



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS 2016  
Virgin Gorda, 9 – 12 March 2016

## SAILING INSTRUCTIONS

### 1. Rules

1.1 The regatta will be governed by:

- (a) The *rules* as defined in The Racing Rules of Sailing for 2013-2016 (RRS);
- (b) Appendix SY to the RRS (Exhibit 1);
- (c) The ORC Superyacht Rule (ORCSy);
- (d) The World Sailing Offshore Special Regulations Category 3 with life rafts compulsorily on board, but subject to the following amendments:
  - red parachute flares are not required (amends OSR 4.23);
  - jackstays are not required (amends OSR 4.04).
- (e) The Sailing Instructions (SI), the Appendixes and the Exhibits;

1.2 No national authority prescriptions will apply.

1.3 If there is a conflict between languages, the English text will take precedence.

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

**Note:** RRS 55 (trash disposal) will be in effect. Sail stops for spinnakers are not allowed;

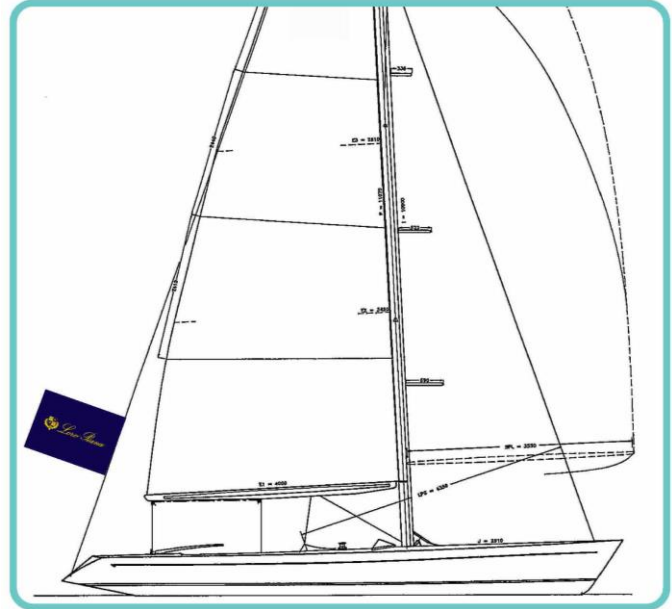
### 2. Event classification and advertising

Refer to Notice of Race Paragraph 2. Flags positioning:

While **MOORED**



While **RACING**



### 3. Venue

Regatta Headquarters will be located at the YCCS Virgin Gorda regatta village and the Official Notice Board (ONB) will be located at the Race Office.

### 4. Registration Formalities

4.1 To qualify as a competitor the following shall be completed and submitted to the Race Office by 15.00 on 9<sup>th</sup> March 2016:

- Signed entry form;
- Crew list & TV rights duly signed by all crew members;

- Valid ORCs Handicap Certificate;
- RRS Safety Afterguard Member Form;
- Name, mobile telephone numbers and email address for the Captain, RRS Safety Afterguard Member, Communication Officer and Racing Tactician;

4.2 Without the written approval of the Organizing Authority:

- yachts not complying with the requirements of S.I. 4.1 are not eligible for the event;
- and the value of handicap certificates issued by 16.00 on 9<sup>th</sup> March 2016 shall not be modified except by the ORC for reasons specified in the ORC Superyacht Rule ([www.orc.org/superyacht](http://www.orc.org/superyacht))

4.3 Crew list changes shall be communicated to the Race Office on the appropriate form by 09.00 hours on the race day(s) when there are changes.

## 5. Amendments and Notices to Competitors

5.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.00 on the day it comes into effect except that changes to the programme shall be posted by 19.00 on the day before the change takes effect and posted online. It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB and online at [www.yccs.com](http://www.yccs.com).

5.3 In accordance with RRS 90.2(c), changes to the Sailing Instructions may be made on the water by hail on race committee VHF 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 event lawn.

6.2 Code flag "AP" (Answering Pennant) means "the race is postponed". No warning signal will be made prior to 90 minutes after "AP" is lowered.

## 7. Programme

7.1 The programme will be as follows:

Wednesday, 9<sup>th</sup> March            Inspections, Registrations, Skippers Briefing;

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Thursday, 10<sup>th</sup> March            Race;

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Friday, 11<sup>th</sup> March              Race;

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Saturday, 12<sup>th</sup> March            Race and Prize Giving.

