



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 7-11 June 2016

SAILING INSTRUCTIONS

Wally Class

The Loro Piana Superyacht Regatta 2016 is organised by the Yacht Club Costa Smeralda (YCCS) in collaboration with Boat International Media (BIM) and sponsored by Loro Piana. The regatta will take place in Porto Cervo from 7th to 11th June.

The Wally Class, racing under separate Sailing Instructions, will have fleet starts and sail under conventional RRS except for those instances when a Wally yacht meets a yacht in the Superyacht Fleet. In those instances, the Racing Rules of Sailing as changed by Appendix SY (Exhibit 1) and the safety rules and protocol items listed in Special Rules for the Wally Class (Exhibit 7) will apply to all Wally yachts. When sailing coastal courses the Wally Class will start and most likely finish before the Superyacht Fleet. When sailing windward/ leeward courses, the Wally Class will start after the Superyacht Fleet.

1. **Rules**

1.1 The regatta will be governed by the following:

- (a) The rules as defined in The Racing Rules of Sailing for 2013-2016 (RRS);
- (b) Appendix SY to the RRS (only when a Wally yacht meets a yacht in the Superyacht Fleet);
- (c) Wally Class Rules;
- (d) The World Sailing Offshore Special Regulations Category 3 with life rafts compulsorily on board, but subject to the following amendments:
 - i. red parachute flares are not required (amends OSR 4.23)
 - ii. jackstays are not required (amends OSR 4.04)

1.2 No national authority prescriptions will apply except FIV Prescription Part 6: Entry and qualification, Rule 75, Entering a Race, Prescription to Rule 75.2.

1.3 English shall be the official language used for the regatta. If there is a conflict between languages, the English text will take precedence.

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

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

2. **Event classification and advertising**

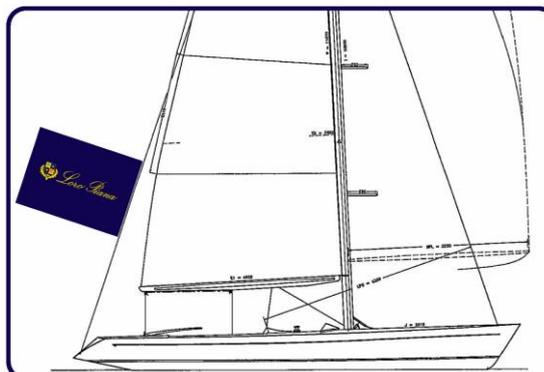
Refer to Notice of Race Paragraph 2.

Flags positioning:

While moored



While Racing



3. Venue

The Regatta Headquarters 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.

4. Registration Formalities

4.1 To qualify as a competitor the following shall be completed and submitted to the Race Office by 17.00 hours on June 7th, 2016:

- Signed entry form and payment of the entry fee;
- Crew list & TV rights duly signed by all crew members;
- Valid IRC Rating Certificate;
- RRS–Safety Afterguard Member and Communication Officer designated (NoR 16) as set out in Exhibit 2 ;
- Name, mobile telephone numbers and email address for boat captain and racing tactician as set out in the entry form.

4.2 Without the written approval of the Organizing Authority:

- (i) yachts not complying with the requirements of S.I. 4.1 are not eligible for the event;
- (ii) and the value of TCC's issued by the 7th June 2016 shall not be modified except by the Rule Authority in accordance with the Wally Class Representative and the OA.

4.3 Crew list changes shall be communicated to the Race Office on the appropriate form by 09.30 hours on the race day(s) when there are changes.

5. Class Flag

The Class Flag will be International Code Flag "W".

6. Amendments and Notices to Competitors

6.1 Any amendments to the Sailing Instructions will be posted on the ONB no later than 09.00 hours on the day it comes into effect except that changes to the programme shall be posted by 20.00 hours on the day before the change takes effect and posted on the YCCS web-site www.yccs.com. It is the responsibility of competitors to acquaint themselves with these notices.

6.2 Notices to competitors will be posted on the ONB, on the YCCS website and will be available at the YCCS Race Office.

6.3 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.

7. Signals Made Ashore

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

7.2 The display or removal of signals ashore will be announced by sound signal and on VHF Channel 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).

