



THE SUPERYACHT CUP PALMA 2018

June 19 – 23rd, 2018

SAILING INSTRUCTIONS SUPERYACHT CLASSES

PART I ADMINISTRATIVE

1 THE SUPERYACHT CUP RACE OFFICE

The Superyacht Cup race office is located at the Muelle Viejo. The race office telephone number is: +34 971 708 795

2 REGISTRATION

Captains are to complete their regatta registration at the race office no later than 1300, Wednesday, 20 June.

3 DISCLAIMER OF LIABILITY / CREW WAIVER

- 3.1 The Disclaimer of Liability & Crew Waiver is found in Exhibit 2 and will be available at the race office. It must be signed by all captains and crews. The document must be returned to the race office prior to Wednesday's Pre-Regatta Captain's Briefing. Yachts which do not submit these waivers will not be scored.
- 3.2 Competitors participate in the regatta entirely at their own risk. Aquamarine Events SL, the Real Club Nautico de Palma, the organizing authority, all sponsors, all other affiliated organizations, race officials and individuals, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

4 INSURANCE

It is a condition precedent to entry to the regatta that each yacht shall be insured with reputable insurers for physical loss of or damage to the yacht (up to current market value of the yacht and all its equipment onboard) and also insured for Third Party Liability risks up to €5,000,000, minimum, (or the equivalent in other currencies) for the period of the regatta.

PART II RACING RULES AND CONDITIONS

1 RULES

The Superyacht Cup Palma will be governed by:

- 1.1 The *rules* as defined in the Racing Rules of Sailing (RRS).
- 1.2 [Appendix SY version 3.0](#) to the RRS (Exhibit 5).
- 1.3 [The ORC Superyacht Rule](#) (ORCSy), including rule changes to accommodate the Corinthian Spirit class. (Exhibit 3)
- 1.4 The national [prescriptions of the Real Federación Española de Vela \(RFEV\)](#).
- 1.5 The following *rules* have been changed, the specific changes appear in this document; Race Signals, 26, 29.1, 35, 47.2, 60.1(b), 62.1(a), A2.1, A4, A4.2 and A5.
- 1.6 Any applicable maritime authority rules and regulations, including and without limitation:
 - a) Order FOM 1144/2003 (prohibitions regarding dumping at sea);
 - b) Royal Decree RD607/1999 (public liability insurance requirements);
 - c) Royal Decree RD62/2008 (maritime safety and navigation for commemorative and nautical sporting events) (the “Local Laws”).
- 1.7 The safety requirements designated by the yacht’s flag state, classification society and/or code of compliancy.
- 1.8 If there is a conflict between languages, the English text will take precedence.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at The Superyacht Cup Village on the Muelle Viejo.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to these sailing instructions will be posted on the official notice board before 0930 on the day it will take effect and will be distributed to competitors at the daily pre-race briefing except that changes to the program shall be posted by 2000 on the day before the change takes effect.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the main flag pole located near the race office.
- 4.2 When code flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes,’ this changes RRS Race Signals.

5 SCHEDULE OF RACES

- 5.1 There are three races scheduled, one each day from Thursday, 21 June through Saturday, 23 June. The scheduled warning signal for the first yacht each day is 1300. The race committee reserves the right to modify the schedule and will communicate their intentions on the race committee channel prior to the start. It is the race committee’s intention to have yachts return to the harbor by 1800 daily.
- 5.2 On the last racing day, no warning signal will be given after 1530.

6 CLASSES AND CLASS FLAGS

At the discretion of the organizing authority, yachts may be separated into two or more classes. If so, a list of yachts by class will be posted on the official notice board. At the race committee's discretion, the classes may sail different courses on any given day.

Class flags shall be displayed on the backstay at least two metres above deck at all times while the yacht is racing. If such display is not feasible, class flags shall be displayed from the stern pulpit.

