



2024 ST BARTHS BUCKET REGATTA

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21-24 March, 2024

SAILING INSTRUCTIONS

The 2024 St Barths Bucket is a SuperYacht Racing Association (SYRA) Sanctioned Regatta organized under the authority of the French Sailing Federation (FFV), from 21 to 24 March, by Bucket Events SAS, St Barthelemy, FWI.

The notation '[NP]' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

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, 20 March, 2024	(+590) 0690 88 48 42
Race Office	Open 0900, Thursday, 21 March, 2024	(+590) 0690 88 25 69

2 REGISTRATION

Captains shall complete their regatta registration at the Bucket Race Office no later than 1700, Thursday, 21 March 2024.

3 DISCLAIMER OF LIABILITY FORM

[NP] Disclaimer of Liability forms (SI Exhibit 1) 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 be scored DSQ without a hearing. This changes RRS A4 and A5.1. For any change in crew or guests during the regatta, the forms shall be updated to reflect new crew members or guests and submitted to the race office prior to racing.

4 FFV LICENSES

[NP] 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. 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 3.

6 INSURANCE

Each yacht shall maintain a minimum of €10,000,000 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 RACECOURSE

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 SCHEDULE OF EVENTS

See SI Exhibit 2 for the racing and shoreside schedule details.



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* (RRS);
- b) Racing Rules are changed as follows: RRS 48.1 does not apply to water used in a water ballast system that is declared and described in a yacht's measurement certificate. This changes RRS 48.1;
- c) RRS Appendix SY (SI Exhibit 3);
- d) [NP] [DP] The World Sailing Offshore Special Regulations (OSR) Category 4;
- e) The ORC Superyacht Rule (orc.org/organization/superyachts);
- f) The 'Corinthian Spirit' Class (*L'esprit de la Mer*) Rules (SI Exhibit 4);
- g) The [prescriptions of the Fédération Française de Voile \(FFV\)](#);
- h) The 90 Foot Class Rules (Exhibit 5).

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.

2 AMENDMENTS AND NOTICES TO COMPETITORS

- 2.1 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.
- 2.2 Any change to the sailing instructions will be posted on the ONB 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 and emailing the change to captains.
- 2.4 The race committee will email and broadcast an update on its intent for the day's racing on the race committee channel at 1000 daily.
- 2.5 The racecourse and starting sequence will be communicated to the fleet each race day prior to the warning signal for the first starter via email and the VHF race committee channel.

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, 21 March through Sunday, 24 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 fleet will be separated into classes.

5.1.1 There will be six Bucket classes; *Les Gazelles des Mers*, *Les Elegantes des Mers*, *Les Mademoiselles des Mers*, *Les Petites Dames des Mers*, and Corinthian Spirit classes, *L'esprit de la Mer-1* and *L'esprit de la Mer-2*.

5.1.2 There will also be an Open Performance Sloop Class, *Les Haute Performance des Mers*, combining performance cruising superyachts with racing superyachts. Cruising sailing yachts are defined by the SuperYacht Racing Association – [Cruising-Superyacht-Definition.pdf](#)).

5.1.3 A list of yachts, by class, will be posted on the event website and on the official notice board by 0900 Wednesday, 20 March, 2024.

5.1.4 The organizing authority and race committee reserve the right to adjust classes and/or yachts in class at their sole discretion in the interest of fair racing and in accordance with Bucket Regatta class break philosophy.

- 5.2 [NP] Bucket 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 flags shall be returned to the race office after racing on Sunday.

