



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

SAILING INSTRUCTIONS

1. Rules

1.1 The regatta will be governed by the following:

- (a) The *rules* as defined in the Racing Rules of Sailing;
- (b) RRS Appendix SY (SI Exhibit 1);
- (c) Handicapping System: The International SuperYacht Rule (ISYR);
- (d) RRS 55 will be changed as follows: Add the following sentence to the rule. 'However, the use of biodegradable wool bands in the course of setting a sail is permitted.
- (e) The ISAF 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)
- (e) The Notice of Race
- (f) These Sailing Instructions

1.2 No national authority prescriptions will apply.

1.3 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 take precedence. This changes rule 63.7.

2. Event classification and advertising

Refer to Notice of Race Paragraph 2.

3. Venue

Regatta Headquarters will be located at the YCCS Virgin Gorda Regatta Village and the Official Notice Board (ONB) will be located at the Race Office.

4. Registration Formalities

4.1 To qualify as a competitor the following shall be completed with the Race Office by 15.00 hours on March 19th, 2014:

- Entry form duly signed;
- Crew list & TV rights duly signed by all crew members;
- ISYR Handicapping certificate;
- Safety Officer Form;
- Support boat declaration, if applicable;

4.2 Without the approval in writing of the Organizing Authority:

- (i) boats not complying with the requirements of S.I. 4.1 are not eligible for the event;
- (ii) and the value of rating certificates issued by 16.00 hours on 15th March 2014 shall not be modified except by the ISYR for gross anomalies, changes arising from controls, or for protests due to unauthorised changes to the boat that would affect the rating made after that posting.

4.3 Crew list changes shall be communicated to the Race Office on the available form by 09.00 hours every day of race.

5. Amendments and Notices to Competitors

5.1 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 19.00 hours on the day before the change takes effect and posted on the regatta web-sites. It is the responsibility of competitors to acquaint themselves with these notices.

5.2 Notices to competitors will be posted on the ONB and on the regatta web-sites.

5.3 In accordance with RRS 90.2(c), changes to the Sailing Instructions may be made on the water by hail on the race committee VHF Channel 72. The race committee will display flag L with one sound before making the announcement.

6. Signals Made Ashore

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

6.2 Code flag "AP" (Answering Pennant) means "the race is postponed". No warning signal will be made prior to 90 minutes after "AP" is lowered.

7. Programme

7.1 The programme will be as follows:

Wednesday, 19 th March	Inspections, Registrations, Warm Up Race and Skippers Briefing;
Thursday, 20 th March	Race;
Friday, 21 st March	Race;
Saturday, 22 nd March	Race and Prize Giving.

7.2 The Organizing Authority and the Race Committee reserve the right to modify the above programme according to weather conditions and other unforeseen reasons.

7.3 The first warning signal for the first race each day will be at 11.00 hours.

8. Starting Area - Courses - Finishing Line - Marks

Starting areas, the starting line, courses, finishing line and marks are described in SI Paragraphs 13, 14, 15 and Appendix BRAVO.

9. Safety Officer

9.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 6) posted on the event web site and distributed to all captains via email. The Safety Officer's name, local mobile telephone number and email address must be confirmed at registration.

9.2 The Safety Officer shall be a member of the afterguard whose primary responsibility will be collision avoidance, the safe manouvering of the yacht and communicating on the dedicated VHF safety channel 8 (refer to SI 19.4) while racing. The Safety Officer should have no other responsibility above and beyond these safety related matters. The safety officer must have a handheld VHF radio in their possession from the time the yacht approaches the starting area until departing the finishing area following the race.

9.3 The Safety Officer shall attend all pre-race briefings and will be responsible for ensuring the daily Declaration Form (Exhibit 3) is returned to the Race Office as soon as practicable following racing each day, but no later than two hours after finishing. The Safety Officers is also responsible for the Trac Trac portable GPS for the tracking system as explained in SI Exhibit 4.

10. Captain's Briefing and Mandatory Safety Briefings

10.1 The pre-regatta Captain's Briefing will be held on March 19th at 16.00 hours at the YCCS. Attendance is mandatory for the Boat Captain, designated Safety Officer and Racing Tactician (if applicable).

10.2 There may be the need for a pre or post-race safety meeting depending on safety issues on the race course on a given day. Yachts will be notified via VHF and mobile telephones.

These meetings will be mandatory for Boat Captains, Safety Officers and Racing Tacticians.

11. Daily Declaration Form, Portable GPS and Rangefinders

11.1 Each yacht's Safety Officer shall complete a daily Declaration Form (Exhibit 3). The completed form shall be delivered to the Race Office within two hours of the yacht's finish.

11.2 At registration each boat will be issued a Trac Trac tracking system unit, with the charger, that shall be attached to each yacht in accordance with the instructions of SI Exhibit 4. It is mandatory for each boat to recharge every day the unit in order to have it ready for the next day. Failure to do so will be reported to the Race Committee who may take action. The Trac Trac unit and the charger shall be returned to the Race Office after the last race of the event.

11.3 The Trac Trac tracking system unit will track the yacht's course each day. The Race Committee will have a comprehensive record of every crossing, rounding or passing situation and be able to monitor the 40 meter minimum separation. Breaches of SI 11 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

11.4 All yachts will be issued a Pantaenius Laser Rangefinder which is to be used by the afterguard to determine distance between yachts (see Exhibit 5). Rangefinders shall be returned to the Race Office along with the Trac Trac units and charger on Saturday at the conclusion of the regatta.

12. Use of Engines and Thrusters

12.1 For safety reasons, boats 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 a boat to take such action as will best aid to avoid a collision.

12.2 A boat that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must submit a written declaration of "engine use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used, the reason for using it, and any potential competitive gain.

12.3 The Race Committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain. The use of engine or thruster at any time shall not be ground for protest by another boat. This changes RRS 60.1.

13. Staggered Starting Procedure

13.1 The start time for the first yacht in fleet is scheduled for 11.05 each day. The starting time gap between yachts will be 2 minutes with the starting order outlined in Appendix CHARLIE. Appendix CHARLIE will be posted on the ONB and the event websites by the Organizing Authority when registration is completed.

13.2 RRS 26 is changed to: races shall be started by using the following signals (the flag utilized as the Class flag will be flag DELTA).

<i>Signal</i>	<i>Flag</i>	<i>Sound</i>	<i>Time</i>
Warning 1 st yacht	Flag Delta	1 sound	5 (11:00)
Preparatory 1 st yacht	P Flag	1 sound	4 (11:01)
Starting 1 st yacht	P Flag removed	1 sound	0 (11:05)
Starting 2 nd yacht	None	1 sound	-2 (11:07)
Etc.			
Starting last yacht	Flag Delta removed	1 sound	To be Determined

A yacht's preparatory signal is 4 minutes prior to her individual scheduled start. After the first boat has started, there will be no flag or sound for any subsequent preparatory signal and no flag for any subsequent starting signal. The Race Committee will attempt to broadcast each start on RC VHF 72.

