

Perini Navi Cup  
Porto Cervo, 19 – 22 September

SAILING INSTRUCTIONS

The organizing authority is the Yacht Club Costa Smeralda (YCCS) in collaboration with Perini Navi.

**1 RULES**

- 1.1 The regatta will be governed by the *rules* as defined in *The Racing Rules of Sailing*, including Appendix SY (*Appendix ALPHA*).
- 1.2 World Sailing Offshore Special Regulations (OSR) for Category 4 apply.
- 1.3 The ORC Superyacht Rule ([www.orc.org/superyacht](http://www.orc.org/superyacht)).
- 1.4 The 'Corinthian Spirit Class' regatta rules (*Appendix CHARLIE*).
- 1.5 FIV Prescriptions 1, 3, 7, 8, 12 and 13 do not apply. FIV Prescriptions 2, 4, 5, 6, 9, 10 and 11 will apply (see *Appendix DELTA*). For Italian crews only: all Italian crews shall be FIV members and have a valid medical certificate.
- 1.6 The registration nationality of a boat is indicated by the owner of the boat as set out in the entry form (FLAG section). If not indicated, the sail national letters or the owner's nationality will be used.
- 1.7 The official language is English. If there is a conflict between languages, the English text will take precedence.

**2 NOTICES TO COMPETITORS**

- 2.1 Notices to competitors will be posted on the official notice board (ONB) located in the Piazza Azzurra in front of the entrance to the YCCS Clubhouse and on the YCCS web site [www.yccs.it](http://www.yccs.it).
- 2.2 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. The race committee will display flag "L" with one sound before making the announcement.

**3 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 09.30 on the day it will take effect, except that any change to the schedule of races will be posted before 20.00 on the day before it will take effect.

**4 SIGNALS MADE ASHORE**

- 4.1 Signals made ashore will be displayed on the flag pole on the YCCS Clubhouse terrace overlooking the Piazza Azzurra. The display or removal of signals will be broadcasted on the race committee channel.
- 4.2 When the AP flag is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the race signal AP. This changes RRS Race Signals.
- 4.3 The race committee will broadcast its intent for the day's racing at 09.30 daily on the race committee VHF channel.

**5 REGISTRATION**

- 5.1 The YCCS Race Office is in Piazza Azzurra.
- 5.2 To qualify as an entry the following must be completed and submitted to the race office by 17.00 on 19 September.
  - Signed entry form;
  - Crew list & waiver of rights signed by all crewmembers;
  - Current ORCs or ORCs handicap certificate;
  - RRS Afterguard Member form.
- 5.3 Yachts not complying with the requirements of SI 5.2 are not eligible for the event.
- 5.4 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.

**6 SCHEDULE OF RACES / PROGRAMME**

- 6.1 The organizing authority and race committee reserve the right to change the schedule at its discretion, taking into account weather conditions and all other factors:

Wednesday, 19 Sep:	10.00 – 17.00 1800	Registration and Inspection Captain's Briefing at YCCS Clubhouse
Thursday, 20 Sep:	11.30	Race

Friday, 21 Sep:	11.30	Race
Saturday, 22 Sep:	11.30	Race
	17.30	Final Prize Giving at Piazza Azzurra

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- 6.2 The Captain's Briefing will be held on 19 September at 18.00 at the YCCS upper terrace. Attendance is mandatory for the Captain, designated RRS Afterguard Member and Communication Officer.
- 6.3 The scheduled time of the warning signal for the first race each day is 11.30. The starting sequence will be posted by 20.00 on the evening prior to the day it will take effect.
- 6.4 Three coastal races are scheduled. One race will constitute a series.
- 6.5 During the event yachts shall use the assigned regatta berths unless written permission is obtained from the organizing authority.

## 7 CLASSES AND FLAGS

- 7.1 Yachts participating in the Perini Navi Cup 2018, will be divided into two Divisions, Cruiser Racer and Corinthian Spirit. The Divisions may be further divided into Classes. Posted Classes are provisional and may be changed after the close of registration up until 17.00 on Wednesday, 19 September.
- 7.2 Flags and Banners will be provided by the organizing authority. Refer to SI *Appendix ECHO* for instructions on flags and sponsor pennants.