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

8. Programme

8.1 The programme will be as follows:

Tuesday 7 th June	Registration	10:00-17:00
	Skippers Briefing	18:00
Wednesday 8 th June	Race (s)	11:30
Thursday 9 th June	Race (s)	11:30
Friday 10 th June	Race (s)	11:30
Saturday 11 th June	Race (s)	11:30
	Prize Giving	18.00

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

- 8.3 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 Official Notice Board by 20.00 on the evening prior to that day's racing.
- 8.4 The first warning signal is scheduled for 11.30 hours on each race day.
- 8.5 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.
- 8.6 Six races are scheduled of which one race will constitute a series.
- 8.7 The full programme will be posted on the ONB, published on the event websites and available at the Race Office.

9. The Start - Courses – Marks - Finish

- 9.1 Information on the start, coastal courses, marks and finish are described in SI Paragraphs 14, 15, 16, 17 and Appendix BRAVO (Coastal and Island Courses 2016 - *Separate Booklet available in the Regatta Kit*).
- 9.2 Information on windward/leeward courses are described in Appendix CHARLIE.
- 9.3 The Race Committee will broadcast the coastal courses to be sailed for the day on VHF 72 prior to 11:00 (unless postponed). Yachts in different classes may sail different courses each day.

10. RRS-Safety Afterguard Member Compliance

- 10.1 Each yacht shall ensure that at least one afterguard member is active with of *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and the Appendix SY. The Captain shall submit the compliance form (page 2 of Exhibit 2) with information on the designated RRS-Safety Afterguard Member and the Communications Officer in advance, as per NoR. Compliance forms are not required for those RRS-Safety Afterguard members who submitted forms for the 2016 Loro Piana Caribbean Superyacht Regatta and St Barths Bucket, and have their names listed on the SYRA web site :<http://superyra.org/after-guard/>. Exhibit 2 can be found on the YCCS website, and was distributed to all captains via email.
- 10.2 The Organizing Authority will review all compliance forms prior to 15th May 2016 and communicate any concerns or issues to the Captain.
- 10.3 The Captain will designate a Communications Officer who will monitor and communicate on the VHF Safety Channel. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.
- 10.4 The Captain will determine what crew position the RRS-Safety Afterguard Member assumes (tactician, helmsman, navigator, strategist, etc.). The designated RRS-Safety Afterguard Member may assume the position of Communications Officer.
- 10.5 The RRS-Safety Afterguard Member shall attend all pre-race briefings and will be responsible for ensuring the Daily Declaration Form is returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

11. Captain's Briefing and Mandatory Safety Briefings

- 11.1 The pre-regatta Captain's Briefing will be held on 7th May at 18.00 at the YCCS. Attendance is mandatory for the Captain, and Racing Tactician if applicable.
- 11.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on any given race day. The Race Committee may schedule a safety review meeting after receiving a report of an unsafe incident occurred on the racecourse. Yachts will be notified via VHF and mobile telephones. These meetings will be mandatory for Captains and Racing Tacticians.

12. Daily Declaration Form, Portable GPS and Rangefinders

See Exhibit 7.

13 The Start

- 13.1 Races will be started in accordance with RRS 26.
- 13.2 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.
- 13.3 When sailing coastal courses, the Wally Class will start first with a conventional fleet start, scheduled at 1135. When sailing windward/leeward courses, the Wally class will start after the superyacht fleet.
- 13.4 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. A yacht that has not started shall not interfere with a yacht on the course side of the starting line. 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 Appendix BRAVO.
- 13.5 The starting line will be located within approximately four nautical miles off the entrance to Porto Cervo harbour.
- 13.6 A boat starting later than five minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

14. Committee Boat, Service Boats, Support Boats, Press Vessels

14.1 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.

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

14.3 Vessels used by Press, Photographers, Film Crews, VIP's, etc. are not under the jurisdiction of the Race Committee.

14.4 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.

15. Time Limits

15.1 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.

15.2 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 and A4.

16. Safety Requirement and Retirement

16.1 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.

16.2 In the event of a man overboard during a race, if a yacht tender or race committee boat is in the immediate vicinity, that vessel may recover the man overboard. Whether the man overboard is transferred back to the racing yacht, or not, will be at the discretion of the captain. This changes RRS 47.2. A man overboard shall be 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.

16.3 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.