13.3 At or before the warning signal for the first boat, the Race Committee will display the number of the course to be sailed on a number board on the Race Committee signal boat.

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. Boats which are not in their starting sequence (5 minutes prior to their starting time) shall stay clear of the starting area.

14. 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 not be scored. This changes RRS 28.1, 29.1, A4.2.

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

15.1 The Race Committee boat will be identified by a large burgee of the YCCS. The Race Committee boat will normally be the starting and finishing boat.

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

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

15.4 Support boats must register at the Race Office and collect identification flags. The Organizing Authority requires all support boats to stay clear of other race boats and not interfere in any way with the racing. Support boats may come inside the sailing area providing they do not interfere with race boats. Any race boat observing support boat interference should report this on their daily Declaration Form.

16. Time Limits

The time limit is 18.00 hours.

If at least one boat in class sails the course and finishes within the time limit, all other boats which complete the course within an extended time limit of 90 minutes after the finish of the first boat will be scored.

Boats failing to finish within 90 minutes after the first boat sails the course and finishes will be scored points for the finishing place equal to the number of boats in that class that finished that race plus 2. This changes RRS 35 and A4.

17. Safety Requirement and Retirement

17.1 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.

17.2 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 yacht captain. This changes RRS 47.2.

A man overboard shall be noted on the daily Declaration Form. The circumstances of the recovery, whether by the yacht or another vessel, will be reviewed by the Race Committee.

17.3 A boat that retires from a race shall notify the Race Committee Boat by hailing or on VHF channel 72 before leaving the race area, or calling the Race Office as soon as practical.

17.4 Boats that do not intend to race shall notify the Race Office before 09.00 hours.

17.5 A boat forced to return ashore to a point different than its assigned mooring place at YCCS Marina or that cannot reach the Marina by its own means shall inform the Race Committee of its circumstances immediately.

18. Protests

18.1 Protests shall be made in accordance with RRS 60 and 61.

18.2 Protest forms are available at Race Office and the completed Protest Form shall be lodged there within 120 minutes after the protesting boat has finished the race of the day.

18.3 Schedule of hearings will be posted on the ONB 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 Room.

18.4 The Race Committee or the Protest Committee intending to protest a boat under Rule 60.2(a) or Rule 60.3(a) because of an incident observed in the racing area shall inform her after the race by posting a notice on the ONB within the protest time limit of the last boat to finish.

18.5 Sailing Instructions 2, 12.3 and 14 shall not be subject to protest by competing boats (Amends Rule 60).

18.6 If there is an incident on the water and no protest is filed or penalty declared, the yachts' safety officers and racing tacticians are expected to meet immediately following the 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 Jury/Protest Committee on their Declaration Form.

18.7 On the last day of the Series a request for reopening a hearing held on the previous day shall be lodged before or within the protest time limit. On the last day of the Series for the purpose of RRS 66 and 62.2 the time limit will be no later than 30 minutes after being informed of the decision of the protest (RRS 65) or of the relevant incident (RRS 62.2). (Amends RRS 62.2 and 66).

18.8 Protests regarding a boat's rating and/or measurement shall be lodged not later than 16.00 on 19th March 2014.

18.9 It is the boat 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. Competitors are reminded of RRS 63.3 (b).

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

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

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

19.3 There shall be no claim for redress by a boat 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 The Bridge to Bridge Safety Channel is VHF 08. The Safety Officer on all yachts must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finish area following the race. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use race committee VHF channel 72 for collision avoidance.

19.5 Back up to the Bridge to Bridge 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 yacht's Boat Captain and Safety Officer. Telephone communication is strongly encouraged when the VHF safety Channel and Race Committee Channel are in use. This changes RRS 41.

19.6 Yachts equipped with an Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race. This can assist in maintaining safe separation between yachts and collision avoidance.

19.7 All racing yachts must conduct a radio check with the Race Committee boat on the Bridge to Bridge Safety Channel (VHF 8) between 10.00 and 11.00 hours each race day.

19.8 The motor yachts participating in the Loro Piana Caribbean Rendezvous will be race viewing during the regatta and monitoring VHF 72.

20. Scoring

20.1 Scoring will be done in accordance with RRS Appendix A except that a boat's score will be the sum of all her race scores. This modifies RRS A2.

20.2 Three race are scheduled of which one race will constitute a series.

20.3 Immediately after and/or during the finish of boats, informal and provisional results may be issued by the Race Office for information only. Formal final results shall be signed by the Race Committee.

21. Penalties

21.1 The One-Turn Penalty and the Two-Turn Penalty will not apply. The Scoring Penalty, rule 44.3, will apply. RRS 44.3(c) is deleted and replaced with: "44.3 (c). The finishing place for a yacht that takes a Scoring Penalty shall be the finishing place she would have been allocated without that penalty increased by a number of places equal to 20% of the total class size (rounded down). If she takes more than one Scoring Penalty in a race, her finishing place will be increased by a number of places equal to 20% of the total class size (rounded down) for each Scoring Penalty taken."

21.2 RRS 44.3(a) will not apply. RRS 44.3(b) is deleted and replaced with: A yachts shall declare any Scoring Penalty she has taken on the daily Declaration Form.

21.3 The Jury may impose a penalty less than disqualification (including no penalty) in the event of a breach of a rule other than a rule of Part 2. This changes Rule 64.1.

21.4 A yacht shall declare any penalties she has taken on their daily Declaration Form.

22. Rating Certificates

The list of rating values will be posted on the event websites by the 15th of March www.superyachtregattaandrendezvous.com and www.yccs.com.

23. Control, Measurement and Inspection

23.1 Boats may be inspected and/or check measured at any reasonable time before or during the regatta. Boats shall only be measured by measurers pre-approved by the Organizing Authority.

23.2 Special Regulations governing offshore racing for Category 3 with life raft on board compulsory shall apply.

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

24. Trophies

Refer to Notice of Race Par.17.

SI Exhibits and Appendix

Exhibits (copies of all exhibits are available at the Race Office and in the Captain's Packages):

- n1: Appendix SY;
- n2: On Water Emergency Procedures;
- n3: Daily Declaration Form;
- n4: GPS Tracker instructions;
- n5: Pantaenius Rangefinder instructions;
- n6: Safety Officer Requirement & Form;
- n7: International Super Yacht Rule Descriptions;
- n8: Rule Compliance and Enforcement

Appendix: BRAVO – Costal and Island Courses 2014



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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.

Note: The placement of this appendix on the ISAF website has been approved for the development of this discipline. ISAF may change this appendix from time to time.

Version 2, January 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 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.



