions, safety officers are responsible for returning this form to the Race Office as soon as practicable after racing, but no later than two hours after finishing

PERINI NAVI CUP
Porto Cervo, 2nd – 5th September 2015

SI Exhibit 4

TracTrac

Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS #10.2 – 10.3

- I GPS tracking of individual boats will be used for safety purposes. In addition the organizers will use the Trac Trac system for public media purposes and to provide displays onshore. The Race Committee or the Protest Committee may use available information from the system at their discretion. This changes RRS 60.1 and 60.2.
- 2 The following safety procedure will be followed:
 - a) At registration, the Safety Officers, shall personally collect and sign for their tracking device.
 - b) It is a Safety Officers responsibility to **re-charge every evening** the tracking device.
Every tracking device is provided with a 100/240V 50/60Hz micro USB charger.
 - c) The tracking device must be returned to the Race Office at the end of the last race of the series and before the Prize Giving.
 - d) Any boat failing to comply with this procedure, without any reason beyond her control, will be reported to the Race Committee and/or Protest Committee for possible action.

PLEASE RETURN THE TRACKING DEVICE AND CHARGER TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE. IN CASE OF LOSS, THE COST WILL BE CHANGED.

Tracking System Instructions

DEVICE OPERATIONS



Led Indicators
GPS GSM Power



Switch On/Off
Button



Mini USB
Connector

PERINI NAVI CUP

Porto Cervo, 2nd – 5th September 2015

SWITCHING ON/OFF

Press the **Switch On/Off Button** for at least 3 seconds and release it to turn on.

If you wish to **switch off** the device, push and hold for at least 2 seconds the **Switch On/Off Button**. **Power LED** will fast flash and then turn off, it indicates that the unit is turned off.

LEDs Description

LED	EVENT	STATE
GPS LED	GPS has fixed	Solid
	GPS is in fixing	Fast Flash
	GPS is off	Dark
GSMLED	Searching network	Fast Flash
	Network has been registered	Slow Flash
Power LED	Power on and normal	Dark
	Charger inserted and charging completed	Solid
	Charger inserted and charging	Fast Flash
	Power key was pressed and prepare to power off	Fast Flash
	Power low alert	Slow Flash

PERINI NAVI CUP
Porto Cervo, 2nd – 5th September 2015

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 840 Nikon Rangefinders to help ensure safe racing at SYRA sanctioned superyacht events. This year they contributed another 40 units so that we can issue two per yacht – one for the bow and one aft. This came about at the request of some of our long time competitors who see this as further enhancing safe racing and sailing whiting the rules.

Please be sure that you turn the rangefinders 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 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 two Nikon Laser Rangefinders for use by the Safety Officer and bowman to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.5, rule 17.2). Please use the rangefinders 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.

Complete instructions are available in English, French, Spanish and Portuguese [here](http://www.superyra.org/safety-officer_1.html) or at http://www.superyra.org/safety-officer_1.html

**PLEASE RETURN THE RANGEFINDERS TO THE EVENT ORGANIZER
IMMEDIATELY FOLLOWING THE LAST RACE**

PERINI NAVI CUP

Porto Cervo, 2nd – 5th September 2015

Requirement to Race:

SI Exhibit 6

NOTICE OF RACE

16. SAFETY OFFICER

16.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (S.I. Exhibit 6, posted on the event website and will be distributed to all captains via email). The Safety Officer's name, local mobile telephone number and email address must be confirmed at registration.

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

16.3 The Safety Officer shall attend all pre-race briefings and will be responsible for ensuring the Daily Declaration Form are returned to the Race Office as soon as is practical following racing each day, but no later than two hours after finishing.

SAILING INSTRUCTIONS

8.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 6, distributed to all captains via email). The Safety Officer's name, 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 communicating on the dedicated VHF safety channel while racing (refer to SI 21.4), collision avoidance, and the safe manoeuvring of the yacht. 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 his or her 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 each day. The Safety Officer is also responsible for the Trac Trac portable GPS for race tracking as explained in SI Exhibit 4 and for the Rangefinder as explained in SI Exhibit 5.

Background:

The critical role of the Safety Officer in superyacht racing cannot be understated. The Safety Officer is responsible for the safe maneuvering of the yacht and communicating 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 - 2014 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 2015 Perini Navi Cup Regatta require 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. 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.

PERINI NAVI CUP

Porto Cervo, 2nd – 5th September 2015

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: _____

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 SUPERYACHT REGATTAS

(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 to: secretariat@yccs.it

Name and Surname: _____

Date: _____ **Signed:** _____