



WORLD SUPERYACHT AWARDS 2019 EVENT RULES AND GUIDELINES

INTRODUCTION

This document sets out the Rules of the World Superyacht Awards in relation to entries, and offers guidelines on the composition and responsibilities of the jury, while giving an oversight on the operation of the judging process.

This document is available for entrants and potential entrants on boatinternational.com.

EVENT AUTHORITY

1. The World Superyacht Awards (WSA) is owned and administered by Boat International Media Ltd. (BIM), First Floor, 41-47 Hartfield Road, Wimbledon, London SW19 3RQ, United Kingdom.
2. BIM delegates certain responsibilities to the Jury, a panel appointed to undertake tasks in relation to the WSA, including the principle task of selecting winning entries.
3. As sole authority for the Awards, any matters relating to them should be referred to BIM.

NOMINATIONS

The following paragraphs should be read thoroughly by anyone nominating a yacht for the World Superyacht Awards. They are also advised to read Annex A to this document, which provides additional helpful information.

4. **Qualifying Length.** The World Superyacht Awards is only open to Yachts and Support vessels of 30-metres overall length (LOA) and above. It should be noted that spars, whether fixed or not (such as a bowsprit or a boom overhang) are not included when measuring overall length, as per standard maritime convention. In addition, entries are invited for certain Occasional Classes that are described in Paragraph 18, below.
5. **Nomination Procedure.** All nominations for the Awards are to be made on the World Superyacht Awards (WSA) section of the boatinternational.com website. The completion of the on-line form indicates an intention to enter. The entry is accepted on payment of the required fee and the submission of the information and documentation requested below. Nominations unsupported by the requested documentation, or incomplete documentation, or where the entry fee is not paid, will not be judged. A list of nominations will be made public on the event website and publicised by BIM. This list will be updated from time to time. By entering the competition, the person nominating the yacht agrees to this listing.
6. **Closing Date.** The on-line submission must be completed by the Closing Date announced on the WSA website, and, except those qualifying for late entry as permitted in paragraph 7 below, the

requested documentation must be submitted to the WSA Office at BIM by email or surface mail by the 31 December of the year preceding the date of the Awards (e.g. for the 2019 Awards this is 31 December 2018).

7. Late Entrants. For all yachts, the on-line entry form should be completed by the closing date. Yachts whose delivery is anticipated between the Closing Date and 31st December are eligible to enter, and may, at the sole discretion of BIM, be given an extension to the deadlines in paragraph 6. For these Late Entrants, the deadline for submission of the requested information and documentation is to be negotiated with the WSA Office by calling the WSA Secretary on +44 20 8545 9335. Any extension granted will be confirmed in writing by email.

8. Who Can Nominate. Any person can nominate a qualifying yacht or individual for the awards listed below, with the limitation that the person making that nomination must:

8.1. Pay the Nomination Fee.

8.2. Be authorised to nominate and able to secure the appropriate support for the nomination from all relevant parties named in the documentation and involved in the project.

8.3. Be able to deliver the required information and documentation (see below) to the WSA Office by the requested date.

8.4. Accept that BIM reserves the right to withhold or withdraw acceptance of entries, with or without providing reasons for doing so.

9. Nomination Fee. The nomination fee for all yachts in the yacht classes for the 2019 Awards is £200 (plus VAT where appropriate).

10. Designation of Entrants. Yachts entered for the Awards will be described as ‘Nominees’ or ‘Nominated Yachts’. On completion of the Awards Ceremony, a list of Winners will be published, for example, in print, online and through social media. Winning yachts will be provided with a digital logo for their use, and are permitted to refer to the yachts as “Winner of the World Superyacht Awards 2019 category xxx xxx”. The use of the term ‘Finalist’ is prohibited and must not be used in any advertising, marketing or other material.

11. Decisions of the Jury. Any decisions made by the Jury in relation to the selection of the winning yachts are based solely on the opinions of that body, having considered the material supplied by the persons nominating the yacht, information from visits and any other information they consider relevant. Decisions made by the Jury are final and neither the Jury nor BIM will discuss these, nor accept any liability arising from such decisions.

