



**Superyacht Racing Association**  
**Sailing Instructions Guide (12.25)**

*[square brackets] mean a choice or option  
<angled brackets> mean information required*

**[EVENT LOGO]**

**<EVENT NAME**

**EVENT LOCATION**

**EVENT DATES>**

**SAILING INSTRUCTIONS**

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 Rules of Sailing (RRS) 60.1.

**1 CLASSES & CLASS FLAGS**

- 1.1 A list of yachts by *[class/division]* will be posted on the official notice board *[at <hyperlink>]* (ONB) located at <...> by <...>.
- 1.2 *[Class flags <...>.]*

**2 COURSES & MARKS**

- 2.1 Courses and the colour, shape and approximate position of marks are detailed in Addendum <...>.
- 2.2 Courses will be advised *[at/by/no later than <...>].*

**3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Changes to the sailing instructions (SIs) will be posted on the ONB no later than <...> hrs on the day they will take effect, except that any change to the schedule of races will be posted no later than <...> hrs on the day before it will take effect.

3.2 [Other changes may be made orally by VHF radio. This changes RRS 90.2(c).]

#### **4 SIGNALS**

##### 4.1 Signals made ashore

<...>

##### 4.2 Signals made afloat

*[Races will be started, postponed, shortened or abandoned by VHF radio announcement by the race committee afloat. There will be no other sound or visual signals. This changes RRS 26, 27 and 32.]*

#### **5 COMMUNICATION**

##### 5.1 Race Committee Channel

- a) VHF <...> is the race committee (RC) channel. Yachts shall monitor this channel on race days from <...> until <...>. As a courtesy the RC may also use email and/or WhatsApp for communication.
- b) Delay in the broadcast of calls, the order in which they are made or any omission or failure of transmission, will not be grounds for a request for redress by a yacht. This changes RRS 61.1(a).

##### 5.2 Safety Channel

- a) VHF <...> is the safety channel. Yachts shall monitor this channel from their approach to the starting area to their departure from the finishing area. The channel shall be used for the purpose of assisting with collision avoidance, and advising, determining, and clarifying intentions. Yachts hailed by another yacht shall respond in a timely manner. If the channel is congested, yachts may use the RC channel for safety-related communication.
- b) The alternative to VHF for safety-related communication is mobile phone communication. Yachts will be provided with a list of mobile phone numbers for RRS afterguard members and communications officers, and are strongly encouraged to use telephone communication when the VHF channels are in use.

#### **6 THE START**

- 6.1 Yachts will be assigned their own starting times for each race. The daily starting sequence will be posted on the ONB no later than <...> hrs on the day it will take effect.
- 6.2 The starting sequence for the first yacht to start will be in accordance with RRS 26 [*as changed by SI 4.2*.]
- 6.3 A yacht's preparatory signal is four minutes before her starting signal.
- 6.4 The starting line will be <...>.
- 6.5 The RRS definition *Start* is changed in notice of race (NoR) <...>.

6.6 *[A yacht that starts more than <...> minutes after her starting signal will be scored DNS without a hearing. This changes RRS A5.1.]*

6.7 Regardless of class, after the preparatory signal for the first yacht to start and prior to a yacht's preparatory signal, the yacht shall stay clear of the starting area and of yachts scheduled to start ahead of her.

## **7 THE FINISH**

The finishing line will be <...>.

## **8 PENALTY SYSTEM**

8.1 The Scoring Penalty, RRS 44.3, will apply.

8.2 A yacht shall declare any penalties she has taken on her daily declaration form.

8.3 Post-Race Penalty

8.3.1 Provided that RRS 44.1(b) does not apply, a yacht that may have broken one or more rules of Part 2 or RRS 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.

8.3.2 A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in RRS 44.3(c). However, RRS 44.1(a) applies.

8.3.3 A yacht takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

8.4 Penalties for breaches of the rules, other than a rule of Parts 1 and 2 of the RRS, may be less than disqualification if the protest committee so decides.

## **9 TIME LIMIT**

The time limit is <...>. Yachts failing to finish within the time limit will be scored DNF without a hearing. This changes RRS 35 and A5.1.

## **10 [NP] PROTESTS & REQUESTS FOR REDRESS**

10.1 *[The OA will take a proactive stance on enforcing the rules of the event, safety and sportsmanship. Safe racing and mutual respect are the responsibility of all involved in the event.]*

10.2 Hearing request forms are available *[at / on] <...>*. Protests and requests for redress shall be delivered *[to] <...> [by] <...>* within the protest time limit.

10.3 For each class, the protest time limit is <...> minutes after the last yacht in the class has finished the last race of the day, or the RC signals no more racing today, whichever is later.

10.4 A schedule of hearings will be posted on the ONB within <...> minutes of the protest time limit to inform yachts of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at <...>.

10.5 If there is an incident on the water that raises questions regarding the rules and no penalty is declared or protest filed, yachts are encouraged to request a 'rules clarification meeting' with the protest committee on their daily declaration form. A rules clarification meeting will not result in penalization of a yacht; rather its objective is to enhance understanding and eliminate any disagreement on interpretation of the rules.

## **11 [NP] SAFETY REGULATIONS**

11.1 Yachts shall perform a radio check and receive an acknowledgement from the RC on the safety channel within <...> minutes prior to their scheduled start time, and shall at the same time inform the RC of the number of persons onboard.

### **11.2 Man-Overboard (MOB)**

11.2.1 Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race.

11.2.2 A yacht that has a MOB incident shall immediately stop racing. She shall either (a) recover the person or (b) coordinate the recovery of the person by another boat, in which case she shall stand by in the vicinity of the incident.

11.2.3 The yacht captain and the operator of a boat that recovers a person may, for safety reasons, agree to delay the transfer of the person from the boat to the yacht (the transfer may occur at any time during the race or after it). If the transfer is delayed, the yacht may resume racing when the person is safely on board the recovery boat. This changes RRS 48.2.

11.2.4 A yacht that has an MOB incident shall notify the RC as soon as practicable and shall record the time, position and details of the incident on her daily declaration form.

11.2.5 The circumstances of the recovery will be reviewed by the RC, which may add to the yacht's elapsed time without a hearing when another boat recovers the MOB. This changes RRS A5.1.

11.3 A yacht that retires from a race shall notify the RC as soon as practicable.

11.4 The RC may call for a post-race safety meeting as a result of an incident on the race course. Attendance may be mandatory for some or all of the captains, RRS afterguard members, communications officers and racing tacticians of yachts involved.

## **12 [NP] USE OF ENGINES & THRUSTERS**

12.1 For safety reasons, yachts are encouraged to run their engines in neutral during a race. They may be put into gear and thrusters used to help avoid a collision, provided the yacht does not gain a significant advantage in the race.

12.2 A yacht that puts her engine in gear or uses her thruster while racing shall record the time, duration, position and details of the incident on her daily declaration form.

**13 [NP] DAILY DECLARATION FORM**

RRS afterguard members shall complete a daily declaration form (available on the ONB), which provides important feedback on safety and wind conditions. The completed form shall be delivered to the race office or emailed to <...> as soon as practicable after racing each day, but no later than <...> minutes after finishing.

**14 SUPPORT BOATS**

Support boats shall keep well clear of the starting area and shall not interfere with a yacht that is racing or with RC vessels or actions.

**ADDENDUM <...>**

**COURSES & MARKS**