## 8 RRS AFTERGUARD MEMBER COMPLIANCE

- 8.1 Each yacht shall 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 Appendix SY. The captain shall maintain a current compliance form (*Appendix FOXTROT*) with information on the designated RRS Afterguard Member and the Communications Officer. See NOR 16.
- 8.2 The captain will designate a Communications Officer who will monitor and communicate on the VHF safety channel, who has experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.
- 8.3 The RRS Afterguard Member may assume the position of tactician, helmsman, navigator, strategist, or other afterguard role. The designated RRS Afterguard Member may also assume the position of Communications Officer.
- 8.4 The RRS Afterguard Member shall attend any pre-race briefings and shall be responsible for ensuring the Daily Declaration Form is returned, by email if possible, to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

## 9 DAILY DECLARATION FORM, PORTABLE GPS AND RANGEFINDERS

- 9.1 Each yacht's RRS-Afterguard Member shall complete a Daily Declaration Form (*Appendix GOLF*). The completed form shall be delivered, by email if possible, to the race office within two hours of the yacht's finish.
- 9.2 At registration, each yacht will be issued a TracTrac GPS tracking unit that shall be attached to each yacht (see *Appendix HOTEL*). The Trac Trac GPS tracking unit shall be returned to the race office after the last race of the event.
- 9.3 The TracTrac 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 9.2 will not be grounds for protest by a yacht. This changes RRS 60.1(a).
- 9.4 All yachts will be issued two Pantaenius Laser Rangefinders, which are to be used to determine distance between yachts (see *Exhibit INDIA*). Rangefinders shall be returned to the race office along with the TracTrac unit after the last race of the event.

## 10 USE OF ENGINES AND THRUSTERS

- 10.1 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.
- 10.2 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 stating the time the engine was in gear or thruster used, the reason for doing so, and any potential competitive gain.
- 10.3 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 grounds for protest by another boat. This changes RRS 60.1.

## 11 STARTING AREA

The starting area will be located within approximately four nautical miles of the entrance to Porto Cervo harbour.

## 12 RACING FORMAT

It is the intent of the race committee to feature the staggered start racing format.

## 13 THE COURSES

- 13.1 Coastal courses are shown in *Appendix BRAVO (edition 2018)*. The Appendix BRAVO booklet is in the captains' pack and published on the [YCCS website](#).
- 13.2 Courses for races will be signalled from the race committee boat by displaying the course number on the course board no later than the warning signal for the first yacht to start in each class. Courses will also be broadcasted on the race committee channel.

## 14 MARKS AND PROHIBITED AREAS

- 14.1 Marks of the course:  
Marks are described in Appendix BRAVO (edition 2018). Marks laid by the race committee will be red inflatable buoys.
- 14.2 Prohibited areas are described in Appendix BRAVO (edition 2018), section 5 (Prohibited Passages).

## 15 THE START

- 15.1 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.
- 15.2 The scheduled time of the warning signal each day is 11.30. 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.
- 15.3 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.
- 15.4 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 broadcasted on the race committee channel prior to the first yacht in class finishing.
- 15.5 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. The absence of sound signals shall be disregarded.

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

- 15.6 A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. Apart from the signal for the first yacht, 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 the race committee channel.
- 15.7 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 the race committee channel.
- 15.8 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.

## 16 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.

## 17 SHORTENED COURSES

See Appendix BRAVO (edition 2018), Section 8 (Shortening Course).