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

16.5 A yacht that does not intend to race shall notify the Race Office before 09.30.

16.6 A yacht that returns ashore to a point different than its assigned mooring place at Marina and cannot contact the Marina shall inform the Race Committee at VHF channel 72 or 08 of its circumstances immediately.

17 Penalties

RRS 44.1 and 44.2 are changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

18. Protest and Request for Redress

18.1 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.

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

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

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

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

18.5 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.

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

19.1 The Race Committee will use VHF 72 for communication. All competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race.

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

19.3 There shall be no claim for redress by a yacht in the case of failure to make a radio transmission, delay or error in a transmission, or failure to receive or hear a transmission. This changes RRS 60.1 (b) and 62.1 (a).

19.4 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.

19.5 The Bridge-to-Bridge 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 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.

19.6 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.

20. **Scoring**

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 five races are completed the worst result shall be discarded.

21. **Control, Measurement and Inspection**

22.1 Yachts shall be available for inspection not later than 10:00 on 7th June, 2016. For yachts already in Porto Cervo, inspections may be carried out on 6th June, 2016. 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.

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

22. **Trophies**

Refer to Notice of Race Paragraph 18.

SI Exhibits and Appendixes

Copies of all Exhibits are available at the Race Office and in the Captain's Packages:

- n1: Appendix SY
- n2: RRS - Safety Afterguard Member Compliance;
- n3: Daily Declaration Form
- n4: Trac Trac GPS Tracker Instructions
- n5: Pantaenius Rangefinder Instructions
- n6: On Water Emergency Procedures
- n7: Special Rules Pertaining to the Superyacht Fleet

Appendix BRAVO: Coastal and Island Courses 2016 - *Separate Booklet available in the Regatta Kit.*

Appendix CHARLIE: Windward / Leeward Courses



LORO PIANA SUPERYACHT REGATTA

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APPENDIX SY

SI Exhibit I

SUPERYACHT RACING RULES

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

Version 2.2, May 2014.

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 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 the boats.

SY2.2 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.

SY2.3 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.

SY2.4 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of 300 metres of it. A boat is in the *zone* when any part of her hull is in the *zone*.

SY2.5 Add new rule 1.3:

1.3 Communication

At all times while in the racing area, a boat shall monitor the VHF safety channel specified in the sailing instructions, shall respond promptly to a hail from another boat, and shall communicate with other boats on matters of safety.

SY2.6 Rule 17 is changed to:

17 ON THE SAME TACK; PROPER COURSE

17.1 A *leeward* boat shall not sail above her *proper course* while she is within 80 metres of the *windward* boat.

17.2 A boat being overtaken from clear astern 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 Rule 52 is deleted.

SY3.3 Add new rule 60.4:

60.4 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.

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



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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 1 May, 2016**) 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)

**RRS-Safety Afterguard Member and Communications Officer
COMPLIANCE AND INFORMATION FORM
2016 Loro Piana Superyacht Regatta (submit no later than 1 May, 2016)**

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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DECLARATION FORM

SI Exhibit 3

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 requires the safety officer 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*

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

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Declaration Form – Exhibit 3

Page 2

APPROXIMATE WIND SPEED & DIRECTION (For each leg)

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction (example: 21kts / 060M)	Sea State (wave height)
Start	Start	/	
Leg 1	Start – Mark __	/	
Leg 2		/	
Leg 3		/	
Leg 4		/	
Leg 5		/	
Leg 6		/	
Finish	Finish	/	

PENALTIES TAKEN

Please provide an accounting of any penalties taken (SI 17 for Wally - SI 19 for SY)

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

TracTrac

Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS

- 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 Safety Officers, shall personally collect and sign for their tracking device.
 - b) It is a Safety Officers 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.

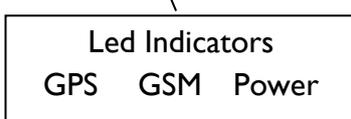
Tracking System Instructions

DEVICE OPERATIONS



SWITCHING ON/OFF

Press the **Switch On/Off Button** for at least 3 seconds and release it to turn on.





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If you wish to **switch off** the device, push and hold for at least 2 seconds the **Switch On/Off Button**. **Power LED** will fast flash and then turn off, it indicates that the unit is turned off.

