



2024 ST BARTHS BUCKET REGATTA

2024 St Barths Bucket Notice of Race

21 - 24 March, 2024

The St Barths Bucket Regatta is an invitational regatta. The regatta is open to invited cruising yachts whose length is 30.5 meters or greater. The 2024 regatta will also offer a Corinthian Spirit class, a 90 Foot class and a 100 Foot Racing class. Safe sailing is the highest priority of the organizing authority; therefore, an invitation will be extended to those eligible yachts whose owners, captains and crews endeavor to contribute to a safe and enjoyable event. Part 1 of this notice deals with general administrative information and Part 2 with the rules and conditions of the regatta.

PART 1 GENERAL ADMINISTRATIVE INFORMATION

1 ORGANIZING AUTHORITY

The 2024 St Barths Bucket is organized by Bucket Events SAS, St Barthélemy, FWI. The event is affiliated with and sanctioned by the Fédération Française de Voile (FFV).

Address all correspondence pertaining to the regatta to:

2 Market Square, Marblehead, MA 01945 USA

Tel: +1-781-639-0203 Fax: +1-781-639-9171

Email: jeanne@bucketregattas.com

Event Director/Race Chairman Peter Craig

peter@bucketregattas.com

Event Manager Jeanne Kleene

jeanne@bucketregattas.com

2 RACE WEEK WEBSITE

Periodic updates and the latest information on the regatta can be found on the event website: www.bucketregatta.com.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board (ONB), which will be located under the marquee at the port of Gustavia quay and on the *unofficial notice board online* on the St Barths Bucket website.

4 RACE OFFICE

The Bucket Race Office will be located outside, under the marquee at the quay in the port of Gustavia with back-office operations located upstairs at the Capitainerie.

5 BRIEFINGS

5.1 Captains' Briefing: The pre-regatta Captains' Briefing will be conducted on Thursday, 21 March. Required participants, times, and the physical location will be posted on the ONB.

5.2 Race Day Morning Briefing: A mandatory briefing will be held each morning before racing at 0830 at the event marquee. The racecourse, starting sequence, weather and any safety issues will be addressed. Attendance is mandatory for the Captain, RRS-Safety Afterguard Member and tactician.

6 DOCKAGE

6.1 The St Barthélemy Port Authority in Gustavia has kindly reserved the quay for the St Barths Bucket participants. There will be space alongside for over 20 yachts. There will be no Yacht Hop. Anchoring out will be necessary for some yachts.

6.2 Please indicate your dockage preference on the entry application. The Port Authority, in collaboration with the organizing authority, will assign dockage after receiving all applications.

6.3 Requests and inquiries regarding dockage should be directed to the organizing authority. The final determination of yachts to be dockside, and their location, is strictly at the discretion of the Port Authority.

7 ST BARTHS LOGISTICS, ACCOMMODATIONS AND TRAVEL

WIMCO Villas: Preferred Villa Rental and Concierge Services Partner

For information about villas, booking flights, group restaurant reservations or reserving vehicles, please visit www.WIMCO.com (use code BUC2024).

Tradewind Aviation: Premium Scheduled Service and Charter Flights

For information and online bookings, please visit: www.flytradewind.com

Preferred supplier details and contact information are posted on the event website: www.bucketregatta.com

8 MEDIA RIGHTS

For all media, the yacht owner's name shall not be published without obtaining permission from the organizing authority or the yacht owner directly. The owner shall be referred to as "the owner of *Yacht Name*." Other participants give right and permission to use their name, voice, image, likeness, as well as representation of the yacht in any media world-wide (television, print, video footage, and internet media) for the purposes of press information, reporting, promoting and disseminating information.