- 18 CHANGE OF THE NEXT LEG OF THE COURSE**  
See Appendix BRAVO, edition 2018, Section 7 (Change of the Course After the Start).
- 19 THE FINISH**  
19.1 See Appendix BRAVO (edition 2018), Section 3 (Finishing Line).  
19.2 A yacht shall not cross any finishing line on any leg of the course except her finishing line on her last leg. All other finishing lines and her finishing line on other than the last leg, rank as obstructions.
- 20 TIME LIMIT**  
20.1 The time limit for the first yacht in each class is 19.00.  
20.2 Yachts failing to finish within 120 minutes after the first yacht of her class sails the course and finishes will be scored one more point than the last boat finishing within the time limit. This changes RRS 35, A4 and A5. The scoring abbreviation for this will be 'TLE' (Time Limit Expired).
- 21 SCORING**  
21.1 Yachts will be scored using the ORCsy Rule.  
21.2 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](http://www.orc.org/superyacht)).  
21.3 If the course is shortened, the ORCsy 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.  
21.4 The Low Point system RRS Appendix A will apply. No score will be excluded.  
21.5 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).
- 22 PENALTY SYSTEM**  
22.1 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the Perini Navi Cup 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 procedures outlined here in SI 22 and SI 23.  
22.2 One turn penalties and two-turn penalties will not apply.  
22.3 The Scoring Penalty, RRS 44.3, will apply.  
22.4 Penalty Declarations shall be delivered to the race office after finishing within the protest time limit.  
22.5 Post-Race Penalties:  
(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. 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.
- 23 PROTESTS AND REQUESTS FOR REDRESS**  
23.1 Protest forms are available at the race office. Protests and requests for redress, shall be delivered to the race office within the protest time limit.  
23.2 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.  
23.3 The protest time limit is 90 minutes after the last yacht in class has finished.  
23.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the jury room, located on the ground floor of the YCCS Clubhouse. Hearings may be scheduled to begin up to 30 minutes before the protest time limit. All persons involved in the hearing shall remain in the vicinity of the jury room.  
23.5 Notices of protests by the race committee or protest committee will be posted on the ONB to inform yachts under RRS 61.1(b).  
23.6 On the last day of the regatta:  
23.6.1 A request for reopening a hearing shall be delivered:

(a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;

(b) no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes RRS 66.

23.6.2 A request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision.

## **24 HANDICAP INQUIRIES AND PROTESTS**

24.1 The final rating list and class assignments will be posted on the ONB by 1600 on Wednesday, 19 September. The values of ORCs rating certificates issued by that time 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)).

24.2 Inquiries regarding a yacht's handicap and/or measurement shall be lodged not later than 17.00 on 19 September.

## **25 SAFETY REGULATIONS**

25.1 Captains and crews of all yachts should read and follow *Appendix JULIET* (On-Water Emergency Procedures).

25.2 A crew list with the name of each crewmember shall be submitted to the race office by 1700, on 19 September. Crew list changes shall be communicated to the race office on the available form by 09.30 each day of racing.

25.3 A yacht that retires from a race shall notify the race committee or the race office as soon as practicable. A yacht not leaving the harbour or not joining the racing shall inform the race committee or the race office as soon as practicable, preferably before 09.30.

25.4 Yachts that cannot reach the harbour on their own or return to shore at a location other than their assigned marina slip should report to the race committee or race office as soon as practicable.

25.5 Yachts shall not sail inside the harbour.

### **25.6 PERSON OVERBOARD:**

25.6.1 A yacht's 'man-overboard' (MOB) procedure shall be practiced aboard each yacht at least once by the crew racing in the regatta prior to the first race of the series.

25.6.2 RRS 41 OUTSIDE HELP is changed to add: (e) Help to recover from the water and return any person on board, provided the return on board is at the approximate location of the recovery.

25.6.3 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.

25.6.4 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.

25.6.5 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record on the Daily Declaration Form the time, position, circumstances of the recovery, whether by the yacht or another boat.

25.6.6 The circumstances of the recovery will be reviewed by the race committee and jury who may add to the yacht's elapsed time when another boat recovers the MOB. This changes RRS 47.2.

## **26 RACE COMMITTEE AND EVENT BOATS**

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

26.2 Service boats will be identified by a white flag with the letter 'S' and the protest committee boat with the letter 'J'.

26.3 Boats used by media, photographers, film crews or VIP's are not under the jurisdiction of the race committee, but may be identity displaying a white flag with the letter 'P' or the event flag.

## **27 COMPETITOR SUPPORT BOATS**

27.1 Support boats shall register with the organizer before the start of the first race and shall display the flag supplied.

