



2026 ST BARTHS BUCKET REGATTA

2026 ST BARTHS BUCKET Notice of Race - Exhibit 2

Corinthian Spirit Class Rules

Philosophy

The Corinthian Spirit initiative is intended to provide yacht owners with an alternative to conventional superyacht racing. **The emphasis is on fun, competitive racing, while eliminating the need for race optimization and additional racing crew.** The non-spinnaker Corinthian Spirit Class racing will require fewer racing crew, reduce overall regatta related expenses, minimize the impact on the yacht captain's resources leading up to regattas, and streamline the handicapping process.

Eligibility Criteria & Class Specific Rules

- Cruising yachts with a minimum LOA of 100 feet;
- This is a non-spinnaker class;
- A valid Corinthian Spirit handicap certificate (ORCcs) is required. If a yacht has a valid 2025 ORCs certificate, that will be converted to ORCcs certificate at no charge;
- Sail Criteria (all sails must be declared to ORC with your sail declaration):
 - No spinnakers;
 - Cruising Headsails Set Flying (HSF), where the measurement between the half luff point and half leech point is less than 75% of the foot length, may be used. The HSF furling system must be hoisted in place *at all times* during each race (if taken down a scoring penalty will be applied);
 - Jibs must be on furlers or hanks;
 - Mizzen staysails are allowed.

St Barths Bucket Handicapping Policy and Procedures

An important Corinthian Spirit goal is to keep the racing enjoyable and competitive without owners having to optimize their yachts. It features the ORC Superyacht Rule and VPP with an ORC Corinthian Spirit (ORCcs) 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 the race office 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;
- Corinthian Spirit handicap certificates will be issued prior to the Captain's Briefing on 11 March;
- Subjective handicap adjustments can be made by the ORC/SYRA panel prior to the first race based on the optimization of the yacht for racing and other relevant factors, and/or between races based on observed speed potential and maneuvering characteristics of all yachts in class (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 the Bucket regatta organizer and the SYRA. There will be no compromise to safe racing;
- Racing will be in accordance with the NoR, Sailing Instructions and any other official regatta documents, including the RRS Appendix SY;
- A qualified RRS Afterguard Member must be aboard, as with conventional superyacht racing;
- 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 and daily trophies to class winners.

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 ORC or SYRA representatives regarding handicaps or any handicap adjustments. 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.