



GIORGIO ARMANI
SUPERYACHT REGATTA

Porto Cervo, 26 - 30 May 2026

SAILING INSTRUCTIONS (SI)

The Giorgio Armani Superyacht Regatta is organized under the authority of the Italian Sailing Federation, by the Yacht Club Costa Smeralda (YCCS) with the support of the Superyacht Racing Association.

[NP] denotes a rule that shall not be grounds for protests by a boat and for which the Protest Committee may refuse to conduct a hearing. This changes RRS 60.1 and 63.2(a).

1. Rules

- 1.1 The regatta will be governed by:
 - (a) The rules as defined in *The Racing Rules of Sailing (RRS)*;
 - (b) Appendix SY to the RRS (SI Exhibit 1);
 - (c) The ORCs_y Rule (ORCs_y) will apply; below deck spinnaker retriever systems are allowed subject to a 0.5% rating penalty as per ORCs_y Rule 304.4.
 - (d) The World Sailing Offshore Special Regulations Category 4;
 - (e) In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence.
 - (f) There will be no grounds for request for redress by a yacht in case of Race Committee failure to make a radio transmission, delay or error in a transmission, or failure to receive or hear a transmission and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 1.2 Italian Sailing Federation Prescriptions, posted on the FIV Website [HERE](#), will apply. Italian crews shall be FIV members and have a valid medical certificate (except those doing only the rendezvous) and Italian boats shall have valid FIV authorization to display advertising (if applicable). Foreign competitors must comply with the rules of their MNA's;
- 1.3 English is the official language of the event.
- 1.4 The Registration Nationality of a yacht is the nationality indicated by the owner of the yacht as set out in the entry form (FLAG section). If not indicated, the sail number and/or the owner's nationality will be used.

2. Venue

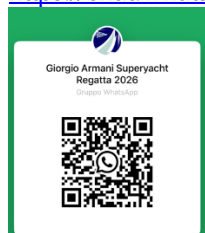
The race office will be located in the Piazza Azzurra and the Official Notice Board (ONB) is online and posted at the following link: [ONB](#)

The following QR code is a direct link to the Event Web Page:



3. Amendments and Notices to Competitors

- 3.1 Notices to competitors will be posted on the ONB. Courtesy notices may also be sent via WhatsApp when practicable (Join the Event Group here: <https://chat.whatsapp.com/DZBrlgLI3lo1wFluNfyZBN>).



Additionally, the race committee may make courtesy broadcasts to competitors on VHF.

- 3.2 Any change to the sailing instructions will be posted on the ONB and sent via WhatsApp when practicable to all competitors no later than 10.00 on the day the amendment takes effect, except that changes to the program will be posted by 20.00 on the day before the change takes effect.
- 3.3 In accordance with RRS 90.2(c), changes to the sailing instructions may be made on the water by hail on the Race Committee channel (VHF 72). The Race Committee will display flag L with one sound before making the announcement.
- 3.4 The Race Committee will broadcast the intent for the day's racing on the Race Committee channel at 10.30 daily.

4. Signals Made Ashore

- 4.1 Signals made ashore will be displayed on the flagpole located at the YCCS terrace.
- 4.2 The display or removal of signals ashore will be broadcast on the Race Committee channel.
- 4.3 Code flag "AP" (Answering Pennant) means "Races not started are postponed". When flag AP is displayed ashore, '1 minute' is changed to 'not less than 75 minutes' in the race signal AP.

5. Schedule of Races

Four races are scheduled, one each day from Wednesday 27 through Saturday 30 May. Two races are required to be completed to constitute a series.

6. Registration Formalities

- 6.1 To qualify as an entry, at final registration on 26 May, the following documents shall be on file and submitted to the race office by 18.00:
- (a) 2026 ORCs certificate (provided to the OA directly by ORC);
- (b) Signed Entry Form;
- (c) For Italian Competitors/Crews:
- FIV card with medical certification (foreign competitors must comply with the rules of their national authority).
 - FIV authorization to display advertising on yachts (only and if present);
- (d) RRS Afterguard Member Compliance Form (NoR [Annex C](#));
- (e) Parent Guardian Declaration form (if applicable - see NoR 3.3).
- 6.2 Without the written approval of the race committee whose discretion shall be full and unfettered:
- (i) yachts not complying with the requirements of NoR 8.2 and SI 6.1 are not eligible for the event;
- (ii) the value of ORCs certificates issued by 26 May shall not be modified except as approved by the OA. (see NoR 7.4) Yachts shall not be entitled to redress in respect of a decision of the Protest Committee under this SI and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 6.3 Changes to the crew list shall be communicated by email (secretariat@yccs.it) to the race office by 09.30 on race day(s).