27.2 Support boats shall not interfere with any boat racing and shall stay clear of areas where boats are starting from the preparatory signal for the first yacht to start until all boats have started, the race committee signals a postponement, a general recall or an abandonment, or until the boat being supported has retired. Support boats shall follow all requests or instructions given by the race committee or the jury, as per RRS.

## 28 RADIO COMMUNICATION AND ELECTRONIC EQUIPMENT

- 28.1 Yachts must be equipped with a VHF radio transceiver of at least 25 watts of power. The following channels are mandatory: 08, 09, 16, 72.
- 28.2 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.
- 28.3 A time check will be broadcasted approximately 30 minutes before the warning signal each day.
- 28.4 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.
- 28.5 All racing yachts shall conduct a radio check with the race committee on the safety channel (VHF 08) between 10.30 and 11.15 each race day.
- 28.6 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 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.
- 28.7 Yachts equipped with an Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race. This can assist in maintaining safe separation between yachts and collision avoidance.
- 28.8 Failure by the race committee to broadcast the information referred to in these sailing instructions, errors, omissions or delay in doing so, or failure by a boat to receive or hear such radio transmissions will not be grounds for redress by a boat. This changes RRS 60.1 (b) and 62.1 (a).
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### Appendices:

ALPHA	RRS Appendix SY
BRAVO	Coastal and Island Courses 2018 edition (Separate booklet).
CHARLIE	Corinthian Spirit Class Regatta Rules
DELTA	FIV Prescriptions
ECHO	Flag and Banner instructions
FOXTROT	RRS Afterguard Member Compliance Form
GOLF	Daily Declaration Form
HOTEL	GPS Tracking System Instructions (TracTrac)
INDIA	Pantaenius Laser Rangefinders Instructions
JULIET	On-Water Emergency Procedures

## RRS APPENDIX SY

# SUPERYACHT RACING RULES

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*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*.

**PERINI NAVI CUP 2018**

**Appendix ALPHA | RRS Superyacht Racing Rules**

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.

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*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*



## **CORINTHIAN SPIRIT CLASS REGATTA RULES**

### **Philosophy**

Corinthian Spirit racing is meant to be different with an emphasis on fun, competitive racing, streamlined access to a superyacht handicap, fewer racing crew, minimal impact on the yacht captain's resources in the lead up to regattas, and fewer regatta related expenses.

### **Criteria & Class Specific Rules**

- No spinnakers, Code 0 sails and mizzen staysails;
- Jibs on furlers or hanks;
- A valid ORCcs Handicap Certificate;
- A qualified, experienced RRS-Safety Afterguard Member (per the Notice of Race).

### **Handicapping Policy and Procedures**

An important Corinthian Spirit goal is to keep the racing fun and competitive without owners having to optimize their yachts. The goal is to provide an enjoyable experience for all participating yacht owners with all well sailed yachts capable of a podium finish regardless of pre-regatta optimization and preparation.

- ORCsy Rule and VPP except as modified in the applicable section of the 2018 Rule (section 303: <http://orc.org/rules/ORC%20Superyacht%20Rule%202018.pdf>);
- Simplified handicap application and ORCcs certificate;
- Pre-regatta information exchange on each yacht (to be scheduled in advance). The ORC representative will resolve any declared data issues, assess the yacht's optimization, and answer any questions from the captain or yacht owner;
- Four number handicaps;
- Handicap certificates will be issued prior to the Captain's Briefing;
- Handicap adjustments will be made by the ORC or ORC/SYRA panel between races based on observed speed potential and maneuvering characteristics of the yachts (using GPS tracking and on water observations);
- There will be a 1% Owner / Driver credit applied (yacht owner should drive at least half of each race). This will be declared by the yacht captain at the pre-regatta information exchange.