9 INSURANCE

- 9.1 Each yacht shall be insured by a reputable insurance company for physical loss of, or damage to, the yacht up to the current market value of the yacht and all its equipment onboard and also insured for P&I up to at least €10,000,000 (or the equivalent in other currencies) for owner, captain, paid and unpaid crew and guests for the period of the regatta set forth in the schedule (NoR Section 17). Higher limits are strongly encouraged. A recognized Medical and Accident cover for any crew (permanent and temporary) on board is strongly recommended.
- 9.2 Certificate(s) of Insurance (in English) reflecting the above insurance requirements shall be carried onboard the yacht at all times during the regatta. Each yacht's insurer(s) shall be notified of the yacht's participation in this SYRA Sanctioned Regatta and provided with a copy of the regatta's notice of race and Bucket Disclaimer of Liability Form.
- 9.3 This requirement will be documented on the Disclaimer of Liability form, which shall be completed by each participating yacht at registration.

10 PAYMENT INSTRUCTIONS

Invoices and payment instructions are available upon request to: jeanne@bucketregattas.com

PART 2 RACING RULES AND CONDITIONS

11 RULES

The St Barths Bucket will be governed by:

- a) The rules as defined in The Racing Rules of Sailing (RRS);
- b) The prescriptions of the Fédération Française de Voile (FFV);
- c) Appendix SY to the RRS (**Exhibit 1**);
- d) The ORC Superyacht Rule (ORCSy) - orc.org/organization/superyachts
- e) The Corinthian Spirit Class Rules (**Exhibit 2**);
- f) The 90 Foot Class Rules (**Exhibit 3**);
- g) The 100 Foot Racing Class Rules (**Exhibit 4**).

If there is a conflict between languages the English text will take precedence.

Note: RRS 47 (Trash Disposal) does not allow disposable sail stops for spinnakers.

12 SAFE RACING

- 12.1 The organizing authority takes a proactive stance on safe racing, prudent seamanship and good sportsmanship. Safe racing, rule compliance and rule enforcement are the responsibilities of everyone involved in superyacht racing. The level of sportsmanship at Bucket events has set a standard in superyacht racing and the race committee fully expects the same level of mutual respect between competitors. Accordingly, participants are required to:
- a) Ensure that the safety of their guests, crew and yacht is their primary consideration during the regatta;
 - b) Comply with all rules of the regatta;
 - c) Comply with the World Sailing Offshore Special Regulations (OSR) Category 4.
 - d) Comply with any local maritime authority's rule or regulation that may apply to the yacht at the time of the regatta;
 - e) Have due regard for any commercial shipping;
 - f) Be courteous to all other participating yachts, the organizing authority and its representatives, as well as all other vessels encountered on the racecourse;
 - g) Sign and submit a Daily Declaration Form with the race office promptly after completion of each race specifying any safety related incidents and/or breaches of the RRS or other rules of the regatta involved in or observed.
- 12.2 This Notice of Race sends the implicit message that the focus is on safe racing, not competitive advantage. It reinforces the fact that the St Barths Bucket Regatta is a congenial racing event. If the organizing authority receives corroborative or substantiated reports of a yacht being handled in an overly aggressive, un-seamanlike or unsafe manner, it may declare the yacht, the RRS Afterguard Member and/or the racing tactician ineligible for future Bucket regattas.

13 DESIGNATED RRS AFTERGUARD MEMBER COMPLIANCE

- 13.1 Each yacht shall designate one member of the afterguard who is *currently* active with and has a thorough understanding of The Racing Rules of Sailing (RRS) and submit the completed Compliance Form no later than 1 February 2024 (**Exhibit 5**). If the RRS Afterguard Member submitted a form at a previous regatta and the name is listed on the SYRA website superyra.org/after-guard, then the yacht is not required to resubmit the form. Details of the requirements are posted on the event website and will be distributed to all captains via email. The organizing authority can assist entrants with finding an experienced RRS Afterguard Member.
- 13.2 Compliance forms will be reviewed by the organizing authority prior to 15 February 2024.