CLASS	FLAG
Class A	Code Flag W
Class B	Code Flag V
Class C	Code Flag G
Class D	Code Flag T

7 RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE

- 7.1 Each yacht shall ensure that at least one afterguard member is experienced with the RRS and has a thorough understanding of the RRS and Appendix SY. The deadline for submittal of the compliance form with information about the designated RRS-safety afterguard member and the communications officer is no later than June 1st (Exhibit 6).
- 7.2 The Compliance Forms will be reviewed by the organizing authority prior to June 13th and any concerns or issues will be communicated to the yacht's captain.
- 7.3 The captain will designate a communications officer who will monitor and communicate on the VHF safety channel. This individual shall have experience with radio protocol and an understanding of the RRS and Appendix SY.
- 7.4 The RRS-safety afterguard member may assume the position of tactician, helmsman, navigator, strategist, or other afterguard role. The designated RRS-safety afterguard member may assume the position of communications officer.
- 7.5 The RRS-safety afterguard member shall attend all pre-race briefings and shall be responsible for ensuring the daily Declaration Form (Exhibit 4) and portable GPS tracking unit are returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

8 BRIEFINGS

- 8.1 The pre-regatta Captain's Briefing will be held, Wednesday, 20 June at 1800 at the Comisaria del Puerto opposite the regatta village entrance. Attendance is mandatory for the yacht's captain, designated RRS-safety afterguard member and racing tactician (if applicable).
- 8.2 There will also be daily, pre-race briefings each morning at 0930 in the regatta village. The race course, starting sequence options, weather, commercial shipping movements and any safety issues will be addressed. Starting time options and daily Declaration Forms will be distributed.

9 GPS TRACKER AND RANGEFINDERS

- 9.1 Prior to arriving in the starting area, GPS tracker units shall be attached to each yacht in accordance with the GPS Tracker Instructions (Exhibit 8). The GPS tracker shall be returned to the race office as soon as practicable after racing, but no later than two hours after each yacht finishes racing.
- 9.2 The GPS unit will track the yacht's course each day. Tracking will be live and available for replay after racing; the tracking will provide an accurate record of course sailed and proximity to other yachts. Notwithstanding the accuracy of GPS and the position of the trackers aboard the yachts, the race committee and protest committee may use this information for a comprehensive record of every crossing, rounding or passing situation and be able to monitor potential encroachment within the 40 meter minimum separation.
- 9.3 All yachts will be issued two Pantaenius Laser Rangefinders which are to be used by the crew to determine distance between yachts (Exhibit 7). Rangefinders shall be returned to the race office along with the GPS tracker unit on Saturday following racing.

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 for collision avoidance.
- 10.2 A yacht that puts her engine in gear or uses her thruster while racing shall submit a written declaration of "engine use" to the race office as soon as practicable after racing, stating the time the engine was in gear or thruster was used, the reason for use, the duration of use and any potential competitive advantage gained. The race committee and protest committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain.

11 RACING AREA / STARTING LINE LOCATION

Racing will take place in the Bahia de Palma. The intended starting area will be located near 39°31,152.N / 002°40,771.E. The race committee reserves the right to change the starting area and will notify the competitors at the pre-race briefings and on RC VHF 73.

12 TURNING MARKS, BUOYS AND COURSES

- 12.1 Course marks, with the exception of mark Alpha, will be yellow inflatable buoys.
- 12.2 Mark Alpha: If the committee displays a green or red flag together with, or prior to, the warning signal it means that after passing the starting mark, yachts shall leave mark Alpha to starboard or port respectively. The race committee will display the bearing and distance of the mark. Such mark will be an orange inflatable buoy.
- 12.3 The starting marks will be a staff displaying an orange flag on a race committee boat and a yellow inflatable buoy. The finishing marks will be a staff displaying an orange flag on a race committee launch and a yellow inflatable buoy.
- 12.4 The race committee will announce on RC VHF 73 the course to be sailed with a minimum of 15 minutes before the warning signal, indicating the order in which the marks are to be passed or rounded and the side on which each mark is to be left. The marks are described in Exhibit 1.
- 12.5 If a mark is missing or out of position, the race committee will, if possible, replace it in its correct position or substitute with a new one. If a replacement mark is not possible, then a latitude and longitude position to sail around will be announced on RC VHF 73.