7.2 The Organizing Authority and the Race Committee reserve the right to modify the programme based on weather conditions and other unforeseen reasons.

7.3 The first warning signal is scheduled for 11.00 each race day.

7.4 The full programme will be posted on the ONB, published on the event websites and available at the Race Office.

## 8. The Start - Courses – Marks - Finish

Information on the start, courses, marks and finish are described in SI paragraphs 13, 14, 15 and Appendix BRAVO (Costal and Island Courses - *Separate Booklet available in the Regatta Kit*).

## 9. RRS-Safety Afterguard Member Compliance

9.1 Each yacht shall ensure that at least one afterguard member is active with of *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and the Appendix SY. The Captain will submit the compliance form (page 2 of Exhibit 2) with information on the designated RRS-Safety Afterguard Member and the Communications Officer in advance, no later than 1<sup>st</sup> February 2016. Exhibit 2 can be found on the event website, and will be distributed to all captains via email.

9.2 The Organizing Authority will review all compliance forms prior to 15<sup>th</sup> February 2016 and communicate any concerns or issues to the Captain.

9.3 The Captain will designate a Communications Officer who will monitor and communicate on the VHF Safety Channel. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.

9.4 The Captain will determine what crew position the RRS-Safety Afterguard Member assumes (tactician, helmsman, navigator, strategist, etc.). The designated RRS-Safety Afterguard Member may assume the position of Communications Officer.

9.5 The RRS-Safety Afterguard Member shall attend all pre-race briefings and will be responsible for ensuring the Daily Declaration Form is returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

#### **10. Captain's Briefing and Mandatory Safety Briefings**

10.1 The pre-regatta Captain's Briefing will be held on 9<sup>th</sup> March at 16.00 at the YCCS. Attendance is mandatory for the Captain, designated RRS Safety Afterguard Member and Communication Officer and Racing Tactician if applicable.

10.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on any given race day. The Race Committee may schedule a safety review meeting after receiving a report of an unsafe incident occurred on the race course. Yachts will be notified via VHF and mobile telephones.

These meetings will be mandatory for Captains, RRS Safety Afterguard Members and Racing Tacticians

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

11.1 Each yacht's RRS Safety Afterguard Member shall complete a daily Declaration Form (Exhibit 3). The completed form shall be delivered to the Race Office within two hours of the yacht's finish.

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

11.3 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 meter minimum separation. Breaches of SI 11 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

11.4 All yachts will be issued a Pantaenius Laser Rangefinders – two per boat - which are to be used to determine distance between yachts (see Exhibit 5). Rangefinders shall be returned to the Race Office along with the Trac Trac unit and charger on Saturday 12<sup>th</sup> March, at the conclusion of racing.

#### **12. Use of Engines and Thrusters**

12.1 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 by a yacht to avoid a collision.

12.2 A yacht that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must 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.

12.3 The Race Committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain. The use of engine or thruster at any time shall not be ground for protest by another boat. This changes RRS 60.1.

#### **13. Racing Format**

13.1 It is the intent of the Race Committee to feature the pursuit racing format for as many as four Classes.

13.2 The race committee reserves the right to use staggered calculated finishing times for two or more classes depending on fleet composition.

#### **14. The Start**

14.1 Yachts in different classes may sail different courses each day. Yachts will be assigned their own starting times for each race with slower rated yachts starting before faster rated yachts in their class.

14.2 Starting times are determined by the course length and each yacht's Time-on-Distance (ToD) ORCsy rating allowance for the declared wind range and sea state (see ORCsy Rule). This changes RRS 26.

14.3 To enhance safe racing within the fleet, assigned start times may be adjusted, on a class basis, so that each class has a different expected finish time, i.e., those expected finish times will be separated by a 'margin of safety'. This will result in less congestion at turning marks late in the race, particularly at the finishing line, and make the overtaking issue less onerous for the faster yachts in fleet.

14.4 The Race Committee will use forecasts and observed conditions on the racecourse before declaring the wind range and sea state for scoring purposes. It will broadcast the course and starting sequence for the day on VHF 72 between approximately 10:15–10:45 (unless postponed). Best efforts will be made to post the starting sequence on the event websites and email to all Captains. Note: a yacht's starting time and/or starting order can change from race to race because of different wind strength, sea state and course lengths.

14.5 The start time for the first yacht in fleet is scheduled for 11:05 each day. The start times will be gapped 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.