### **Racing**

- Safe racing has been and will continue to be the top priority of regatta organizers and the SYRA for all superyacht racing. There will be no compromise to safe racing in the Corinthian Spirit class;
- Racing will be in accordance with the Notice of Race, Sailing Instructions and any other official regatta documents;
- The Racing Rules Appendix SY is invoked (per the NOR and SI);
- The *Staggered start racing format* will be used with this class scheduled to finish first;
- The Corinthian Spirit class may sail shorter courses than the conventional racing classes;
- *Series trophies will be awarded for the top 3 finishers in class;*
- *A 'Best Starter' trophy may be awarded at the conclusion of the regatta.*

Perini Navi Cup  
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Sailing Instructions – Appendix DELTA



PRESCRIPTIONS

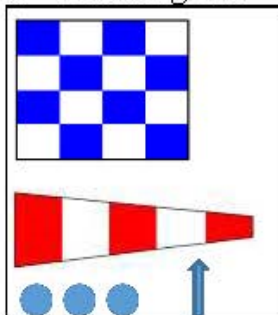
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**FIV Prescriptions to  
Racing Rules of Sailing 2017-2020**

*With effect from 1° January 2017 FIV prescribes*

FIV states that if there is conflict between languages the English text will take precedence.

**1 – Race Signals**

	<p>“N” over “AP” – Danger signal: displayed by any official Race Committee vessel together with 3 sounds means: “All races <i>started</i> are <i>abandoned</i> and all races not <i>started</i> are <i>postponed</i>. Immediately do reach the harbour or the closer shelter”. Further signals ashore.</p>
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**2 - Rule 63.4 Conflict of interest**

FIV prescribes that any member of the Protest Committee that is a relative to the first, second or third degree, or carrying out duties as a member of elected bodies and/or a racing class technician, instructor and/or coach of the Club of one of the *parties*, will be considered as having a Conflict of Interest under RRS 63.4 and shall not take any part in a hearing involving that *party*. Same prescription, by analogy, shall apply to umpired fleet races, match races, team races, radio sailing races and when Appendix P applies.

**3 - Rule 64.3 Decisions on Protests Concerning Class Rules**

The authority referred to in rule 64.3(b) is an official qualified to interpret that rule appointed by the FIV or by the race committee or by the protest committee if appointed. The race or protest committee may ask the official to verify a boat’s compliance with the rule and, if needed, the level of damages arising from an incident occurred in the event. The latter to check the boat’s ability to continue racing safely..

The protest committee, based on the technical committee evaluation, will establish an appropriate bailment in relation to operations to be performed and not less than € 100.00 per boat for Olympic or other dinghies, and € 250.00 for the other classes (ORC, cabs etc.)



## PRESCRIPTIONS

The bailment will also be required to the protested boat when launching operations are needed. The refusal to pay such bailment will cause the suspension of inspections and the protested boat shall be disqualified. The protest committee will also examine the report of the technical committee and, if the conclusion of the technical committee is that the measurement certificate or the compliance with the class rules are invalid, in addition to measures within its competence, shall send a report to the authority of the technical committee (FIV ) that will take the appropriate actions. If a deliberate violation, particularly at events where preventive controls have been done, it's mandatory to proceed according to Rules 2 and/or 69.

In case of an appeal the technical commission will be appointed by FIV.

The official bodies of the event are exempted by the bailment.

### **4 - Rule 67**

- a) Each participating boat or sailor shall be insured with valid third-party liability insurance with a minimum cover of € 1.500.000,00 per incident or the equivalent. However, for radio sailing, the minimum cover is € 50.000...
- b) Protest committee, International Jury or appeal jury shall make their decision based exclusively on *The Racing Rules of Sailing*. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* or by the IRPCAS shall not be dealt with.

### **5 - Rule 69**

FIV prescribes that, automatically and without any proceedings, all competitors having their eligibility suspended by other MNAs or by World Sailing are not eligible in any event held in Italy under the jurisdiction of the FIV.

### **6 - Rule 70.5, Rule 89, Appendix N, Unappealable Juries, Race Committees.**

#### **a) Events with not appealable Jury. Denial of the Right of Appeal Under Rule 70.5 (a) and (b)**

FIV prescribes that denial of the right of appeal under RRS 70.5(a) and (b) shall be approved by FIV before being included in the notice of race end in the sailing instructions. The request shall be made by the OA at least 60 days before the event and shall include the proposed names of all jury members. A copy of the FIV letter of approval shall be displayed on the official notice board.