YACHT CLASSES & THE PROVISION OF JUDGING INFORMATION

CLASSES

The Yacht Classes comprise New Yachts, and Refitted, Rebuilt and Converted Yachts. The entry requirements for these classes are set out below.

12. New Yacht Classes. Yachts entered for the ‘new yacht’ classes must have been completed and delivered to their owners or a sales agent between the 1st January and 31st December in the Qualifying Year - the year prior to that in which the Awards are presented. (e.g. for the World Superyacht Awards 2019 event, these qualifying dates are between 1st January 2018 and 31st December 2018.) Yachts may be entered in the classes that are described below. These classes have been established in consultation with yacht builders and naval architects so that yachts can be equitably judged against other vessels of a similar size and type. There are classes for Displacement motor yachts, Semi-Displacement motor yachts and Sailing yachts. The New Yacht classes are:

12.1. DISPLACEMENT MOTOR YACHTS. These yachts are defined as ‘vessels that always displace their own weight of water when under power at full speed’. Displacement Motor Yacht classes are divided into classes by Gross Tonnage (GT), not length. Because of this, the yacht’s Gross Tonnage must be declared in the on-line nomination form. It is anticipated that this class will be divided into the five categories listed below, but at the sole discretion of BIM, acting in conjunction with the Steering Committee, classes may be amalgamated or changed or their size boundaries adjusted if the number and distribution of entries warrants. The categories are:

12.1.1. Displacement Motor Yachts of over 3,000 GT

(As a rough guide for comparison purposes only, this is estimated to be of over 95-metres LOA, but as stated above, the determining factor is their Gross Tonnage.)

12.1.2. Displacement Motor Yachts of 2,000 GT and 2,999 GT

(Estimated to be between 80 metres LOA and 95 metres LOA)

12.1.3. Displacement Motor Yachts of between 1,300 GT and 1,999 GT

(Estimated to be between 60 metres LOA and 79 metres LOA).

12.1.4. Displacement Motor Yachts of between 500 GT and 1,299 GT

(Estimated to be between 50 metres LOA and 59 metres LOA).

12.1.5. Displacement Motor Yachts of below 500 GT

(Estimated to be between 30 metres LOA and 49 metres LOA).

12.2. SEMI-DISPLACEMENT, PLANING AND FAST DISPLACEMENT MOTOR YACHTS.

These yachts are defined as vessels that displace less than their own weight of water when under power at full speed. This class includes ‘Fast Displacement Hull Forms’, or similarly named designs, whose characteristics span both displacement and semi-displacement hullforms as this technology also requires lightness of build and high-powered propulsion systems. The class is divided into the three categories listed below but, at the sole discretion of BIM acting in conjunction with the Steering Committee, classes may be amalgamated or changed or their size boundaries adjusted if the number and distribution of entries warrants to ensure a more equitable competition.

12.2.1. **Two-Deck Yachts.** Two-deck yachts are defined as vessels with a lower accommodation deck and an enclosed or partially enclosed main deck. This class includes Raised Pilot House (RPH) designs with a mezzanine-level pilothouse.

12.2.2. **Three-Deck Yachts.** These are yachts are defined as vessels with a lower accommodation deck, and an enclosed main and upper deck.

12.2.3. **Multi-Deck Yachts.** These are defined as vessels with a lower accommodation deck, and more than two enclosed main and upper decks.

12.3. **SAILING YACHTS.** These yachts are defined as vessels that are primarily powered by their sails. They are provisionally divided into the two classes listed below but, at the sole discretion of BIM acting in conjunction with the Steering Committee, classes may be amalgamated or changed or their size boundaries adjusted if the number and distribution of entries warrants in order to create a more equitable competition.

12.3.1 **Sailing Yachts of over 45 metres LOA**

12.3.2 **Sailing Yachts of between 30 metres and 44.99 metres LOA**

13. **REFITTED, REBUILT AND CONVERTED YACHTS.** This class is open to yachts, motor or sail, that have undergone refits or rebuilds as well as to commercial or other vessels that have been converted into yachts.