- 13.3 The RRS Afterguard Member may be the yacht's helmsman, navigator or, racing tactician if they meet the stated criteria. This individual's role is to interact closely with the other members of the afterguard. The designated Communications Officer (who monitors the VHF safety channel) must be a different individual. Captains should not be the designated RRS Afterguard Member or Communications Officer due to the specific RRS related criteria that this position requires and the fact that the overall safety of the yacht is their responsibility.
- 13.4 The RRS Afterguard Member shall be responsible for ensuring the Daily Declaration Form is emailed or returned to the race office as soon as practicable following racing each day, but no later than two hours after finishing.

14 ADVERTISING

- 14.1 Yachts may be required to display advertising chosen and supplied by the organizing authority.
- 14.2 Yacht owners are responsible for informing advertisers and sponsors that no activities advertising any brand will be permitted dockside ashore in St Barths without the prior written consent of the organizing authority.

15 ELIGIBILITY AND ENTRY

- 15.1 The St Barths Bucket is an invitational event, open to invited cruising sailing yachts whose LOA is 30.5 meters or greater, and yachts that are eligible for the 90 Foot class and 100 Foot Racing class. Cruising sailing yachts are defined by the SuperYacht Racing Association – *Cruising-Superyacht-Definition.pdf*).
- 15.2 The Bucket stewards determine which yachts will be issued invitations each year. Yachts may request an invitation by contacting the Event Manager (jeanne@bucketregattas.com).
- 15.3 Entry applications and the Notice of Race will be sent to invited yachts in September. A completed entry application shall be submitted no later than 15 December 2023. Entry acknowledgement will be sent to entrants shortly after entry receipt.
- 15.4 The entry fee is due by 1 January 2024 (see NOR 16.1 Late entries may be accepted at the sole discretion of the organizing authority (NOR 16.2)).
- 15.5 A Corinthian Spirit class will be provided if a minimum of three entries are received by 1 February, 2024. Entrants will race without spinnakers or Code 0 sails (see Exhibit 2).
- 15.6 A 90 Foot Class will be provided if a minimum of four entries are received by 1 December, 2023 (see Exhibit 3). The 90 Foot Class may feature a pursuit or conventional fleet start.
- 15.7 A 100 Foot Racing Class will be provided if a minimum of three entries are received by 1 December, 2023 (see Exhibit 4). The 100 Foot Racing Class will feature a conventional fleet start.
- 15.8 Entrants are required to have current and valid handicap certificates with the following deadlines:
- 15.8.1 Superyacht Classes: Yachts shall submit their completed ORCsy handicap application to the ORC no later than 15 January 2024 (orc.org/organization/superyachts). ORCsy submissions received after that date will incur a 30% late fee.
- 15.8.2 Corinthian Spirit Class: Yachts shall submit their completed ORCcs handicap application to the ORC no later than 15 February 2024 (orc.org/organization/superyachts). ORCcs submissions received after that date will incur a 30% late fee.
- 15.8.3 90 Foot Class and 100 Foot Racing Class: Yachts shall submit their completed ORCsy handicap application to the ORC no later than 15 January 2024 (orc.org/organization/superyachts). ORCsy submissions received after that date will incur a 30% late fee.
- 15.9 All yachts in ORC handicap classes are required to have their final sail, anchor, fuel and water declaration submitted to the ORC no later than 8 March, 2024 (2 weeks prior to the first race). Refer to ORCsy Rule 400.2 for procedures to be followed in providing approximate tankage values. Entrants submitting a declaration after the deadline must have it approved by the organizing authority and will incur a 30% ORCsy fee increase if approved.
- 15.10 French citizens sailing in the regatta shall have a valid FFV Sailing License. Temporary licenses may be obtained from the organizing authority (contact jeanne@bucketregattas.com).