7. Classes and Flags

- 7.1 The fleet will be separated into three (3) Classes: SY Blue, SY White and Southern Wind Rendezvous. The final list of yachts, by Class, will be posted on the official notice board no later than 26 May.
- 7.2 [NP][DP] Class flags shall be displayed on the backstay at least two metres above deck at all times while the yacht is racing. If such display is not feasible, class flags shall be displayed from the stern pulpit.

CLASSES	STARTING FLAG
SY Blue	Hotel
SY White	Oscar
Southern Wind Rendezvous	Foxtrot

8. Designated RRS Afterguard Member

- 8.1 [NP] In accordance with NoR 15 and NoR [Annex C](#), each yacht shall have a designated member of the afterguard who is currently active with and has a thorough understanding of the RRS. The captain shall maintain the compliance form onboard during the regatta.
- 8.2 [NP] The designated communications officer shall monitor and communicate on the safety channel (VHF 08) and must answer any hail in a timely fashion. It is recommended that this individual has experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.
- 8.3 [NP] The RRS afterguard member shall attend all briefings and be responsible for ensuring the Daily Declaration Form (SI Exhibit 2) is returned to the race office by email as soon as practicable following racing each day, but no later than one hour after finishing.

9. Captains' Briefing and Safety Briefings

- 9.1 [NP] The pre-regatta Captains' Briefing will be held on 26 May at 18.00 at the YCCS upper terrace. Attendance is mandatory for the captain, designated RRS afterguard member, communication officer and racing tactician.
- 9.2 There may be the need for a pre-race or post-race safety meeting depending on safety issues on the race course on any given race day. Yachts will be notified on the Race Committee channel and mobile telephones.
- 9.3 The Southern Wind Rendezvous Class will have a daily pre-race meeting at 10.00 at the Piazza Azzurra. Attendance is mandatory for the boat captain and designated RRS afterguard member.

10. Daily Declaration Form, GPS Tracker and Rangefinders

- 10.1 Each yacht's RRS afterguard member shall complete and submit the Daily Declaration Form after each race (SI 8.3). The editable form is available [HERE](#).
- 10.2 Each yacht will be issued a Trac Trac GPS tracking unit at registration. The unit shall be attached to each yacht in accordance with the instructions (SI Exhibit 3).
- 10.3 The GPS tracking unit will track the yachts' course each day and the start line Lat/Long positions displayed directly on the app display. This will provide "real-time" updates on the start line positions. Pinging the starting line ends (both the signal boat and pin) while other yachts are starting may cause issues and to avoid this the start line ends (orange flag on the signal boat and the start pin location) will be shared via Trac Trac.
- 10.4 Reading the Start line coordinates from the TracTrac app; using the TracTrac app you can retrieve the exact coordinates of the start line in the pre-start phase. Both ends of the start line are equipped with a tracker and the coordinates displayed in the TracTrac app are updated in real-time.
Scan the QR-code to see the instructions on how to get access to the coordinates:



- 10.5 Tracking will be live and available for replay after racing, providing an approximate record of course sailed and proximity to other yachts. The Race Committee will have a comprehensive record of every crossing, rounding and passing situation and be able to monitor the Appendix SY's 40 meters minimum separation requirement.
- 10.6 Each yacht will be issued Pantaenius Laser Rangefinders, to be used by crews to determine distance between yachts (SI Exhibit 4). Rangefinders and GPS trackers shall be returned to the race office after the last race.
- 11. Use of Engines and Thrusters**
- 11.1 [NP] 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 for a yacht to avoid a collision and provided the boat does not gain a significant advantage in the race.
- 11.2 [NP] A yacht that puts her engine in gear or uses her thruster at any time while racing, shall declare the "engine use" on the Daily Declaration Form (SI Exhibit 2) stating the time the engine was in gear or thruster used, the reason for doing so, and any potential competitive advantage gained.

12. Racing Area / Start Location

- 12.1 The racing area will be in Northeastern Sardinian waters.
- 12.2 The starting area will be located within a radius of approximately 3nm of the entrance of Porto Cervo and will extend 200 meters on either side of the starting line and 400 meters on the pre-start side of the line. The starting area, Lat/Long positions will be displayed on the Trac Trac app display. This will provide "real-time" updates on the start line position.
- 12.3 The Race Committee will provide additional information on the daily rendezvous location during the 10.30 morning broadcast on the race committee channel (SI 3.4).

13. Racing Format

It is the intent of the Race Committee to provide a staggered racing start for all three Classes.

14. Courses, Rounding Marks, Buoys

14.1 For the SY Blue and SY White Classes, the courses to be sailed will be coastal courses and information on the courses, rounding marks, buoys, are described in Exhibit 6 (Appendix [BRAVO](#) - Coastal Courses, 2026 edition). The booklet is also available in the Regatta Kit delivered at registration.

