



GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 4 – 8 June 2024

SAILING INSTRUCTIONS (SI)

The Giorgio Armani Superyacht Regatta is organized under the authority of the Italian Sailing Federation, by the Yacht Club Costa Smeralda (YCCS) with the support of the Superyacht Racing Association.

The notation '[NP]' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

1. Rules

- 1.1 The regatta will be governed by:
 - (a) The rules as defined in *The Racing Rules of Sailing (RRS)*;
 - (b) Appendix SY to the RRS (SI Exhibit 1);
 - (c) For the superyacht Division only, the ORC Superyacht Rule for monohulls (www.orc.org/superyacht);
 - (d) The World Sailing Offshore Special Regulations Category 4;
 - (e) These Sailing Instructions. In the event of a discrepancy between the Notice of Race and the Sailing Instructions, the Sailing Instructions take precedence. This changes RRS 63.7;
 - (f) There will be no grounds for request for redress by a yacht in the case of race committee 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).
- 1.2 All Italian crews shall be FIV members and have a valid medical certificate. Foreign competitors must comply with the rules of their national authority.
- 1.3 English is the official language of the event.
- 1.4 The Registration Nationality of a yacht is the nationality indicated by the owner of the yacht as set out in the entry form (FLAG section). If not indicated, the sail number and/or the owner's nationality will be used.

2. Venue

The race office will be located in the Piazza Azzurra and the Official Notice Board (ONB) is online and posted at the following link: [ONB](#). The following QR code is a direct link to the Event Web Page:



3. Amendments and Notices to Competitors

- 3.1 Notices to competitors will be posted on the [ONB](#). Notices may also be sent via WhatsApp when practicable. The group is read-only; only those in copy will be able to receive messages. Failure to send or receive a notice via WhatsApp and incorrect communications will not be grounds for a request for redress. This changes RRS 60.1(b).

- 3.2 Any change to the sailing instructions will be posted on the [ONB](#) and sent via WhatsApp when practicable to all competitors no later than 10.00 on the day the amendment takes effect, except that changes to the program will be posted by 20.00 on the day before the change takes effect.
- 3.3 In accordance with RRS 90.2(c), changes to the sailing instructions may be made on the water by hail on the race committee channel (VHF 72). The race committee will display flag L with one sound before making the announcement.
- 3.4 The race committee will broadcast the intent for the day's racing on the race committee channel at 10.30 daily.

4. Signals Made Ashore

- 4.1 Signals made ashore will be displayed on the flagpole located at the YCCS terrace.
- 4.2 The display or removal of signals ashore will be broadcast on the race committee channel with sound signal. There will be no grounds for request for redress in the case of mistakes or omission of sound signals or radio transmissions. This changes RRS 60.1(b).
- 4.3 Code flag "AP" (Answering Pennant) means "Races not started are postponed". When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in the race signal AP. This changes RRS Race Signals.

5. Schedule of Races

For the superyacht Division only, four races are scheduled, one each day from Wednesday, 5 June through Saturday, 8 June. Two races are required to be completed to constitute a series.

6. Registration Formalities

- 6.1 To qualify as an entry, a duly signed entry form and crew list & tv rights form shall be submitted to the race office by 18.00, 4 June.
- 6.2 The value of ORC certificates issued by 4 June shall not be modified except as approved by the OA.
- 6.3 [DPJ] Changes to the crew list shall be communicated by email (secretariat@yccs.it) to the race office by 09.30 on race day(s).

7. Divisions and Flags

- 7.1 The fleet will be separated into two (2) divisions. A list of yachts, by division, will be posted on the official notice board no later than Tuesday, 4 June.

DIVISION	STARTING FLAG
Southern Wind Rendezvous	Foxtrot
Superyacht	Echo

8. Designated RRS Afterguard Member

- 8.1 [NP] In accordance with NoR 15 and NoR Annex D, each yacht shall have a designated member of the afterguard who is currently active with and has a thorough understanding of the RRS. The captain shall maintain the compliance form onboard during the regatta.
- 8.2 [NP] The designated communications officer shall monitor and communicate on the safety channel (VHF 08) and must answer any hail in a timely fashion. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.
- 8.3 [NP] The RRS afterguard member shall attend all briefings and be responsible for ensuring the Daily Declaration Form (SI Exhibit 2) is returned to the race office by email (editable form is available [HERE](#)) as soon as practicable following racing each day, but no later than one hour after finishing.

