



Superyacht Racing  
**CORINTHIAN SPIRIT CLASS**  
Overview

**America's Cup Superyacht Regatta 2017**

**Exhibit 3**



The superyacht racing circuit is thriving with new yacht owners coming on the scene every year, but there is a need to broaden the appeal of superyacht regattas. Recognizing this need, the SuperYacht Racing Association (SYRA) membership has developed a new initiative: the Corinthian Spirit Class. A primary goal is to grow participation, providing yacht owners not currently involved with an alternative to what is viewed as increasingly competitive and resource intensive racing.

The new Corinthian Spirit Class is meant to be different with an emphasis on close, fun racing, fewer regatta expenses, streamlined access to a superyacht handicap, and minimal impact on the yacht captain's resources in the lead up to regattas. This new class is intended to attract both yacht owners who have participated in the past and those who have yet to compete, addressing concerns about all that is required to get their yachts 'race ready'.

#### **Class Features**

Features that distinguish the Corinthian Spirit Class from conventional superyacht racing include:

- Modified eligibility criteria - no spinnakers and only jibs on furlers or hanks;
- Reduced regatta expenses – with no spinnakers, the need to augment permanent crew is minimized and the handicapping philosophy eliminates the need to optimize one's yacht for racing (see handicapping section below);
- Minimizing preparation impact on Captain and crew - Organiser will assist entrants with any regatta logistic needs.

#### **Handicapping Philosophy – Fun Racing**

An important initiative goal is to keep the racing fun and close without owners having to optimize yachts:

- Simplify the handicapping process - simplified application and reduced fee with ORC and the SYRA available to assist the captain as needed;
- Special Corinthian Spirit handicap certificate (ORCs) – a one-number handicap that incorporates a subjective pre-regatta assessment on the preparation / optimisation of the yacht to race (e.g. age of sails, condition of bottom, etc.);
- A handicapping philosophy that will provide close racing with all well sailed entrants capable of a podium finish regardless of pre-regatta expenditures and preparation;
- Handicap adjustments on site to be made by a panel consisting of ORC and SYRA members (not the Regatta Organizer);
- Handicap adjustments may be applied between races based on observed speed and yacht maneuvering characteristics;
- The goal is to provide an enjoyable experience for all yacht owners in class while rewarding those yachts that are well sailed.

#### **Safe Racing**

Safe racing has been and will continue to be a top priority of Organizers and the SYRA. There will be no compromise to safe racing with the Corinthian Spirit class.

- The standard Racing Rules Appendix SY will be invoked (40 metre minimum separation, single file starts, VHF safety channel, etc.);
- As with all superyacht racing, an 'RRS-Safety Afterguard Member' will be required. The SYRA will assist the entrant in finding an experienced individual;
- On site briefings will be conducted by experienced captains and afterguard members regarding onboard safety and lessons learned.

#### **Additional Considerations and Incentives include:**

- Shorter, less challenging race courses;
- An 'Owner-Driver' credit for the yacht's handicap;
- A 'Best Starter' award at the conclusion of the regatta.