14.1.1 The attention is drawn to the following:

Prohibited Passages (as per Appendix Bravo section 3)

For all races using courses in Appendix Bravo, boats are prohibited to pass between:

- the Islets of Barrettinelli di Fuori and the Islets of Barrettinelli
- the Sardinian coast and the Secca del Cervo
- the Sardinian coast and the Li Nibani Isles
- the Beacon of Secca Corsara and the Isle of Spargi
- the Isle of Spargiotto and the Isle of Spargi
- the Sardinian coast and the Islands of Poveri
- the Beacon of Secca di Punta Rossa and the Isle of Caprera
- the Isle of Mortorio and Isle of Soffi
- the Isle of le Bisce and Scogli delle Bisce
- the Isle of La Maddalena and the Isle of S.Stefano

14.1.2 **Between the Isle of La Maddalena and Palau there is continuous ferry boat service. Boats must give priority to the ferry boats when sailing in their vicinity.**

14.2 For the Southern Wind Rendezvous Class, information on the courses to be sailed will be provided at the daily pre-race meeting (SI 9.3).

14.3 Inflatable marks will be red cylinders with the blue event logo.

14.4 Robotic Marks - MarkSetBot

The race committee may use robotic marks for any mark of the course. The color of robotic marks will be red with the blue event logo.

15. Race Committee, Service, Support and Press Boats

15.1 The race committee signal boat will be identified by a large YCCS burgee. The race committee signal boat will be the starting boat.

15.2 Race committee service boats will be marked by a flag with a red letter 'S' on a white background, the Technical Committee boat with the letter 'M', and the Protest Committee boat with the letter 'J'.

15.3 Boats used by press, photographers and film crews are not under the jurisdiction of the race committee.

15.4 Support boats shall register as instructed on the entry form (support boat section) and collect identification flags at the race office. Identification flags must be visible at all times. All support boats shall monitor the race committee channel, keep well clear of the starting area, and not approach within 100 meters of any boat racing after the preparatory signal.

16. The Start

16.1 Under World Sailing [Test Rule DR21-01](#), the definition *Start* is changed as follows:

Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

- (a) at or after her starting signal, or
- (b) during the last three minutes before her starting signal.

When a boat *starts* in accordance with item (b) of the definition *Start*, she shall not return to the prestart side of the starting line and she shall be penalized by five minutes in addition to the amount of time she was on the course side of the starting line before her starting signal, added to her elapsed time without a hearing. Rule 29.1 will not apply and rule A5.1 is changed.

16.2 **SY Classes yachts** will have the staggered start format for all races. The warning signal for the first yacht is scheduled at 1200 daily.

16.3 **SY Classes yachts:**

16.3.1 Yachts will be assigned their own starting times for each race. The starting sequence for the first day's racing will be based on the ORCs ratings for the projected wind range, with the slowest rated yacht starting first and the fastest rated yacht starting last. In the interest of fair racing, the starting order may be changed on subsequent day's racing. The starting sequence for each day's racing will be posted on the ONB by 20.00 on the evening before each race day.

16.3.2 Furthermore, the scheduled starting time for all yachts will be posted with a daily sailing instructions amendment and broadcast on the Race Committee channel. The starting times for yachts will be gapped at not less than 2 minutes intervals. A sound signal will be made for each start, and the Race Committee will attempt to broadcast each start.

16.3.3 RRS 26 is deleted and replaced with: Races shall be started using the following signals.

The flags utilized as the class flags will be HOTEL & OSCAR

SY Classes Blue and White

Signal	Flag	Sound	Minutes to Start (Scheduled Time)
Warning 1 st yacht	HOTEL & OSCAR Flags	1 sound	5 (1200)
Preparatory 1 st yacht	P Flag	1 sound	4 (1201)
Start 1 st yacht	P Flag removed	1 sound	0 (1205)
Start 2 nd yacht	None	1 sound	To be determined
Etc...			
Start last yacht	HOTEL & OSCAR Flag removed	1 sound	To be determined

16.3.4 A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. After the first yacht has started, there will be no visual signal or sound for any subsequent preparatory signal and no visual signal for any subsequent starting signal.

16.3.5 If the start of a race is postponed, the Race Committee will display AP and announce the new starting time for each yacht on the Race Committee channel.

16.4 **The Southern Wind Rendezvous Class** will participate in informal racing after the SY Classes start, with a scheduled warning signal for their start at 1230.

All yachts in the Southern Wind Rendezvous Class shall stay clear of the starting area, as defined in 16.6, until the SY Classes have cleared the starting area.

16.5 **For the Southern Wind Rendezvous Class:**

16.5.1 Yachts will be assigned their own starting times for each race. The starting sequence for the first day will be based on the estimated ratings for the projected wind range, with the slowest rated yacht starting first and the fastest rated yacht starting last. In the interest of fair racing, the starting order may be changed on subsequent days. The starting sequence for each race day will be posted on the ONB by 20.00 on the evening before each race day.

