



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 5 - 9 June 2018

SAILING INSTRUCTIONS

The organizing authority is the Yacht Club Costa Smeralda (YCCS).

1. Rules

1.1 The regatta will be governed by:

- (a) The rules as defined in the Racing Rules of Sailing 2017-2020, including Appendix SY;
 - (b) The ORC Superyacht rule;
 - (c) The World Sailing Offshore Special Regulations Category 4;
 - (d) The Sailing Instructions, including the Exhibits and the Appendices. In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence. This changes rule 63.7
 - (e) FIV Prescriptions 2, 4, 5, 6, 9, 10 and 11 will apply. Italian crews shall be FIV members and have a valid medical certificate. FIV Prescriptions 1, 3, 7, 8, 12 and 13 will not apply.
- 1.2 English is the official language of the event. If there is a conflict between languages the English text will take precedence.
- 1.3 The Registration Nationality of a boat is the nationality indicated by the owner of the boat 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 at the Yacht Club Costa Smeralda (YCCS) Clubhouse and the Official Notice Board (ONB) will be located in front of the entrance of the YCCS Clubhouse.

3. Registration Formalities

3.1 To qualify as an entry the following shall be completed and submitted to the YCCS race office by 18.00 on 5 June.

- Signed entry form.
- Crew list & TV rights duly signed by all crewmembers.

3.2 Yachts not complying with the requirements of SI 3.1 are not eligible for the event;

3.3 The values of rating certificates issued by 17.00 on 5 June 2018 shall not be modified except by the ORC for reasons specified in the ORC Superyacht Rule (www.orc.org/superyacht).

3.4 Changes to the crew list shall be communicated to the race office on the appropriate form by 09.30 on the race day(s) the changes take effect.

4. Amendments and Notices to Competitors

4.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.30 on the day it comes into effect except that changes to the programme shall be posted by 20.00 on the day before the change takes effect and posted on the ONB and on YCCS web-site www.yccs.com.

4.2 Notices to competitors will be posted on the ONB and on the YCCS website.

4.3 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.

5. Signals Made Ashore

5.1 Signals made ashore will be displayed on the official flagpole located at the YCCS Clubhouse Terrace.

5.2 The display or removal of signals ashore will be announced by sound signal and on VHF 72. There will be no grounds for request for redress in the case of mistakes or omission of sound signals or radio transmissions. This amends RRS 62.1(a).

5.3 Code flag "AP" (Answering Pennant) means "Races not started are postponed". When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in the race signal AP.

6. The Start, Courses, Marks and Finish

6.1 Information on the start, courses, marks and finish are described in SI 11, 12 and Exhibit 7 (Appendix BRAVO - Coastal and Island Courses, 2018 edition – *Separate Booklet available in the Regatta Kit*).

6.2 The course will be signalled on the race committee boat by displaying the course number on a board no later than the warning signal. Courses will also be broadcast on the race committee channel no later than the preparatory signal.

6.3 Inflatable marks will be red cylinders with the regatta event logo.

7. Captain's Briefing and Mandatory Safety Briefings

7.1 The Captain's Briefing will be held on 5 June at 18.00 at the YCCS upper terrace. Attendance is mandatory for the Captain, designated RRS-Safety Afterguard Member, Communication Officer, and Racing Tactician if applicable.

7.2 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. Yachts will be notified via VHF and mobile telephones. These meetings will be mandatory for Captains, RRS-Safety Afterguard Members and Racing Tacticians.

8. Daily Declaration Form, Portable GPS and Rangefinders

8.1 Each yacht's RRS-Safety Afterguard Member shall complete a Daily Declaration Form (Exhibit 3). The completed form shall be delivered, by email if possible, to the race office within two hours of the yacht's finish.

8.2 At registration each yacht will be issued a Trac Trac GPS tracking unit, with charger, that shall be attached to each yacht (see Exhibit 4). It is mandatory for each yachts to recharge the units every evening. Failure to do so will be reported to the race committee who may take action. The Trac Trac GPS tracking unit and charger shall be returned to the race office after the last race of the event.

8.3 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. Breaches of SI 8.2 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

8.4 All yachts will be issued two Pantaenius Laser Rangefinders, 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 after the last race of the event.

9. Use of Engines and Thrusters

9.1 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.

9.2 A yacht that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must declare the "engine use" on the Daily Declaration Form (Exhibit 3) stating the time the engine was in gear or thruster used, the reason for doing so, and any potential competitive gain.

9.3 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.

10. Racing Format

It is the intent of the race committee to feature the staggered start racing format for the superyacht fleet, with the fleet divided into as many as two classes.

11. The Start

11.1 The starting sequence for each day's racing will be posted on the ONB, on the event website and emailed to all Captains prior to 20.00 the evening before. Yachts will be assigned their own starting times for each race.