9. Captains' Briefing and Safety Briefings

- 9.1 [NP] The pre-regatta Captains' Briefing will be held on 4 June at 18.00 at the YCCS upper terrace. Attendance is mandatory for the captain, designated RRS afterguard member, communication officer and racing tactician.
- 9.2 There may be the need for a pre-race or post-race safety meeting depending on safety issues on the race course on any given race day. Yachts will be notified on the race committee channel and mobile telephones.
- 9.3 The Southern Wind Rendezvous Division only will have a daily pre-race meeting at 09.30 at the Piazza Azzurra. Attendance is mandatory for the captain, designated RRS afterguard member and racing tactician.

10. Daily Declaration Form, GPS Tracker and Rangefinders

- 10.1 Each yacht's RRS afterguard member shall complete and submit the Daily Declaration Form after each race (SI 8.3). The editable form is available [HERE](#).
- 10.2 Each yacht will be issued a Trac Trac GPS tracking unit at registration. The unit shall be attached to each yacht in accordance with the instructions (SI Exhibit 3).
- 10.3 The GPS tracking unit will track the yachts' course each day. Tracking will be live and available for replay after racing, providing an approximate record of course sailed and proximity to other yachts. The race committee will have a comprehensive record of every crossing, rounding and passing situation and be able to monitor the Appendix SY's 40 meters minimum separation requirement.
- 10.4 Each yacht will be issued two Pantaenius Laser Rangefinders, to be used by crews to determine distance between yachts (SI Exhibit 4). Rangefinders and GPS trackers shall be returned to the race office after the last race.

11. Use of Engines and Thrusters

- 11.1 [NP] 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 a yacht to avoid a collision.
- 11.2 [NP] A yacht that puts her engine in gear or uses her thruster at any time while racing, shall declare the "engine use" on the Daily Declaration Form stating the time the engine was in gear or thruster used, the reason for doing so, and any potential competitive advantage gained.
- 11.3 The race committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain.

12. Racing Area / Start Location

- 12.1 The racing area will be in Northeastern Sardinian waters.
- 12.2 The starting area will be located within a radius of approximately 3nm of the entrance to Porto Cervo harbor. The race committee will provide additional information on the daily rendezvous location during the 10.30 morning broadcast on the race committee channel (SI 3.4).

13. Racing Format

It is the intent of the race committee to provide a fleet racing start for the Superyacht Division and a staggered start for the Southern Wind Rendezvous Division.

14. Courses, Rounding Marks, Buoys, Starting and Finishing Lines

- 14.1 For the Superyacht Division only, the courses to be sailed will be coastal courses. Information on the courses, rounding marks, buoys, starting and finishing lines are described in Exhibit 6 ([Appendix BRAVO](#) - Coastal and Island Courses, 2024 edition). The booklet is also available in the Regatta Kit delivered at registration.
- 14.2 For the Southern Wind Rendezvous Division only, information on the courses to be sailed will be provided at the daily pre-race meeting (SI 9.3).
- 14.3 Inflatable marks will be red cylinders with the blue event logo.
- 14.4 Robotic Marks – MarkSetBot
The race committee may use robotic marks for any mark of the course. The color of robotic marks will be red with the event logo. The use of robotic marks will be broadcast on the race committee channel no later than 15 minutes prior to the warning signal for each division.
- 14.5 RRS 34. Mark Missing is changed by adding: "or (c) substitute a waypoint which will be announced on the race committee channel. When RRS 34 (c) applies, yachts shall record the time and their position when they pass the waypoint on the Daily Declaration Form".

15. Race Committee, Service, Support and Press Boats

- 15.1 The race committee signal boat will be identified by a large YCCS burgee. The race committee signal boat will normally be the starting boat.
- 15.2 Race committee service boats will be marked by a flag with a red letter 'S' on a white background, the Technical Committee boat with the letter 'M', and the Protest Committee boat with the letter 'J'.
- 15.3 Boats used by press, photographers, film crews and VIP's are not under the jurisdiction of the race committee.
- 15.4 [DP] Support boats shall register as instructed on the entry form (support boat section) and collect identification flags at the race office. Identification flags must be visible at all times. All support boats shall monitor the race committee channel, keep well clear of the starting area, and not approach within

100 meters of any boat racing after the preparatory signal.