16.5.2 A sound signal will be made for each start, and the Race Committee will attempt to broadcast each start.

16.5.3 The starting gap, a yacht's starting time and/or starting order may change daily based on different wind ranges or in the interest of safe sailing, fair racing considerations or weather conditions.

16.5.4 RRS 26 is deleted and replaced with: Races shall be started using the following signals.

The flag utilized as the class flag will be FOXTROT.

Southern Wind Rendezvous Class:

Signal	Flag	Sound	Minutes to Start (Scheduled Time)
Warning 1 st yacht	Foxtrot Flag	1 sound	5 (1230)
Preparatory 1 st yacht	P Flag	1 sound	4 (1231)
Start 1 st yacht	P Flag removed	1 sound	0 (1235)
Start 2 nd yacht	None	1 sound	To be determined
Etc...			
Start last yacht	Foxtrot Flag removed	1 sound	To be determined

16.5.5 A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. After the first yacht has started, there will be no visual signal or sound for any subsequent preparatory signal and no visual signal for any subsequent starting signal.

16.5.6 If the start of a race is postponed, the Race Committee will display AP and announce the new starting time for each yacht on the Race Committee channel.

- 16.6 [NP] Yachts that are not in their starting sequence (beginning 5 minutes prior to their starting time) shall stay clear of the starting area and yachts which have yet to start shall stay clear of yachts racing on the course side of the starting line.
The starting line will be between a staff displaying an orange flag on the Race Committee signal boat at the starboard end of the line and the windward side of a 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 both boats. The starting line Race Committee boat and service boat may hold their position with the use of engines. This action will not be grounds for request for redress, and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 16.7 A yacht that crosses the starting line later than 15 minutes after her starting signal will be scored DNS without hearing. This changes RRS 35 and A5.1.
- 17 Shortening Course for coastal courses**
For courses shortened at marks that are islands or rocks, the location of the beacon or point of land that will serve as the shoreside end of the finishing line is provided with the mark description and location in section 4.2 of Exhibit 6: Appendix BRAVO (Coastal Courses, 2026 edition).
- 18 Change of Course after the Start for coastal courses**
The Race Committee may change the course at a mark by signaling boats before the lead boat in class rounds that mark. A service boat will be stationed near the mark and will signal the change by displaying Code flag "R" with repetitive sounds. The letters of the remaining marks of the course and the order in which marks are to be passed or rounded and the side they must be left to will be displayed on a whiteboard. The marks will be from section 4.2 of Exhibit 6: Appendix BRAVO (Coastal Courses, 2026 edition). Any course change will also be broadcast on the Race Committee channel. This changes RRS Race Signals and RRS 33.
- 19. Recalls**
There will be no individual recalls (see SI 16.1).
- 20. The Finish**
- 20.1 For the SY Classes, there are three potential finishing lines. The finishing line option will be signaled by the Race Committee boat by displaying before or at the warning signal on a board F1, F2 or F3.
- 20.1.1 **Finishing Line 'F1':** F1 will be between the mast displaying the YCCS burgee at the YCCS Observatory (41° 08.1 N - 9° 32.3 E) situated on the cliff to the south east of the red navigation light marking the entrance to Porto Cervo and Mark ZULU, starboard end of the finishing line F1, approximately 1,200 meters east of the red light at the entrance of Porto Cervo (41° 08.20 N / 9° 33.20 E). Mark ZULU with a white flashing light at night.
- 20.1.2 **Finishing Line 'F2':** F2 will be located approximately 0.5nm north of the Isle of Nibani. The finishing line will be between an inflatable mark and a Race Committee boat or service boat displaying a blue flag. Race Committee boat and service boat may hold their position with the use of engines. This action will not be grounds for request for redress, and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 20.1.3 **Finishing Line 'F3':** F3 will be located in the approximate same location as the starting line. The finishing line will be between an inflatable mark and a Race Committee boat or service boat displaying a blue flag. Race Committee boat and service boat may hold their position with the use of engines. This action will not be grounds for request for redress, and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 20.2 While racing, boats shall not cross the finishing line on any leg of the course except on the last leg.**
- 21. Time Limit**
- 21.1 For the SY Classes, the time limit for the first yacht in each class to sail the course and finish is 18.00.
- 21.2 Yachts failing to finish within 120 minutes after the first yacht in class sails the course and finishes will be scored by the Race Committee, without hearing, points for the finishing place equal to the number of yachts in that class that have finished that race plus 1. This changes RRS 35 and A5.1.
- 22. Penalty System (for the SY Classes)**
- 22.1 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the Giorgio Armani Superyacht Regatta. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement and safe racing by using the penalty system and protest procedures outlined in SI 22 and 23.