ON WATER EMERGENCY PROCEDURES

The YCCS, in conjunction with safety officials in Virgin Gorda, 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. If you are unable to contact the Race Committee, contact VISAR Sea Rescue on VHF Channel 16.
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 the VISAR 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, VISAR 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. VISAR's emergency telephone numbers are listed below.

Please take the time to review these procedures with your crew prior to the race.

EMERGENCY AND MEDICAL NUMBERS

VISAR (Sea Rescue):	+1 284 494 4357	VHF 16
YCCS Marina:	+1 284 3932000	VHF 8
YCCS Race Office:	+1 284 340 3358	VHF 72 & VHF 8



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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 9 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)

Safety Officer (printed)

Boat Captain (signed)

Safety Officer (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 21)*

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, safety officers 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

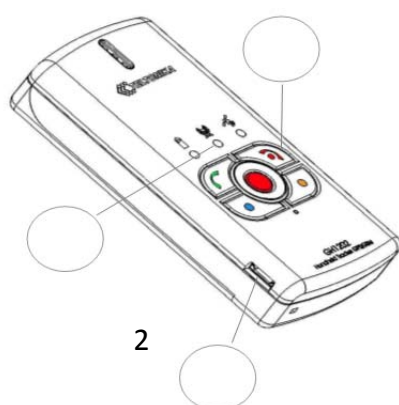
INTEGRATION TO SAILING INSTRUCTIONS #11.2

- I** 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. Information from the tracking system shall not be used as evidence, or be used as a basis for a protest or request for redress by boats, although the Race Committee or the Protest Committee may use available information from the system at their discretion. This changes RRS 60.1 and 60.2.
- 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 everyday 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**

Tracking System Instructions

DEVICE OPERATIONS



1

1 – Switch On/Off Button


2 – Led Indicators



3 – Micro USB Connector





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SWITCHING ON/OFF

By a push on the  button, the device can be switched on or off.

If you wish to **switch on** the device, push the  button shortly. After a short time, the indicator  lights up and a special switch-on signal appears. The tracking device will register to the GSM network and goes immediately into the standby mode.








If you wish to **switch off** the device, push and hold for at least 6 seconds the  button until the indicator  will light up red/green (similar to orange) and release, you will hear the special switch off signal.

Tracking System Instructions

DEVICE STATUS

If you wish to correctly find out the parameters under which the device operates, observe as carefully as possible the status of the three indicators.

Each status indicator consists of 2-coloured lamps - one of which is indicating a **failure (red)** and the other one is indicating a **process in progress (green)**.

		 Battery	 GSM	 GPS
	Indicator Off	Device on stand-by	Device on stand-by, Connected to GSM Network	Device on stand-by
	On	Battery fully charged / Modem Emulation	Modem Emulation	Modem Emulation
	Flashing	Battery is charging	Trying to connect to the GSM network, Data Transfer	Device is trying to find the location
	Flashing twice at a time		Call Initiation	Device did find the location
	On		SIM error / impossible to detect the GSM network (when on stand-by)	
	Flashing		SIM error / impossible to detect the GSM network	Alarm
	Flashing twice at a time	Battery has reached a critical level		
	Both indicators on	Device is switching off / reloading		



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SI Exhibit 5



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 Event Organizer following the last race.

All SYRA sanctioned superyacht regattas are sailed under the Racing Rules of Sailing 2013-2016 and the recently approved 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 a Nikon Laser Rangefinder for use by the Safety Officer 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 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](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**



Requirement to Race:

NOTICE OF RACE

15 SAFETY

15.1 The Organizer takes a proactive stance on enforcing safety and sportsmanship. Safe racing is the responsibility of everyone involved in Superyacht regattas. The Superyacht Safety Protocol within the Sailing Instructions stress the concept that the priority is on safety and prudent seamanship, not competitive advantage.

15.2 The yachts' Racing Tacticians and Safety Officers are expected to meet immediately following the racing to discuss and resolve any minor issues pertaining to competitive advantage, safety or sportsmanship.

SAILING INSTRUCTIONS

9 SAFETY OFFICER

9.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance posted on the event web site and distributed to all captains via email. The Safety Officer's name, local mobile telephone number and email address must be confirmed at registration.

9.2 The Safety Officer shall be a member of the afterguard whose primary responsibility will be collision avoidance, the safe maneuvering of the yacht and communicating on the dedicated VHF safety channel 8 while racing. The Safety Officer should have no other responsibility above and beyond these safety related matters. The safety officer must have a handheld VHF radio in their possession from the time the yacht approaches the starting area until departing the finishing area following the race.

Background:

The critical role of the Safety Officer in superyacht racing cannot be understated. The Safety Officer is responsible for the safe maneuvering of the yacht and communicating on the dedicated VHF safety channel while racing. The Safety Officer is an integral member of the "afterguard" who must work closely with the helmsman, racing tactician and navigator with a primary focus on collision avoidance, safe racing and adherence to the racing rules.

It became readily apparent during a number of 2011 - 2013 superyacht regattas that some Safety Officers did not have the qualifications or experience (particularly a thorough understanding of the Racing Rules of Sailing) required to assume this important crew position, hence the 2014 Loro Piana Caribbean Superyacht Regatta and Loro Piana Superyacht Regatta require for all entries to submit a resume or statement detailing their Safety Officer's credentials. We ask that you use the **attached 'Safety Officer Information Form'** (page 2 of this document) which can include a sailing resume or statement listing experience and credentials for their designated Safety Officer.

The Superyacht Racing Association (SYRA) has a Racing Safety Manual [posted on their website](#) that provides relevant details regarding the responsibilities of a superyacht afterguard and the specific role of the Safety Officer. Entrants are encouraged to review this important document, which details the preparation required prior to racing. This document was recently updated.

Qualifications and Credentials Required:

Here are some of the fundamental credentials and qualifications that a Safety Officer must possess:

- Experience racing large sailing yachts
- Fully conversant with the Racing Rules of Sailing and the new Appendix SY
- Aware of the manoeuvring characteristics and limitations of the yacht and those racing against
- A thorough understanding of racing tactics
- A thorough understanding of the regatta's documents including the Notice of Race, Sailing Instructions, Amendments and Exhibits
- Conversant in English and experienced with VHF radio protocol.

Responsibilities:

The Safety Officer position is not to be assumed by the yacht's helmsman, navigator, racing tactician or crew boss. The Safety Officer's role is interacting closely with the afterguard and communicating with the other competitors on the dedicated VHF channel with a primary focus on collision avoidance and safe maneuvering. The Boat Captain may be the Safety Officer, providing he/she can remain focused on the responsibilities for the duration of the race and also possesses a thorough understanding of the RRS.



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

Please provide the following information. Use a second page if necessary and attach sailing resume, if applicable.