15.5 Any race boat observing support boat interference should report this on their Daily Declaration.

16. The Start

16.1 Under World Sailing Test Rule DR21-01, the definition *Start* is changed as follows:

Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either

(a) at or after her starting signal, or

(b) during the last three minutes before her starting signal.

When a boat *starts* in accordance with item (b) of the definition *Start*, she shall not return to the prestart side of the starting line and she shall be penalized by five minutes in addition to the amount of time she was on the course side of the starting line before her starting signal, added to her elapsed time without a hearing. Rule 29.1 will not apply and rule A5.1 is changed.

16.2 Superyacht Division yachts will have the fleet start format for all races. The warning signal is scheduled at 1130 daily. Competitors are reminded that the 40 metre minimum separation in the Appendix SY of the RRS is invoked for the entire race, including the starting sequence.

16.3 The Southern Wind Rendezvous Division will participate in informal racing with their starts after the Superyacht Division, and the scheduled warning signal for the first yacht is at 1145. All Southern Wind Division yachts shall stay clear of the starting area, as defined in SI 16.6, until the Superyacht Division yachts have cleared the starting area.

16.4 The scheduled starting sequence for each day's racing will be posted with a daily sailing instruction amendment on the [ONB](#) by 20.00 on the evening before each race.

16.5 For the Southern Wind Rendezvous Division only:

16.5.1 Yachts will be assigned their own starting times for each race. The starting order for the first day's racing will be based on the estimated ratings for the projected wind range, with the slowest rated yacht starting first and the fastest rated yacht starting last. In the interest of fair racing, the starting order may be changed on subsequent race days. The starting order for each race day will be posted prior to 20.00 on the evening prior to the race and broadcast on the race committee channel each race day.

16.5.2 A sound signal will be made for each start and the race committee will attempt to broadcast each start.

16.5.3 The starting gap, a yacht's starting time and/or starting order may change daily based on different wind ranges or in the interest of safe sailing, fair racing considerations or weather conditions.

16.5.4 RRS 26 is deleted and replaced with: Races shall be started using the following signals.

The flag utilized as the division flag will be FOXTROT.

Signal	Flag	Sound	Scheduled Time
Warning 1 st yacht	Foxtrot Flag	1 sound	5 (1145)
Preparatory 1 st yacht	P Flag	1 sound	4 (1146)
Start 1 st yacht	P Flag removed	1 sound	0 (1150)
Start 2 nd yacht	None	1 sound	To be determined
Etc...			
Start last yacht	Foxtrot Flag removed	1 sound	To be determined

16.5.5 A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. After the first yacht has started, there will be no visual signal or sound for any subsequent preparatory signal and no visual signal for any subsequent starting signal.

16.5.6 If the start of a race is postponed, the race committee will display AP, and announce the new starting time for each yacht on the race committee channel.

16.6 [NP] The starting area will extend 200 meters on either side of the starting line and 400 meters on the pre-start side of the line. Yachts that are not in their starting sequence (beginning 5 minutes prior to their 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. A full description of the starting and finishing line is in SI Exhibit 6 ([Appendix BRAVO](#) - Coastal and Island Courses, 2024 edition, sections 2 and 3).

17. Recalls

There will be no individual recalls (see SI 16.1 (b)).

18. The Finish

- 18.1 For the Superyacht Division, the finishing line information is provided in SI Exhibit 6 ([Appendix BRAVO](#) – Coastal and Island Courses, 2024 Edition, section 3).
- 18.2 For the Southern Wind Division, information on the courses to be sailed will be provided at the daily pre-race meeting (SI 9.3).

19. Time Limit

- 19.1 For the Superyacht Division, the time limit for the first yacht in each division to sail the course and finish is 18.00.
- 19.2 Yachts failing to finish within 120 minutes after the first yacht in class sails the course and finishes will be scored points for the finishing place equal to the number of yachts in that class that have finished that race plus 1. This changes RRS 35, A4 and A5.