- 22.2 The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 25% of the number of yachts entered in that Class. RRS 44.2 (One-Turn and Two-Turns Penalties) will not apply.
- 22.3 Post-Race 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 a Post-Race Penalty, a 30% scoring penalty (SCP) in accordance with RRS 44.3(c), except that she shall not be scored worse than the score for Did Not *Finish*. 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 a Post-Race Penalty is accepted:
- (i) Neither the yacht nor the Protest Committee may then revoke or remove the penalty.
 - (ii) The yacht shall not be penalized further in a protest hearing when the Protest Committee decides that it was appropriate to the facts found and the applicable rules.
- (c) Further to SI 14.1.1, 20.1, 20.2, and Appendix Bravo Mark Tango, a boat that:
- 1 Crosses the finishing line on any leg of the course except on her last leg, or
 - 2 Sails in a prohibited passage, or
 - 3 Does not pass between Mark TANGO and Capo Ferro when Mark TANGO is part of the course shall be given a scoring penalty (SCP) of 30% without a hearing, calculated as stated in RRS 44.3(c), except that she shall not be scored worse than the score for Did Not *Finish*. However, if despite the penalty the boat gained a significant advantage in the race or series by her breach she shall retire.
- 22.4 Penalties for breaches of a rule other than a rule of Parts 1 or 2 and rule 31 of the RRS may be less than disqualification if the Protest Committee decide so.
- 22.5 If the Organizing Authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, invitations to future regattas may be withheld. The RRS afterguard member and/or racing tactician may also be excluded from participating in future regattas.

23. Protest and Request for Redress (for the SY Classes)

- 23.1 Protests and request for redress shall be lodged [HERE](#) within the protest time limit (PTL). The protest time limit is 60 minutes after the last boat in class finishes.
- 23.2 Schedule of hearings will be posted [HERE](#).
- 23.3 If there is an incident on the water that raises questions regarding the RRS or Appendix SY and no protest is filed or penalty declared, competitors are encouraged to file for a 'Rules Clarification Meeting' with the Protest Committee on their Daily Declaration Form. The results of a Rules Clarification Meeting cannot result in a yacht's disqualification. It is meant to eliminate confusion and resolve any disagreements on interpretation of the RRS or Appendix SY.

24. Scoring

- 24.1 The SY Classes will be scored using corrected times calculated by the Polar Curve Scoring and Constructed Course Scoring method for [ORCSy rule 504](#).
- 24.2 For SY Classes, the decision on the scoring parameters used will be at the sole discretion of the Race Committee and together with length of course, directions of leg and the wind direction and speed will not be grounds for request for redress, and the Protest Committee may refuse to conduct a hearing (this changes RRS 61.1(a) and 63.2(a)).
- 24.3 The Low Point system, RRS Appendix A shall apply except that there will be no discard.

25. Safety Requirements

- 25.1 Man-Overboard (MOB)
- 25.1.1 [NP] Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.
- 25.1.2 [NP] A yacht that has an MOB incident shall immediately stop sailing the yacht to the next mark. She shall either (a) recover the person or (b) coordinate the recovery of the person with another Boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.
- 25.1.3 The yacht captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume sailing the yacht to the next mark when the person is safely on board the recovery boat. This changes RRS 48.2.
- 25.1.4 [NP] A yacht that has an MOB incident shall notify the Race Committee (SI Exhibit 5 - On-Water Emergency Procedures) by hailing or on the Race Committee channel as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.
- 25.1.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the

Race Committee who may add time to the yacht's elapsed time when another boat recovers the MOB.

- 25.2 [NP] A yacht that retires from a race shall notify the Race Committee boat by hailing or on the Race Committee channel before leaving the race area and notify the race office as soon as practicable.
- 25.3 A yacht that does not intend to race shall notify the race office before 09.30.
- 25.4 A yacht that returns ashore to a point different from its assigned mooring place at Porto Cervo Marina and cannot contact the Marina Harbormaster shall promptly inform the Race Committee.
- 25.5 Captains and afterguard members of all yachts shall carefully read and adhere to SI Exhibit 5 - On-Water Emergency Procedures.
- 25.6 All yachts must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.
- 25.7 The Organizing Authority (OA) takes a proactive stance on safe racing, prudent seamanship and good sportsmanship. Safe racing is the responsibility of everyone involved in superyacht regattas. The superyacht safety protocol within the Notice of Race and these Sailing Instructions emphasizes that the priority is on safety and prudent seamanship, not competitive advantage.
- 25.8 The yachts' racing tacticians and RRS afterguard members are expected to meet immediately following the racing to discuss and resolve any issues pertaining to competitive advantage, safety or sportsmanship.