11.2 The starting time for the first yacht is scheduled for 11.35. The starting times for yachts will be gapped at not less than 2 minute intervals. A sound signal will be made for each start and the race committee will attempt to broadcast each start.

11.3 A yacht's starting time and/or starting order may change daily in the interest of safe sailing, fair racing considerations, and depending on weather conditions.

11.4 The race committee will use observed conditions on the race course before declaring the wind range and sea state for scoring purposes. The selected wind range and sea state will be broadcast on VHF 72 prior to the first yacht in fleet finishing.

11.5 RRS 26 is deleted and replaced with: Races will be started using the following signals. The flag utilized as the class flag will be a large flag with the event logo (Loro Piana Superyacht Regatta). The absence of sound signals shall be disregarded.

Signal	Flag	Sound	Time
Warning 1 st yacht	Class Flag	1 sound	5 (11:30)
Preparatory 1 st yacht	P Flag	1 sound	4 (11:31)
Start 1 st yacht	P Flag removed	1 sound	0 (11:35)
Start 2 nd yacht	None	1 sound	To be determined
Etc...			
Start last yacht	Class Flag removed	1 sound	To be determined

11.6 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.

11.7 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). This changes RRS Race Signals. The race committee will announce any postponement on VHF 72.

11.8 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. RRS 24.1 is changed by adding; "A yacht that has not started shall not interfere with a yacht on the course side of the starting line." A full description of the starting and finishing line is in Exhibit 7.

12. 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 35, A4 and A5.

13. Committee Boat, Service Boats, Support Boats and Press Boats

13.1 The race committee boat will be identified by a large burgee of the YCCS. The race committee boat will normally be the starting boat.

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

13.3 Boats used by Press, Photographers, film crews, VIP's, etc. are not under the jurisdiction of the race committee.

13.4 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.

14. Time Limits

14.1 The time limit for the first yacht in each class to sail the course and finish is 18.00.

14.2 Yachts failing to finish within 120 minutes after the first yacht in class 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 1. This changes RRS 35, A4 and A5.

15. Man Overboard, Retirement and Emergency Procedures

15.1 Man-Overboard (MOB)

15.1.1 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.

15.1.2 A yacht that has an MOB incident shall immediately stop racing. 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.

15.1.3 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 racing when the person is safely on board the recovery boat. This changes RRS 47.2.

15.1.4 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.

15.1.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee and jury who may add to the yacht's elapsed time when another boat recovers the MOB.

15.2 The yacht's person-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.

15.3 In the event of a person overboard during a race, a yacht tender or race committee boat in the immediate vicinity may recover the person overboard. Whether the person overboard is transferred back to the racing yacht, or not, will be at the discretion of the yacht's Captain. The yacht shall notify the race committee as soon as practicable after racing and note the person overboard on the Daily Declaration Form. The circumstances of the recovery, whether by the yacht or another vessel, will be reviewed by the race committee and jury. This changes RRS 47.2.

15.4 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 and notify the race office as soon as practicable.

15.5 A yacht that does not intend to race shall notify the race office before 09.30.

15.6 A yacht that returns ashore to a point different from its assigned mooring place at YCCS Marina and cannot contact the Marina shall promptly inform the race committee by VHF 72.

15.7 Captains and afterguard members of all yachts should read and follow SI Exhibit 6 - On-Water Emergency Procedures.

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

16.1 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 the finishing area following the race.

16.2 A time check may be transmitted by the race committee over VHF channel 72 approximately 30 minutes before the warning signal each day.

16.3 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).

16.4 The Safety Channel is VHF channel 08. The Communications Officers on all yachts must maintain an active radio watch on VHF channel 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 yachts intentions, resolve confusion and assist with collision avoidance. If VHF channel 08 is congested, yachts may also use race committee VHF channel 72 for collision avoidance.

16.5 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 RRS-Safety Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when the VHF safety and race committee channels are in use. This changes RRS 41.

16.6 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.

16.7 All racing yachts shall conduct a radio check with the race committee on the Safety Channel (VHF 08) between 10.45 and 11.15 each race day.

17. Scoring

17.1 Yachts will be scored based on the yacht's Time-on-Distance (ToD) rating allowance for the declared wind range and sea state and the yacht's elapsed time, adjusted for any penalties taken on the water (www.orc.org/superyacht).

17.2 If the course is shortened, the order of class finish will not determine the finishing places. The ORCs will use Time-On-Distance (ToD) scoring for the revised course length and appropriate handicap value (based on the declared wind speed range and sea state) to determine the order of class finish for any shortened race course.

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

17.4 Decisions concerning course selection, course distance, wind strength and sea state used for scoring, are the responsibility of the race committee and are not grounds for request for redress. This changes RRS 62.1 (a).