13.1. **Division of the Class.** At the sole discretion of BIM, acting in conjunction with the Steering Committee, classes may be amalgamated or individual Refit, Rebuilt and Converted classes may be formed should this be warranted by the number and type of entries.

13.2. **Qualifying Dates.** The work may have been started in any year but to qualify for this class, the work must have been completed and the yachts returned to their owners in the qualifying year. (e.g. For the 2019 event this will require yachts to be completed and returned to their owners between 1st January 2018 and 31st December 2018.)

13.3. Definitions

13.3.1. **Refit.** A 'Refit' is defined as repairs and modifications carried out to a yacht necessitated by, for example the number of years the yacht has been in service, change of ownership, or for other reasons.

13.3.2. **Rebuild.** A 'Rebuild' is defined as major changes made to a yacht, following which it is a substantially altered vessel. This will usually involve a significant degree of structural work, a change of exterior profile and/or significant removal and replacement of a yacht's interior and machinery.

13.3.3. **Conversion.** A 'Conversion' is defined as a vessel that formerly served as a commercial, scientific, military or similar vessel, which has been newly converted into a yacht.

PROVISION OF JUDGING INFORMATION

14. Required Documentation For Yacht Classes. Please read this section carefully, as entries that are not supported by the following material will not be judged. It is the responsibility of the individual making the nomination to ensure that the supplied information is accurate. Please note that the judges will assume a 'worst case' if any of the requested information is withheld. If at any time the supplied information should be found to be significantly inaccurate, BIM retains the absolute right to reject entries, or to strip Winners of their title, and may publish the reasons for their action.

4.1 MOTOR YACHTS. Required documents are:

14.1.1. Specifications list. A blank specifications list will be supplied for completion following the nomination of the yacht.

14.1.2. Yacht Profile, and General Arrangement plan of all decks. This document should be printable and able to be read clearly at A4 size.

14.1.3. A maximum of three A4 pages containing:

14.1.3.1. Owner's Statement. A statement from the owner detailing his requirements for the yacht and its anticipated use.

14.1.3.2. Designers Statement. A statement from the naval architect, exterior stylist and interior designers to describe how they achieved the owner's wishes.

14.1.3.3. Builder's Statement. A statement from the yacht's builder concerning the construction of the yacht, highlighting any elements that he particularly wishes to draw to the attention of the judges.

14.1.4. Photographs and Video. Yachts of 60m LOA and above may submit up to 40 suitably captioned photographs, while yachts below this size may submit up to 30 suitably captioned photographs. Photographs should be of a sufficient standard for projection onto a large screen and illustrate the yacht under way, its deck areas, guest interior areas, crew areas, and service and technical areas, including the bridge and engine room. A short video clip of around two minutes length illustrating the yacht may also be submitted but, currently, it is not a required element.

14.2. SAILING YACHTS. The required documents are the same as for motor yachts except for the addition of a standard polar diagram showing the yacht's performance in various wind speeds and directions. The blank specifications list for this class is tailored to sailing yacht specifications.

14.3. REFITTED / REBUILT / CONVERTED YACHTS.

14.3.1. Specification List. A blank specifications list will be supplied for completion following the nomination of the yacht showing both 'before refit/rebuild' and 'after refit/rebuild' specifications.

14.3.2. Profile and general Arrangement. Yacht Profile and General Arrangement Plans, both pre-refit and post-refit.

14.3.3. Statements. A maximum of three A4 pages containing:

14.3.3.1. Owner's Statement. A statement from the owner explaining his refit/rebuild requirements for the yacht that would make the vessel more suitable for its anticipated use.

14.3.3.2. Designers' Statement. A statement from the naval architect, exterior stylist and interior designers to describe how they achieved the owner's wishes. This should list the major upgrades carried out.

14.3.3.3. Builder's Statement. A statement from the builder to highlight any difficulties encountered in the refit/rebuild, and to mention those elements that he particularly wishes to draw to the attention of the judges.

