

Exhibit F
Standard SuperYacht Sailing Instructions & NOR



SUPERYACHT RACING ASSOCIATION
STANDARD SUPERYACHT SAILING INSTRUCTIONS & NOR

NOR - PART 1 ADMINISTRATIVE

INSURANCE

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

The Captain undertakes to ensure that Certificate(s) of Insurance (which must be in English) reflecting the above required insurance are carried on board the yacht at all times during the regatta. The yacht's insurer(s) must be notified of the yacht's participation in the regatta and a copy of the regatta rules (including the Bucket Disclaimer of Liability Form) should be shown to the yacht's insurer(s).

PART 2 RACING RULES & CONDITIONS

SAFE RACING

A primary focus of the regatta is prudent seamanship and sailing in the safest possible manner in all situations. This regatta relies upon self-compliance and self-policing. Accordingly, participants are required to:

- a) Ensure that the safety of the yacht, crew and guests is their primary consideration during the Regatta
- b) Comply with the rules of the regatta
- c) Comply with all rules and regulations (and have on board all valid and up-to-date certificates) that apply to the yacht by virtue of its Flag, its Classification Society and/or any local maritime authority's decree that may apply to the yacht at the time of the Regatta
- d) Have due regard to any commercial shipping
- e) Be courteous to all other participating yachts, the Organizer and its representatives, as well as all other users on the water
- f) Appoint a Safety Officer who shall be responsible for VHF safety communications and any other safety related compliance duties that are required. A brief resume or statement with the Safety Officer's experience and credentials must be submitted to the Organizer prior to 15 February, 2012 in recognition of the importance of this responsibility. Details on the qualifications required of Safety Officers will be posted on the event web site no later than 1 December, 2011
- g) Sign and lodge a Race Log and Declaration Sheet with the Organizer promptly after completion of each race specifying all safety related incidents and/or any breaches of the RRS and Sailing Instructions

If the Event Organizer receives corroborative or substantiated reports of a yacht being handled in an overaggressive, un-seamanlike or unsafe manner, they may excuse the yacht from the regatta and/or declare the yacht, Safety Officer or Racing Tactician ineligible for future regattas, with or without a hearing.

Each yacht is required to maintain the minimum level of insurance as presented in AOR Part 1, paragraph 7, This requirement will be documented on the Crew Affidavit, to be completed by each participating yacht, at registration.

PROTESTS

The Organizer takes a proactive stance on enforcing safety and sportsmanship. Safe racing is the responsibility of everyone involved in superyacht regattas. The level of sportsmanship at Bucket events has set a standard in sailboat racing and the race committee fully expects the same level of mutual respect between competitors.

The Superyacht Safety Protocol within the Sailing Instructions sends the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. It reinforces the fact that Bucket Regattas are congenial racing events.

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. If a competitor feels grievously wronged and insists on a protest hearing, this course of action may be pursued.

RESPONSIBILITY

The safety of a yacht and its crew is the sole responsibility of the Captain who must ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced and physically capable crew. Neither the establishment of regulations or inspection of a yacht in any way limits or reduces the complete and unlimited responsibility of the Captain.

It is the sole and inescapable responsibility of each yacht to decide whether or not to start or continue in any race. See RRS rule 4, Decision to Race.

DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. The Organizing Authority, sponsors, and all other affiliated organizations and individuals, will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

The Bucket Disclaimer of Liability Form must be accurately completed and signed by the Owner, Captain, charterers, crewmembers and guests of the yacht and lodged with the Organizers prior to the first race of the Regatta. The Disclaimer form will be posted on the web site.

In the event of any crewmember, guest or personnel change on board a yacht during the regatta, each new person shall sign the Disclaimer of Liability Form before participating in any race in the regatta.

STANDARD SUPERYACHT SAILING INSTRUCTIONS SECTIONS

For Consideration

SAFETY OFFICER

Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 1), posted on the event web site and distributed to all Captains via email). His or her name, local mobile telephone number and email address must be confirmed at registration.

