



Superyacht Racing Association

Notice of Race Guide (12.25)

[square brackets] mean a choice or option

<angled brackets> mean information required

[EVENT LOGO]

<EVENT NAME

EVENT LOCATION

EVENT DATES>

NOTICE OF RACE

INTRODUCTION

[<...>]

The organizing authority (OA) is <...>.

The notation '[NP]' in a rule means that a yacht may not protest another yacht for breaking that rule. This changes Racing Rule of Sailing (RRS) 60.1.

1 RULES

The event will be governed by:

- a) The rules as defined in *The Racing Rules of Sailing*.
- b) Appendix SY, Superyacht Racing Rules, to the RRS (Appendix SY).
- c) The ORC Superyacht Rule (ORC Superyachts).
- d) *[World Sailing Offshore Special Regulations Category <...>.]*
- e) National authority prescriptions *[will not apply / that will apply are stated in notice of race Addendum <...>.]*

- f) Under World Sailing Development Rule DR21-01 v3, 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. RRS 29.1 will not apply and RRS A5.1 is changed.

2 [[NP] ADVERTISING

- 2.1 *Yachts shall/may be required/requested to display advertising chosen and supplied by the OA as follows <...>.*
- 2.2 *Yachts shall not display advertising [not chosen by the OA] dockside [or ashore within the event village / marina area] without the written permission of the OA prior to the start of the event.]*

3 ELIGIBILITY, ENTRY & CANCELLATION

- 3.1 The <event name> is <an invitational event,> open to superyachts in excess of 30.5 metres with a valid ORCs^y [or ORCs where there will be a Corinthian Spirit Class] rating certificate [however, yachts 30.5 metres or less, but greater than <...> metres, with a valid certificate may also request entry].
- 3.2 *[For owners who do not wish to optimize their yacht there will be a Corinthian Spirit Class, for yachts that comply with the criteria in Addendum <...> / Corinthian Spirit Divisions within classes, for yachts that comply with the criteria in Addendum <...>.]*
- 3.3 *[Other classes <...>.]*
- 3.4 Yachts are asked to request entry by no later than <...>. The entry fee is due by <...>.
- 3.5 *[Late entries may be accepted at the sole discretion of the OA [, subject to a late entry fee.]]*
- 3.6 Completed entry forms shall be sent <...>.
- 3.7 The OA reserves the right at its absolute discretion to accept or reject a yacht's entry. Entry will be confirmed only upon receipt of a completed entry form, full payment of fees and notification of acceptance by the OA.

3.8 The OA reserves the right at its absolute discretion to cancel the event by written notification to each yacht via email to the email address provided on the entry form. Should the event be cancelled:

- a) Entry fees that have been received by the OA will be fully refunded.
- b) This agreement in respect of this regatta will be terminated forthwith.
- c) Each owner/charterer and captain hereby expressly agree that no claim of any nature whatsoever against the OA will be permitted or entertained and each owner/charterer and captain hereby expressly undertake to indemnify the OA in respect of any claim brought by anyone associated with them and/or their yacht and any costs incurred by the OA in relation to such claim.

3.9 *[The notice of race sends an implicit message that the focus of the event is on safety and prudent seamanship, rather than competitive advantage. It reinforces the message that the <...> event is a congenial racing event.]*

3.10 *If the OA receives a report of a yacht being handled in an overaggressive, unseamanlike or unsafe manner, it may declare the yacht and/or any member of its crew ineligible for future editions of the event.]*

4 FEES

4.1 The entry fee is <...>.

4.2 Given the important role that the Superyacht Racing Association (SYRA) plays in promoting safe and fair racing at its sanctioned events, current SYRA members are entitled to a discounted entry fee of <...>.

4.2 *[The fee covers entry to the event and <...>.]*

4.3 *[A late entry fee of <...> will be assessed for payments made after <...>.]*

4.4 Payment may be made by <...>.

5 DOCKAGE

<...>

6 SCHEDULE

6.1 <...>

6.2 The OA reserves the right to modify the schedule depending on weather conditions or other circumstances.

7 VENUE

The racing area is <...>.

8 RACE OFFICE

The race office is located at <...>.

9 [NP] REGISTRATION

Yachts shall register at the race office on <...> between <...> hours. They shall:

- a) Confirm the name, local mobile telephone number and email address of the yacht's captain, the designated RRS afterguard member and the communications officer (see notice of race 16), one of whom shall be nominated as the yacht's sole recipient of email and WhatsApp messages which the OA or race committee may use to communicate with competitors.
- b) Collect two Pantaenius Laser Rangefinders, which shall be used to determine distance between yachts (operational instructions will be provided), and which shall be returned to the race office after the last race of the event.

10 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board *[at <hyperlink>]* (ONB) located at <...> and may also be communicated by email and/or WhatsApp.

11 SAILING INSTRUCTIONS

The sailing instructions will be available on the ONB by <...> and may also be communicated by email and/or WhatsApp.