For the events where the Organizing Authority is the FIV, not appealable juries can be appointed by the FIV according to RRS 89.2(b) and 70.5(b), without any request by affiliated clubs.





**b) Appointment of International Juries**

Except for World Sailing events or when international juries are appointed by World Sailing under rule 89.2(c), international juries for the events held in the waters within FIV jurisdiction, shall be appointed by the FIV prior to the issue of the notice of race. Requests for international juries shall be made at least 60 days before an event, and shall include proposed jury members. A copy of the FIV's letter of appointment shall be displayed on the official notice board.

**c) Umpired events**

In all match races, team races and in the events where Addendum Q applies or other umpired events, the protest committee decisions are not appealable. In these events and the protest committee chairman and the RO and the PRO if foreseen) shall be Race Officials with special skill for this type of event. Umpires shall be appointed by the FIV. Requests for umpires shall be made at least 60 days before an event, and may include proposed umpires All the appointments shall be made by the FIV. A copy of the FIV letter of appointment shall be displayed on the official notice board.

**d) Appointment of Race Officers**

The appointment of the event PRO and ROs, excluding appointment made by World Sailing according to RRS 89.2(c), shall be made by FIV.

Class Technical Delegate (CTD) and Class Course Representatives (CCR) nominated by the international classes recognized by World Sailing may provide advice with regard to the specific knowledge of the class (wind speed limit, course length, course changes, *abandonment*, etc.), but the final decisions will be the sole responsibility of the PRO and RO appointed by FIV.

A copy of the FIV's letter of appointment shall be displayed on the official notice board.

**7 - Rule 78 Compliance with Class Rules; Certificates**

Any boat of the Classes recognized by FIV shall be able to deliver at any time, the measurement or conformity certificate filled according to the class rules and/or the rules issued by the FIV itself. All the sails used for racing shall be preventively measured. When racing, only measured sails can be on board.

Classes for which is not foreseen any measurement, measurement certificate or measured sails are, as appropriate, partly or wholly exempt from the above rules.

**8 -Rule 86.3**



## PRESCRIPTIONS

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FIV prescribes that restrictions in RRS 86.1 do not apply if the rules are changed to develop or test proposed rules. For these changes a formal and preventive approval by FIV is requested.

### **9 – Rule 88.2 Changes to the Racing Rules**

Except for events organised by World Sailing, FIV prescribes that, for events held in the waters within FIV jurisdiction, notices of race and sailing instructions shall not change a prescription of the FIV, unless so authorised in writing by the FIV.

### **10 - Rule 89.1**

FIV prescribes that in all cases foreseen in RRS 89.1, points (d) to (h), for events held within Italian waters, his approval is mandatory.

In addition, if the class is not recognized by the World Sailing and / or FIV itself, a special authorization to use Italian Race Officials in the Regatta is required.

### **11 - Rules 89.2(c), 91(a) and (c), 92**

FIV prescribes that for the race Officials appointment his approval is needed.

### **12 - Appendix P**

Sailing instructions may change the penalties foreseen in Appendix P (for instance always using RRS P2.1) but the change shall always be preventively approved by FIV.

### **13. - Appendix R**

#### **RRS R2 – SUBMISSION OF DOCUMENTS**

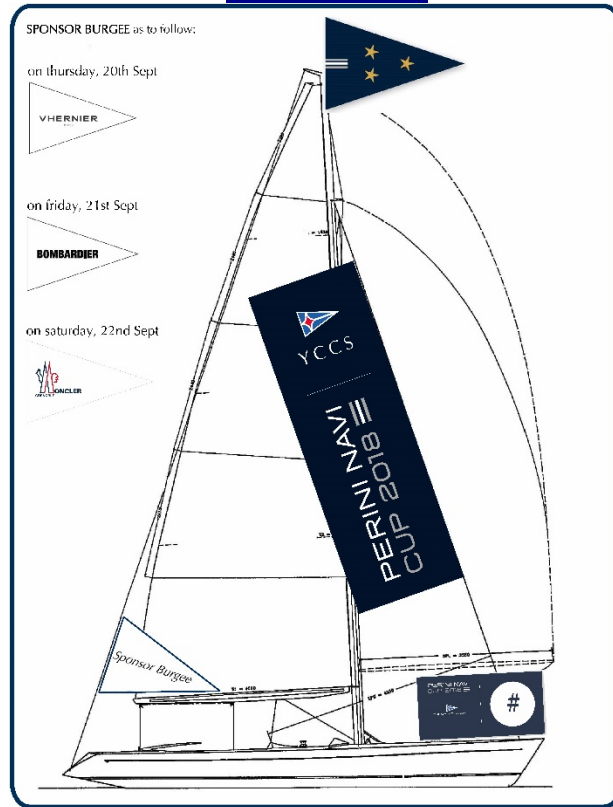
Submission of documents under this rule must be made online via the website of the Italian Sailing Federation. Appeals and requests referred to in rule R1 must be accompanied by a fee as provided in the online appeal form.