14.3.4. Photographs. Yachts may submit up to a total of 40 photographs that allow judges to compare the pre- and post-refit condition of the yacht. These should be presented in such a way that the judges may easily compare before and after shots of the same area, clearly captioned and displayed one after the other in the photo file. Photographs should be of sufficient standard for projection onto a large screen and should illustrate the yacht under way, its deck areas, guest interior areas, crew areas, and service and technical areas, including the bridge and engine room. A short video clip of around two minutes length illustrating the yacht may also be submitted but, currently, it is not a required element.

OTHER AWARDS

15. Awards For Which No Nomination Is Required

15.1. Motor Yacht of the Year. This award is presented to a class winner in the Motor Yacht categories that is considered by the judges to be the most notable yacht of the qualifying year. No entry is required, or is possible, other than by entering a Motor Yacht Category.

15.2 Sailing Yacht of the Year. This award is presented to a class winner in the Sailing Yacht categories that is considered by the judges to be the most notable yacht of the qualifying year. No entry is required, or is possible, other than by entering a Sailing Yacht Category.

15.3. Quality and Value Award. Presented to a yacht in any category that the judges consider to represent particularly high quality, while avoiding any undue escalation in cost. For yachts to be considered for this award, the yacht's build price must be accurately disclosed in the Specification sheet.

16. Voyagers Award. Nominations for this award are to be made on the event website. The Voyager's Award is presented to the yacht that, in the opinion of the judges, completed the most inspirational cruise during the Qualifying Year. Cruises may have begun in the year preceding the Qualifying Year. (e.g. The Qualifying Period for the 2019 Awards is from the 1st January 2017 to 31st December 2018.) The owner or a person nominated by the owner, such as the principal of a charter party but NOT a

member of the crew, must have been aboard for substantially the majority of the duration of the cruise. Required documents are:

16.1. A Brief Account of the Cruise. Its length should not exceed three typewritten A4 pages (approximately 2,500 words). Whilst the yacht may have begun its journey at any time, for the purposes of this Award we ask that a starting and finishing point that were on the track during the Qualifying Period for the Award should be selected. The text should inform the jury of noteworthy events and landfalls along this route.

16.2. A Chart Showing the Track of the Yacht. This should be marked up to show significant stopping places and should also indicate your progress by showing dates at suitable intervals along the track.

16.3. Photographs taken during the Voyage. Please submit up to 100 photographs in .jpg format with a file size suitable for projection on a large screen. These will be screened for the judges and will not be copied, printed or distributed to any other party, other than that a small selection of pictures from the winning entry will be used in the Gala Evening Programme and projected on the screen during the Prize Giving Awards Ceremony, and that at least one image will be used in print and on the website.

16.4. Further Information. Within the absolute limit that your complete submission (excluding photographs) should not exceed six A4 pages, entrants are invited to submit any further information that you would like the judges to consider. This may include copies of log pages, any visitor/passage certificates (such as those issued at Cape Horn or other significant landfalls) or examples of interesting paperwork.

17. The Legacy Award. This Award is presented to an individual who has made an outstanding contribution to the superyacht industry over many years. Any individual who knows the nominee on a personal level is permitted to make a nomination. Such nominations are to be made on the WSA website. The required documentation should include a CV of the nominee that, while touching upon his business activities, should give particular emphasis to his/her yachting career and achievements. The chosen person should not be a controversial figure, nor should the nomination be motivated by any factor other than the individual's contribution to yachting.

18. Occasional Awards. These are presented on an occasional basis at times when the Judges consider that an award is appropriate.

18.1. Motor-Sailing Yacht Award. A Motor-Sailing Yacht is defined as a yacht able to be propelled by both sails and power in which the principal source of power is the motor, rather than the sails. It will be awarded to any vessel delivered to her owner in the Qualifying Year that the judges consider to be an outstanding vessel of her type. Should three or more vessels of this type be entered for the WSA then, at the discretion of the Judges, a separate class, additional to Motor Yachts and Sailing Yachts, may be formed.

18.2. Multihull Award. Presented to a yacht with multiple hulls, such as a catamaran or trimaran – powered principally by either motor or sail – that the judges consider to be an outstanding vessel of her type.

18.3. **Support Vessel Award.** Presented to a support vessel, ‘shadow boat’ or similar, the purpose of which is to support a superyacht. Should three or more vessels of this type be entered for the WSA then, at the discretion of the Judges, a separate class may be formed.