26. Communication (VHF Radio, Mobile Phones and AIS)

- 26.1 [NP] The Race Committee will use VHF 72 for communication. All SY Classes competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race. All Southern Wind Rendezvous Class competitors must monitor this channel until the last yacht has started at which time all Southern Wind Rendezvous competitors are to switch from VHF 72 to VHF 71.
- 26.2 [NP] The safety channel is VHF 08. The communications officers on all yachts in fleet must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finishing area following the race. Yachts hailed by another yacht shall respond in a timely fashion. This channel should be used in close quarters to determine other yachts intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use the race committee channel for collision avoidance.
- 26.3 The Southern Wind Rendezvous Class event team will use VHF 71 for communication with the Class after their starts.
- 26.4 Back up to VHF radio will be mobile phone communications All competitors will be provided with a list of mobile telephone numbers for each RRS afterguard member. Telephone communication is strongly encouraged when the VHF safety and Race Committee channels are in use. This changes RRS 41.
- 26.5 [NP] Yachts equipped with an Automatic Identification System (AIS) are required to operate it from the time they approach the starting area until departing the finishing area following the race. AIS equipment shall not be removed from the yacht prior to racing. This can assist in maintaining safe separation between yachts and collision avoidance.
- 26.6 A time check may be transmitted over the Race Committee channel approximately 30 minutes before the first warning signal each day.

27. Control, Measurement and Inspection

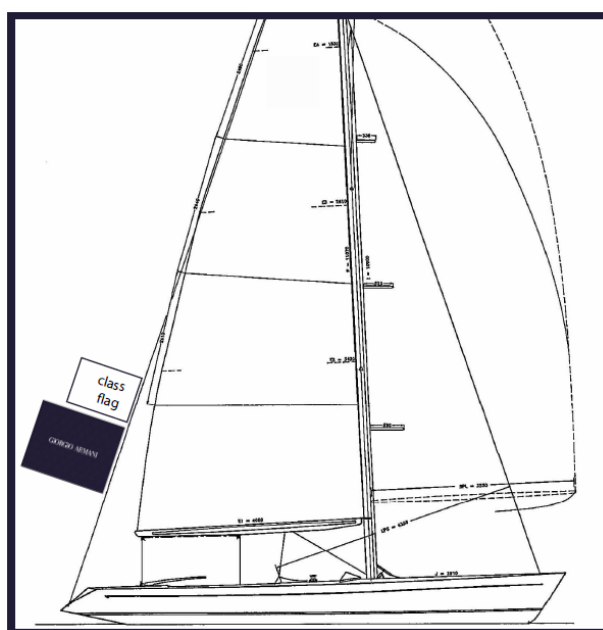
Yachts may be inspected and/or check measured at any reasonable time before or during the regatta. Yachts shall only be measured by measurers approved by the organizer.

Please be informed that the event is paperless.

We are pleased to inform you that the regatta is organised following the principals of the Charta Smeralda, an ethical code established by the One Ocean Foundation - <https://www.1ocean.org>. It is part of our mission to raise awareness among regatta participants on the urgent environmental issues affecting the oceans.

SI Exhibits and Appendices

- Exhibit 1: Appendix SY
- Exhibit 2: Daily Declaration Form: (to be sent to the Race Office by email)
- Exhibit 3: GPS Tracker Instruction
- Exhibit 4: Pantaenius Rangefinder Instructions
- Exhibit 5: On-Water Emergency Procedures
- Exhibit 6: Appendix BRAVO (Coastal Courses, 2026 edition - separate booklet)
- Exhibit 7: Useful event Links

FLAGS POSITIONING - Class Flags - SI paragraph 7.2.**WHILE MOORED****WHILE RACING**

Sailing Instructions - Exhibit 1–page 1/2
APPENDIX SY
SUPERYACHT RACING RULES

When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing for 2025-2028 as changed by this appendix.

Version 5.0, August 2024.

SY1 TERMINOLOGY

'Superyacht' means a boat with a hull length greater than 30.5 metres.

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 A boat *keeps clear* of a right-of-way boat if the right-of-way boat 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* is changed to:

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

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

Mark-Room *Room* for a boat

(a) to sail to the *mark* when her *proper course* is to sail close to it,

(b) to round or pass the *mark* on the required side, and

(c) to leave it astern,

with no less than 40 metres between the boats.

SY2.4 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

SY2.5 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 manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.6 Add new definition *Waypoint*:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

SY2.7 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*.

SY2.8 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall

- (a) monitor the safety channel specified in the sailing instructions,
- (b) respond promptly to a hail from another boat, and
- (c) communicate with other boats on matters of safety.

SY2.9 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 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her. However, if a boat being *overtaken* would break another rule of Part 2 in order to sail her *proper course*, rule 17.2 does not apply.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

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 60.4(c)(1) is changed to:

- (c) However, rule 60.4(b) does not apply to a *protest* from
 - (1) the protest committee or race committee if it learns of an incident involving a boat that may have resulted in injury or serious damage, that may have sailed within 40 metres of another boat, or that did not respond to a radio hail.

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



GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 26 - 30 May 2026

DAILY DECLARATION FORM



Sailing Instructions Exhibit 2 – page 1/2

The Organizing Authority, in conjunction with the Superyacht Racing Association requires this information to enhance safe racing and to collect information on windspeed and sea state on the racecourse. Sailing Instruction 8.3 requires the RRS-Safety Afterguard Member to complete this form and return via email to the Race Office within one hour of the yacht's finish.