13 THE START

- 13.1 The classes may sail different courses each day. The starting time for each yacht is determined using the ORCs. The start times will be staggered at two minute intervals. After the last starting signal for each class there will be an additional two minute interval, ie. four minutes between each class. A sound signal will be made for each start and the race committee will attempt to broadcast countdowns for each start. The absence of visual signals shall be disregarded.
- 13.2 The anticipated course for the day and the potential starting sequences will be announced at the pre-race briefings. The race committee will decide the scoring method, course length (for ToD), wind range and sea state for scoring each race for each class before the first boat in each class starts the last leg. This information will be communicated to competitors on RC VHF 73. The decision of the race committee regarding scoring method, course length, wind range and sea state shall not be grounds for a request for redress by a yacht. This changes RRS 60.1(b).
- 13.3 The starting area will extend 200 meters on either side of the starting line and approximately 400 meters on the pre-start side of the line. Yachts which are not within five minutes of their individual starting time shall stay clear of the starting area and yachts which have yet to start shall stay clear of yachts racing on the course side of the starting line.
- 13.4 The starting line will be between a staff displaying an orange flag on the race committee boat on the starboard end and the course side of a yellow inflatable buoy on the port end.

13.5 RRS 26 is changed to:

Races shall be started by using the following signals. The warning signal will be flag D. The table in this sailing instruction must be read in conjunction with SI 13.1.

SIGNAL	FLAG	SOUND	TIME
Warning	Code Flag D	1 sound	5
Preparatory 1st yacht	Code Flag P	1 sound	4
Starting 1st yacht	Code Flag P Removed	1 sound	0
Starting 2nd yacht		1 sound	+2
Etc.			
Starting last yacht	Code Flag D Removed	1 sound	

A yacht's preparatory signal is four minutes prior to her scheduled start. Apart from the first starter, there will be no visual or sound signals for the individual preparatory signals. The race committee will attempt to broadcast countdowns for each start on RC VHF 73.

13.6 The race committee boat at the starting and finishing line may maintain her position by using the engine.

14 RECALLS

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will receive a five minute penalty, plus the time she was over early. A yacht that crosses the starting line more than two minutes early will be scored DNS. This changes RRS 29.1.

15 THE FINISH

15.1 The finishing line will be located as indicated in Exhibit 1 and will be between a staff displaying an orange flag on the race committee boat and the course side of a yellow inflatable mark.

15.2 Yachts that have finished the race should move away from the finishing line and shall not interfere with a yacht that is racing.

15.3 Time limit: Yachts failing to finish within 90 minutes, adjusted for the time differential of the staggered start, after the first yacht in class has sailed the course and finishes will be scored DNF. This changes RRS 35, A4 and A5.

16 PENALTY SYSTEM

16.1 The organizing authority will take a proactive stance on enforcing safety and sportsmanship. Safe racing is the responsibility of everyone involved in The Superyacht Cup Palma 2018. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement by using the penalty system and protest procedures outlined in sections 16 and 17.

16.2 The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 20% of the number of yachts entered in class (except that the minimum penalty is one place).

16.3 Post-Race Penalty

a) A yacht that may have broken a rule of RRS Part 2 or RRS 31 may, after finishing the race and before the start of a related protest hearing, notify the race committee that she accepts a Post-Race Penalty – a 30% scoring penalty in accordance with RRS 44.3(c) (except that the minimum penalty is two places provided that does not result in a score worse than DNF). A yacht accepting a Post-Race Penalty will be scored SCP. 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 protest committee decides that it was appropriate to the facts found and the applicable rules.

16.4 Penalties applied under RRS 64 for breaches of the rules, other than a rule of RRS Parts 1 or 2, may be less than disqualification at the discretion of the protest committee.

