



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 30 May - 3 June 2017

SAILING INSTRUCTIONS **Wally Class**

The Loro Piana Superyacht Regatta 2017 is organised by the Yacht Club Costa Smeralda (YCCS) in collaboration with Boat International Media (BIM) and sponsored by Loro Piana.

The Wally Class will race windward/leeward (W/L) and coastal courses. When sailing W/L courses, the Wally Class will start after the Superyacht Fleet. When sailing coastal courses the Wally Class will start prior to the Superyacht Fleet with a conventional fleet start. The Superyacht Fleet, racing under separate sailing instructions and the RRS Appendix SY, will start and likely finish after the Wally Class. The Wally Class will not use Appendix SY in their fleet. However, if a yacht in the Wally Class meets a yacht in the Superyacht Fleet, the Racing Rules of Sailing as changed by Appendix SY will apply. When sailing coastal courses, Wally Class yachts shall monitor the VHF Safety Channel at all times while racing and adhere to Safety Channel protocol (see SI 17).

1. Refer to the Notice of Race

1.1 Rules: refer to NoR 1;

1.2 NOR 1(a): RRS Appendix SY (Exhibit 1) applies when a Wally Class yacht meets a Superyacht Fleet yacht. However, RRS SY 2.2 and SY 2.5 apply at all times for coastal races;

1.3 Advertising: Refer to NoR 2 (*flag positioning);

1.4 RRS-Safety Afterguard Member Compliance: Refer to NoR 16 and Exhibit 2;

1.5 Trophies & Prizes: Refer to NoR 18.

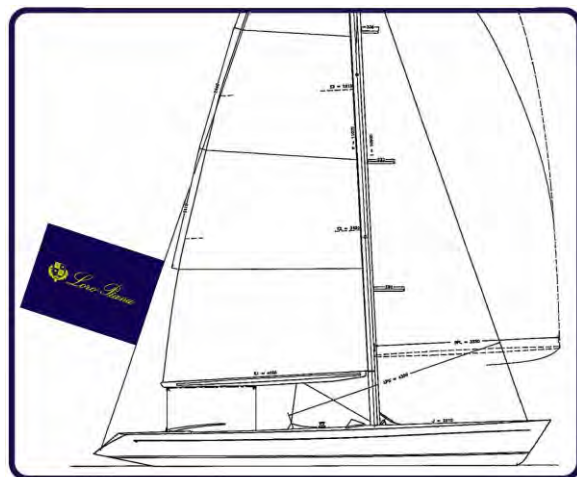
RRS 55 (trash disposal) will be in effect. Disposable sail stops for spinnakers are not allowed.

*** FLAG POSITIONING**

WHILE MOORED



WHILE RACING



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. The Superyacht Fleet will have a separate ONB.

3. Registration Formalities

3.1 To qualify as a competitor the following shall be completed and submitted to the race office by 18.00 on May 30, 2017:

- Signed entry form and payment of the entry fee;
- Crew list & TV rights duly signed by all crewmembers;
- Valid IRC Endorsed Certificate.

3.2 Without the written approval of the organizing authority:

- (i) yachts not complying with the requirements of SI 3.1 are not eligible for the event;
- (ii) and the value of TCC's issued by 30 May 2017 shall not be modified except by the Rule Authority in accordance with the Wally Class representative and the organizing authority.

3.3 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. Class Flag

The Class Flag will be the Wally Flag.

5. Amendments and Notices to Competitors

5.1 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 20.00 on the day before the change takes effect and posted on the ONB and possibly on YCCS website www.yccs.com. It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB, on the YCCS website and will be available at the race office.

5.3 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.

6. Signals Made Ashore

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

6.2 The display or removal of signals ashore will be announced by sound signal and on VHF 72. There will be no grounds for redress in the case of mistakes or omission of sound signals or radio transmissions. (This amends RRS 62).