THE JURY – DUTIES AND GUIDANCE

19. **Composition of the Jury.** The World Superyacht Awards jury is to be overwhelmingly comprised of superyacht owners and former superyacht owners who have been involved in the design, development and construction of their own yachts. As a guide, the Jury should consist of between 15 and 23 owners who may be supported by two further jurors who need not be current or past superyacht owners, but who have significant technical, construction or other relevant experience within the superyacht industry. A Chairman, a Vice-Chairman, and a Steering Committee will be selected from jury members as outlined below. There is no fixed term for service on the WSA Jury. All jury members and potential members are asked to ensure that they have sufficient time to devote to the task, and especially sufficient time to visit nominated yachts. Should any jury member wish to step down, they are requested to give adequate notice of their intention so that a replacement can be appointed. Judges may, in consultation with the Steering Committee and/or BIM, take a ‘sabbatical’ of, for example, a year, representing a complete judging cycle, during which their position on the Jury will be kept open.

20. **Voting.** All votes cast by the jury will be by secret ballot and will require a simple majority to be carried. The only exception to the ‘simple majority’ rule is that a 90% majority will be required for any votes relating to material changes to the voting procedures.

21. **Boat International Editor.** The Editor of Boat International Magazine will have the right to attend all Jury meetings as a representative of BIM. She/he will not be permitted to vote but during discussions she/he may raise any relevant facts that she/he considers to be important to the discussion. The Editor may delegate this role to any person she/he considers appropriate.

22. **Role of the Jury.** The prime role of the jury is to consider the entered yachts without favour or bias before selecting the winners by secret ballot.

23. **Duties of all Jury Members.** All judges are asked to attend the annual Judges’ Meeting at which votes are cast to select WSA winners. Because new information will be presented at this meeting (for example, by judges who have been aboard the nominated yachts), judges who do not attend the Judges’ Meeting are unable to cast votes, however they may submit a written contribution to the judging that will be considered by the judges present at the meeting before voting takes place. Judges assess the yachts entered for the WSA in two ways, each of which calls for action by individual judges in addition to their attendance at the Judges’ Meeting.

23.1. **A Comprehensive Study of the Judges’ Dossier.** The main source of information used in the judging process is contained in the Judges’ Dossier, which is compiled by the WSA Office from information submitted by the nominated yachts. It is distributed to judges three weeks before the Judges’ Meeting, and judges are asked to have read this and to have provisionally marked their secret ballot voting papers before attending the meeting.

23.2. Visits to Nominated Yachts. The second source of judging information is obtained from judges' individual or group visits to yachts. It is an aim of the event that every nominated yacht should be visited by at least one judge between the date of the yacht's nomination and the Judges' Meeting, thus gaining a level of knowledge beyond that which can be obtained from documents or photographs. Such visits are carried out with the pre-agreement of the yacht's owners. To achieve this aim, every judge is asked to personally visit and assess a minimum of six yachts every year. They will have the opportunity to present their findings during the discussion of the respective yachts during the Judges' Meeting.

23.3. Other Meetings. The Jury may be invited to attend at least one other meeting during the year, typically at the Monaco Yacht Show.

24. Chairman of the Jury - Qualification and Duties. The Chairman should be a superyacht owner with several years' experience as a WSA Judge. She/he will hold the position for one year but subject to approval by the jury voting by secret ballot, this may be extended annually to a maximum term of five years should they be willing to continue in the role. The chairmanship is a non-executive position and in this respect BIM, as owners of the event, and the Steering Committee must give their final approval for any recommendations made by the Chairman that might affect the operation or other aspects of the WSA. The Chairman's duties include:

24.1. Chairman of the Judges' Meeting. His/her main role is to act as Chairman of the Judges' Meeting. She/he may cast her/his vote at the meeting in the same manner as other judges. In cases of a tied vote, she/he is responsible for establishing a suitable process to decide the winning entry, such as re-voting solely for the two tied yachts.

24.2. Liaison with the WSA Office. The Chairman should maintain a close liaison with the WSA Office, for example, discussing future plans and proposed dates for WSA events, and reading any group communications to the Judges, such as Judges' Newsletters, before dispatch.

