



2022 ST BARTHS BUCKET REGATTA

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Corinthian Spirit Class Overview

Philosophy

The Corinthian Spirit initiative is intended to provide yacht owners with an alternative to conventional ORCsy racing. **The emphasis is to be on fun, less-intense racing.** It offers streamlined access to a superyacht handicap certificate, can require fewer racing crew, reduces impact on the yacht captain's resources in the lead up to regattas, and reduces overall regatta related expenses.

Eligibility Criteria & Class Specific Rules

- Cruising yachts with a minimum LOA of 100 feet;
- Both spinnaker and non-spinnaker entries are welcome (spinnakers, Code 0 sails & mizzen staysails are allowed);
- Jibs on furlers or hanks;
- A valid Corinthian Spirit Plus handicap certificate (ORC_{csp}), which will be discounted 30% from the ORCsy certificate fee, is required. If a yacht has a valid 2021 or 2022 ORCsy certificate, that will be converted to ORC_{csp} certificate at no charge;
- A qualified RRS Afterguard Member must be aboard.

St Barths Bucket Handicapping Policy and Procedures

An important Corinthian Spirit goal is to keep the racing enjoyable and close **without owners having to optimize their yachts.** It features the ORC Superyacht Rule and VPP with an ORC Corinthian Spirit Plus (ORC_{csp}) certificate, which has less stringent requirements for yacht measurement data and accepts declared data and designer/builder information in the handicap application.

- There will be a pre-regatta information exchange at a meeting or on each yacht (to be scheduled in advance). The ORC/SYRA panel members will resolve any declared data issues, assess the yacht's optimization, and answer any questions from the captain or yacht owner;
- Scoring is with a five-number handicap for different wind ranges;
- Corinthian Spirit Plus handicap certificates will be issued prior to the Captain's Briefing on March 17;
- **Subjective handicap adjustments can be made by the ORC/SYRA panel prior to the first race and/or between races based on observed speed potential and maneuvering characteristics of competing yachts (using GPS tracking and/or on water observations);**
- There will be a 1% Owner / Driver credit applied (yacht owner should drive at least half of each race). This will be declared by the yacht captain at the pre-regatta information exchange.

Racing

- Safe racing has been and will continue to be the top priority of regatta organizers and the SYRA. There will be no compromise to safe racing in the Superyacht Classes ;
- Racing will be in accordance with the NOR, Sailing Instructions and any other official regatta documents, including the RRS Appendix SY;
- The pursuit start racing format will be used;
- The race committee will determine class breaks, at its sole discretion;
- Series trophies will be awarded for the top three finishers in class.

Written feedback on the Corinthian Spirit Class initiative and/or handicapping is welcome after the regatta has concluded. During the regatta, representatives of participating yachts shall not communicate with or lobby the ORC or SYRA representatives regarding handicaps or any changes to handicaps. Any questions or concerns regarding handicaps or changes to handicaps shall be presented to the organizer in writing. Please refer to the Corinthian Spirit Class philosophy above.