



## 2017 ST BARTHS BUCKET

### J CLASS

## SAILING INSTRUCTIONS

16 - 19 March, 2017

### PART I ADMINISTRATIVE

#### 1 BUCKET RACE OFFICE

The Bucket Race Office is located under the marquee at the quay in the port of Gustavia,

Back Office	Open 0900, Wednesday, 16 March	0690 88 48 42
Race Office	Open 0900, Thursday, 17 March	0690 88 25 69

#### 2 REGISTRATION

Captains shall complete their regatta registration at the Bucket Back Office no later than 1700, Wednesday, 15 March.

#### 3 DISCLAIMER OF LIABILITY FORM

Disclaimer of Liability forms (see Exhibit 4) will be available at the Bucket Race Office. They shall be signed by all crew members and guests and returned prior to Thursday morning's pre-race briefing. Yachts that do not submit completed forms will not be scored. For any change in crew or guests during the regatta, the forms shall be updated to reflect new crew members or guests.

#### 4 FFV LICENSES

French citizens sailing in the regatta shall hold a valid FFV Sailing License. Temporary Licenses may be obtained from the organizing authority. Please contact the organizing authority in advance or the race office on-site to obtain a license.

#### 5 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. Bucket Events SAS, the organizing authority, sponsors, all other affiliated organizations and individuals, will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after the regatta. See RRS 4.

#### 6 INSURANCE

Each yacht shall maintain €5,000,000 in liability insurance. Each Captain and owner shall certify that all crew aboard, both professional and amateur, are properly insured against all liabilities and injuries incurred while participating in this regatta.

#### 7 TRANSITING TO AND FROM THE RACE COURSE

Yachts shall use the harbor channel when transiting to and from the race course each day, leaving Gros Ilets to port when departing the harbor and to starboard when returning. Yachts shall not transit through the anchorage between Gros Ilets and Les Saintes. Please adhere to the three knot speed limit in the harbor.

#### 8 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located under the marquee at the port of Gustavia quay and posted on the St Barths Bucket website.

#### 9 SCHEDULE OF EVENTS

See Exhibit 1 for the racing and shoreside schedule details.



## 2017 ST BARTHS BUCKET

### J CLASS

## SAILING INSTRUCTIONS – Part II

16 - 19 March, 2017

The J Class will race windward/leeward (W/L) courses in an area WNW of St Barths on Thursday and Friday. On Saturday and Sunday, the J Class will race coastal courses and start prior to the Pursuit Fleet with a conventional fleet start. The Pursuit Fleet, racing under separate sailing instructions and the RRS Appendix SY, will start and likely finish after the J Class. The J Class will not use Appendix SY in their fleet. However, if a yacht in the J Class meets a yacht in the Pursuit Fleet, the Racing Rules of Sailing as changed by Appendix SY will apply. On Saturday and Sunday, all J Class yachts shall monitor the Bucket Regatta VHF Safety Channel at all times while racing and adhere to Safety Channel protocol (see SI 21).

## PART II RACING RULES AND CONDITIONS

### 1 THE RULES

The regatta will be governed by:

- a) The rules as defined in *The Racing Rules of Sailing* for 2017-2020 (RRS)
- b) RRS Appendix SY (Exhibit 2) applies when a J Class yacht meets a Pursuit fleet yacht. However, RRS SY 2.2 and SY 2.5 apply at all times for coastal races;
- c) The 2017 J Class Rules and interpretations (J Class Safety Requirements can be found in Appendix A);
- d) Addendum Q (version J Class 2017) as approved by World Sailing (Exhibit 3);
- e) [The prescriptions of the Fédération Française de Voile \(FFV\)](#);
- f) The safety requirements designated by the yacht's flag state, classification society and/or code of compliance, except when they conflict with the J Class Rule;
- g) 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.

### 2 AMENDMENTS AND NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board, located under the event marquee on the quay.
- 2.2 Any change to the sailing instructions will be posted on the official notice board no later than 0900 on the day the amendment takes effect, except that changes to the program will be posted by 2000 on the day before the change takes effect.
- 2.3 In accordance with RRS 90.2(c), changes to the sailing instructions may be made on the water by hail on the race committee channel. The race committee will display flag L with one sound before making the announcement of the change.
- 2.4 The race committee will broadcast its intention for the day's racing on the race committee channel at least one hour prior to the warning signal.

### 3 SIGNALS MADE ASHORE

Signals made ashore will be displayed from a flagpole located at the event marquee.