24.3. Chairman of the Steering Committee. Where necessary, she/he will act as Chairman of the Steering Committee.

25. Vice-Chairman of the Jury - Qualification and Duties. The Vice-Chairman should be a superyacht owner with several years' experience as a WSA Judge. His/her duties include:

25.1. Understudy for the WSA Chairman. To understudy to the Chairman, stepping into the Chairman's role in case of the illness or other unavailability, or, for example, if the Chairman has a conflict of interest as provided for in paragraph 29.2, below.

25.2. Chairman-in-Waiting. It will be normal for the Vice-Chairman to assume the role of Chairman at the end of the Chairman's term, providing that the Jury, voting by secret ballot, approves this.

26. Steering Committee - Composition and Role. The task of the Steering Committee is to work in conjunction with the WSA Chairman and BIM to act as guardians of the WSA.

26.1. Composition. The Steering Committee should consist of the WSA Chairman, Vice-Chairman, together with four or five other members of the Jury. The Editor of Boat International Magazine, or another suitable person appointed by BIM, may sit on the Steering Committee and contribute as they see fit, representing BIM on matters pertaining to the event or its viability.

26.2. Roles of the Steering Committee.

26.2.1. Guidance and the Integrity of the Awards. The prime role of the Steering Committee is to offer guidance to the WSA Chairman or BIM when they request it, and to ensure the reputation and integrity of the Awards remains paramount.

26.2.2. Consideration of Changes Proposed to the WSA. The Steering Committee should consider and either approve, suggest modifications, or advise against changes proposed by the WSA Chairman or BIM that might affect the character, or perceived integrity of the WSA. For all such matters, the Steering Committee's interaction is primarily discussion with the WSA Chairman and BIM, although they may approach the Jury as and when necessary.

26.2.3. Placing Yachts in Classes. Acting on behalf of the Jury as a whole, the Steering Committee will assist BIM in allocating yachts to the classes in which they will be judged, amalgamating or subdividing the classes should this become necessary.

26.2.4. Annual Approval or Revision of the WSA Rules. The WSA Event Rules & Guidelines (this document) is to be reviewed annually by the Steering Committee or by a person nominated by the Steering Committee. Any material change proposed should be approved by the jury as well as by BIM.

26.2.5. Provision of Judging Advice to New Jury Members. The Steering Committee may issue guidance to new Jury members regarding the procedural requirements for the judging of nominated yachts. This is usually given in the form of a document, which may be amended from time to time.

26.2.6. Meetings. The Steering Committee may convene appropriate meetings, to discuss relevant matters, for example, during the Awards weekend and the Judging weekend.

27. Selection Procedures for WSA Jurors, Chairman, Vice-Chairman and Steering Committee.

In the normal course of business, the appointment of Jurors, Chairman, Vice-Chairman and Steering Committee members will be dealt with during the Judging weekend after the conclusion of the voting on nominated yachts. The selection processes are as follows:

27.1. WSA Jurors. Jurors are appointed to the panel and serve for as long as they wish, subject to their on-going ability to commit sufficient time to the process. A process of nomination, which is led by the BIM, selects WSA Jurors. For new appointments to the positions reserved for current superyacht owners or past owners, preference will be given to current superyacht owners who are members of the BIM Owners' Club. Nominations for Jurors may be made by serving or past Jurors, BIM, yacht owners (including self-nomination) and other competent bodies. BIM collects and passes the names of prospective jurors to all current jury members for comment. Having been provided by BIM with details of these comments, if any, the nomination will then be decided on by the Steering

Committee using a suitable methodology, considering any relevant factors. The Steering Committee's decision is final.