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

7. Programme

7.1 The programme will be as follows:

Tuesday 30 May	Registration	10:00-18:00
	Captains' Briefing	18:00

Wednesday 31 May	Race(s)	11:30
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Thursday 1 June	Race(s)	11:30
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Friday 2 June	Race(s)	11:30
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Saturday 3 June	Race	11:30
	Prize Giving	18:00

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 racing format for the Wally Class (coastal or windward/leeward) and the starting sequence each day for all classes will be posted on the ONB by 20.00 on the evening prior to that day's racing.

7.4 The first warning signal is scheduled for 11.30 on each race day.

7.5 The scheduled time of the warning signal for the Wally Class will be 11.30 when sailing coastal courses. The Wally Class will start after the Superyacht Fleet when sailing windward/leeward courses.

7.6 Five races are scheduled of which one race will constitute a series.

7.7 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 and Finish

8.1 Information on the start, courses, marks and finish are described in SI 12, 13 and Exhibit 7 (Appendix BRAVO - Coastal and Island Courses, 2017 edition – *Separate Booklet available in the Regatta Kit*).

8.2 Information on windward/leeward courses are described in Exhibit 8.

8.3 The race committee will broadcast the coastal courses to be sailed for the day on VHF 72 prior to the warning signal (unless postponed). Yachts in different classes may sail different courses each day.

9. Captains' Briefing and Mandatory Safety Briefings

9.1 The Captains' Briefing will be held on 30 May at 18.00 at the YCCS. Attendance is mandatory for the Captain, RRS-Safety Afterguard Member and Racing Tactician if applicable.

9.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on 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.

10. Daily Declaration Form, GPS Tracker and Rangefinders

10.1 Each yacht's RRS-Safety Afterguard Member shall complete a Daily Declaration Form (Exhibit 3) on days when racing coastal courses only. The completed form shall be delivered to the race office as soon as practicable, but no later than 2 hours after finishing.

10.2 Prior to arriving in the starting area, GPS tracker units shall be attached to each yacht in accordance with the GPS Tracker Instructions (Exhibit 4). The GPS tracker shall be charged on each yacht following racing each day with individual chargers issued to yachts with the trackers.

10.3 The GPS unit will track the yacht's course each day. Tracking will be near real time and available for replay after racing, providing an approximate record of course sailed and proximity to yachts in the Superyacht Fleet.

10.4 All yachts will be issued two Pantaenius Laser Rangefinders to be used by the crew to determine distance to yachts in the Superyacht Fleet (Exhibit 5). Rangefinders, GPS trackers and chargers shall be returned to the race office as soon as practicable after racing on Saturday.

11 The Start

11.1 Races will be started in accordance with RRS 26.

11.2 The starting sequence for each day's racing will be posted on the ONB and on the event websites, and emailed to all Captains prior to 20.00 the evening before.

11.3 When sailing coastal courses, the Wally Class will start first with a conventional fleet start, scheduled at 11.35. When sailing windward/leeward courses, the Wally Class will start after the superyacht fleet.

11.4 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 (Appendix BRAVO - Coastal and Island Courses, 2017 edition – *Separate Booklet available in the Regatta Kit*).

11.5 The starting line will be located within approximately four nautical miles off the entrance to Porto Cervo harbour.

11.6 A boat starting later than five minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS 35, A4 and A5.

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

12.1 The race committee boat will be identified by a large burgee of the YCCS. The race committee boat will normally be the starting boat and finishing boat for windward/leeward courses.

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

12.3 Boats used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the race committee.

12.4 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 race boats other than their own and not interfere in any way with the racing. Support boats may come inside the sailing area providing they do not interfere with race boats.

13. Time Limits

13.1 For coastal courses, the time limit is 19.00. 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.

13.2 Yachts failing to finish within 90 minutes after the first yacht sails the coastal 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, A4 and A5.

14. Safety Requirements and Retirement

14.1 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.

14.2 In the event of a man overboard during a race, if a yacht tender or race committee boat is in the immediate vicinity, that boat 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 notified to the race office. The circumstances of the recovery, whether by the racing yacht or another vessel will be reviewed by the race committee.

14.3 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.