20. Penalty System (for the Superyacht Division only)

- 20.1 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the Giorgio Armani Superyacht Regatta. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement and safe racing by using the penalty system and protest procedures outlined in SI 20 and 21.
- 20.2 The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 25% of the number of yachts entered in each class of the Superyacht Division. RRS 44.2 will not apply. One-Turn and Two-Turn Penalties will not apply.
- 20.3 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 (SCP) in accordance with RRS 44.3(c), except that she shall not be scored worse than the score for Did Not *Finish*. 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 (change RRS 44.3(c)).
- (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.
- (c) Further to Appendix Bravo 3.2, 5.1, 6.2 and Mark Tango, a boat that:
- 1 Crosses the finishing line on any leg of the course except on her last leg, or
 - 2 Sails in a prohibited passage, or
 - 3 Does not pass between Mark TANGO and Capo Ferro on the leg of the course broadcast by the race committee on the race committee channel, when the TANGO flag is displayed before or at the warning signal, shall be given a scoring penalty (SCP) of 30% without a hearing, calculated as stated in RRS 44.3(c), except that she shall not be scored worse than the score for Did Not *Finish*. However, if despite the penalty the boat gained a significant advantage in the race or series by her breach she shall retire.
- 20.4 Penalties applied under RRS 64 for breaches of the rules, other than a rule of RRS Parts 1 or 2, are at the discretion of the protest committee.
- 20.5 If the organizing authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, invitations to future regattas may be withheld. The RRS afterguard member and/or racing tactician may also be excluded from participating in future regattas.
- 21. Protest and Request for Redress (for the Superyacht Division only)**
- 21.1 Protest forms are available [HERE](#). Protests and requests for redress, shall be delivered by email within the protest time limit to the following email address: jurysecretary@yccs.it. The protest time limit is 90 minutes after the last boat in division finishes.
- 21.2 Schedule of hearings will be posted on the [ONB](#) within 30 minutes of the protest time limit.
- 21.3 If there is an incident on the water that raises questions regarding the RRS or Appendix SY and no protest is filed or penalty declared, competitors are encouraged to file for a 'Rules Clarification Meeting' with the protest committee on their Daily Declaration Form. The results of a Rules Clarification Meeting cannot result in a yacht's disqualification. It is meant to eliminate confusion and resolve any disagreements on interpretation of the RRS or Appendix SY.

22. Scoring

- 22.1 The Superyacht Division will be scored based on the yacht's Time-on-Distance (ToD) rating allowance for the declared wind range and the yacht's elapsed time, adjusted for any penalties taken (www.orc.org/superyacht).
- 22.2 For the Superyacht Division, the race committee will determine the course length and use observed conditions on the racecourse before declaring the wind range for scoring purposes. The selected wind range will be broadcast on the race committee channel prior to the first yacht in division finishing. These decisions shall not be grounds for request for redress by any boat. This changes RRS 60.1(b).
- 22.3 The Low Point system, RRS Appendix A will apply. No score will be excluded.

23. Safety Requirements

- 23.1 Man-Overboard (MOB)
 - 23.1.1 [NP] Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.
 - 23.1.2 [NP] A yacht that has an MOB incident shall immediately stop sailing the yacht to the next mark. She shall either (a) recover the person or (b) coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.
 - 23.1.3 The yacht captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume sailing the yacht to the next mark when the person is safely on board the recovery boat. This changes RRS 48.2.
 - 23.1.4 [NP] A yacht that has an MOB incident shall notify the race committee (SI Exhibit 5 - On-Water Emergency Procedures) by hailing or on the race committee channel as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.
 - 23.1.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee who may add time to the yacht's elapsed time when another boat recovers the MOB.
- 23.2 [NP] A yacht that retires from a race shall notify the race committee boat by hailing or on the race committee channel before leaving the race area and notify the race office as soon as practicable.
- 23.3 A yacht that does not intend to race shall notify the race office before 10.00.
- 23.4 A yacht that returns ashore to a point different from its assigned mooring place at Porto Cervo Marina and cannot contact the Marina Harbormaster shall promptly inform the race committee.
- 23.5 Captains and afterguard members of all yachts shall carefully read and adhere to SI Exhibit 5 - On-Water Emergency Procedures.
- 23.6 All yachts must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.
- 23.7 The Organizing Authority (OA) takes a proactive stance on safe racing, prudent seamanship and good sportsmanship. Safe racing is the responsibility of everyone involved in superyacht regattas. The superyacht safety protocol within the Notice of Race and these Sailing Instructions emphasizes that the priority is on safety and prudent seamanship, not competitive advantage.
- 23.8 The yachts' racing tacticians and RRS afterguard members are expected to meet immediately following the racing to discuss and resolve any minor issues pertaining to competitive advantage, safety or sportsmanship.