YACHT NAME: _____

SAFETY OFFICER NAME: _____

MOBILE PHONE IN VIRGIN GORDA: _____

FULLY CONVERSANT IN ENGLISH: YES ____ / NO ____

EXPERIENCED WITH VHF RADIO PROTOCOL: YES ____ / NO ____

RACING EXPERIENCE /UNDERSTANDING AND APPLICATION OF THE RRS (please include major regattas and your crew position on the boat):

SUPERYACHT RACING EXPERIENCE (please include crew position on the boat):

EXPERIENCE ON LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS
(include crew position if permanent crew and/or racing crew position):

ADDITIONAL RELEVANT QUALIFICATIONS / CREDENTIALS / CLASSIFICATIONS
(e.g. International or National Judge, Marine Industry Professional, etc.):

Please include any relevant documents, such as a sailing resume, and return this form by e-mail to: secretariat@yccs.it

Name and Surname: _____

Date: _____ **Signed:** _____



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

SI Exhibit 7

INTERNATIONAL SUPER YACHT RULE DESCRIPTION

Handicapping a superyacht fleet is an exceedingly challenging task given the diverse nature of the yachts participating in a variety of locales with quite different weather patterns. The widely disparate fleets feature performance hulls with the very latest in racing technology competing against heavy, luxury yachts designed and built for the sole purpose of cruising. Inherent in the design of luxury cruising is some degree of compromise to racing efficiency.

The International Super Yacht Rule (ISYR), formerly known as the 'Bucket Rule', is an inclusive handicapping system permitting a wide variety of superyacht designs to compete against one another with no specific yacht type experiencing an advantage. It is not a grand prix rule that rewards the most recent racing-oriented design. It does reward those crews who prepare their yachts and equipment, and sail well. The rule authority is committed to using a blend of scientific method and observed speed, coupled with a commitment to fairness, to produce handicaps that enable any well sailed yacht to have a reasonable chance at a podium finish in every race.

The ISYR uses polar tables, boat speed predictions at each combination of wind speed and wind angle. These are initially derived from velocity prediction software (VPP), utilizing boat measurement data declared by captains ([form posted here](#)), and supplemented with information from design offices. The compromises to performance due to the emphasis on luxury cruising can be difficult, even impossible, to predict via measurement and calculation. Therefore, each yacht's polar table is adjusted based on declared performance compromises and then refined over several regattas, as required, through observation of actual sailing.

These polar tables are also dependent on regatta-specific environmental conditions, specifically the sea state. Some venues have relatively calm water even in high winds. Others have ocean swells that can persist even if the wind goes light. These waves can affect yachts differently, depending on their design features such as draft, weight and sail area. To meet the goal that any well sailed yacht should be able to win any race it is necessary to factor in the effects of local conditions.

Unlike what was common practice with the 'Bucket Rule', the ISYR handicaps are not adjusted after every race. ISYR has established a series of procedures for management of ratings.

For more information on the ISYR including the rating process for new or existing yachts, the scoring options and racing formats, please visit:

<http://www.internationalsuperyachtrule.com>

INTERNATIONAL SUPER YACHT RULE

<http://www.internationalsuperyachtrule.com/>
info@internationalsuperyachtrule.com



LORO PIANA CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

SI Exhibit 8

RULES COMPLIANCE & ENFORCEMENT

COMPETITORS

- Sailing is (primarily) a self-policing sport.
Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when competitors break a rule they will promptly take a penalty, which may be to retire.
- The primary responsibility for compliance with the rules rests with the competing yachts, in superyacht racing one has a number of options including taking a penalty when breaking a rule and/or protesting another yacht that does so (SI sections 18 and 21).
- Any observation of a rules infraction (including yachts not responding on Safety VHF 08) should be reported on the daily Declaration Form, as should any safety related incidents (SI Exhibit 3).
- A new option available to competitors that falls short of protesting is a "request for clarification of the rules" with the Jury, in which the yachts in question will not be penalized. This process ensures that both parties are absolutely clear on the applicable rule or rules pertaining to the incident. A competitor only needs to tick of the appropriate box on the daily Declaration Form to request a "Safe Racing Hearing."

RACE COMMITTEE

- The Race Committee uses the daily Declaration Forms to enhance safe racing and may request that a yacht's representative meet with the Race Committee to discuss any safety or rules related incident.

JURY

- The jury's prime responsibility is to hear protests and requests for redress.
- Jury members may be invited to sail as a guest onboard a yacht to become more familiar with the unique sailing characteristics of superyachts. The jury member is unable to do anything that could be considered outside help (RRS 41). He or she will, however, be able to respond to questions about the rules before or after the race which will not be the subject of a protest or request for redress.
- Jury members sailing on yachts (or following the racing in a Jury boat) can be a witness to what they see and hear, however, the responsibility for protesting and reporting remains with the yachts.



YACHT CLUB COSTA SMERALDA

Virgin Gorda



COASTAL AND ISLAND COURSES Virgin Gorda 2014





YACHT CLUB COSTA SMERALDA

Virgin Gorda

APPENDIX BRAVO

Coastal and Island courses – Virgin Gorda

1. **Selection of the Course**

The course will be signalled to competitors by the Race Committee boat by displaying, before or at the warning signal, the number of the course on a board. The course may be changed for each group before the preparatory signal for that group.

2. **General Instructions**

2.1 **Starting and Finishing Areas**

The starting and finishing areas will be located within a radius of approximately 2 nautical miles of the entrance of North Sound Bay. If the finishing line is to be in a location other than the starting line, the race committee will broadcast the finishing line location prior to the first prep signal each day. For all courses, the written course description in Appendix Alpha, Section 2.7, takes precedence over the course diagram.

2.2 **Starting Line**

The starting line will be between a staff displaying an orange flag on the Race Committee Boat at the starboard end of the line and the starting buoy at the port end. The starting buoy may be replaced by a Service boat displaying an orange flag. In this case the starting line will be between the staffs displaying an orange flag on each boat. The Race Committee Boat and/or Service boat on the starting line may hold their position with the use of engines.

2.3 **Finishing Line**

The finishing line will be between a staff displaying an orange flag on the Race Committee Boat at the port end of the line and the finishing buoy at the starboard end.

The finishing buoy may be replaced by a Service boat displaying an orange flag. In this case the finishing line will be between the staffs displaying an orange flag on each boat. The Race Committee Boat and/or Service boat on the finishing line may hold their position with the use of engines.

2.4 **Buoys**

Buoys will be inflatable marks. Further information will be defined in the Sailing Instructions.

If a buoy 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 buoy is not in position, the race committee will announce the original mark's latitude/longitude position on the race committee VHF channel, which yachts shall pass on the required side.

2.5 **Buoys for the various courses:**

Buoy ALPHA: buoy after the start.

The Race Committee may position an inflatable buoy at a distance and bearing from the starting line as displayed on a board. In this case, the Race Committee boat will hoist one of the following signals:

- **Red flag** with numbers on a board meaning: “the mark in the direction indicated shall be left to port”;
- **Green flag** with numbers on a board meaning: “the mark in the direction indicated shall be left to starboard”.