### 4 SCHEDULE OF RACES

- 4.1 Five races are scheduled, two W/L races on Thursday 16 March, one W/L race on Friday 17 March, one coastal race on Saturday 18 March and one coastal race on Sunday 19 March. One race is required to be completed to constitute a series.
- 4.2 The first warning signal for the J Class is scheduled for 1100 on Thursday, 1330 on Friday, and 1100 on Saturday and Sunday. The official time for the St Barths Bucket will be Atlantic Standard Time (AST).

## **5 CLASSES AND CLASS FLAGS**

- 5.1 The Bucket Fleet will be separated into six classes; the J Class, Les Gazelles des Mers, Les Elegantes des Mers, Les Mademoiselles des Mers, Les Grandes Dames des Mers, and Les Voiles Blanche. A list of yachts, by class, will be posted on the event website and on the official notice board no later than Wednesday, 15 March.
- 5.2 J Class yachts will display the J Class flag while racing.

## **6 RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE**

- 6.1 The Captain will designate an RRS-Safety Afterguard Member, an individual who is active with *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and the Appendix SY.
- 6.2 The Captain will designate a Communications Officer who will monitor and communicate on the VHF safety channel on Saturday and Sunday. It is recommended that this individual have experience with radio protocol and experience with and an understanding of the RRS and the Appendix SY.
- 6.3 The Captain will determine what crew position the RRS-Safety Afterguard Member assumes (tactician, helmsman, navigator, strategist, etc.). The designated RRS-Safety Afterguard Member may assume the position of Communications Officer.
- 6.4 The RRS-Safety Afterguard Member shall attend all pre-race briefings and shall be responsible for ensuring the Daily Declaration Form and portable GPS tracking unit are returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

## **7 BRIEFINGS**

- 7.1 The J Class pre-regatta Captains' Briefing will be held at 0900, Wednesday 15 March at the event marquee. Attendance is mandatory for the Captain, designated RRS-Safety Afterguard Member and Tactician.
- 7.2 The Pursuit fleet pre-regatta Captains' Briefing will be held at 1700, Thursday 16 March at the event marquee. Attendance is mandatory for the J Class Captain, designated RRS-Safety Afterguard Member and Tactician. The King's Hundred Guinea Cup will be presented to the winner of Thursday's J Class W/L races at 1700.
- 7.3 A mandatory briefing each racing day, Thursday – Sunday, will be held at 0830 at the event marquee. The racecourse, starting sequence options, weather and any safety issues will be addressed. Daily Declaration Forms and GPS tracker units will be distributed. The J Class Captain is excused from the morning pre-race briefing if their yacht is scheduled to depart the dock prior to 0930, however, the RRS-Safety Afterguard Member must attend all briefings.
- 7.4 A mandatory umpires' briefing will be held after racing each day (chief umpire Alfredo Ricci and umpire Bill O'Hara). Attendance is mandatory for the Captain and afterguard. The location and time of the meetings will be made known at the J Class pre-regatta Captains' Briefing.

## **8 DAILY DECLARATION FORM, GPS TRACKER and RANGEFINDERS**

- 8.1 Each yacht's RRS-Safety Afterguard Member shall complete a Daily Declaration Form (Exhibit 5). The completed form shall be delivered to the race office within two hours of the yacht's finish.
- 8.2 Prior to arriving in the starting area, GPS tracker units shall be attached to each yacht in accordance with the GPS Tracker Instructions (SI Exhibit 6). The GPS tracker shall be returned to the race office as soon as practicable after racing, but no later than two hours after each yacht finishes racing.
- 8.3 The GPS unit will track the yacht's course each day. Tracking will be live and available for replay after racing, providing an approximate record of course sailed and proximity of J Class yachts to Pursuit Class yachts. The race committee will have a comprehensive record of every crossing, rounding or passing situation and be able to monitor the 40 meter minimum separation when Appendix SY applies.
- 8.4 All yachts will be issued two Pantaenius Laser Rangefinders to be used by the crew to determine distance between J Class and Pursuit Fleet yachts (see Exhibit 7). Rangefinders shall be returned to the race office along with the GPS tracker on Sunday following the racing that day.

## **9 USE OF ENGINES AND THRUSTERS**

- 9.1 For safety reasons, Pursuit Fleet 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. J Class Yachts may also use their engines and bow thrusters to avoid a collision. Breaches of SI 9 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

- 9.2 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.

## **10 RACING AREA / START LOCATION**

Racing will take place in the vicinity of St Barthélemy and its adjoining islands. A chart showing the racing area is Imray-Iolaire #A 241. The rendezvous location for racing on Thursday and Friday will be approximately 2.0nm WNW of Le Pain de Sucre. The rendezvous location on Saturday and Sunday will be just outside Gustavia Harbor entrance, SE of Le Pain de Sucre. The race committee will broadcast the location of the signal boat when on station on the race committee channel.