- 16.5 If the organizing authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, they may excuse the yacht from that race, the regatta or future Superyacht Cup events. Alternatively, the RRS-safety afterguard member and/or racing tactician may be excused from the regatta or future regattas.
- 16.6 In the event of a collision, the organizing authority shall not be compelled by any authority to convene a hearing and/or render a third party opinion as to which yacht is at fault. Nor shall they be required to give evidence or disclose any documentation for any civil hearing. Any claim for damages arising from an incident while a yacht is bound by the sailing instructions shall be subject to the jurisdiction of the courts, according to applicable Civil and Admiralty laws.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 The notice of race and these sailing instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. They reinforce the fact that The Superyacht Cup is a congenial racing event.
- 17.2 Protests forms are available at the race office and the completed protest form shall be lodged there within 90 minutes after the last yacht has finished.
- 17.3 Schedule of hearings will be posted on the official notice board as soon as possible. Protests shall be heard as soon as possible in approximately the order received. All persons involved in the hearings shall remain in the vicinity of the protest committee room.
- 17.4 If there is an incident on the water and no protest is filed or penalty declared, the yachts' RRS-safety afterguard member and racing tacticians are expected to meet immediately following racing to discuss and resolve any minor safety issues, sportsmanship, or issues pertaining to competitive advantage. If unable to resolve the issues, competitors are encouraged to file for a Rules Clarification Hearing with the protest committee on their daily Declaration Form.
- 17.5 It is the yacht's representative's sole responsibility to check the protest notices at the end of the protest filing time to see if she is cited in a protest.
- 17.6 There shall be no redress in the case of the race committee's failure to make a radio transmission, delay or a transmission, or failure to receive or hear a transmission, this changes RRS 60.1(b) and 62.1(a).

18 SCORING

- 18.1 Yachts will be scored based on the ORCs Handicapping System, adjusted for any penalties.
- 18.2 The Low Point System, RRS Appendix A will apply. No score will be excluded, this changes RRS A2.1. RRS A4.2 is changed as follows: A boat that did not *start*, did not *finish*, retired or was disqualified shall be scored points for the finishing place one more than the number of boats entered in the class.

19 SAFETY REQUIREMENTS

- 19.1 In an emergency, yachts requiring assistance should call the Centro Regional de Coordinación de Salvamento Marítimo on VHF 16. They should also apprise the race committee of the situation on RC VHF 73.
- 19.2 Man-overboard (MOB)
- a) The yacht's MOB 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.
 - b) A yacht that has a MOB 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 standby in the vicinity of the incident.
 - c) The yacht's 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 aboard the recovery boat. This changes RRS 47.2.
 - d) A yacht that has a MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration form.
 - e) The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the protest committee who may add to the yacht's elapsed time when another boat recovers the MOB.
- 19.3 A yacht that retires from a race shall notify the race committee or the race office as soon as practical.

20 COMMUNICATION (VHF RADIO / AIS)

- 20.1 The race committee will use VHF 73 for communication. All competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race. A time check will be broadcast at 1200 each day.
- 20.2 The bridge-to-bridge safety channel is VHF 17. All yachts shall maintain an active radio watch on safety VHF 17 from their approach to the starting area until departing the finish area following the race. Yachts hailed by another yacht shall respond in a timely fashion. This channel should be used in close quarters to assist with collision avoidance, determine the other yacht's intentions, and resolve confusion. If safety VHF 17 is congested, yachts may use RC VHF 73 or VHF 68 for safety related communication.
- 20.3 The alternative to VHF will be mobile telephone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's captain and RRS-safety afterguard member. Telephone communication is strongly encouraged when safety VHF 17, RC VHF 73 and VHF 68 are in use.
- 20.4 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.
- 20.5 All yachts are required to perform a radio check and receive acknowledgement from the race committee on safety VHF 17 within one hour of their published start time.

21 ADVERTISING

- 21.1 Yachts may display advertising in accordance with World Sailing Regulation 20, Advertising Code. Yachts shall display event advertising in compliance with World Sailing Regulation 20 and as detailed in these sailing instructions.
- 21.2 Yachts intending to display advertising during the regatta shall state in the entry form the nature of such advertising.
- 21.3 Yachts are responsible to inform advertisers and sponsors that no activities advertising any brand will be permitted ashore within the Muelle Viego Marina area without the written consent of the organizing authority obtained prior to the start of the regatta.

