



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, 14 March	(+590) 0690 88 48 42
Race Office	Open 0900, Thursday, 15 March	(+590) 0690 88 25 69

2 REGISTRATION

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

3 DISCLAIMER OF LIABILITY FORM

Disclaimer of Liability forms (SI Exhibit 4) will be available at the Bucket Race Office. They shall be signed by all crew members and guests and returned prior to the start of racing. 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 in advance or at the race office on-site.

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 yacht 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 racecourse 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 SI Exhibit 1 (page 8) for the racing and shoreside schedule details.

The J Class, racing under separate sailing instructions, will start and likely finish before the Pursuit Fleet. If a yacht in the Pursuit Fleet meets a yacht in the J Class, the Racing Rules of Sailing as changed by Appendix SY will apply.

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) Appendix SY to the RRS (SI Exhibit 2);
- c) The ORC Superyacht Rule (www.orc.org/superyacht);
- d) The 'Corinthian Spirit' Class (*Les Voiles Blanche*) regatta rules (SI 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;
- g) Any 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.
- 2.4 The race committee will email captains its intent for the day's racing prior to 0930 and broadcast an update on the race committee channel at 1000 daily.

3 SIGNALS MADE ASHORE

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

4 SCHEDULE OF RACES

Three races are scheduled, one for each day from Friday, 16 March through Sunday, 18 March. One race is required to be completed to constitute a series. The official time for the St Barths Bucket will be Atlantic Standard Time (AST).

5 CLASSES AND CLASS FLAGS

- 5.1 The Pursuit Fleet will be separated into five classes; *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 by Wednesday, 14 March.
- 5.2 Class flags shall be displayed on the backstay at least six feet above deck at all times while the yacht is racing. If such display is not practicable, class flags shall be displayed from the stern pulpit. The organizing authority will issue class flags.

CLASS	FLAG
<i>A Les Gazelles des Mers</i>	Lime Green
<i>B Les Elegantes des Mers</i>	Purple
<i>C Les Mademoiselles des Mers</i>	Aqua
<i>D Les Grandes Dames des Mers</i>	Pink
<i>E Les Voiles Blanche</i>	White

6 RRS-SAFETY AFTERGUARD MEMBER COMPLIANCE

- 6.1 Each yacht shall ensure that at least one afterguard member is active with *The Racing Rules of Sailing* (RRS) and has a thorough understanding of the RRS and Appendix SY. The Captain shall maintain a current compliance form with information on the designated RRS-Safety Afterguard Member and the Communications Officer. See NOR 4.1.
- 6.2 The Captain will designate a Communications Officer who will monitor and communicate on the VHF safety channel, who has experience with radio protocol and experience with and an understanding of the RRS and Appendix SY.
- 6.3 The RRS-Safety Afterguard Member may assume the position of tactician, helmsman, navigator, strategist, or other afterguard role. The designated RRS-Safety Afterguard Member may also assume the position of Communications Officer.
- 6.4 The RRS-Safety Afterguard Member shall attend any race briefings and shall be responsible for ensuring the Daily Declaration is 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 pre-regatta Captains' Briefing will be held at 1700, Thursday, 15 March at the event marquee. Attendance is mandatory for the Captain, designated RRS-Safety Afterguard Member and Tactician. Daily Declaration Forms, Pantaenius Laser Rangefinders, GPS tracker units and chargers will be distributed.
- 7.2 The racecourse, starting sequence, and any safety related issues will be communicated to the fleet each race day prior to the warning signal for the first start via email and the VHF race committee channel.
- 7.3 Yachts will be notified via VHF and mobile telephone if there is a post-race safety meeting as a result of incidents on the racecourse. Attendance at any post-race safety meeting is mandatory for Captains, RRS-Safety Afterguard Members and Tacticians.

8 DAILY DECLARATION FORM, GPS TRACKER and RANGEFINDERS

- 8.1 Each yacht's RRS-Safety Afterguard Member shall complete a Daily Declaration Form (SI 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, fully charged GPS tracker units shall be attached to each yacht in accordance with the GPS Tracker Instructions (SI Exhibit 6).
- 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 to other 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.
- 8.4 All yachts will be issued two Pantaenius Laser Rangefinders to be used by crews to determine distance between yachts (SI Exhibit 7). Rangefinders and GPS trackers shall be returned to the race office after racing on Sunday.

