

SuperYacht Racing Association (SYRA)

SYRA Sanctioned Regatta



Safe sailing and fair racing are meaningful challenges to the organizers and race committees who manage superyacht regattas. The SYRA was established in 2011 to address these essential elements and maximize the enjoyment of any participating or prospective superyacht owner.

The mission of the SuperYacht Racing Association is to enhance the enjoyment of super yacht owners by pursuing all possible measures to ensure safe and fair racing along with meaningful competition.

Superyacht regattas will be designated “SYRA Sanctioned Regattas” and promoted on the SYRA website as one through their recognition of the many challenges that are unique to diverse fleets of large cruising yachts and their fulfillment of the following criterion:

- Organizer is a current member of the SYRA;
- Entry Fees incorporate the SYRA Differential Entry Fee (see attached);
- Notice of Race and SI invoke the Appendix SY to the Racing Rules of Sailing (see attached);
- Handicap rule is the ORC Superyacht Handicap Rule (ORCsy) www.orc.org/superyacht
- Staggered or Pursuit Start racing format for non-performance yachts in fleet;
- Eligibility criteria includes an SYRA recognized ‘RRS Afterguard Member’ (see attached);
- Entrants are issued Pantaenius Range Finders (2);
- Superyacht Safety Channel communications required (see attached);
- Regatta mandates the Superyacht Man Overboard procedure (see attached);
- Regatta mandates completion of Daily Declaration Forms (see attached);
- Regatta allows for emergency use of engines and bow thrusters (see attached);
- Regatta invokes the Scoring Penalty (no 1 turn or 2 turn penalties).

The SYRA will provide/offer the following to SYRA Sanctioned Regattas:

- Pantaenius Range Finders (2 for each entry);
- Collaboration with the ORC on assigning Observed Performance Factors (OPF) to ORCsy ratings;
- Collaboration with the ORC on optimization of Corinthian Spirit Class entries and ORCs ratings;
- SYRA Rules Booklets (1 for each entry);
- Assist and advise on class breaks if requested.

SYRA Sanctioned Regattas are encouraged to use the SYRA Sanctioned Regatta logo on their website and in the event racing publications. This will inform prospective entrants that accepted and vetted superyacht racing practices will be in effect at this regatta.

Appropriate language for the safety related items listed above are attached.

SYRA SANCTIONED REGATTAS

Mandatory Items for the Notice of Race and Sailing Instructions (highlighted in yellow)_

NOTICE OF RACE

X RULES

The *EVENT NAME* will be governed by:

- a) The rules as defined in The Racing Rules of Sailing (RRS);
- b) Appendix SY to the RRS (Exhibit 1);
- c) The ORC Superyacht Rule (ORCsy) - www.orc.org/superyacht;
- d) Adjustments to the ORCsy for the 'Corinthian Spirit' class - www.orc.org/superyacht;
- e) The 'Corinthian Spirit' Class Rules (Exhibit X);
- f) The safety requirements designated by the yacht's flag state, classification society and/or code of compliance;
- g) Any applicable local maritime authority rules and regulations.

If there is a conflict between languages the English text will take precedence.

Note: RRS 55 (Trash Disposal) will be in effect. Disposable sail stops for spinnakers are not allowed.

X FEES

- X.1 The entry application shall be accompanied by the entry fee. The entry fee is XXXX€ for members of the SuperYacht Racing Association (SYRA) and +1100€ for non-members. For more information on the SYRA and how to join visit: www.superyra.org. Given the important role that the SYRA plays in promoting safe sailing and fair racing, nearly all event organizers on the 2020 superyacht racing calendar are members of the SYRA and will offer differential entry fees.

X DESIGNATED RRS AFTERGUARD MEMBER COMPLIANCE

- X.1 Each yacht shall designate one member of the afterguard who is *currently* active with and has a thorough understanding of The Racing Rules of Sailing (RRS) and submit the completed Compliance Form no later than *DATE* (Exhibit X). If the RRS Afterguard Member submitted a form at a previous regatta and the name is listed on the SYRA website superyra.org/afterguard, then the yacht is not required to resubmit the form. Details of the requirements are posted on the event website and will be distributed to all captains via email. The organizing authority can assist entrants in the 'Corinthian Spirit' (*Les Voiles Blanche*) class to find an experienced RRS Afterguard Member.
- X.2 Compliance Forms will be reviewed by the organizing authority prior to *DATE*.
- X.3 The RRS Afterguard Member may be the yacht's helmsman, navigator, racing tactician or communications crew member (who monitors the VHF safety channel) if they meet the stated criteria. This individual's role is to interact closely with the other members of the afterguard. Captains should not be the designated RRS Afterguard Member due to the specific RRS related criteria that this position requires and the fact that the overall safety of the yacht is their responsibility.
- X.4 The RRS Afterguard Member shall be responsible for ensuring the Daily Declaration Form is returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

SAILING INSTRUCTIONS

X COMMUNICATIONS

- X.X The Captain will designate a Communications Officer who will monitor and communicate on the VHF safety channel, who has experience with radio protocol and preferably experience with and an understanding of the RRS and Appendix SY.
- X.X The Safety Channel is VHF XX. All yachts shall maintain an active radio watch on VHF 17 from their approach to the starting area until departing the finish area following the race. Yachts hailed by another yacht shall respond in a timely fashion. This channel shall be used in close quarters to assist with collision avoidance, determining the other yacht's intentions, and resolving any confusion. If VHF 17 is congested, yachts may use the race committee channel for safety related communication.
- X.X The alternative to VHF radio will be mobile phone communications. Yachts will be provided with a list of mobile phone numbers for each captain, RRS Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF 17 and VHF 72 are in use.

X DAILY DECLARATION FORM and RANGEFINDERS

- X.X Each yacht's RRS Afterguard Member shall complete a Daily Declaration Form (SI Exhibit X). The completed form shall be hand delivered or emailed to the race office within two hours of the yacht's finish.
- X.X All yachts will be issued two Pantaenius Laser Rangefinders to be used by crews to determine distance between yachts (SI Exhibit 7). Rangefinders and GPS trackers shall be returned to the race office after racing on Sunday.

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X USE OF ENGINES AND THRUSTERS

- X.1 For safety reasons, yachts are encouraged to run their engines in neutral at any time during the race. Engines may be put into gear and thrusters may be used at any time during the race for a yacht to avoid a collision. Breaches of SI 9 will not be grounds for protest by a yacht. This changes RRS 60.1(a).
- X.2 A yacht that puts her engine in gear or uses her thruster while racing shall submit a written declaration of “engine use” to the race office as soon as practicable after racing, stating the time the engine was in gear or thruster was used, the reason for use, the duration of use and any potential competitive advantage gained.

X SAFETY REQUIREMENTS

X.1 Man-Overboard (MOB)

X.1.1 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.

X.1.2 A yacht that has an MOB incident shall immediately stop racing. She shall either (a) recover the person or (b) coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.

X.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 racing when the person is safely on board the recovery boat. This changes RRS 47.2.

X.1.4 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.

X.1.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee and jury who may add to the yacht’s elapsed time when another boat recovers the MOB.