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

- 24.1 [NP] The race committee will use VHF 72 for communication. All Superyacht Division competitors must monitor this channel from the time they approach the starting area until departing the finishing area following the race. All Southern Wind Division competitors must monitor this channel until the last yacht has started at which time all Southern Wind competitors are to switch from VHF 72 to VHF 71.
- 24.2 [NP] The safety channel is VHF 08. The communications officers on all yachts in fleet must maintain an active radio watch on VHF 08 from their approach to the starting area until departing the finishing area following the race. Yachts hailed by another yacht shall respond in a timely fashion. This channel should be used in close quarters to determine other yachts intentions, resolve confusion and assist with collision avoidance. If VHF 08 is congested, yachts may also use the race committee channel for collision avoidance.
- 24.3 The Southern Wind event team will use VHF 71 for communication with the Division after their starts.
- 24.4 Back up to VHF radio will be mobile phone communications All competitors will be provided with a list of mobile telephone numbers for each RRS afterguard member. Telephone communication is strongly encouraged when the VHF safety and race committee channels are in use. This changes RRS 41.

- 24.5 [NP] Yachts equipped with an Automatic Identification System (AIS) are required to operate it from the time they approach the starting area until departing the finishing area following the race. AIS equipment shall not be removed from the yacht prior to racing. This can assist in maintaining safe separation between yachts and collision avoidance.
- 24.6 A time check may be transmitted over the race committee channel approximately 30 minutes before the first warning signal each day.
- 24.7 [NP] All yachts shall conduct a radio check and receive acknowledgement from the race committee on the safety channel VHF 08, within 45 minutes of their published start time each race day.

25. Control, Measurement and Inspection

Yachts may be inspected and/or check measured at any reasonable time before or during the regatta. Yachts shall only be measured by measurers approved by the organizer.

It is part of our mission to raise awareness among regatta participants on the urgent environmental issues affecting the oceans.

Please be informed that the event is paperless and all the materials used during the after race refreshments and the crew party are plastic free and compostable. Please dispose of them correctly.

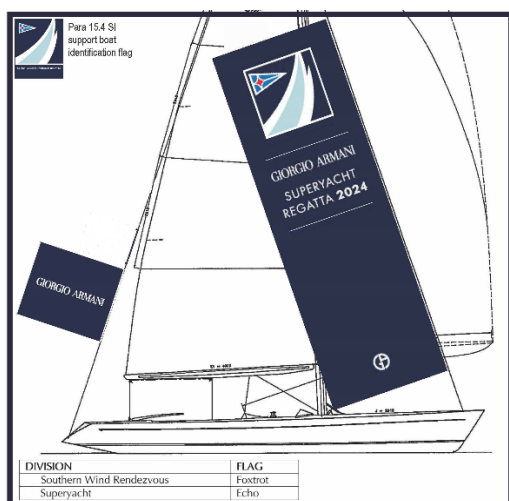
We are pleased to inform you that the regatta is organised following the principals of the Charta Smeralda, an ethical code established by the One Ocean Foundation - <https://www.1ocean.org>.