CLASS	FLAG
A Les Gazelles des Mers	Grey
B Les Elegantes des Mers	Pink
C Les Petites Dames des Mers	Turquoise
D L'esprit de la Mer-1	White
E Les Mademoiselles des Mers	Green
F L'esprit de la Mer-2	Purple

6 RRS AFTERGUARD MEMBER

- 6.1 Each yacht shall ensure that at least one afterguard member is currently 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 Afterguard Member and the Communications Officer. See NOR 13.
- 6.2 The captain shall designate a Communications Officer who shall monitor and communicate on the VHF safety channel, and has experience with radio protocol. The Communications Officer should have experience with and an understanding of the RRS and Appendix SY. The designated Communications Officer shall be a different individual than the RRS Afterguard Member.
- 6.3 The designated RRS Afterguard Member may assume the position of tactician, helmsman, navigator, strategist, or other afterguard role.
- 6.4 [NP] The RRS Afterguard Member shall attend any briefings and shall be responsible for ensuring the Daily Declaration and GPS tracker unit 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 [NP] The pre-regatta Captains' Briefing will be held at 1700, Thursday, 21 March at the event marquee. Attendance is mandatory for the captain, designated RRS Afterguard Member and tactician. Daily Declaration Forms and Pantaenius Laser Rangefinders will be distributed.
- 7.2 [NP] A mandatory briefing each racing day will be held at 0830 at the event marquee. The racecourse, weather and any safety related issues will be addressed. Daily Declaration Forms and charged GPS tracker units will be distributed. Captains are excused from the morning pre-race briefing if their yacht is scheduled to depart the dock prior to 0930.
- 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 Afterguard Members and tacticians.

8 DAILY DECLARATION FORM, GPS TRACKER and PANTAENIUS RANGEFINDERS

- 8.1 The yacht's RRS Afterguard Member shall complete a Daily Declaration Form (SI Exhibit 6). The completed 2-sided form shall be hand delivered or emailed to the race office within two hours of the yacht's finish each day.
- 8.2 [DP] Prior to arriving in the starting area each day, GPS tracker units shall be attached to each yacht in accordance with the GPS Tracker Instructions (SI Exhibit 7). The yacht is responsible for ensuring the tracker is properly installed and transmitting each morning by logging onto the tracker website.
- 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 and 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 8). Rangefinders and GPS trackers shall be returned to the race office after racing on Sunday.

9 USE OF ENGINES AND THRUSTERS

- 9.1 [NP] For safety reasons, yachts are permitted 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.

- 9.2 [NP] 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 put in gear or thruster was engaged, 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 The back cover of SI Exhibit 9 provides a list of the marks of the course and their approximate positions. Marks include islands, rocks, inflatable buoys, robotic buoys, and when required, waypoints. (See Appendix SY 2.6, Waypoints.)
- 11.2 Inflatable and robotic 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 email the position to captains.
- 11.5 RRS 34, Mark Missing is changed to add: “**or** (c) substitute a waypoint which will be announced on the race committee channel and emailed to captains.” When RRS 34(c) applies, yachts shall record the time and their position when they pass the waypoint on the Daily Declaration Form.

12 RACE COMMITTEE BOATS

- 12.1 The race committee signal boat (starting & finishing line) will be a Moorings catamaran.
- 12.2 Race committee mark boats will be identified by dark blue race committee flags.

13 THE START

- 13.1 All classes will feature the traditional pursuit racing format. The first start is scheduled at 1130.
- 13.2 Under World Sailing Rule DR21-01, the definition *Start* is changed as follows:
Start A boat *starts* when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
- (a) at or after her starting signal, or
 - (b) during the last three minutes before her starting signal.

When a boat *starts* in accordance with item (b) of the definition *Start*, she shall not return to the prestart side of the starting line and she shall be penalized by five minutes in addition to the amount of time she was on the course side of the starting line before her starting signal, added to her elapsed time without a hearing. Rule 29.1 will not apply and rule A5.1 is changed.

- 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 (see ORCs Rule orc.org/organization/superyachts). Yachts will be assigned their own starting time for each race with slower rated yachts in each class starting first.

13.3.1 To enhance safe and fair 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 class 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.

13.3.2 The time separation between expected class finishes and/or class finish order may be changed on Saturday and Sunday to enhance safe and fair racing.

13.3.3 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.

- 13.4 The race committee will use forecasts and observed conditions on the race course before declaring the wind range 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 for the first yacht to start. Best efforts will be made to (a) post the starting sequence and courses on the event website www.bucketregatta.com/ and (b) email the starting sequence and courses to captains. Classes may sail different courses on any given day.