21.4 Yachts will be required to display the Pantaeenius sponsor flag from their backstay or shroud on the first race day (Thursday, June 21) from the time they leave the dock until returning following racing that day. The organizing authority will supply the flag to the yachts at registration. Additional regatta sponsors may require that their flag is flown by participants in which case the organizing authority will supply the flags. It would be appreciated if all yachts fly the supplied Superyacht Cup flag while at the dock.

22 AWARDS

22.1 The organizing authority reserves the right to divide the fleet into classes and present class awards and awards for the series. The awards ceremony will be held at 1800 on Saturday, June 23 in the Superyacht Cup Village.

22.2 There will be prizes awarded for first in class daily.

22.3 Series awards for 1st, 2nd, and 3rd place in class and the overall winner will be presented. The criteria to determine the overall winner will be posted on the event's website by June 1st.

22.4 There may be special trophies awarded as well for meritorious acts, yacht handling and other notable behavior.

Exhibit 1 Potential Marks for the Various Courses

Course marks are yellow inflatable cylindrical buoys. The mark location descriptions below are approximate. Coordinates are expressed in degrees, minutes and decimals of minutes.

<u>Mark Name</u>	<u>Approximate Lat/Long</u>
START AREA	39° 31.152' N / 002° 40.771' E
PTA. ARANOL	39° 29.629' N / 002° 42.594' E
ENDERROCAT	39° 27.512' N / 002° 42.835' E
PANTAENIUS	39° 27.042' N / 002° 40.860' E
REGANA	39° 24.790' N / 002° 43.677' E
NEW ZEALAND	39° 28.444' N / 002° 36.909' E
SILVER FERN	39° 27.739' N / 002° 36.124' E
ILLETAS	39° 31.371' N / 002° 36.000' E
PORRASA	39° 29.482' N / 002° 33.930' E
SECH	39° 28.000' N / 002° 32.600' E
FINISH	The same position as the starting mark