## **11 TURNING MARKS, BUOYS AND COURSES**

- 11.1 Diagrams, course descriptions and the list of marks for coastal courses can be found in Exhibit 9. This includes the order in which marks are to be passed, and the side on which each mark is to be left. The written course descriptions take precedence over the course diagrams. The list of marks, which are islands, rocks, yellow flashing-light buoys (marking nature reserves) and inflatable buoys, include their approximate location.
- 11.2 Diagrams, course descriptions and the list of inflatable marks for W/L racecourses are found in Exhibit 10.
- 11.3 Mark X: For coastal course racing only, the race committee may position an inflatable mark, to be rounded after the start, at a bearing and distance from the starting line as displayed on a board and announced on the race committee channel. When Mark X is a mark of the course, the race committee will display one of the following flags prior to the warning signal:
- |            |                                   |
|------------|-----------------------------------|
| Red flag   | Mark X shall be left to port      |
| Green flag | Mark X shall be left to starboard |
- 11.4 For coastal course racing only, RRS 34, Mark Missing; Race Committee Absent, is changed to add:  
(c) substitute a waypoint which will be announced on the race committee channel.  
When RRS 34(c) applies, yachts shall record the time they passed the waypoint on the Daily Declaration Form.

## **12 THE RACE COMMITTEE BOATS**

- 12.1 The race committee signal boat (starting & finishing line) will be made known at the J Class pre-regatta Captains’ briefing.
- 12.2 The race committee mark boats will be identified by dark blue race committee flags.
- 12.3 The two umpire boats will be identified with white flags with a black letter ‘U’.

## **13 THE START**

- 13.1 Races will be started using RRS 26.
- 13.2 The times for the J Class scheduled starts are found in SI 4.2. On Saturday and Sunday, the scheduled starting time for the first yacht in the Pursuit Fleet will be 1130.
- 13.3 The starting line will be between a staff displaying a large orange flag on the race committee signal boat and the course side of a yellow inflatable tetrahedron.
- 13.4 An inflatable buoy will be laid near the race committee signal boat as an inner limit mark (ILM). Yachts shall start between the pin end of the starting line (yellow buoy) and the ILM. The ILM is a mark of the course, but may not be on the starting line.

## **14 RECALLS**

- 13.1 The race committee will attempt to identify recalled boats by broadcast over the race committee channel. Failure of a boat to hear her recall notification and the timing and order of such hails will not be grounds for redress. This changes RRS 62.
- 13.2 A boat starting more than 6 minutes after the starting signal will be scored DNS. This changes rule 29.1.

## **15 CHANGING THE NEXT LEG OF THE COURSE**

A course change for any leg of the race will be signaled by a race committee boat, displaying flag C, in the vicinity of the last rounding mark. The change will be signaled before the leading yacht in class has begun the leg. The race committee will broadcast any course changes over the race committee channel. This changes RRS 33.

## **16 THE FINISH**

- 16.1 The finishing line will be between a staff displaying a large orange flag on a race committee signal boat (in the same approximate location as the start for coastal races) and the course side of an inflatable tetrahedron.
- 16.2 The race committee may lay an inflatable mark as an inner limit mark (ILM). When there is an ILM in place, yachts shall finish between the pin end of the finishing line and the ILM. The ILM is a mark of the course, but may not be on the finishing line.
- 16.3 A sound signal will be made for each finishing yacht.
- 16.4 Time Limit: Yachts failing to finish within 60 minutes after the first yacht in class sails the course and finishes will be scored points for the finishing place equal to the number of yachts that finished that race plus 1. This changes RRS 35, A4 and A5.

## **17 PENALTY SYSTEM**

- 17.1 The organizing authority will take a proactive stance on enforcing the rules of the regatta, safety and sportsmanship. Safe racing is the responsibility of everyone involved in the St Barths Bucket. The level of sportsmanship in this event has set a standard in superyacht racing and the race committee fully expects the same level of mutual respect between competitors at all Bucket regattas. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement and safe racing.
- 17.2 Penalties applied under RRS 64 for breaches of the rules, other than a rule of RRS Parts 1 or 2, may be less than disqualification at the discretion of the jury.