18. Penalty System

18.1 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 Superyacht Regatta 2018. 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 19.

18.2 The Scoring Penalty, RRS 44.3, will apply.

18.3 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 – 30% scoring penalty in accordance with RRS 44.3(c). 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 jury decides that it was appropriate to the facts found and the applicable rules.

18.4 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 protest committee.

18.5 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.

19. Protest and Request for Redress

19.1 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.

19.2 Schedule of hearings will be posted on the ONB within 30 minutes of the protest time limit.

19.3 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.

19.4 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.

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

20. Control, Measurement and Inspection

20.1 Yachts may be inspected and/or checked measured at any reasonable time before or during the regatta. Yachts shall only be measured by measurers pre-approved by the organizing authority.

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

SI Exhibits and Appendices

Exhibit 1: Appendix SY;

Exhibit 2: RRS-Safety Afterguard Member and Communications Officer;

Exhibit 3: Daily Declaration Form: (to be sent to the Race Office by email);

Exhibit 4: GPS Tracker Instructions;

Exhibit 5: Pantenius Rangefinder Instructions;

Exhibit 6: On Water Emergency Procedures.

Exhibit 7: Appendix BRAVO: Coastal and Island Courses, 2018 edition – separate booklet

FLAG POSITIONING

WHILE MOORED



WHILE RACING





LORO PIANA SUPERYACHT REGATTA
Porto Cervo, 5 - 9 June 2018

SI Exhibit I

APPENDIX SY

SUPERYACHT RACING RULES

When stated in the notice of race and the sailing instructions, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

Version 3.0, November 2016.

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 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, and a race committee vessel surrounded by navigable water from which the starting or finishing line extends. An anchor line or an object attached accidentally to a *mark* is not part of it.

SY2.3 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.

SY2.4 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.

SY2.5 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).

SY2.6 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*.

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Superyacht Racing Rules – Exhibit 1

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SY2.7 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.

SY2.8 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 meters of the *windward* boat.

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

17.3 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 Add new rule 60.6:

60.6 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. The limitations on the source of information in rules 60.2(a) and 60.3(a) do not apply.

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



LORO PIANA SUPERYACHT REGATTA 2018

Porto Cervo, 5 - 9 June 2018

SI Exhibit 2

DESIGNATED RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE

BACKGROUND:

It has become apparent in recent superyacht regattas that some designated 'Safety Officers' did not have the required qualifications or experience for that crew position; specifically a thorough understanding of *The Racing Rules of Sailing (RRS)*. Additionally, it was revealed that in some instances no member of the afterguard had an adequate level of experience and expertise with the RRS, leading to unexpected encounters and undesired outcomes on the racecourse.

Hence, the SYRA and superyacht regatta organizers have taken two important steps:

First, the individual monitoring the VHF Safety Channel will be designated the 'Communications Officer' as opposed to the 'Safety Officer'. The previous terminology 'Safety Officer' was misleading because the Captain is the individual who has the ultimate responsibility for the safe operation of the yacht at all times. It is now **required** that each yacht have a Communications Officer. It is **recommended** that the Communications Officer, in addition to having experience with radio protocol, also have experience with and an understanding of the RRS.

Second, it is **required** that the Captain ensure that at least one afterguard member is active with the *Racing Rules of Sailing (RRS)* and has a thorough understanding of the RRS and the Appendix SY. The Captain will determine what crew position that individual assumes (tactician, helmsman, navigator, strategist, communications officer, etc.) As such, each yacht must submit the name of their designated 'RRS-Safety Afterguard Member' and Communications Officer, using the appropriate form (page 2 of this document). In addition to answering the questions in Exhibit 2, the designated 'RRS-Safety Afterguard Member' is encouraged to include a sailing resume or list of relevant credentials and experience. The Organizing Authority will review all forms (**due no later than 20th May, 2018**) and communicate any concerns or issues to the Captain.

QUALIFICATIONS AND CREDENTIALS:

The fundamental credentials and qualifications that the designated RRS-Safety Afterguard Members are required and recommended to possess:

Required:

- Currently active and fully conversant with *The Racing Rules of Sailing* (routinely racing as an afterguard member – in either large yachts or smaller boats);
- A thorough understanding of racing tactics, preferably active in the role of tactician;
- A thorough understanding of the RRS Appendix SY;
- Experience with VHF radio protocol and an understanding of the important role that active, professional dialogue on the dedicated VHF Safety Channel plays in superyacht racing;
- A thorough understanding of the regatta's racing documents (*rules*) including the Notice of Race, Sailing Instructions, Amendments and Exhibits;
- Conversant in English.