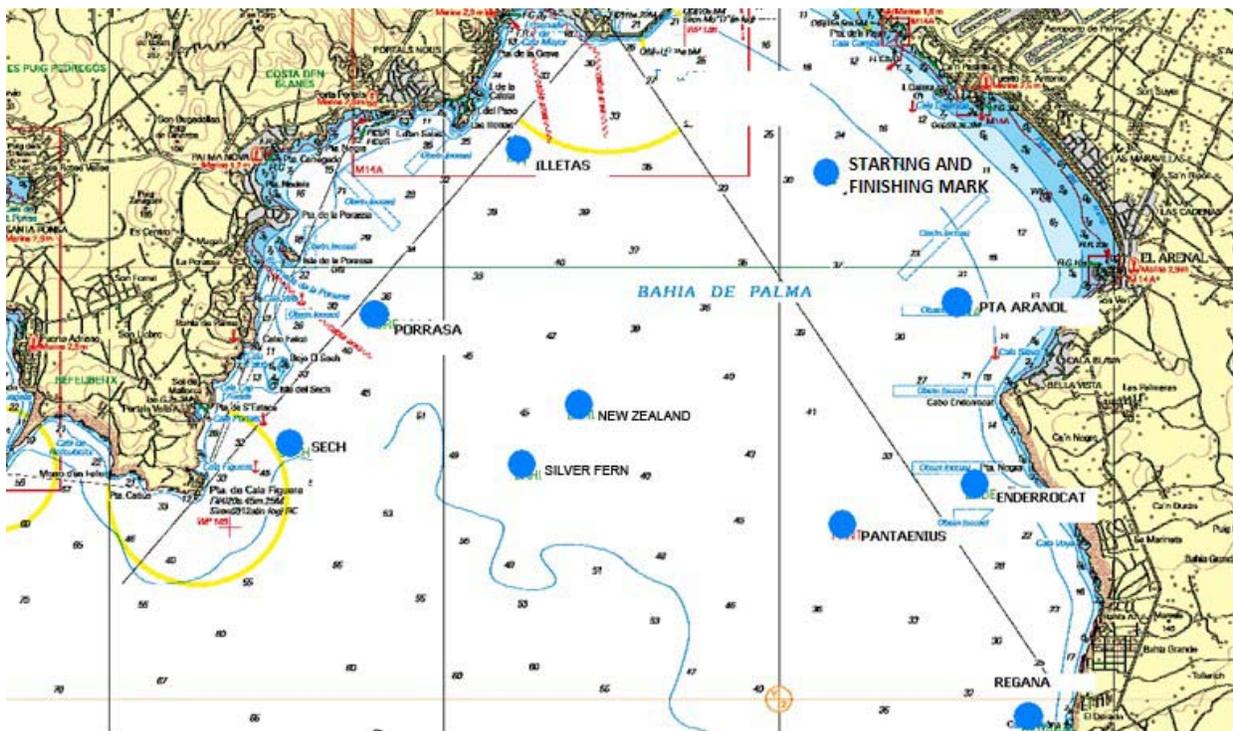


Exhibit 2
The Superyacht Cup Disclaimer

I confirm that I have read and understood the terms contained in this Superyacht Cup Disclaimer of Liability (“Disclaimer”) and the Notice of Regatta.

1. By signing this Disclaimer I agree to be bound by the terms of this Disclaimer and the Notice of Regatta
2. I understand and accept that the Organisers exclude all liability for property damage, personal injury or death sustained at sea or on land in conjunction with, prior to, during or after the Regatta to the fullest extent permitted by law.
3. I hereby waive any and all claims, rights of action or any type of demand of any nature whatsoever against the Superyacht Cup and the Organisers. The term “Organisers” shall include everyone helping to run and/or assist with the Superyacht Cup races and the Regatta and it includes, but is not limited to, the Superyacht Cup, Aquamarine Events SL and any subsidiary, associated company or consultants or agents, race committee, race officer, trustees, support boat, sponsor, supporters and other companies and organisations officially involved with the Superyacht Cup.
4. I understand and accept that participating in or practicing for the Superyacht Cup races may involve substantial risk of property damage and personal injury.
5. I understand and accept that the Captain is responsible for deciding whether the yacht is seaworthy and/or fit to sail in any conditions that may be encountered. By going to sea, the Owner, and the Captain confirm that the yacht is seaworthy and fit and that its crew is competent to sail in any conditions that may be encountered.
6. Lastly, I hereby grant permission to the Superyacht Cup, the organisers and official sponsors or their duly appointed agents to use for editorial, promotional and commercial purposes any and all photographic and video images taken during the Regatta.

Please complete and return this SUPERYACHT DISCLAIMER form to the Organisers:

Name of yacht

Owner/Captain

Signed as accept

(Owner/Captain)

NAME (CAPITAL LETTERS)	GUEST, PERMENANT CREW, RACE CREW	SIGNATURE OF ACCEPTANCE	NATIONALITY	DATE

Exhibit 3 Corinthian Spirit Class

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);
- Staggered starts as defined in SI 13.1 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 three finishers in class;**
- **A 'Best Starter' trophy may be awarded at the conclusion of the regatta.**

Exhibit 4 Declaration Form

The organizing authority, in conjunction with the Superyacht Racing Association requires this information to enhance safe racing and to collect performance data for your yacht. Sailing instruction 7.5 requires the captain/RRS-safety afterguard member (RSA) to complete this form and return it to the race office as soon as practical 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 # people onboard _____
(# Guests _____ # Crew _____)

I declare that we sailed today's race in accordance with the *rules*:

Yacht's Captain (printed) RSA Name (printed)

Yacht's Captain (signed) RSA Name (signed)

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

- 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 incident'
- We request a 'safe racing hearing'**
Competitors may request an informal hearing before the protest committee 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 observed a yacht not answering when hailed on the VHF safety channel**
Yacht Name: _____ Approximate Time: _____ (use page 2 for others)
- 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 THE ADDITIONAL INFORMATION REQUESTED ON THE BACK PAGE

APPROXIMATE WIND SPEED AND DIRECTION (For each leg)

Course Legs	Course Leg Description	True Wind Speed/Mag Wind Direction	Sea State
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 16)

SAFETY RELATED INCIDENTS

*Please provide an accounting of any safety related incidents **you were involved in or observed**, including incidents with the 40 meter minimum separation and yachts not responding on the VHF safety channel*

Time of Incident: _____ Location: _____ Yachts 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 practical after racing, but no later than two hours after finish

Exhibit 5
Appendix SY
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 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.