14.4 Captains and crews should familiarize themselves with the regatta's On Water Emergency Procedures (Exhibit 6).

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

14.6 A yacht that returns ashore to a point different than its assigned mooring place at the marina and cannot contact the marina shall inform the race committee at VHF channel 72 or 08 of its circumstances immediately.

14.7 RRS-Safety Afterguard Member Compliance

14.7.1 The Captain will designate an RRS-Safety Afterguard Member, an individual who is active with *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and the Appendix SY.

14.7.2 The Captain will designate a Communications Officer who will monitor and communicate with yachts in the Superyacht Fleet on the VHF safety channel during coastal races. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and the Appendix SY.

14.7.3 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.

14.7.4 The RRS-Safety Afterguard Member shall attend all pre-race briefings and shall be responsible for ensuring the Daily Declaration Form is returned to the race office as soon as practicable following coastal races, but no later than 2 hours after finishing.

14.8 The Notice of Race and these Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship when encountering yachts in the Superyacht Fleet.

15 Penalties

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16. Protest and Request for Redress

16.1 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.

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

16.3 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.

16.4 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.

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

17.1 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.

17.2 A time check will be transmitted by the race committee on VHF 72 approximately 30 minutes before the first warning signal each day.

17.3 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).

17.4 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 when meeting yachts in the Superyacht Fleet.

17.5 The Safety Channel is VHF 08. All yachts shall maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finish area following the race. Wally yachts hailed by a yacht in the Superyacht Fleet shall respond in a timely fashion. This channel should be used in close quarters with yachts in the Superyacht Fleet to assist with collision avoidance, determining the other yacht's intentions, and resolving any confusion. If VHF 08 is congested, yachts may use the race committee channel for safety related communication.

17.6 The alternative to VHF radio in communicating with yachts in the Superyacht Fleet will be mobile phone communications. All yachts will be provided with a list of mobile phone numbers for each Superyacht Fleet yacht's Captain, RRS-Safety Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF 08 and VHF 72 are in use.

18. Scoring

The low point scoring system of RRS Appendix A4 will apply. A boat's total score will be the sum of her total scoring in every race. When four races are completed the worst result shall be discarded.

19. Control, Measurement and Inspection

19.1 Yachts shall be available for inspection not later than 10:00 on 30 May 2017. For yachts already in Porto Cervo, inspections may be carried out on 29 May 2017. 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.

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

SI Exhibits:

Copies of all Exhibits are available at the race office and in the Captain's Packages:

Exhibit 1: Appendix SY

Exhibit 2: RRS-Safety Afterguard Member Compliance

Exhibit 3: Daily Declaration Form

Exhibit 4: Trac Trac GPS Tracker Instructions

Exhibit 5: Pantaenius Rangefinder Instructions

Exhibit 6: On Water Emergency Procedures

Exhibit 7: Appendix BRAVO (Coastal and Island Courses 2017 – separate booklet)

Exhibit 8: Windward Leeward Courses



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SI Exhibit 1

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

Page 2/2

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



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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 2nd May, 2017**) 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, 2017)

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, or fax to:

EMAIL: secretariat@yccs.it FAX: +39-0789-91213



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SI Exhibit 3

DAILY DECLARATION FORM

The Organizing Authority, in conjunction with the SuperYacht Racing Association requires this information to enhance safe racing and to collect performance data for your yacht. Sailing Instruction at paragraph 10 requires the RRS-Safety Afterguard Member to complete this form and return it to the race office as soon as practicable after racing each day, but no later than two hours after finishing.