SI Exhibits and Appendices

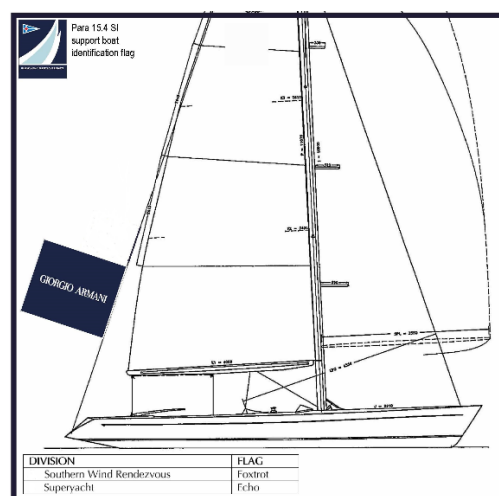
- Exhibit 1: Appendix SY
- Exhibit 2: Daily Declaration Form: (to be sent to the Race Office by email)
- Exhibit 3: GPS Tracker Instruction
- Exhibit 4: Pantaenius Rangefinder Instructions
- Exhibit 5: On-Water Emergency Procedures
- Exhibit 6: [Appendix BRAVO](#) (Coastal and Island Courses, 2024 edition - separate booklet)
- Exhibit 7: Useful event Links

FLAGS POSITIONING - Class Flags - SI paragraph 7.2.

WHILE MOORED



WHILE RACING



Sailing Instructions Exhibit 1- page 1/2
APPENDIX SY

When stated in the notice of race and the sailing instructions, races shall be sailed under The 2021-2024 Racing Rules of Sailing as changed by this appendix.

Version 4.0, January 2021.

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, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

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 close to it, and

(b) *room* to round or pass the *mark* as necessary to *sail the course* without touching the *mark*.

SY2.4 Add new definition *Overtaking*:

Overtaking A boat is *overtaking* when she is approaching a boat from *clear astern*. She remains the *overtaking* boat until she is *clear ahead*. The other boat is the boat being *overtaken*.

SY2.5 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 manoeuvring promptly in a seamanlike way, with no less than 40 metres between the boats.

SY2.6 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).

SY2.7 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*.

SY2.8 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.

SY2.9 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 When boats on the same *tack* are within 80 metres of each other, a boat being *overtaken* shall sail her *proper course* until the *overtaking* boat becomes *overlapped* with her.

17.3 If there is reasonable doubt that a boat is *overtaking* another boat, it shall be presumed that she is.

SY3 Changes to the Rules of Part 4 and Part 5

SY3.1 Rule 42.3(g) is changed to:

(g) Any means of propulsion may be used to help a person or another vessel in danger, or as required to comply with rule 14, Avoiding Contact.

SY3.2 Add new rule 60.6:

60.6 When the race committee or protest committee learns, from any source, of an incident involving boats sailing within 40 metres of each other or not responding to a radio hail, it may *protest* any boat involved. The limitations on the source of information in rules 60.2(a) and 60.3(a) do not apply.

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



GIORGIO ARMANI SUPERYACHT REGATTA

Porto Cervo, 4 - 8 June 2024

DAILY DECLARATION FORM



Sailing Instructions Exhibit 2 – page 1/2

The Organizing Authority, in conjunction with the SuperYacht Racing Association requires this information to enhance safe racing and to collect information on windspeed and sea state on the racecourse. Sailing Instruction 8.1 requires the RRS-Safety Afterguard Member (RSA) to complete this form and return via email to the Race Office within one hour of the yacht's finish.

Day / Date: _____ / _____ Yacht Name: _____

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

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

Boat Captain (printed)

RSA Name (printed)

Boat Captain (signed)

RSA Name (signed)

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

- We observed a yacht not answering or not answering in a timely manner when hailed on the VHF Safety Channel**

Yacht Name: _____ Approximate Time: _____

Yacht Name: _____ Approximate Time: _____ (use page 2 for others)

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

Describe the incident on the back page

- We had a man-overboard**

Describe the incident on the back page under 'safety related incidents'

- We Request a 'Rule Clarification Meeting' (SI 21.3)**

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

- We Filed a Protest**

If you filed a protest against another yacht. Yacht Name: _____

- We Took a Penalty**

Provide an accounting of any alternative penalties taken (in accordance with the SI) on the back page

- We observed a 'safety related incident'**

Describe the incident on the back page

- We experienced equipment breakage onboard our yacht**

Provide additional information on the back page

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

Provide information on the back page regarding the nature of the injury

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

GIORGIO ARMANI SUPERYACHT REGATTA 2024

Daily Declaration Form – Exhibit 2

Page 2/2

APPROXIMATE WIND SPEED & DIRECTION (For each leg from the masthead instruments) (if not recorded during the race, please provide best recollection)

Course Legs (in order)	Course Leg Description	True Wind Speed / Mag Wind Direction <i>(example: 21kts / 060M)</i>
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, RRS-Safety Afterguard Members are responsible for returning this form by email (secretariat@yccs.it) to the Race Office within one hour of the yacht's finish.