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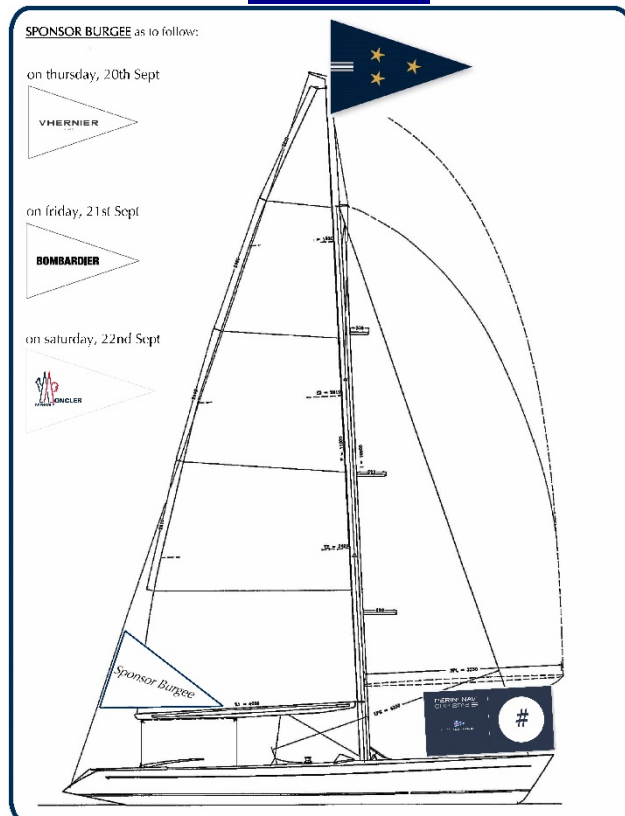
SI Appendix ECHO

**FALGS & BANNER INSTRUCTIONS**

**While Moored**



**While RACING**



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SI Appendix FOXTROT

**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, 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 20<sup>th</sup> August, 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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**Appendix FOXTROT | RRS-Safety Afterguard Member and Communications Officer  
COMPLIANCE AND INFORMATION FORM (submit no later than 20<sup>th</sup> August, 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](mailto:secretariat@yccs.it)



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**SI Appendix GOLF – Daily Declaration Form**

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 9.1 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 \*\*\*\***

**PERINI NAVI CUP 2018**  
**Appendix GOLF | Daily Declaration Form**

**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 22.4)*

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**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:

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**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).*

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**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.*

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*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.*

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**SI Appendix HOTEL**



**Tracking System Instructions**

**INTEGRATION TO SAILING INSTRUCTIONS # 9.2 & 9.3**

- 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 **check** the tracking device. Do not switch off the device after racing.  
Every tracking device is provided with a battery pack in a dry box. The box shall be tighten on the sea rail using the 2 straps and the safety stop.
  - 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 is provided **into its dry box** 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 using the stop and the two straps, so it does not hang loosely or bang around. Once mounted correctly, do NOT open the water proof box under any circumstance – the **tracking device is NOT waterproof**.



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**SI Appendix – INDIA**



**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](http://www.superyra.org/safety-officer_1.html)

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

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**SI Appendix JULIET**

**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    **08**

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**YCCS Race Office**, phone n.:    **+39.333.48.583.85**      or      **+39.348.74.237.05**