- 13.5 The starting line will be between a staff displaying a large orange flag on the race committee signal boat (on the northeast end of the starting line) and the course side of a large orange buoy.
- 13.6 A yellow buoy will be positioned near the race committee signal boat as an inner limit mark (ILM). Yachts shall start between the pin end of the starting line and the ILM. The ILM is a mark of the course, but may not be on the starting line.
- 13.7 [DP] The race committee may position an orange standoff buoy approximately 40-50 meters off the bow of the Signal Boat. When set, yachts shall not pass between the standoff buoy and the Signal Boat at any time the standoff buoy is in place.
- 13.8 [NP] The starting area will extend 200 meters on either end 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 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	Visual Signal	Sound	Times
Warning 1st yacht	Class Flag	1 sound	5 (1125)
Preparatory 1st yacht	P Flag	1 sound	4 (1126)
Start 1st yacht	P Flag removed	1 sound	0 (1130)
Start 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.

- 13.10 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 forward 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 1-9.

14 RECALLS

There will be no individual recalls. Any yacht not starting in compliance with SI 13.2 shall not restart. A yacht that crosses the starting line more than three minutes early will be scored DNS without a hearing.

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 rounding mark from which the leg begins. 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 and email the change to captains. 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 a large orange buoy located approximately 0.3 to 0.5nm from the signal boat.
- 16.2 A yellow buoy will be positioned near the race committee signal boat as an inner limit mark (ILM). Yachts shall finish between the orange buoy and the ILM. The ILM is a mark of the course but may not be on the finishing line.
- 16.3 [DP] The race committee may position an orange standoff buoy approximately 40-50 meters off the bow or stern of the Signal Boat. When set, yachts shall not pass between the standoff buoy and the signal boat at any time.
- 16.4 A sound signal will be made for each finishing yacht.
- 16.5 Time Limit: Yachts failing to finish within 90 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.
- 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 For Post-Race Penalties RRS Appendix 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 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 or when the race committee signals no more racing today.
- 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. A Rules Clarification Meeting will not result in penalization of a yacht, rather its objective is to eliminate confusion and resolve any disagreements on interpretation of the RRS or Appendix SY.

19 SCORING

- 19.1 Yachts will be scored based on the order of class finish, unless the course is shortened or penalties are applied
- 19.2 If the course is shortened, the order of class finish will not determine the finishing places. The race committee will use ORCsy Time-On-Distance scoring using the revised course length and appropriate handicap value (based on the declared wind speed range) to determine the order of class finish for any shortened racecourse.
- 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 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 [NP] 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 [NP] 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 48.2.

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 without a hearing. This changes RRS A3 and A5.1.

- 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 shall read and follow SI Exhibit 10 - On-Water Emergency Procedures.

21 COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)

- 21.1 [DP] 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 [DP] 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 shall 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 Afterguard Member and Communications Officer. Telephone communication is strongly encouraged when Safety VHF 17 and VHF 72 are in use.
- 21.4 [DP] 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.
- 21.5 [NP] 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 SUPPORT BOATS

- 22.1 All support boats must register at the race office prior to the start of racing on Thursday, 21 March.
- 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 on Friday and Saturday) and at the final awards ceremony venue on Sunday.
- 23.2 Series awards for first, second and third place, Sunday's daily awards, and the Overall Bucket Winner will be presented on Sunday, 24 March at the final awards ceremony. The criteria for the Overall Bucket Winner will be posted on the event website prior to 4 March.
- 23.3 There will be special trophies awarded for the fleet's best starter, owner/driver, meritorious acts, yacht handling and other notable behavior on Sunday, 24 March.

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 Disclaimer of Liability and Crew List
- Exhibit 2 Schedule of Events
- Exhibit 3 RRS Appendix SY
- Exhibit 4 Corinthian Spirit Class (*L'esprit de la Mer*) Rules
- Exhibit 5 90 Foot Class Rules
- Exhibit 6 Daily Declaration Form
- Exhibit 7 GPS Tracker Instructions
- Exhibit 8 Pantaenius Rangefinder Instructions
- Exhibit 9 Marks of the Course and Courses
- Exhibit 10 On-Water Emergency Procedures