**GIORGIO ARMANI
SUPERYACHT REGATTA**

Porto Cervo, 4 – 8 June 2024

Sailing Instructions Exhibit 3

TracTrac[®]
Tracking System Instructions

INTEGRATION TO SAILING INSTRUCTIONS #10.2 – 10.3

- 1 GPS tracking of individual boats will be used for safety purposes. In addition the organizers will use the Trac Trac system for public media purposes and to provide displays onshore.
- 2 The following safety procedure will be followed:
 - a) At registration, the RRS Safety Afterguard Member, shall personally collect and sign for their tracking device.
 - b) It is a RRS Safety Afterguard Member responsibility to **check the proper operation of the system every morning on the viewer before the races**
 - 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 TO THE EVENT ORGANIZER IMMEDIATELY FOLLOWING THE LAST RACE. IN CASE OF LOSS, THE COST WILL BE CHANGED.

MOUNTING THE DEVICE

The tracking device is placed into its drybox (provided) and is recommended to be attached to the boat on the sea rail, ideally centrally, at the back of the boat, clear of any obstructions or other instruments, in clear view of the sky (for satellites) and above the Waterline.

Attach the device into position at the back of the boat. Secure with cable tie or tape, so it does not hang loosely or bang around. Once mounted correctly, do NOT open the water proof plastic bag under any circumstance – the device and the drybox are waterproof.



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Sailing Instructions Exhibit 4 – page 1/1

PANTAENIUS LASER
RANGEFINDER INSTRUCTIONS



The Superyacht Racing Association would like to express their appreciation to Pantaenius GmbH & Co., for their generous contribution of over 100 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 2021-2024 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 *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*).

Each yacht entered in this regatta will be issued two Nikon Laser Rangefinders 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 (SY2.9, rules 17.2 and 17.3). 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](#).

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



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Sailing Instructions Exhibit 5 – Page 1/1

ON WATER EMERGENCY PROCEDURES

The YCCS, in conjunction with safety officials in Porto Cervo, has established emergency procedures to provide help in the event of an on the water emergency, including injury requiring medical assistance. We also have emergency numbers should there be an accident or injury on shore.

1. Contact the race committee immediately on VHF 72 or VHF 08.
2. Identify your yacht, the nature of the emergency (type of injury, number of people injured), and your yacht's position.
3. The race committee will alert on water safety boats (which will also be monitoring VHF 72) and may direct you to another VHF channel or cell phone for further communication.
4. Proceed at best speed to a designated rendezvous point as directed.
5. Depending on the nature and severity of the injury, should this be the emergency, safety boat personnel may come aboard your yacht to administer aid, evacuate the injured party and/or re-direct you for transfer of the injured person.
6. You are asked to cooperate fully with the race committee, local law enforcement and emergency personnel direction.