## **18 PROTESTS AND REQUESTS FOR REDRESS**

- 18.1 Protest forms are available at the race office. Protests and requests for redress shall be delivered there within the protest time limit. The protest time limit is 90 minutes after the last yacht in class finishes.
- 18.2 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.
- 18.3 On the last scheduled day of racing a request for redress based on a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

## **19 SCORING**

- 19.1 Yachts will be scored based on the JCA handicap. The race committee will determine and announce the wind speed and course configuration for scoring purposes on the last leg of the course.
- 19.2 The Low Point System, RRS Appendix A will apply. No score will be excluded.
- 19.3 Decisions concerning course selection and wind strength used for scoring are the responsibility of the race committee and shall not be grounds for a request for redress. This changes RRS 62.

## **20 SAFETY REQUIREMENTS**

- 20.1 The yacht's man-overboard procedure should be practiced aboard each yacht at least once by the crew racing in the regatta prior to the first race of the series.
- 20.2 In the event of a person overboard during a race, the yacht with a person overboard should attempt to recover the person immediately. In the interest of safety, a yacht can call on the assistance of a rescue craft (yacht tender, race committee boat, etc.) for immediate assistance. Whether the person overboard is transferred back to the racing yacht or taken ashore will be at the discretion of the Captain. When a yacht receives assistance recovering crew, she shall complete a 270 degree turn before continuing in the race. This changes RRS 47.2."
- 20.3 A yacht that retires from a race shall notify the race committee by hailing or on the race committee channel before leaving the race area, or by calling the race office as soon as practicable.
- 20.4 Crewmembers of all yachts are encouraged to read and follow the regatta's on-water emergency procedures (Exhibit 8)

## **21 COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)**

- 21.1 The race committee will use VHF 06 for communication on Thursday and Friday on the J Class W/L courses. The race committee will use VHF 72 for communication on Friday, Saturday and Sunday on the coastal courses. All yachts shall monitor the appropriate channel from the time they approach the starting area until departing the finishing area following the race.
- 21.2 The Bridge-to-Bridge Safety Channel is VHF 17. On Friday, J Class yachts shall maintain an active radio watch when transiting to and from the W/L course area. On Saturday and Sunday, 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 a Pursuit Fleet yacht shall respond in a timely fashion. This channel should be used when in close quarters with a Pursuit Fleet 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.

21.3 On Saturday and Sunday, all J Class yachts are required to perform a radio check and receive acknowledgement from the race committee on the Safety Channel within 30 minutes of their scheduled warning signal.

21.4 The alternative to VHF radio will be mobile phone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's Captain, RRS-Safety Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF 17 and VHF 72 are in use.

21.5 Yachts shall operate Automatic Identification System (AIS) transponders at all times while afloat and off moorings. AIS equipment shall not be removed from the yacht prior to racing. AIS assists in maintaining safe separation between yachts and collision avoidance and will be utilized by the TracTrac system when GPRS signals are out of range.

## **22 SUPPORT BOATS**

22.1 All J Class support boats must register at the race office prior to the start of racing on Thursday, 16 March. Support boats shall conspicuously display the J Class flag.

22.2 Media, support and spectator boats shall monitor the race committee channel, shall stay clear of the starting area, and shall not interfere in any way with boats racing or the race committee.

## **23 AWARDS**

23.1 Daily awards for first place in each class will be presented following racing that day at the event marquee. The King's Hundred Guinea Cup will be awarded to the J Class winner of Thursday's windward/leeward race(s) at the event marquee just prior to the pursuit fleet's pre-regatta Captain's Briefing.

23.2 Series awards for first, second and third place and the Overall Bucket Winner will be presented on Sunday, 19 March at the final awards ceremony. The criteria for the Overall Bucket Winner will be posted on the event website prior to 14 March.

23.3 There will be special trophies awarded for meritorious acts, yacht handling and other notable behavior on Sunday, 19 March.

## **24 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury nor death sustained in conjunction with, prior to, during or after the regatta.

## **25 BOTTOM LINE**

The rules outlined in these instructions constitute a comprehensive set of racing and safety rules. The purpose of the rules is to encourage fair competition, good sportsmanship and absolute collision avoidance. All competitors agree to be bound by the rules as defined in *The Racing Rules of Sailing*.

*Copies of all exhibits are available at the race office and in the Captain's Packages.*

- Exhibit 1 Schedule of Events
- Exhibit 2 RRS Appendix SY
- Exhibit 3 RRS Addendum Q (version J Class 2017)
- Exhibit 4 Disclaimer of Liability and Crew List
- Exhibit 5 Daily Declaration Form
- Exhibit 6 GPS Tracker Instructions
- Exhibit 7 Pantaenius Rangefinder Instructions
- Exhibit 8 On-Water Emergency Procedures
- Exhibit 9 Marks of the Course and Courses (coastal courses)
- Exhibit 10 Windward/Leeward Courses