Day / Date: _____ / _____ Yacht Name: _____

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

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

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

Boat Captain (printed)

RRS/Safety Afterguard Member (printed)

Boat Captain (signed)

RRS/Safety Afterguard Member (signed)

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

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

NO *Describe the incident on the back page*

YES **We had a man-overboard**

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

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

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

YES **We Filed a Protest**

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

YES **We Took a Penalty**

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

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

NO *Describe the incident on the back page*

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

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

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

NO *Provide additional information on the back page*

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

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

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 20)

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 as soon as practicable after racing, but **no later than two hours after finishing***



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SI Exhibit 4



Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS #10.2 – 10.3

- 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



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



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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.superya.org/safety-officer_1.html) or at http://www.superya.org/safety-officer_1.html

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



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 30 May - 3 June 2017

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 3487423705



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 30 May - 3 June 2017

SI Exhibit 8

Wally Class

Windward / Leeward Courses

The course, with magnetic bearing and distance to the windward mark from the starboard end signal boat on the starting line, will be displayed on the signal boat before the warning signal. The race committee will broadcast the course on the designated VHF channel prior to the warning signal.

The windward mark is to be rounded to port.

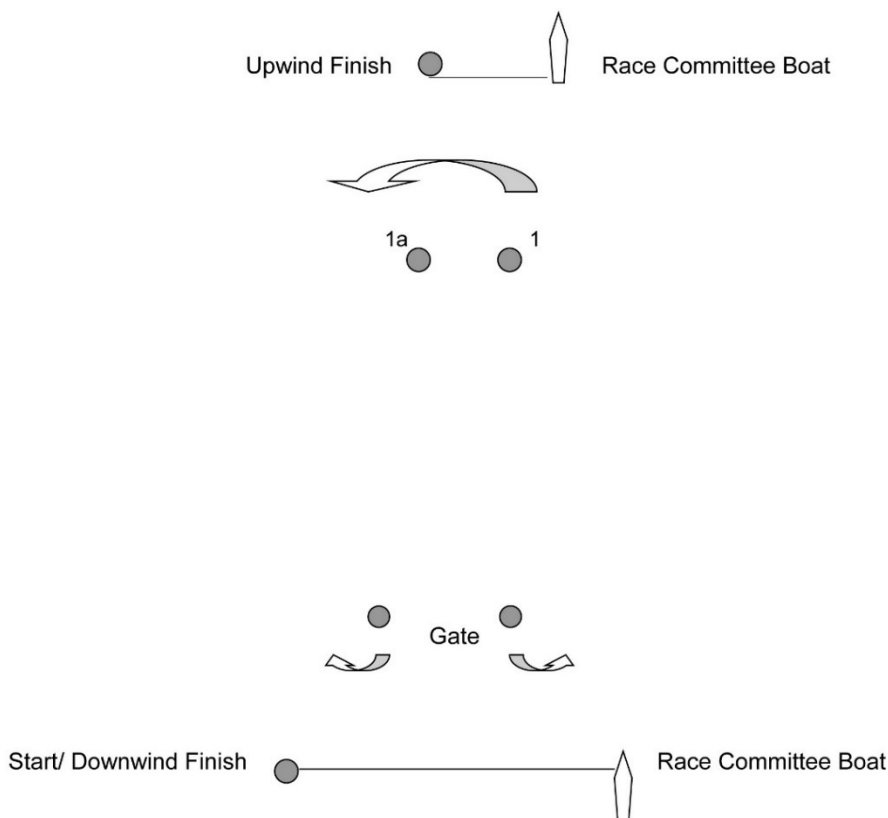
A windward offset mark will be laid approximately perpendicular to the course axis and approximately 120 meters from the windward mark. The windward offset mark is to be rounded to port. If the windward offset mark is missing, boats are to round the windward mark.

A leeward gate (2 marks) will be used. The gate will be located approximately 200 meters to windward of the starting line. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port.

For upwind finishes, the finishing line will be located approximately 200 meters to windward of the windward mark (unless there is a change of course to the finish).

Course marks will be red inflatable buoys.

In case of change of course or length of one leg, the race committee will lay yellow marks.



Course 3: Start - 1-1a - Gate - Upwind Finish

Course 4: Start - 1-1a - Gate - 1-1a - Downwind Finish

Course 5: Start - 1-1a - Gate - 1-1a - Gate - Upwind Finish

Course 6: Start - 1-1a - Gate - 1-1a - Gate- 1-1a - Downwind Finish