27.2. **The Chairman** serves for a one-year term at the end of which, if she/he wishes to continue in this role, the term may be extended by the jury in an annual vote, to a maximum term of five years. The annual vote is to be carried out in a secret ballot, managed by BIM, who will inform the incumbent Chairman and the jury members of the outcome without declaring the numbers of votes for and against. In normal circumstances, the Vice-Chairman will succeed the Chairman at the end of his term, providing that the Jury, voting by secret ballot, approves this. Should the Vice-Chairman be unable, for any reason, to accept the role of Chairman, the departing Chairman (or, if she/he is unavailable, BIM) will ask jury members to nominate a replacement, and ascertain whether those nominated are willing to stand. Unless a candidate is found by mutual consent during this process, the jury will be asked to select a Chairman by secret ballot from those jury members wishing to be considered for this role.

27.3. **WSA Vice-Chairman.** The procedure is similar to that above, with jurors being asked to confirm his/her position annually by secret ballot. If a replacement is required, any jurors willing to assume the role will be asked by BIM to put their names forward. Unless a candidate is found by mutual consent during this process, the jury will be asked by BIM to select a Vice-Chairman by secret ballot from among those jury members who have stated a willingness to stand.

27.4. **Steering Committee Members.** Steering Committee members are to be elected by the jury as a whole to serve for a two-year period. They may stand for re-election at the end of that period and there is no limitation on their term.

28. DUTIES OF THE BOAT INTERNATIONAL WSA OFFICE

28.1. Liaise closely with the WSA Chairman.

28.2. Manage the WSA website, keeping it up to date and relevant to the current event.

28.3. Publicise the upcoming WSA to ensure an appropriate level of entries.

28.4. Liaise with the BI Editorial Office to determine which superyachts qualify for entry in the forthcoming year and approach them to secure early entries.

28.5. Manage the WSA entry process and the collection of requested information.

28.6. Compile regular Judges' Newsletters to keep the jury informed of all matters of interest and provide judges with early notice of key calendar dates/venues, such as the Judges' Meeting, WSA Prizegiving and important superyacht shows. Seek input to the Newsletter from the Chairman before its distribution to judges.

28.7. Organise and manage judges' visits to entered yachts.

28.8. Organise and manage judges' visits to yachts at key superyacht shows.

28.9. Assemble and dispatch the Judges' Dossier to jury members.

28.10. Manage the Judges' Meeting and the marking arrangements.

28.11. BIM is responsible for ensuring a sufficiency of suitably qualified persons to act as Judges for the WSA. For this, BIM will work in concert with the Steering Committee and the existing Jury members, following the process outlined in paragraph 27.1

29. SUGGESTED PROCEDURE AT THE JUDGES' MEETING

29.1. **Order of Judging.** The Chairman and the WSA Office are to agree on the order in which categories are judged.

29.2. **Conflicting Interests.** The independence of the Jury is of paramount importance and the Jury must ensure that neither a conflict of interest, nor anything which might lead to the perception that a conflict might exist, should affect the good reputation of the WSA. Judges should declare any conflicting interest in relation to any nomination. Should any judge have any doubt regarding this matter, she/he should declare it to the Chairman in private for appropriate consideration. The Chairman may involve the Steering Committee as required. Any judges with yachts entered in the competition, or with conflicting interests that include, but are not limited to, an interest or relationship with a shipyard or designer or other person, or a past or potential future relationship with a shipyard or designer or other person that might cause a conflict of interest, or a perception that such a conflict may exist, should leave the room and excuse themselves from judging for the duration of consideration of that class. Where significant and lasting conflict might exist over a period of one year or more, the Chairman or the judge in question may suggest that she/he temporarily or permanently step down from the Jury.

29.3. **Challenges.** Before any consideration of the yachts takes place, any judge may challenge the class to which any yacht has been allocated, or the presence in the room of anyone who may have a conflicting interest as defined in paragraph 29.2 above. For the challenge to succeed, it must be supported by a simple majority.

29.4. **Insufficient/Incorrect Documentation.** Any judge may also propose that any individual yacht that, in his/her view, has provided insufficient, appropriate or accurate documentation should not be judged. For the challenge to succeed it must be carried by a two-thirds majority.