Strongly Recommended:

- Experience racing large yachts as a member of the afterguard (helmsman, racing tactician, navigator);
- Experience with the RRS Appendix SY (as a superyacht afterguard member);
- Experience with and knowledge of the manoeuvring characteristics and limitations of his or her superyacht, as well as those of other competitors.

(RRS-Safety Afterguard Member Compliance Form on page 2)

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RRS-Safety Afterguard Member and Communications Officer – Exhibit 2 - Page2/2

COMPLIANCE AND INFORMATION FORM (submit no later than 2nd May, 2018)

Please answer all questions below and use a second page if necessary to provide additional relevant information. Attaching a sailing resume is encouraged. This form will be reviewed by the Organizing Authority (OA) and retained by the OA and the Superyacht Racing Association (SYRA).

Yacht Name: _____ Boat Captain: _____

Designated RRS-Safety Afterguard Member Name: _____

Email Address: _____ Mobile Phone: _____

Position: Tactician Navigator Helmsman Strategist Communications Officer

Other _____

Permanent Crewmember Part time Racing Crewmember

Fully conversant in English: Yes No

Possess a thorough understanding of the RRS: Yes No

Currently active with the RRS as an afterguard member: Yes No

Recent racing experience **in other than superyachts as an afterguard member** (past 3 years). Include regatta names, years, boats, and crew positions:

Has read and understands the RRS Appendix SY: Yes No

Recent **superyacht racing as an afterguard member**, using the Appendix SY. Include regatta names, years, yachts and your crew positions (recommended, not required, if you have afterguard racing experience in other than superyachts):

Racing experience on this particular yacht: Yes No (include regatta names, years, and crew positions):

List any additional relevant credentials, classifications or qualifications (e.g. International or National Judge, Marine Industry Professional, etc.):

If the Designated RRS-Safety Afterguard Member is not going to be the yacht's Communications Officer, please provide name, email address and mobile phone number of the Communications Officer:

Designated 'Communications Officer' Name: _____

Email Address: _____ Mobile Phone: _____

Please include any relevant documents, such as your sailing resume, and return this form by e-mail to:

EMAIL: secretariat@yccs.it



**LORO PIANA SUPERYACHT REGATTA
DAILY DECLARATION FORM
SAILING INSTRUCTIONS Exhibit 3**



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 race course. Sailing Instruction 8.1 requires the RRS-Safety Afterguard Member (RSA) to complete this form and return it to the Race Office within two hours of the yacht's finish.

Day / Date: _____ / _____ Yacht Name: _____

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

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

Boat Captain (printed)

RSA Name (printed)

Boat Captain (signed)

RSA Name (signed)

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

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

Yacht Name: _____ Approximate Time: _____

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

- Our yacht was involved in a 'safety related incident'**

Describe the incident on the back page

- We had a man-overboard**

Describe the incident on the back page under 'safety related incidents'

- We Request a 'Safe Racing Meeting'**

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.

- We Filed a Protest**

If you filed a protest against another yacht. Yacht Name: _____

- We Took a Penalty**

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

- We observed a 'safety related incident'**

Describe the incident on the back page

- We experienced equipment breakage onboard our yacht**

Provide additional information on the back page

- We had someone injured on our yacht during racing**

Provide information on the back page regarding the nature of the injury

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

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, RRS-Safety Afterguard Members are responsible for returning this form to the Race Office within two hours of the yacht's finish.

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 17)

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 Afterquard Members are responsible for returning this form to the Race Office within two hours of the yacht's finish.



LORO PIANA SUPERYACHT REGATTA
Porto Cervo, 5 – 9 June 2018

SI Exhibit 4



Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS #8.2 – 8.3

- 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 **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.

MOUNTING THE DEVICE

The tracking device should be placed **into it's aquapac** (provided) 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 **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. Once mounted correctly, do NOT open the water proof plastic bag under any circumstance – the **tracking device is NOT waterproof**.

Tracking System Instructions

DEVICE OPERATIONS



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Led Indicators
GPS GSM Power

Switch
On/Off

Mini USB
Connector

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



LORO PIANA SUPERYACHT REGATTA
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SI Exhibit 5



LASER RANGE FINDER INSTRUCTIONS

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of an additional 40 Nikon Rangefinders to help ensure safe racing at superyacht regattas events. We are now able to issue 2 rangefinders per yacht – one for the bowman and one for the appropriate member of the afterguard.

Please be sure that you turn the 2 rangefinders back in to the Event Organizer following the last race.

Nearly all superyacht regattas are sailed under the Racing Rules of Sailing 2017-2020 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 2 Nikon Laser Range finders 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 range finders 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 range finders 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 RANGEFINDER TO THE EVENT ORGANIZER
IMMEDIATELY FOLLOWING THE LAST RACE**



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 5 - 9 June 2018

SI Exhibit 6

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 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 Or +39 348.74.237.05**