16 FEES AND REFUNDS

- 16.1 The entry fee is 12 500€ for members of the SuperYacht Racing Association (SYRA) and 13 600€ for non-members. For more information on the SYRA and how to join visit: www.superyra.org. Given the important role that the SYRA plays in promoting safe sailing and fair racing, all SYRA Sanctioned Regattas on the 2024 superyacht racing calendar are members of the SYRA and will offer differential entry fees. Payment instructions will be sent upon receipt of the entry application and invoices are available upon request.
- 16.2 A late fee of 1 000€ will be assessed for payments made after 1 January and will be donated to the event's official charity.
- 16.3 The OA will refund 50% of the entry fee for any cancellation received on or before 15 February 2024. After that date, there will be no refunds.
- 16.4 If the event is cancelled due to government mandate or event organizer discretion, the full entry fee will be refunded.
- 16.5 The fee for obtaining a valid ORC certificate is paid directly to that rule authority (orc.org/organization/superyachts).

17 PRELIMINARY SCHEDULE OF EVENTS

- 17.1 Three races are scheduled, one each day from Friday, 22 March through Sunday, 24 March.
- 17.2 Preliminary Schedule: See Exhibit 6 (Page 6) for the preliminary racing and social schedule.

18 REGISTRATION

Registration for the St Barths Bucket will begin at 0900 on Thursday, 21 March. The following required documents may be submitted electronically in advance:

- a) Acceptance of the Notice and Conditions of Race as set forth in the Entry Form;
- b) Signed Disclaimer of Liability Form;
- c) Crew List;
- d) Names and mobile telephone numbers for the captain, Communications Crewmember, Designated RRS Afterguard Member, and racing tactician;
- e) Valid handicap certificate;

Note: The Designated RRS Afterguard Member's credentials (**Exhibit 5**) is due to the organizing authority by 1 February.

19 CLASSES

- 19.1 The organizing authority will, at its sole discretion, divide the fleet into classes based on the size, composition and attributes of the fleet. A notice with the preliminary class breaks will be posted on the event web site by 9 March 2024.
- 19.2 There may be separate Corinthian Spirit, 90 Foot and 100 Foot Racing classes. The race committee may add or delete classes and change the race format for any class.
- 19.3 Classes may sail different courses on any given day.

20 SAILING INSTRUCTIONS

The 2024 Sailing Instructions will be posted on the event website by 9 March 2024, emailed to all entrants, and be available at the race office on-site. Captains are encouraged to forward these documents to their owners, racing tactician and other members of the afterguard in advance.

21 RACING AREA

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.

22 THE COURSES

The courses will be coastal courses using islands, rocks, inflatable, robotic and government buoys as marks of the course.

23 RACING FORMAT

- 23.1 Pursuit Racing: It is the intent of the race committee to feature the traditional pursuit racing format for the cruising superyacht and 90 Foot classes. To enhance safe racing, assigned start times will be adjusted, on a class basis, so that each class has a different expected finish time, i.e., those expected finish times will be separated by a 'margin of safety'. This will result in less congestion at turning marks late in the race, particularly at the finishing line, reduce class mixing, and make overtaking less onerous for the faster rated yachts in the fleet. Yachts will be assigned their own starting time for each race with slower rated yachts in each class starting first. The start time is determined by factoring in the yacht's ORC handicap for the designated wind speed range, and the course distance. The order in which the yachts finish in their specific class will determine the daily class results, unless a course is shortened or penalties are applied.
- 23.2 Conventional Fleet Racing: The race committee will provide the conventional fleet racing format for yachts in the 100 Foot Racing Class. The 100 Foot Racing Class will start before the pursuit racing fleet with the race committee using course selection to keep yachts in these classes separate from pursuit racing yachts.
- 23.3 Staggered Start or Conventional Fleet Start: The race committee may provide a conventional fleet racing or staggered start format for one or more performance-oriented classes depending on fleet composition.

24 HANDICAPPING AND SCORING

- 24.1 The handicap rules to be used are as follows:
 - 24.1.1 Superyacht Pursuit classes: ORC Superyacht Rule (ORCSy) with Time on Distance scoring.
 - 24.1.2 Superyacht Corinthian Spirit classes: ORC Superyacht Rule (ORCs) with Time on Distance scoring.
 - 24.1.3 90 Foot class: ORC Superyacht Rule (ORCSy) with Time on Distance scoring.
 - 24.1.4 100 Foot Racing Class: ORC Superyacht Rule (ORCSy) with scoring to be determined prior to 15 January 2024.
- 24.2 Additional information on scoring and racing formats will be posted on the event web site prior to 15 January 2024.