29.5. **Judging Procedure.** The first step in the Judging process is to show the supplied photographs of the first yacht in the class. Judges who have seen this yacht are then invited to brief the remainder of the jury on their findings. The Chairman then adds any information that she/he has obtained from absent jurors, invites comments from the floor and moderates the discussion that follows. When discussion is finished, Judges are invited to confirm or modify the votes they awarded to that yacht in the provisional marking undertaken before the meeting on their ballot papers. Each yacht in the class is treated in this manner until all have been considered, at which point the Chairman moves the meeting on to the next class until all classes have been considered.

29.6. **Tasks of the WSA Office Staff at the Meeting.** Having collected the secret ballot papers from Judges when they have finalised the marking for each class, the WSA Office team calculate the scores on individual ballot sheets and enter these scores on a consolidation sheet. The results of each class are then verified by an appropriate Independent Person, being a qualified accountant, auditor or similar, and then presented to the

Chairman when they have been calculated and checked. The Chairman may then announce them to the jury, having first ascertained that no jury members who were excluded from judging the class in question are present in the room.

29.7. Error Procedure. During the Judges meeting, any Juror is able to challenge the result of a class as it is announced should she/he feel that an error has been made. In this case, the WSA Office members present will recalculate the scoring sheets, in conjunction with the Independent Person and inform the Chairman of the result. Should an error that affects the winner of a class be discovered after the meeting has closed, the Chairman, working with the WSA Office, will rerun the voting for the affected class and, recognising the importance of discussion, replicate as closely as possible the process of the original voting. This may, in order of preference, be done by reconvening the meeting, by a video-conference, or by an email discussion followed by a vote which, in all cases, will be by secret ballot organised by BIM.

29.8. Finality of Decisions. Decisions made by the jury are final and will be confirmed once all processes are completed.

29.9. Confidentiality of the Results. All jurors and others who are privy to the results determined by the jury are not to reveal the identity of the winners until the conclusion of the Prize Giving. Jurors must not enter into any discussions at any time concerning the discussions between jurors at the Judges' Meeting.

AWARDS

30. Neptunes, Judges' Special Awards and Commendations. Three types of Award are presented. These are:

30.1. Neptune. The winners of the New Yacht Classes, including the occasional classes such as Motor-Sailing Yacht Award and Multihull Award, the winners of the Refitted, Rebuilt, and Converted Yachts, the winners of the Motor and Sailing Yachts of the Year, Quality and Value Award winner, and the winners of the Voyager's Award and the Legacy Award, will receive an inscribed World Superyacht Awards Neptune trophy. These are the prime trophies awarded at the event.

30.2 Judges' Special Award. The Judges have discretion to make a Special Award of a Neptune trophy should they believe one is justified. A Judges' Special Award ranks close to a Class Win and can be given, for example, when judges feel that a second placed yacht was so close to winning its class that it would be appropriate to recognise this achievement.

30.3. Judges' Commendation. A Judges' Commendation is a lesser award, which might be given to a yacht, for example, to commend it for an extraordinary design feature.

AMENDMENTS TO THE RULES OF THE WORLD SUPERYACHT AWARDS

31. Rule Amendments. BIM, acting in conjunction with either the Jury or the Steering Committee as appropriate, reserve the right to make any amendments necessary.

End of Document.

List of Annexes:

A: Advice to those making a Nomination.

Annex A:

ADVICE TO THOSE MAKING NOMINATIONS

1. Thoroughly read the Competition Rules & Guidelines, together with the Submission Requirements for the category that you have entered, and comply with them exactly
2. Prepare your documentation accurately and ensure that it does not exceed the maximum number of pages allowed
3. Any statements required should be written specifically to satisfy the specific needs of the World Superyacht Awards, and should not be general press releases
4. Select photographs that will give the judges a comprehensive impression of the yacht. These should be individual .jpg files and whilst they do not need to be professionally shot, they need to be of sufficient standard for the Jury to properly assess the yacht
5. Do not submit more photographs than are requested – if you do this, the World Superyacht Awards Office will be obliged to reduce the number themselves in order to provide the judges with the requested number of photographs, and those selected may not be the ones you might have chosen.
6. Although video is not a required element of submission, it is helpful for the Jury to see the nominated yacht through this medium. Include video if at all possible
7. Be timely when submitting your material
8. If you require further guidance on submitting your entry, speak with the World Superyacht Awards office at BIM.