9 USE OF ENGINES AND THRUSTERS

- 9.1 For safety reasons, 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. 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 will be just outside Gustavia Harbor entrance. The race committee signal boat will be located SSW of Les Saintes.

11 TURNING MARKS, BUOYS AND COURSES

- 11.1 SI Exhibit 9 shows a list of the marks of the course and their approximate positions. Marks include islands, rocks, inflatable buoys, and when required, waypoints. (See Appendix SY, Waypoints.)
- 11.2 Inflatable marks will be large orange or yellow buoys.
- 11.3 The course diagrams and descriptions in SI Exhibit 9 show the courses, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 11.4 When Mark X is a mark of the course, the race committee will broadcast the approximate position (latitude/longitude) on the race committee channel prior to the warning signal and make best efforts to email the position to all captains.

- 11.5 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 RACE COMMITTEE BOATS

- 12.1 The race committee signal boat (starting & finishing line) will be the 47m Burger motor yacht *Ingot*.
 12.2 Race committee mark boats will be identified by dark blue race committee flags.

13 THE START

- 13.1 The J Class will start first each day with a conventional fleet start, scheduled at 1105. The first Pursuit Fleet start is scheduled at 1125.
 13.2 Pursuit classes may sail different courses on any given day. Slower rated yachts will start before faster rated yachts in their class.
 13.3 Starting times are determined by the course length and each yacht's Time-on-Distance (ToD) rating allowance for the declared wind range and sea state (see ORCs Rule www.orc.org/superyacht).
 13.4 The race committee will use forecasts and observed conditions on the race course before declaring the wind range and sea state for scoring purposes. The course and starting sequence for the day will be broadcast on the race committee channel at least 15 minutes prior to the warning signal. Best efforts will be made to (a) post the starting sequence on the event website <http://www.bucketregatta.com/> and (b) email the starting sequence to all captains.
 13.5 In the interest of big fleet safety and fair racing, each pursuit class will have a different calculated finishing time separated from the calculated finishing times of the other classes by time intervals established by the race committee. *Les Voiles Blanche* will be first, *Grandes Dames* will finish second, *Mademoiselles* third, *Elegantes* fourth and *Gazelles* last.
 13.6 The starting line will be between a staff displaying a large orange flag on the race committee signal boat (on the island side of the starting line) and the course side of an orange inflatable buoy.
 13.7 A yellow 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 (orange buoy) and the ILM. The ILM is a mark of the course, but may not be on the starting line.
 13.8 The starting area will extend 200 meters on either side of the starting line and 400 meters on the pre-start side of the line. Yachts that are not in their starting sequence (beginning 5 minutes prior to their starting time) shall stay clear of the starting area.
 13.9 Pursuit Fleet yachts shall stay clear of the J Class starting area. The J Class starting line will have a different pin end (yellow inflatable buoy) and may have a different course axis for the first leg of their course.
 13.10 The start times will be gapped at not less than 30 second intervals. The calculated starting times will be adjusted so that there is a minimum of 30 seconds between any two starting times. A sound signal will be made for each start and the race committee will attempt to broadcast each start.
 13.11 RRS 26 is deleted and replaced with: Races shall be started using the following signals. The flag utilized as the class flag will be a large black flag with a lime. The absence of visual signals shall be disregarded.

Signal	Flag	Sound	Times
Warning 1st yacht	Class Flag	1 sound	5 (1120)
Preparatory 1st yacht	P Flag	1 sound	4 (1121)
Starting 1st yacht	P Flag removed	1 sound	0 (1125)
Starting 2nd yacht	None	1 sound	To Be Determined
Etc.			
Starting last yacht	Class Flag removed	1 sound	To Be Determined

A yacht's individual preparatory signal is four minutes prior to her individual scheduled start. After the first yacht has started, there will be no visual signal or sound for any subsequent preparatory signal and no visual signal for any subsequent starting signal. The race committee will attempt to broadcast each start on the race committee channel.