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

EMERGENCY AND MEDICAL NUMBERS

Race Committee, Mobile +39.333.48.583.85 or VHF Channel 72 / VHF Channel 08

YCCS Race Office, Mobile +39.348.74.237.05 or +39.0789.90.22.00

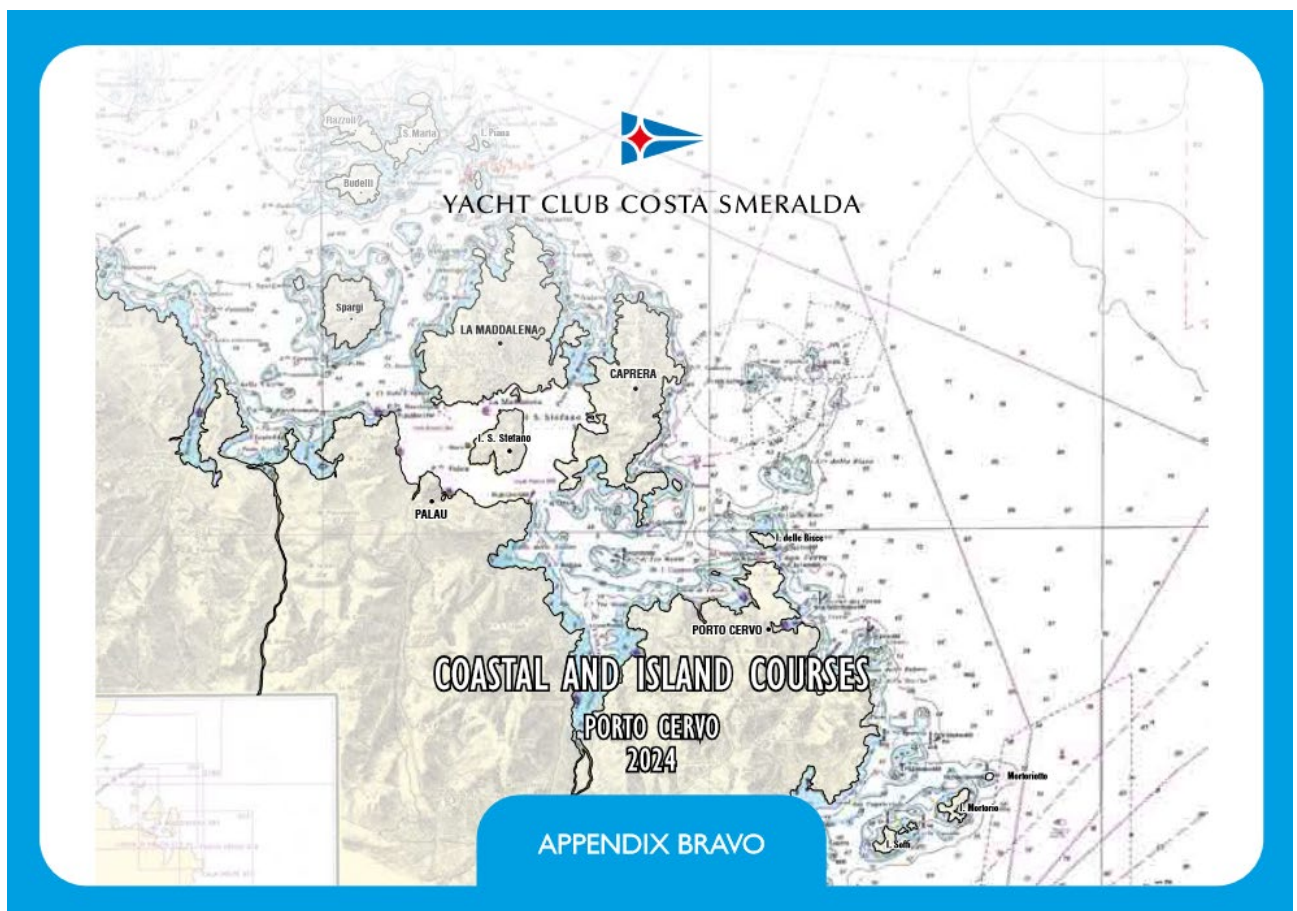


GIORGIO ARMANI SUPERYACHT REGATTA

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Sailing Instructions Exhibit 6: APPENDIX BRAVO

DIRECT LINK: [HERE](#)





GIORGIO ARMANI SUPERYACHT REGATTA

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Sailing Instructions Exhibit 7 EVENT LINKS

OFFICIAL NOTICE BOARD

ONB DIRECT LINK: https://www.yccs.it/en/regattas-2024/giorgio_armani_superyacht_regatta-3313.html

QR CODE:



YCCS PAGE

DIRECT LINK: <https://www.yccs.it/en/home.html>

SCORING

[OFFICIAL NOTICE BOARD](#)

HOW TO JOIN THE UNOFFICIAL WHATSAPP GROUP

Please, be informed that by joining the WhatsApp Group any member can see your phone number and that the Group will be cancelled at the conclusion of the event.

Each boat shall provide at registration a maximum of TWO (2) phone numbers with WhatsApp downloaded.

The OA, race committee, technical committee and the IJ will use this group for unofficial communications with the competitors during the event. This means of communication will not replace the ONB. The Group is read-only, and therefore, it will only be possible for competitors to receive messages.

The messages will be sent as soon as practicable, but are not official. The failure, timing or for incorrect communications cannot be grounds for a request for redress.

This changes RRS 60.1(b).