The Safety Officer shall be a member of the afterguard whose sole responsibility will be the safe manoeuvring of the yacht, communicating on the dedicated VHF safety channel while racing, and collision avoidance. The Safety Officer shall have no other responsibility above and beyond these safety related matters.

The Safety Officer will be responsible for communications on the dedicated VHF safety channel and any other communication which enhances the safety of the yacht. The Safety Officer must have a handheld VHF radio with them from the time the yacht approaches the starting area until departing the finishing area following the race.

The Safety Officer shall attend all pre race briefings and will be responsible for ensuring the Course Log, Safe Racing and Penalty Declaration Form IS returned to the Race Office as soon as practicable following racing each day.

BRIEFINGS

The pre-regatta Captains Briefing will be held at XXXXXX. Attendance is mandatory for the Captain, designated Safety Officer and Racing Tactician (if applicable).

There may be the need for a post-race safety meeting depending on safety incidents on the racecourse on any given day. Yachts will be notified via VHF and mobile telephones.

Attendance at the pre-regatta Captain's Briefing, any morning pre-race briefings and any post-race safety meetings is mandatory for Captains, Safety Officers and Racing Tacticians.

COURSE LOG, SAFE RACING & PENALTY DECLARATION FORM

The Course Log, Safe Racing & Penalty Declaration Forms will be distributed to Safety Officers at the daily pre-race briefings, The form will call for information including recorded wind speed and direction, any anomalies encountered in navigating the course. The document must specify all safety related incidents involved in on the racecourse. Completed forms are to be submitted to the Race Office as soon as practicable after racing, but no later than 2 hours after each yacht finishes racing.

USE OF ENGINES AND THRUSTERS

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 take such action as will best aid to avoid a collision.

A yacht 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, the duration of use and any potential competitive gain.

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 yacht. This changes RRS 60.1.

The starting area will extend 200 meters on either side of the starting line and approximately 400 meters on the pre-start side of the line. Yachts which are not within 5 minutes of their individual starting time shall stay clear of the starting area and yachts which have yet to start should stay clear of yachts racing on the course side of the starting line.

RECALLS

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will be given a 5 minute penalty. 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.

PENALTY SYSTEM

The Event Organizer 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 regatta. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement by using the penalty system and protest procedures outlined here in these Sailing Instructions.

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 elapsed time for a yacht that takes a Scoring Penalty shall be the elapsed time she would have been allocated without that penalty increased by 3%. If she takes more than one Scoring Penalty in a race, her elapsed time will be increased by 3% for each Scoring Penalty taken."

The protest committee 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.

A yacht shall declare any penalties she has taken on the Course Log, Safe Racing and Penalty Declaration Form.

If the Event Organizer receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, they may excuse the yacht from that race, the regatta or future Bucket Regattas. Alternatively, the Safety Officer and/or Racing Tactician may also be excused from the regatta or future regattas.

PROTESTS AND REQUESTS FOR REDRESS

The Notice of Race and these Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. They reinforce the fact that Bucket Regattas are congenial racing events.

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

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.

SAFETY REQUIREMENTS

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

The yacht's man-overboard procedure shall be practiced aboard each yacht at least once by the crew racing in the regatta prior to the first race of the series. If a yacht tender or race committee yacht is in the immediate vicinity, that vessel should recover the man overboard. Whether the man overboard is transferred back to the racing yacht will be at the discretion of the yacht captain.

COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)

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

The Bridge to Bridge Safety Channel is VHF XX. All yachts must maintain an active radio watch on VHF XX from their approach to the starting area until departing the finish area following the race. Yachts hailed by another yacht must respond. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF XX is congested, yachts are encouraged to use the race committee VHF channel for collision avoidance.

Back up to the VHF Channels will be mobile phone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's Yacht Captain and Safety Officer. Telephone communication is strongly encouraged when the VHF safety channel and the race committee channel are in use.

Yachts equipped with an Automatic Identification System (AIS) shall 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.

Exhibit 1 • Sample On-Water Emergency Procedures

Exhibit 2 • Course Log, Safe Racing & Penalty Declaration Form

Exhibit 3 • Safety Officer Information