- 13.12 If the start of a race is postponed, the race committee will display AP over numeral pennants signifying the number of minutes from the scheduled starting time (each yacht's starting time will be moved back exactly that number of minutes). The race committee will broadcast any postponement on the race committee channel. This changes Race Signals AP over a numeral pennant.

14 RECALLS

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will be given a penalty equal to five minutes plus the time she was over early. A yacht that crosses the starting line more than three minutes early will be scored DNS without a hearing. This changes RRS A4 and A5.

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 the race committee signal boat (in the same approximate location as the starting line) and the course side of an orange inflatable buoy located approximately 0.3 to 0.5nm from the signal boat.
- 16.2 A yellow inflatable buoy will be laid near the race committee signal boat as an inner limit mark (ILM). Yachts shall finish between the orange buoy and the yellow ILM. The yellow ILM is a mark of the course but may not be on the finish 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. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement and safe racing by using the penalty system and protest procedures outlined here in SI sections 17 and 18.
- 17.2 The Scoring Penalty, RRS 44.3, will apply. The penalty will be the whole number of places (rounding 0.5 upward) nearest to 20% of the number of yachts entered in class. One-Turn and Two-Turn Penalties will not apply.
- 17.3 Post-Race Penalty
A yacht that may have broken a rule of RRS Part 2 or RRS 31 may, after finishing the race and before the start of a related protest hearing, notify the race committee that she accepts a Post-Race Penalty – 30% scoring penalty in accordance with RRS 44.3(c). RRS T1 applies.
- 17.4 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.
- 17.5 If the organizing authority receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, invitations to future Bucket regattas may be withheld. The RRS-Safety Afterguard Member and/or tactician may also be excluded from participating in future Bucket regattas.

18 PROTESTS AND REQUESTS FOR REDRESS

- 18.1 The notice of race and these sailing instructions send the implicit message that the focus is on safety and prudent seamanship, not competitive advantage. They reinforce the fact that Bucket regattas are congenial racing events.
- 18.2 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.
- 18.3 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.
- 18.4 If there is an incident on the water that raises questions regarding the RRS or Appendix SY and no protest is filed or penalty declared, competitors are encouraged to file for a 'Rules Clarification Meeting' with the jury on their Daily Declaration Form. The results of a Rules Clarification Meeting cannot result in a yacht's disqualification. It is meant to eliminate confusion and resolve any disagreements on interpretation of the RRS or Appendix SY.
- 18.5 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 order of class finish, adjusted for any penalties taken on the water.
- 19.2 If the course is shortened, the order of class finish will not determine the finishing places. The ORCs will use Time-On-Distance scoring using the revised course length and appropriate handicap value (based on the declared wind speed range and sea state) to determine the order of class finish for any shortened race course.
- 19.3 The Low Point System, RRS Appendix A will apply. No score will be excluded.
- 19.4 Decisions concerning course selection and the wind strength and sea state 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 Man-Overboard (MOB)
 - 20.1.1 Each yacht's MOB procedure shall be practiced at least once by the crew racing in the regatta prior to the first race of the series.
 - 20.1.2 A yacht that has an MOB incident shall immediately stop racing. She shall either (a) recover the person or (b) coordinate the recovery of the person with another boat or tender. If the person is recovered by another boat, the yacht shall stand by in the vicinity of the incident.
 - 20.1.3 The yacht captain and the operator of the boat that recovered the person may agree to delay the transfer of the person from the boat to the yacht for safety reasons. The transfer of the person from the recovery boat to the yacht may occur at any time during the race, after the yacht finishes or retires, or ashore. If the transfer is delayed, the yacht may resume racing when the person is safely on board the recovery boat. This changes RRS 47.2.
 - 20.1.4 A yacht that has an MOB incident shall notify the race committee as soon as practicable and shall record the time, position, description and details of the incident in the Daily Declaration Form.
 - 20.1.5 The circumstances of the recovery, whether by the yacht or another boat, will be reviewed by the race committee and jury who may add to the yacht's elapsed time when another boat recovers the MOB.
- 20.2 A yacht that retires from a race shall notify the race committee or the race office as soon as practicable.
- 20.3 Captains and afterguard members of all yachts should read and follow SI Exhibit 8 - On-Water Emergency Procedures.