Buoy BRAVO: The Race Committee may position an inflatable buoy to be rounded after buoy Alfa. The approximate location (latitude and longitude) and side to be rounded will be broadcast over the race committee VHF channel prior to the warning signal.

Buoy CHARLIE: The Race Committee may position an inflatable buoy for Custom course #13 only. The approximate location (latitude and longitude) and side to be rounded will be broadcast over the race committee VHF channel prior to the warning signal.

Buoy DELTA: The Race Committee may position an inflatable buoy for Custom course #13 only. The approximate location (latitude and longitude) and side to be rounded will be broadcast over the race committee VHF channel prior to the warning signal.



YACHT CLUB COSTA SMERALDA

Virgin Gorda

2.6 Change of Course after the Start

At any mark the Race Committee may change the course with the following procedure:

- a) before the first boat is approaching the mark a service boat in the proximity of the mark will hoist flag CHARLIE and a board indicating the name of the new mark of the course with several sound signals;
- b) the change of course will be transmitted by radio on VHF channel 72. The new mark may be any other mark of the course selected for the day. The boat shall head from the mark where the change is indicated to the next mark of the course of the day.

2.7 Shortening of the course

All courses may be shortened at any mark in accordance with RRS 32.2 and ICF "S". When the course is shortened at a mark, the finishing line shall be between the mark at which the course is shortened, which mark shall rank as the finishing mark and a staff bearing the "S" flag and a blue flag on the finishing boat.

2.8 Courses:

N 01 | Approx 14 n.m.: Start – Dog Islands to port – finish;

N 02 | Approx 14 n.m.: Start – Dog Islands to starboard – finish;

N 03 | Approx 25 n.m.: Start – Dog Islands to Starboard - Round Rock to port – Necker Island to port- finish;

N 04 | Approx 25 n.m.: Start – Necker Island to starboard – Round Rock to starboard – Dog Islands to port – finish;

N 05 | Approx 27 n.m.: Start – Dog Islands to port – Round Rock to port - Necker Island to port- finish;

N 06 | Approx 27 n.m.: Start – Necker Island to starboard – Round Rock to starboard – Dog Islands to starboard – finish;

N 07 | Approx 28 n.m.: Start – Dog Islands to starboard – Ginger Island to port – Necker Island to port – finish;

N 08 | Approx 28 n.m.: Start – Necker Island to starboard – Ginger Island to starboard – Dog Islands to port – finish;

N 09 | Approx 28 n.m.: Start – Dog Islands to port – Ginger Island to port – Necker Island to port – finish;

N 10 | Approx 29 n.m.: Start – Necker Island to starboard – Ginger Island to starboard – Dog Islands to starboard – finish;

N 11 | Approx 29 n.m.: Start – Anegada Island to starboard – finish;

N 12 | Approx 43 n.m.: Start – Anegada Island to port – finish;

N 13: Custom Course: to be announced on the Race Committee VHF Channel

2.9 Marks for the various courses:

The Mark "Dog Islands" includes George Dog, Great Dog, West Dog and Cockroach Island. "Dog Islands" does not include Seal Dogs. Seal Dogs may be used as a separate mark of the course for Course #13 (Custom Course).

For courses 3 and 8, Virgin Gorda is considered a mark of the course and it is to be rounded on the appropriate side as indicated in the course diagram.

3 Communications:

3.1 The race Committee may use VHF 72 to broadcast information such as signals made ashore, location of the Race Committee Boat, bow or sail numbers of boats recalled, change of course etc. A time check may be transmitted by the Race Committee over VHF Channel 72 approx. 30 minutes before the first warning signal each day.

3.2 Neither failure to receive or hear radio transmissions nor failure to make them, nor delay or errors in them, will be grounds for requests for redress by competitors [Amends RRS 60.1 (b) and 62.1 (a)].

3.3 A boat shall neither make radio transmission while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones. For collision avoidance purposes all communication systems are allowed and Captain to Captain communications are encouraged.



YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

01

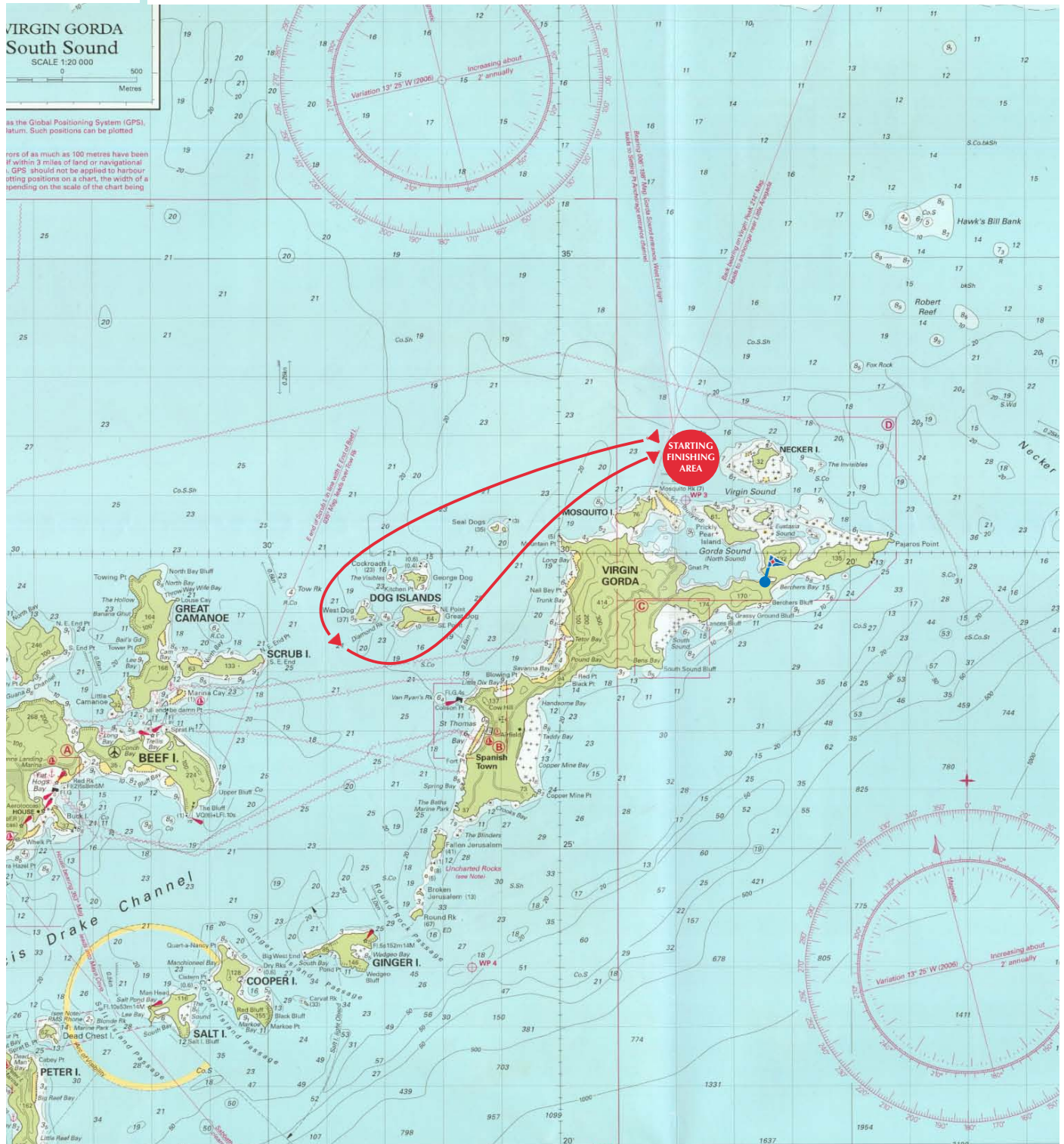
APPROX 14 n.m.