12 *[[NP] BRIEFINGS*

12.1 A pre-race briefing will be held at <...> on <...>. Attendance is mandatory for the captain, the RRS afterguard member, the communications officer and the racing tactician.

12.2 Each race day a briefing will be held at <...>. Attendance is mandatory for any two from the captain, the RRS afterguard member, the communications officer and the racing tactician.]

13 STARTING FORMAT

There will be

[staggered starts, such that yachts start at equal increments between starts, initially with slower rated yachts starting before faster rated yachts, which may then change due to yachts' performance or weather conditions /

pursuit starts, such that yachts start at times that theoretically will result in them finishing at the same time.]

14 PENALTY SYSTEM

The Scoring Penalty, RRS 44.3, will apply.

15 SCORING

15.1 [There will be up to <...> [classes / divisions], which will be scored individually [(there will be no overall score).] There will also be an overall score <...>. One race is required to be completed to constitute a series. No score will be excluded.]

15.2 [Corinthian Spirit Division yachts will be scored twice – in their class and in the division.]

15.3 Scoring will be by *[the Five Ratings Method / Time on Distance / Time on Time / the Weather Routing Method / Polar Curve Scoring / (ORCs 500).]*

16 [NP] RRS AFTERGUARD MEMBER & COMMUNICATIONS OFFICER

16.1 Yachts shall designate a RRS afterguard member in accordance with Addendum <...>. The role is to interact closely with other members of the afterguard on rules, tactical and safety issues.

16.2 Yachts shall also designate a communications officer (who may also be the RRS afterguard member), who has a good understanding of the RRS and Appendix SY (as well as radio protocol). The role is to monitor the VHF safety channel continuously and to communicate promptly with other yachts.

16.3 Captains should not be the designated RRS afterguard member or communications officer due to their responsibility for the overall safety of the yacht.

17 [NP] AIS

Yachts *[are requested to/shall]* ensure that their automatic identification system (AIS) is operational at all times while afloat.

18 SUPPORT BOATS / DRONES

<...>

19 PRIZES

<...>

20 RISK STATEMENT

<...>

21 INSURANCE

<...>

22 MEDIA RIGHTS

<...>

23 [SOCIAL EVENTS

<...>]

24 FURTHER INFORMATION

<...>

[ADDENDUM <...>

CORINTHIAN SPIRIT CLASS

Corinthian Spirit Class yachts shall comply with the following:

- 1. A valid ORCcs rating certificate (which will be issued the day before the first race – a valid ORCsy certificate will be converted to a ORCcs certificate at no cost).*
- 2. Headsails set flying / spinnakers shall not be used.*
- 3. A rating credit of 1% will be applied to a yacht on which the owner/charterer is the helm for the start and at least 50% of the course. This shall be declared at registration.*
- 4. Prior to the first race a meeting will be held between a ORC/SYRA panel and the yacht to resolve any issues. Subjective rating adjustments may be made by the panel (a) prior to the first race based on the setup of the yacht for racing and (b) between races based on observed performance.*
- 5. Written feedback on the Corinthian Spirit Class initiative is welcome post event. During the event, however, yachts are requested to refrain from contacting the ORC/SYRA/OA about it.]*

[ADDENDUM <...>

CORINTHIAN SPIRIT DIVISIONS

Corinthian Spirit Division yachts shall comply with the following:

- 1. Headsails and spinnakers (provided they are declared on the ORCs certificate):*
 - a) One headsail, which shall be attached to the forestay and can be furled. However, if it is an overlapping furling genoa >115% of headsail luff perpendicular (HLP), a second non-overlapping furling jib hoisted on a fixed inner stay is also allowed.*
 - b) One headsail set flying (HSF), which shall be tacked in front of the forestay and can be furled. However, a HSF recorded as 'inner' on the certificate (such as genoa staysail, spinnaker staysail, etc) is also allowed.*
 - c) One spinnaker. However, in the absence of an HSF tacked in front of the forestay, a second spinnaker that has a furling system and a mid-girth-foot ratio of between 75% and 85% is also allowed.*
- 2. Yachts shall sail in cruising mode: no cruising equipment shall be disembarked to make a yacht lighter, other than a tender, sprayhoods, biminis, anchor and chain (the last shall be declared on the certificate).*
- 3. An event measurer shall be allowed onboard to check compliance.]*

ADDENDUM <..>

RRS AFTERGUARD MEMBER CREDENTIALS

Required

1. A thorough understanding of:
 - a) The RRS and Appendix SY.
 - b) Racing tactics (preferably as a tactician).
 - c) The important role that active professional dialogue on the dedicated VHF safety channel plays in superyacht racing.
 - d) The event's racing documents (including the notice of race, sailing instructions and amendments).
 - e) VHF radio protocol.
2. Currently active as an afterguard member (helmsman, racing tactician, navigator), preferably on superyachts.
3. Conversant in English.

Recommended

4. Experience with and knowledge of the manoeuvring characteristics and limitations of their yacht, and the other yachts in the race.