Day / Date: _____ / _____ Yacht Name: _____

.....
RRS Afterguard Name (printed)

.....
RRS Afterguard Name (signed)

of Permanent Crew: ____ (# of Racing Crew ____ / # of Guests ____)

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

- Observed a yacht not answering or not answering in a timely manner when hailed on the VHF Safety Channel

Yacht Name: _____ Approximate Time: _____ (use page 2 for others)

- Was involved in a 'safety related incident'
Describe the incident on the back page

- Had a man-overboard
Describe the incident on the back page under 'safety related incidents'

- Requests a 'Rule Clarification Meeting' (SI 23.3)
Competitors may request an informal meeting with 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.

- Filed a Protest
If you filed a protest against another yacht/s. Yacht Name: _____

Yacht Name: _____

- Took a Penalty
Provide an accounting of any alternative penalties taken (in accordance with the SI) on the back page

- Observed a 'safety related incident'
Describe the incident on the back page

- Experienced equipment breakage onboard our yacht
Provide additional information on the back page (information kept confidential)

- Had an injury on our yacht during racing
Provide information on the back page regarding the nature of the injury (information kept confidential)

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

GIORGIO ARMANI SUPERYACHT REGATTA 2026

Daily Declaration Form – Exhibit 2

Page 2/2

APPROXIMATE WIND SPEED & DIRECTION (for each leg from the masthead instruments) (if not recorded during the race, please provide best recollection)

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction <i>(example: 21kts / 060M)</i>
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 22)

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, RRS-Safety Afterguard Members are responsible for returning this form **by email** (secretariat@yccs.it) to the Race Office within one hour of the yacht's finish.*



GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 26 – 30 May 2026

Sailing Instructions Exhibit 3

TracTrac[®] Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS #10.2, 10.3, 10.4 and 10.5

- 1 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.

- 2 The following safety procedure will be followed:
 - a) At registration, the RRS Safety Afterguard Member, shall personally collect and sign for their tracking device.
 - b) It is a RRS Safety Afterguard Member responsibility to check the proper operation of their tracker every morning, 3 hours prior to the start, on <https://www.tracrac.com/check>
 - 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.

Tracking System Instructions MOUNTING THE DEVICES

The GPS tracker is protected in an Aquapac and is recommended to be attached to the boat on the sea rail, ideally centrally, at the back of the boat, clear of any obstructions or other instruments, in clear view of the sky (for satellites) and high above the waterline.

Attach the device into position at the back of the boat. Secure with cable tie or tape, so it does not hang loosely or bang around.

The tracker has already been turned on and there is no need to press any buttons before racing.





GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 26 – 30 May 2026

Tracking System Instructions *DEVICE OPERATIONS*



THE DEVICE IS ALREADY TURNED ON WHEN BEING HANDED OUT.

However, in case of a device problem, you may be requested to reset the device manually.

Procedure:

Turn off: press and hold the on/off button until device buzzes. Release button. Wait until all LEDs are off. (Have patience, this may take approximately 2 minutes).

Turn on: press and hold the on/off button until device buzzes. Release button. Check that LEDs come on.

Watch Live Tracking of the Regatta

Watch tracking live or in replay via www.tracrac.com or from smartphones and tablets using the free app (IOS and Android: search for TRACTRAC).

Reading the Start line coordinates from the TracTrac app

Using the TracTrac app you can retrieve the exact coordinates of the start line in the pre-start phase.

Both ends of the start line are equipped with a tracker and the coordinates displayed in the TracTrac app are updated in real-time.

Scan the QR-code to see the instructions on how to get access to the coordinates





GIORGIO ARMANI
SUPERYACHT REGATTA

Porto Cervo, 26 – 30 May 2026

Sailing Instructions Exhibit 4



PANTAENIUS LASER RANGEFINDER INSTRUCTIONS

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of over 130 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 2025 - 2028 and 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 *A boat keeps clear of a right-of-way boat if the right-of-way boat can sail her course with no need to take avoiding action and with no less than 40 metres between the boats*).