25 COMMUNICATIONS AND ELECTRONIC AIDS

- 25.1 A yacht shall not receive radio transmissions unless available to all yachts. All types of electronic aids, including radar, VOR, satellite are permitted. No external aids, outside assistance or information may be used during the races, except weather forecast information.
- 25.2 Yachts equipped with Automatic Identification System (AIS) shall operate their AIS system from the time they approach the starting area until departing the finishing area following the race. AIS equipment shall not be removed from the yacht prior to the regatta.

26 RESPONSIBILITY

- 26.1 The safety of a yacht and its crew is the sole responsibility of the captain who shall ensure that the yacht is fully sound, thoroughly seaworthy and manned by an experienced and physically capable crew. Neither the establishment of regulations or inspection of a yacht in any way limits or reduces the complete and unlimited responsibility of the captain.
- 26.2 It is the sole and inescapable responsibility of each yacht to decide whether to start or continue racing. See RRS 3, Decision to Race.

27 TROPHIES AND PRIZES

- 27.1 Daily awards for first place in class will be presented following racing each day. Series awards for first, second and third place in each class will be presented on the evening of Sunday following the racing.
- 27.2 The criteria for the Overall Bucket award will be posted on the event web site prior to 9 March 2024.
- 27.3 There may be special trophies awarded for meritorious acts, boat handling and other notable behavior.

28 DISCLAIMER OF LIABILITY

- 28.1 Competitors participate in the regatta entirely at their own risk. Bucket Events SAS, St Barthélemy, FWI, participating stewards, sponsors, suppliers, Friends of the Bucket, race committee, volunteers and all other affiliated organizations and individuals of the 2024 St Barths Bucket will not accept any liability for personal injury, loss of life or material damage to any vessel in any way from any cause sustained in conjunction with the Bucket, prior to, during, or after the event.
- 28.2 The organizing authority reserves the right to cancel the regatta completely by written notification to each yacht via email to the captain's email address provided on the Entry Application. In the event of cancellation of the regatta, each yacht, owner and captain hereby expressly agree that no claim of any nature whatsoever against the organizing authority, Bucket Event SAS, St Barthélemy, FWI, participating stewards, sponsors, suppliers, Friends of the Bucket, race committee and all other affiliated organizations and individuals of the 2024 St Barths Bucket will be permitted or entertained. And each yacht, owner and captain hereby expressly undertakes to indemnify the organizers in respect of any claim brought by anyone associated with them and/or their yacht and any costs incurred by the organizers in relation to such claim. A refund in whole will be limited to payments made for the entry fee only.
- 28.3 The Bucket Disclaimer of Liability Form shall be accurately completed and signed by the owner (or charterer), captain, crewmembers and guests of the yacht and delivered to the race office prior to the first race of the regatta. The Disclaimer form will be posted on the web site by 1 March 2024.
- 28.4 In the event that the crew, guests or personnel change on board a yacht during the regatta, each new person shall sign the Disclaimer of Liability Form before participating in any race. The updates shall be emailed or delivered to the race office prior to the start of the race.

29 BOTTOM LINE

The purpose of the regatta rules is to encourage fair competition, good sportsmanship and absolute collision avoidance. None of these guidelines should affect the traditional spirit of Bucket racing.

EXHIBITS

- Exhibit 1** RRS Appendix SY
- Exhibit 2** Corinthian Spirit Class Rules
- Exhibit 3** 90 Foot Class Rules
- Exhibit 4** 100 Foot Class Rules
- Exhibit 5** Designated RRS Afterguard Member
- Exhibit 6** Preliminary Schedule of Events