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 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 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.

Exhibit 6 RRS-Safety Afterguard Member Requirement

Requirement to race:

The Superyacht Cup Palma requirement for a designated “RRS-Safety Afterguard Member” can be found in the Notice of Race, Part 2, Section 2.

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 discovered 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.

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 ultimate responsibility for the safe operation of the yacht. 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 member of the afterguard is active with RRS and has a thorough understanding of the RRS and Appendix SY. The captain will determine what crew position that individual assumes (tactician, helmsman, navigator, 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 6, 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 June 1, 2018) and communicate any concerns or issues to the captain prior to June 14th.

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 designated VHF safety channel plays in superyacht racing;
- A thorough understanding of the regatta’s 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 the superyacht he/she is racing aboard, as well as those of competitors.

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

**RRS-Safety Afterguard Member and Communications Officer
COMPLIANCE AND INFORMATION FORM
The Superyacht Cup Palma 2018 (submit no later than 1 June, 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: _____ Captain: _____

Name of designated RRS-safety afterguard member: _____

Email Address: _____ Mobile Phone: _____

Position: Tactician Navigator Helmsman 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:

Have read and understand the RRS Appendix SY: Yes No

Recent **superyacht racing as an afterguard member**, using 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:

Name of Designated "communications officer:" _____

Email Address: _____ Mobile Phone: _____

*Please include any relevant documents, such as your sailing resume and return this form by e-mail to:
katebranagh@gmail.com*

Exhibit 7 Laser Rangefinder Instructions

The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of 40 Nikon Rangefinders to help ensure safe racing at SYRA sanctioned superyacht events.

Please be sure that you turn the rangefinder back in to the organizing authority following the last race, failure to do so will result in a €150 charge.

All SYRA sanctioned superyacht regattas are sailed under the Racing Rules of Sailing and 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 two Nikon Laser Rangefinder for use by the crew to assure that a minimum of 40 metres separation is maintained at all times. It will be particularly useful in overtaking situations (SY2.8, rule 17.1). Please use the rangefinder 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 rangefinders 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](#).

Exhibit 8 GPS TRACKER INSTRUCTIONS

The Superyacht Cup will be tracked live via TracTrac's live tracking system, allowing spectators and fans to follow the excitement of the regatta live during the event and allows you to replay the race time and time again when you are back on shore.

1. All yachts being tracked must carry a tracking device (80 grams).
2. At the morning pre-race briefings, a charged tracking unit will be supplied to each yacht. The tracking unit will already be on and tracking (no need to activate).
3. The tracking device must be returned to the race office each day after the race. You must return the unit each day, even if there is no racing. The units need to be charged overnight and will be re-issued at the daily pre-race briefing.
4. Do NOT open the waterproof plastic bag under any circumstance – the tracking device is NOT waterproof.
5. DO NOT press any buttons (the unit will turn on automatically).

Watch tracking live or in replay via www.tractrac.com, or from smartphones and tablets using our free App

Mounting the device

The tracking device comes in an aquapac with a carabiner and must be attached to each yacht on the stern pulpit, centerline if possible. Secure with cable tie or tape.

Please note: There will be a charge of €150 for any units that are not returned

END



We are joining the race to restore ocean health with Sailors for the Sea's Clean Regattas program. The ocean is in crisis with plastic waste, oil spills and acidification threatening not only marine life but also our health for generations to come. With your help following Clean Regattas Best Practices we can reduce our trail to protect the ocean.