14.6 Rule 26 is changed to: races shall be started by using the following signals. The flag utilized as the class flag will be a large event flag with the event logo (the Loro Piana Caribbean Superyacht Regatta flag). The absence of visual

signals shall be disregarded.

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

A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. Apart from the signal 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 VHF 72.

14.7 If the start of a race is postponed, the Race Committee will display AP over numeral pennants signifying the number of minutes from the scheduled starting time (each yacht's starting time will be moved back exactly that number of minutes). The Race Committee will announce any postponement on VHF 72.

14.8 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.

#### 15. Recalls

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will be given penalty equal to 5 minutes plus the time she was over early. A yacht that crosses the starting line more than 3 minutes early will be scored DNS without a hearing. This changes RRS A4 and A5.

#### 16. Committee Boat, Service Boats, Support Boats, Press Vessels

16.1 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.

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

16.3 Boats used by Press, Photographers, film crews, VIP's, etc. are not under the jurisdiction of the Race Committee.

16.4 Support boats must register as set out in the entry form (Support Boat section) and collect the identification flags at the Race Office. The Organizing Authority requires all support boats to stay clear of other race boats 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.

#### 17. Time Limits

17.1 The time limit is 18.00. If at least one yacht in class sails the course and finishes within the time limit, all other yachts in class which complete the course within 90 minutes after the finish of the first yacht in class will be scored.

17.2 Yachts failing to finish within 90 minutes after the first yacht sails the course and finishes will be scored points for the finishing place equal to the number of yachts in that class that finished that race plus 2. This changes RRS 35 and A4.

#### 18. Safety Requirement and Retirement

18.1 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.

18.2 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 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.

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

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

18.5 A yacht that returns ashore to a point different than its assigned mooring place at YCCS Marina and cannot contact the Marina shall inform the Race Committee of its circumstances immediately.

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

19.1 The Race Committee will use VHF 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.

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

19.3 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).

19.4 The Bridge to Bridge Safety is VHF 08. The Communications Officers on all yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finishing 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 08 is congested, yachts may also use Race Committee VHF 72 for collision avoidance.

19.5 Back up to the 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 Captain, RRS Safety Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when the VHF safety Channel and Race Committee Channel are in use. This changes RRS 41.

19.6 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.

19.7 All racing yachts must conduct a radio check with the Race Committee boat on the Safety Channel (VHF 8) between 10.00 and 10.45 each race day.

19.8 Any motor yachts participating in the Rendezvous will be race viewing during the regatta and monitoring VHF 72.

## **20. Scoring**

20.1 Yachts will be scored based on the order of class finish, adjusted for any penalties taken on the water.

20.2 If the 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 handicap values (based on wind speed and sea state) to determine the order of class finish for a shortened course race.

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

20.4 Decisions concerning course selection and wind strength/ sea state used for scoring are the responsibility of the Race Committee and not ground for request for redress. This changes RRS 62.

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

## **21. Penalty System**

21.1 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 Loro Piana Caribbean Superyacht Regatta & Rendezvous 2016. 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 here in SI sections 22.

21.2 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 boats entered. One-Turn and Two-Turn Penalties will not apply.

21.3 Post-Race Penalty:

(a) A boat 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 – 30% scoring penalty in accordance with RRS 44.3(c). However, if the boat 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 boat nor the jury may then revoke or remove the penalty.

(ii) The boat 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.

21.4 Penalties applied under RRS 64 for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the jury.

21.5 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-Safety Afterguard member and/or racing tactician may also be excluded from participating in future regattas.

## **22. Protest and Request for Redress**

22.1 The Notice of Race and these Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage.

22.2 Protest forms are available at the Race Office. Protests and requests for redress shall be delivered there within the protest time limit. The protest time limit is 90 minutes after the last boat in class finishes.

22.3 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.

22.4 If there is an incident on the water and no protest is filed or penalty declared, the yachts' RRS-Safety Afterguard Members 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 'Rules Clarification Hearing' with the jury on their Daily Declaration Form.

22.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.

22.6 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## **23. Control, Measurement and Inspection**

23.1 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.

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

## **24. Trophies**

Refer to Notice of Race Paragraph.18.

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## **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: RRS Safety Afterguard Member and Communications Officer;
- n3: Declaration Form;
- n4: GPS Tracker Instructions;
- n5: Pantaenius Rangefinder Instructions;
- n6: On Water Emergency Procedures;

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