21 COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)

- 21.1 The race committee will use VHF 72 for communication. All yachts shall monitor this channel from the time they approach the starting area until departing the finishing area following the race.
- 21.2 The Safety Channel is VHF 17. 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 another yacht shall respond in a timely fashion. This channel should be used in close quarters 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. The alternative to VHF radio will be mobile phone communications. Yachts will be provided with a list of mobile phone numbers for each captain, RRS-Safety Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF 17 and VHF 72 are in use.
- 21.4 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 GPS signals are out of range.
- 21.5 All yachts are required to perform a radio check and receive acknowledgement from the race committee on the Safety Channel (VHF 17) within one hour of their published start time.

22 AWARDS

- 22.1 Daily awards for first place in each class will be presented following racing that day (at the event marquee on Friday and Saturday) and at the final awards ceremony venue on Sunday.
- 22.2 Series awards and the Overall Bucket Winner will be presented on Sunday, 18 March at the final awards ceremony at the *Collectivité* across the Quay. The criteria for the Overall Bucket Winner will be posted on the event website prior to 1 March.
- 22.3 There will be special trophies awarded for meritorious acts, yacht handling and other notable behavior on Sunday, 18 March.

23 **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.

24 **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*.

Exhibits: Copies of all exhibits are available at the race office and in the Captain's Package.

- Exhibit 1 Schedule of Events
- Exhibit 2 Appendix SY
- Exhibit 3 Corinthian Spirit (*Les Voiles Blanche*) Racing Rules
- 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



**2018 ST BARTHS
BUCKET REGATTA**

Preliminary Schedule of Events

Sailing Instructions - Exhibit 1

DAY	TIME	RACING	TIME	SOCIAL
Wednesday, 14 March	0900 – 1000	J Class yachts only Registration and Captains' Briefing (BMQ)	1700 – 1815	SuperYacht Racing Association (SYRA) Annual General Meeting (Salle de Théâtre)
Thursday, 15 March	0900 – 1000	Racing Rules and Appendix SY Review (Salle de Théâtre)		
	0900 - 1700	Race Office Open / Registration at the Bucket Marquee (BMQ)		
	1100	First Signal - J Class (2 W/L races scheduled)		
	1700 – 1730	Captains' Briefing (BMQ) Maximum 4 per yacht	1730	Bucket Bar Open (BMQ)
			1900 – 2100	Fleet Welcoming Party (BMQ)
			1900 – 2100	Owners' Reception - Invitation Only (Location TBA)
Friday, 16 March	0800 - 1800	Race Office Open (BMQ) Media Registration / Post Racing Drop Off		
	1100	First Signal – Race 3 J Class		
	1125	First Signal – Race 1 Pursuit Fleet		
			1630	Bucket Bar Open (BMQ)
			1900 – 1910	Daily Awards Presentation (BMQ)
			1900 – 2100	Bucket Yacht Hop - Invitation Only
Saturday, 17 March	0800 – 1800	Race Office Open (BMQ) Media Registration / Post Racing Drop Off		
	1100	First Signal – Race 4 J Class		
	1125	First Signal – Race 2 Pursuit Fleet		
			1630	Bucket Bar Open (BMQ)
			1900 – 1910	Daily Awards Presentation (BMQ)
			1900 – 2330	Bucket Bash (Collectivite)
Sunday, 18 March	0800 – 1800	Race Office Open (BMQ) Media Registration / Post Racing Drop Off		
	1100	First Signal – Race 5 J Class		
	1125	First Signal – Race 3 Pursuit Fleet		
			1630	Bucket Bar Open (BMQ)
			1900 – 2100	Final Awards Ceremony and Party (Collectivite)

Note: 'BMQ' is the Bucket Marquee on the Quay, the 'Collectivite' is across the Quay.
The organizing authority and race committee reserve the right to modify the above schedule depending on weather conditions or other unforeseen circumstances