START - Dog Islands to PORT - FINISH

VIRGIN GORDA South Sound

SCALE 1:20 000

as the Global Positioning System (GPS).
datum. Such positions can be plotted
errors of as much as 100 metres have been
if within 3 miles of land or navigational
GPS should not be applied to harbour
sitting positions on a chart, the width of a
depending on the scale of the chart being



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE





YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

03

APPROX 25 n.m.

START - Dog Islands to STARBOARD - Round Rock to PORT - Necker Island to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE

8°30'30 N 64°22'80 W
8°23'00 N 64°26'50 W
8°19'00 N 64°34'00 W

anchorage or use of facilities
Saba Rock Resort (Gorda Sound)
Anacapa Island (Road Hotel)



APPENDIX BRAVO
COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

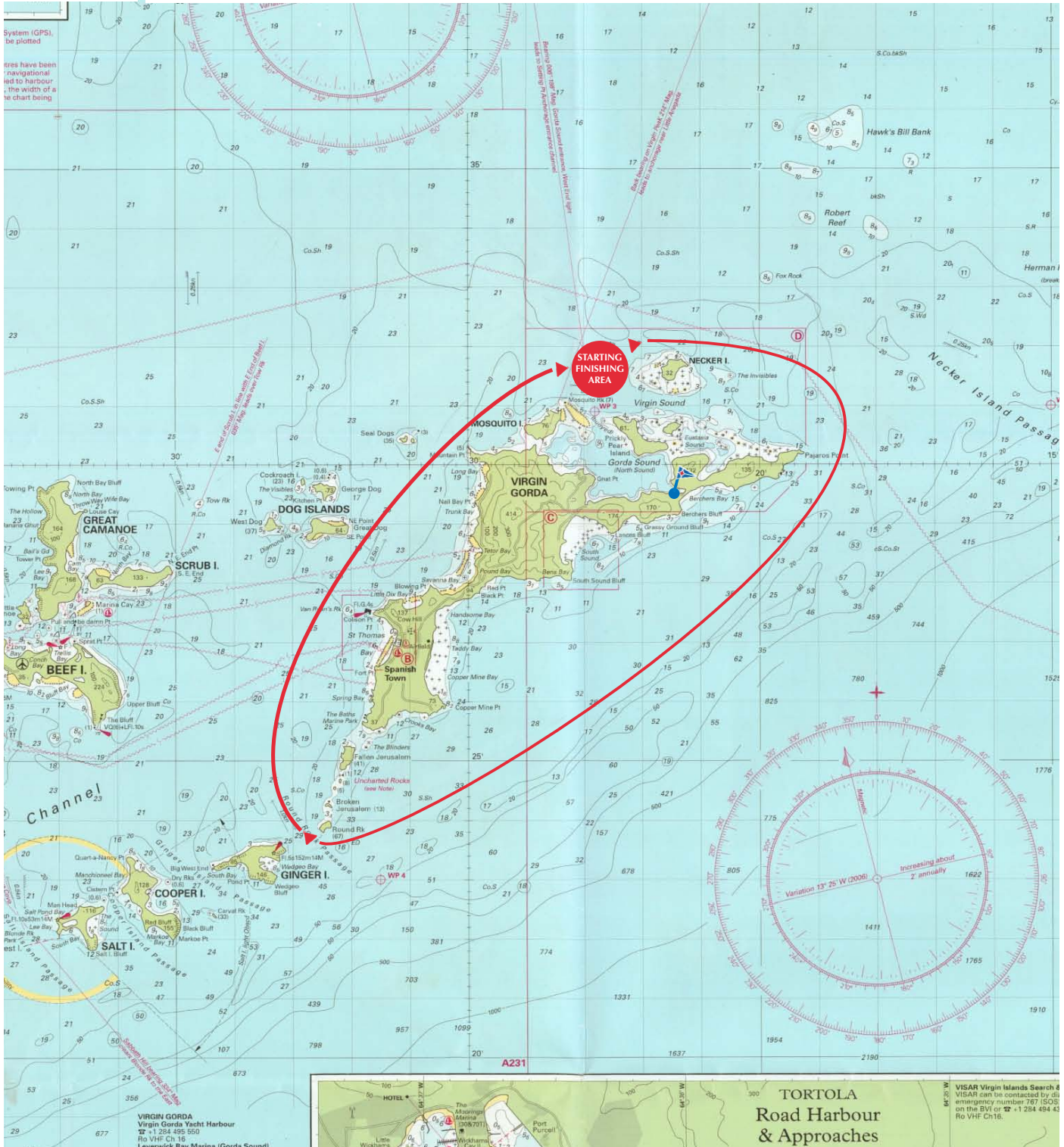
Virgin Gorda

COURSE N.:

04

APPROX 25 n.m.