Each yacht entered in this regatta will be issued Nikon Laser Rangefinders for use by the crew to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.4, rules 17.2 and 17.3). 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 RACE OFFICE FOLLOWING THE LAST RACE



**GIORGIO ARMANI
SUPERYACHT REGATTA**

Porto Cervo, 26 – 30 May 2026

Sailing Instructions Exhibit 5

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 08.
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 an 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, Mobile +39.333.48.583.85 or **VHF Channel 72 / VHF Channel 08**

YCCS Race Office, Mobile +39.348.74.237.05 or **+39.0789.90.22.00**

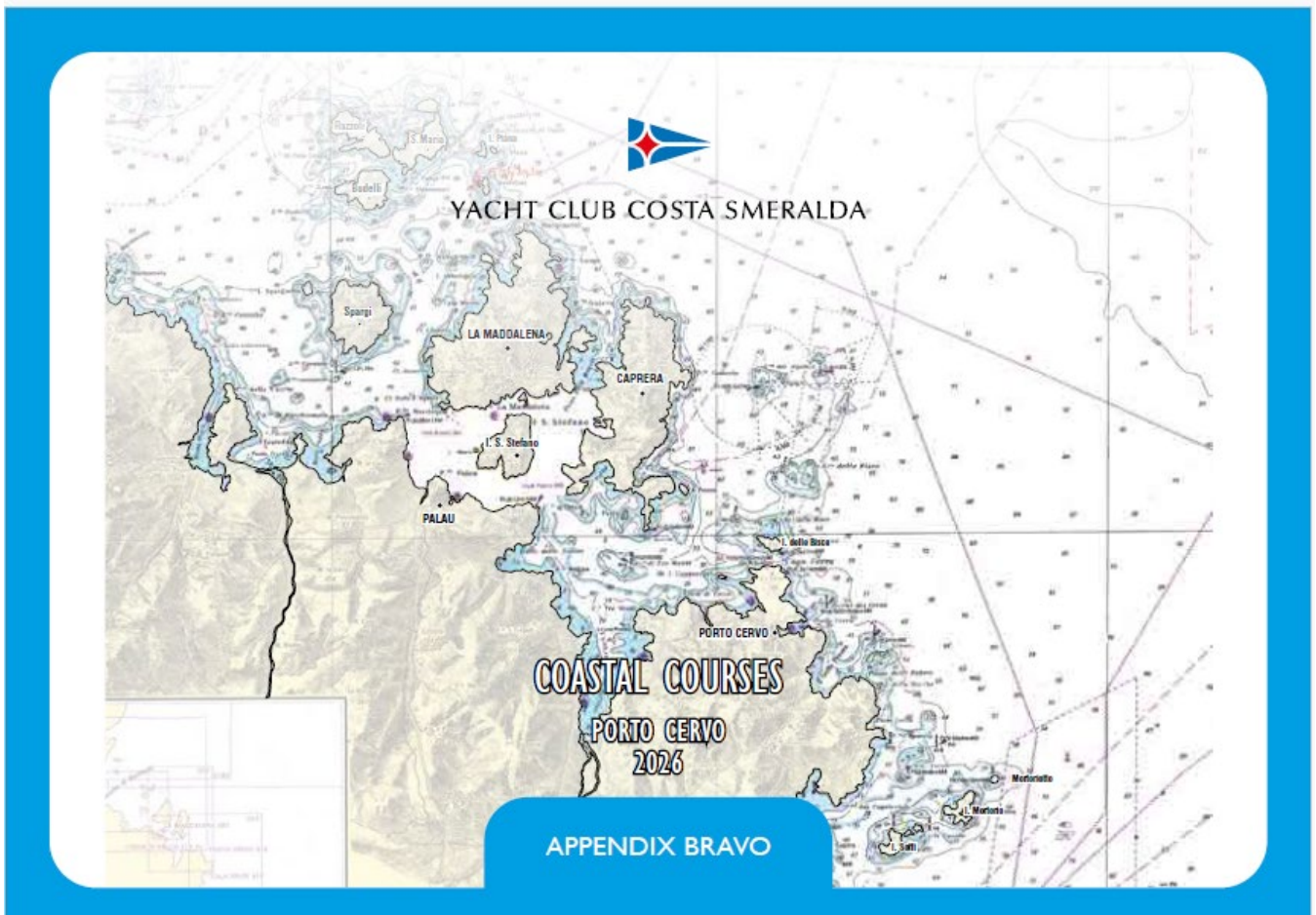


**GIORGIO ARMANI
SUPERYACHT REGATTA**

Porto Cervo, 26 – 30 May 2026

Sailing Instructions Exhibit 6: APPENDIX BRAVO

DIRECT LINK: [HERE](#)





GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 26 – 30 May 2026

Sailing Instructions Exhibit 7 EVENT LINKS

STAY CONNECTED TO THE EVENT!

The following QR code is a direct link to the Event Web Page:



LINK: [GIORGIO ARMANI SUPERYACHT REGATTA](#)

OFFICIAL NOTICE BOARD

LINK: [OFFICIAL NOTICE BOARD](#)

HOW TO JOIN THE UNOFFICIAL WHATSAPP GROUP

Join the Event WhatsApp group here: <https://chat.whatsapp.com/DZBrIgL3Io1wFluNfyZBN>



By joining the WhatsApp Group any member can see your phone number; The OA, the RC, the TC and Protest Committee may use it to communicate unofficially during the event.

Be aware that this group will not replace the official notice board.