LEDs Description

LED	EVENT	STATE
GPS LED	GPS has fixed	Solid
	GPS is in fixing	Fast Flash
	GPS is off	Dark
GSMLED	Searching network	Fast Flash
	Network has been registered	Slow Flash
Power LED	Power on and normal	Dark
	Charger inserted and charging completed	Solid
	Charger inserted and charging	Fast Flash
	Power key was pressed and prepare to power off	Fast Flash
	Power low alert	Slow Flash



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 7-11 June 2016

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 2013-2016 and the Appendix SY. The changes to the RRS through this appendix are all based on the fundamental need to keep appropriate distance between superyachts and 40 meters is the designated “minimum separation.” (SY2.1 defines **Keep Clear** as “One boat keeps clear of another if the other can sail her course with no need to take avoiding action and with no less than 40 metres between boats.”)

Each yacht entered in this regatta will be issued 2 Nikon Laser Range finders to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.5, rule 17.2). Please use the range finders to help maintain the minimum separation and in overtaking situations. Yachts encroaching within the prescribed 40 meter minimum distance will have broken a critical, fundamental racing rule and marginalized safety on the race course.

Easy to Use: Press the POWER button **A** to turn the rangefinder on. Confirm that the rangefinder is set to metres (default is yards). If it is necessary to change the display to metres Press and Hold the MODE button **B** for two seconds until the display changes to metres. The rangefinder shuts off automatically 8 seconds after the last operation.



To take a measurement press the Power button **A** and the LCD illuminates, align the reticle on the target and press and hold the Power button again until the display appears as it does in the picture, right side above. To obtain the best results try to select bright colored targets with large, shiny, highly reflective surfaces.

Warning: The range finders are waterproof, but not submersible, please take care to keep them dry and in good condition. Never look directly at the laser or directly into the sun when using the rangefinder. Do not depress the POWER button while looking in the optics from the objective side. Do not aim at anyone's eye.

Complete instructions are available in English, French, Spanish and Portuguese [here](http://www.superyra.org/safety-officer_1.html) or at http://www.superyra.org/safety-officer_1.html

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



LORO PIANA SUPERYACHT REGATTA

Porto Cervo, 7-11 June 2016

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 8.
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



LORO PIANA SUPERYACHT REGATTA
Porto Cervo, 7-11 June 2016

SI Exhibit 7

SPECIAL RULES FOR WALLY CLASS

The rules listed below pertain only to the Wally Class and only apply when a Wally Class boat encounters a Superyacht Class boat on the racecourse. Due to the size, limited maneuverability and other constraints with superyachts, World Sailing has allowed for changes to the Racing Rules of Sailing (RRS) in the form of a superyacht appendix (Appendix SY). The Appendix SY will be in effect for the superyacht classes at the Loro Piana Superyacht Regatta. One of the important safe sailing related components of the appendix is maintaining a minimum of 40 meters separation between boats. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. Boats in the Wally Class that meet a yacht in the superyacht fleet must adhere to the Appendix SY (Exhibit 1) and special rules below.

1. Communication with Yachts in the Superyacht Fleet

If a Wally Class boat is likely to come close to 40 meters separation from a boat from the superyacht fleet, she shall contact the boat and appraise that boat of her intention. The event organizer expects compliance with the Appendix SY, which includes maintaining minimum separation from yachts in the superyacht fleet. Primary communications with boats in the superyacht fleet (SI 18.5 and 18.6) will be on the designated safety Channel (VHF 08), with the RC Channel (VHF 72) and mobile phone as backups. All Wally Class boats shall provide the cell phone numbers of their tactician and navigator to the Race Office by the close of registration. Telephone communication is strongly encouraged when the two VHF Channels are in use.

2. Laser Range Finders

All yachts will be issued a Pantaenius Laser Rangefinder, which is to be used to determine distance to yachts in the Superyacht Fleet (see SI Exhibit 5). Rangefinders shall be returned to the Race Office along with the Trac Trac unit and charger on Saturday 11th June, at the conclusion of racing.

3. Daily Declaration Form

If a Wally Class boat comes close to 40 meters separation from a boat in the superyacht fleet, she shall complete and submit a Daily Declaration Form (available at the Race Office) with an account of the situation. Completed documents are to be submitted to the Race Office as soon as practical after racing, but no later than 2 hours after each yacht finishes racing.