START - Necker Island to STARBOARD - Round Rock to STARBOARD - Dog Islands to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE



APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

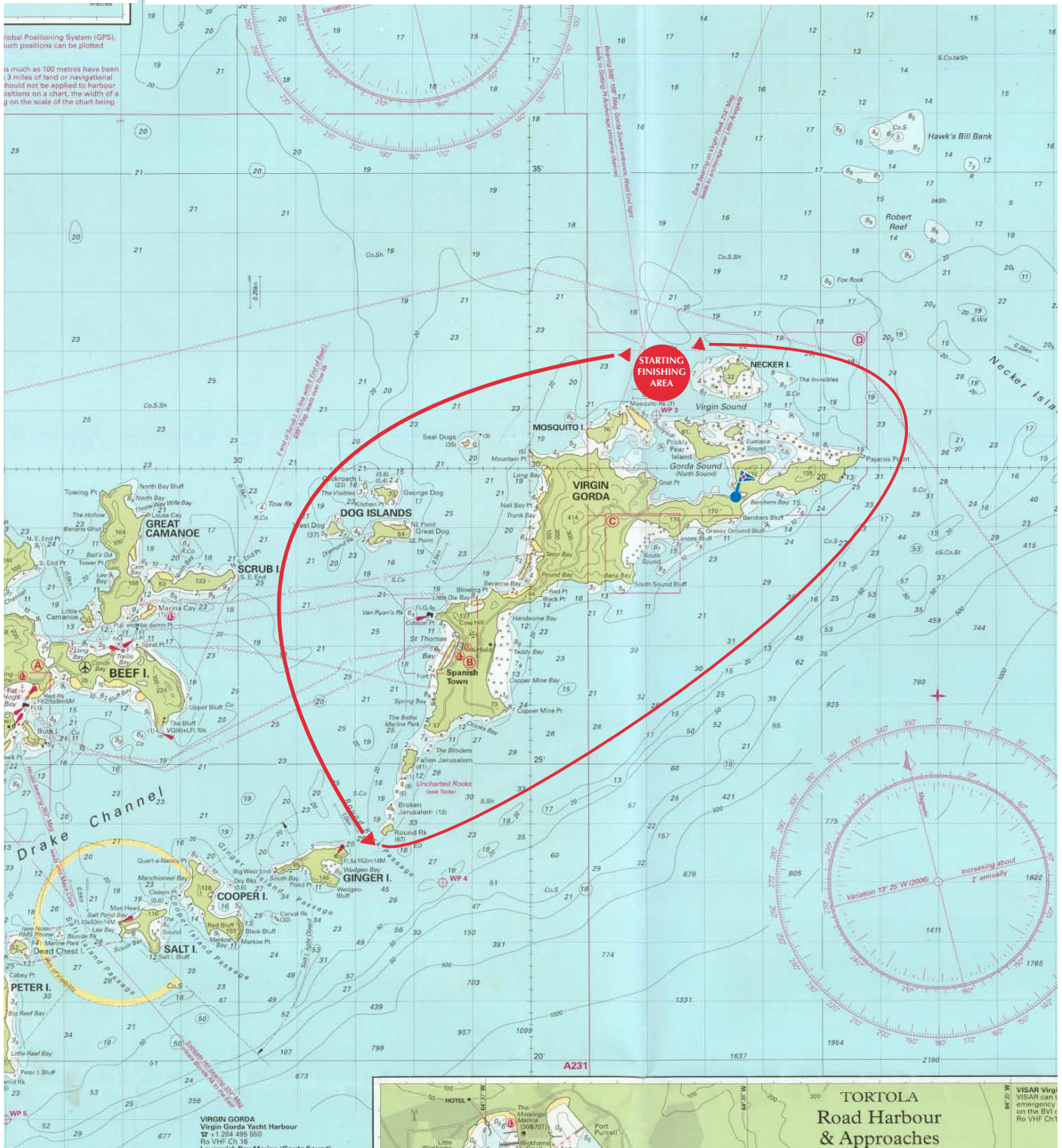
Virgin Gorda

COURSE N.:

05

APPROX 27 n.m.

START - Dog Islands to PORT - Round Rock to PORT - Necker Island to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE

3 18°30'00" N	64°22'00" W	anchorage or use of facilities	
4 18°23'00" N	64°26'50" W	Saba Rock Resort (Gorda Sound)	
5 18°19'00" N	64°34'00" W	Ansedado Island (Reef Hotel)	

APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

06

APPROX 27 n.m.

START - Necker Island to STARBOARD - Round Rock to STARBOARD - Dog Islands to STARBOARD - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE

3 18°30'30" N	64°22'30" W	Coastal and Island Courses
4 18°23'00" N	64°26'50" W	Saba Rock Resort (Gorda Sound)
5 18°19'00" N	64°34'00" W	Fl. 1264 495 550 Ro VHF Ch 16

APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

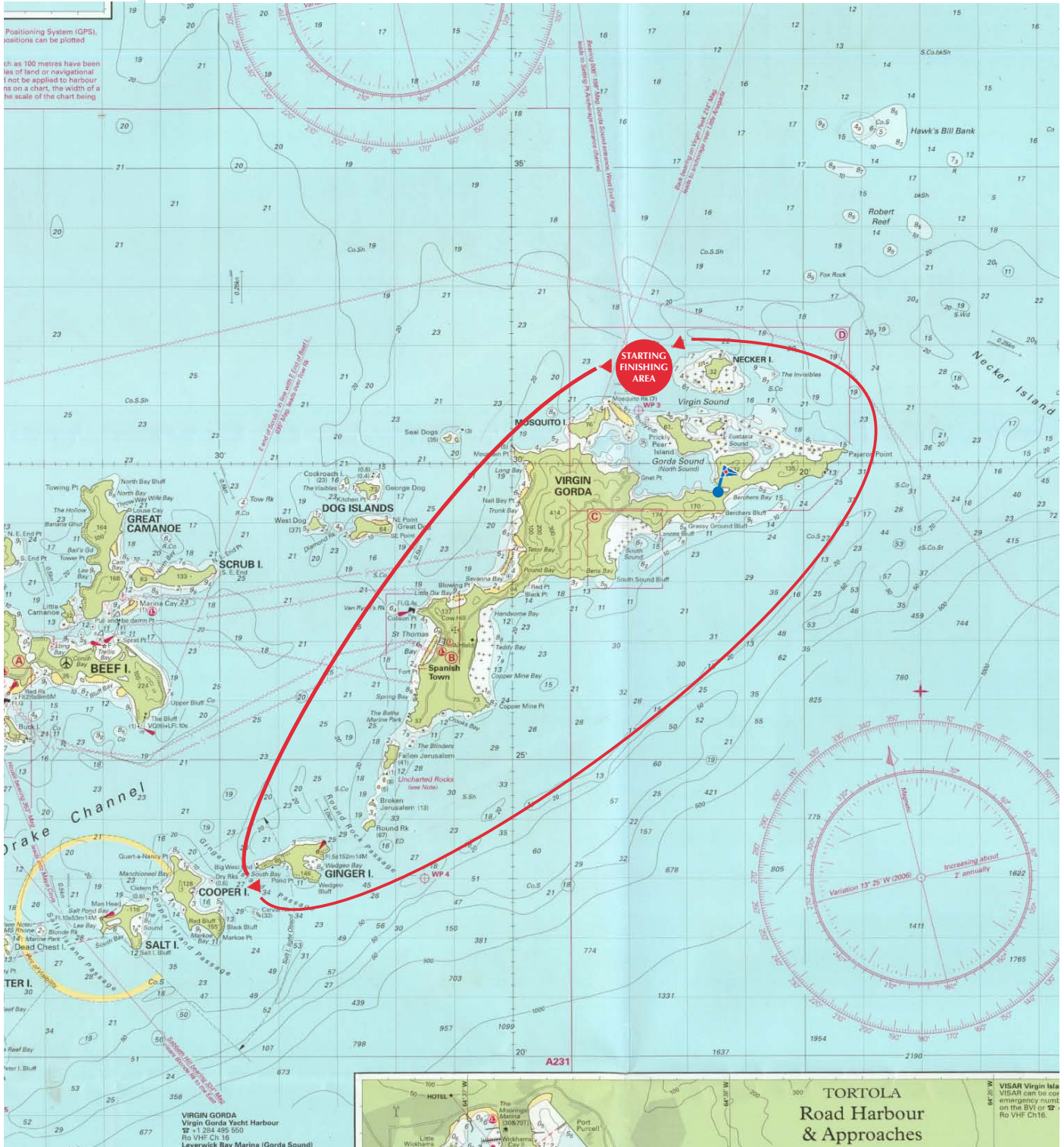
Virgin Gorda

COURSE N.:

07

APPROX 28 n.m.

START - Dog Islands to STARBOARD - Ginger Island to PORT - Necker Island to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE



APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

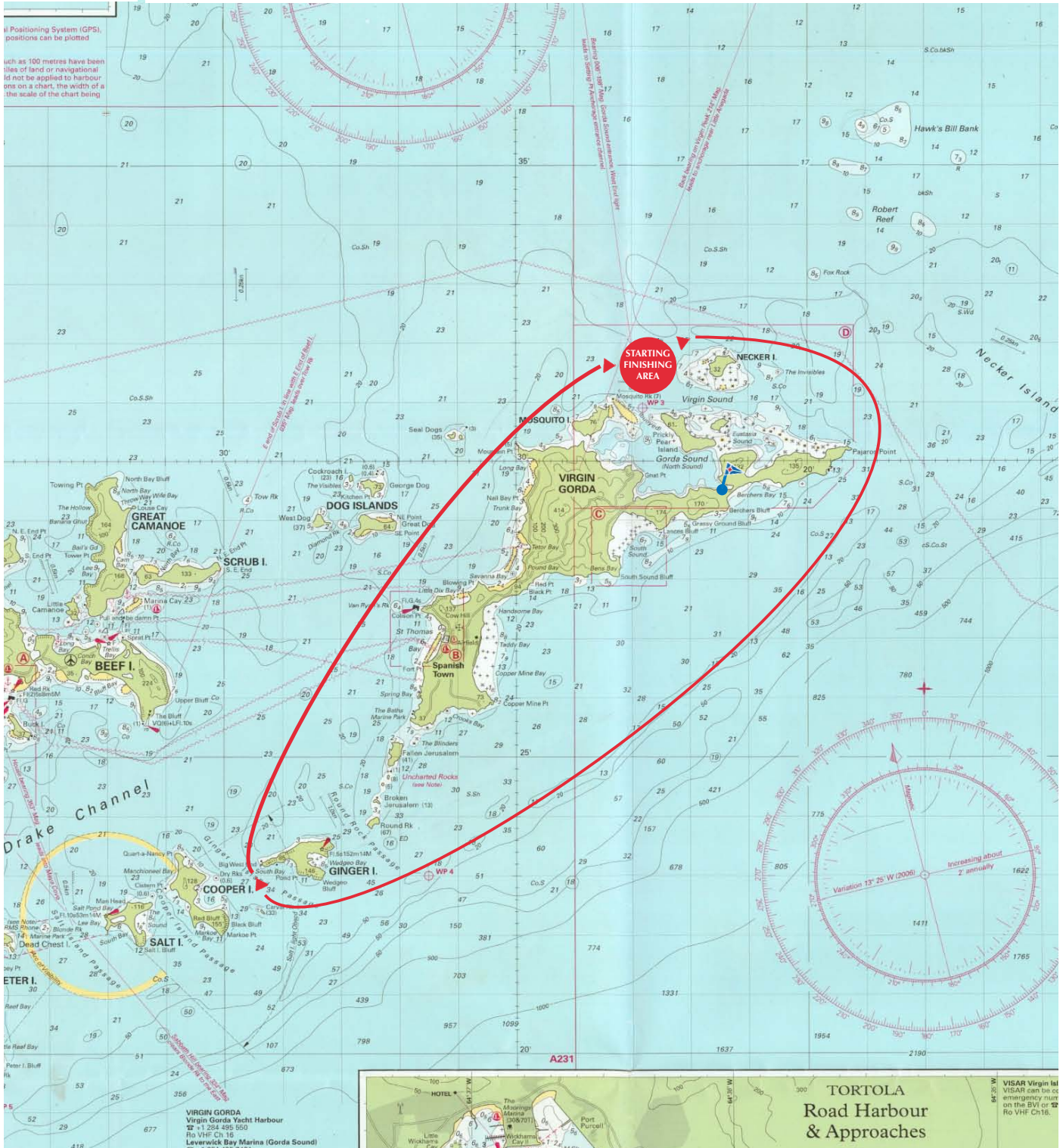
Virgin Gorda

COURSE N.:

08

APPROX 28 n.m.

START - Necker Island to STARBOARD - Ginger Island to STARBOARD - Dog Islands to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE



APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

09

APPROX 29 n.m.

START - Dog Islands to PORT - Ginger Island to PORT - Necker Island to PORT - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE

3 18°30'30 N	64°22'30 W	Private, existing facilities are available for anchorage or use of facilities	3 18°30'30 N	64°22'30 W
4 18°23'00 N	64°26'50 W	Saba Rock Resort (Gorda Sound)	4 18°23'00 N	64°26'50 W
5 18°19'00 N	64°34'00 W	12 +1 284 495 7711	5 18°19'00 N	64°34'00 W

APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

10

APPROX 29 n.m.

START - Necker Island to STARBOARD - Ginger Island to STARBOARD - Dog Islands to STARBOARD - FINISH



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE

3 18°30'30" N	64°22'30" W	anchorage or use of facilities
4 18°23'00" N	64°26'50" W	Saba Rock Resort (Gorda Sound)
5 18°19'00" N	64°25'00" W	Aneada Island (Reef Hotel)

APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

Virgin Gorda



COURSE N.:

APPROX 43 n.m.

START - Anegada Island to STARBOARD - FINISH



THE LENGHT OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE



APPENDIX BRAVO COASTAL AND ISLAND COURSES



YACHT CLUB COSTA SMERALDA

Virgin Gorda

COURSE N.:

12

APPROX 43 n.m.

START - Anegada Island to PORT - FINISH

CHARTS FOR THE

IMPORTANT

TORTOLA to



THE LENGTH OF THE COURSE IN MILES, THE COURSE MARKED, THE SYMBOLS AND THE POSITION OF THE MARKS ARE PURELY INDICATIVE



APPENDIX BRAVO COASTAL AND ISLAND COURSES