



## The 2013 St Barths Bucket Notice and Conditions of Race

28 - 31 March 2013

The St Barths Bucket Regatta is a congenial, invitational regatta set in the Corinthian spirit. Yachts that participate will do so at their own risk. The regatta is open to yachts over 31 meters LOA, unless invited under the 'Grandfather Clause'. This is a regatta that has safe sailing as the highest priority of the Event Organizer. Therefore, an invitation will be extended to those yachts whose owners, captains, crews and guests will participate and endeavor to make this a fun and safe event. The fleet will be divided into classes at the sole discretion of the Race Committee. 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 EVENT ORGANIZERS

The 2013 St Barths Bucket Regatta is organized by The Bucket Association, St Barths, FWI.

Address all correspondence pertaining to the regatta to:

67B Front Street, Marblehead, MA 01945

Tel: 1-781-639-0203

Fax: 1-781-639-9171

Email: [info@bucketregattas.com](mailto:info@bucketregattas.com)

Event Director/Race Chairman Peter Craig

[peter@bucketregattas.com](mailto:peter@bucketregattas.com)

Event Manager

Jeanne Kleene

[jeanne@bucketregattas.com](mailto:jeanne@bucketregattas.com)

Executive Director

Tim Laughridge

[tim@bucketregattas.com](mailto:tim@bucketregattas.com)

Handicapping

International SY Rule

[info@internationalsuperyachtrule.com](mailto:info@internationalsuperyachtrule.com)

#### 2 RACE WEEK WEBSITE

Periodic updates and the very latest information on the regatta can be found on the event website:

[www.bucketregattas.com](http://www.bucketregattas.com)

#### 3 RACE OFFICE

The Bucket Race Office will be located under the Marquee at the Quay in the port of Gustavia with back office operations located upstairs at the Capitainerie.

#### 4 CAPTAIN'S BRIEFING

The pre-regatta Captain's Briefing will be held at 1700 on Thursday, 28 March at the second floor offices on the Capitainerie. Each yacht must be represented by her Captain, designated Safety Officer, and Racing Tactician.

#### 5 DOCKAGE

5.1 The St Barthélemy Port Authority in Gustavia has been kind enough once again to reserve the entire quay for the St. Barths Bucket participants. There will be space alongside for 22-24 yachts and the Organizer will do everything possible to arrange dockage for all who wish to be at the quay. However, with a fleet of 40 or more yachts, anchoring out will be necessary for some yachts.

5.2 Indicate your dockage preference on the Entry Application. The Event Organizer, in collaboration with the Port Authority, will determine which yachts are assigned dockage after receiving all applications.

5.3 Our hosts at the Capitainerie and the Port Authority work extremely hard to optimize the dockage for the Bucket Regatta. The Event Organizer works closely with the Capitainerie on dockage arrangements. All requests and inquiries should be directed to the Event Organizer. The final determination of yachts to be alongside, and their location, is strictly at the discretion of the Port Authority. **All yachts dockside are expected to participate in the Fleet Open House, a longstanding Bucket tradition.**

Adjustments to the Fleet Open House in recent years have resulted in more effective controls regarding access. Each yacht will receive 20 Fleet Open House invitations (wristbands and owner passes).

## 6 ST BARTHS ACCOMMODATIONS

For information regarding villa rentals and race crew accommodations contact WIMCO, the preferred supplier of villa rentals to the St Barths Bucket. WIMCO is a full-service travel company with 30 years of experience arranging accommodations, charter flights, car rentals, and local services for yacht owners, their guests and racing crews. WIMCO, working in conjunction with the Event Organizer, is committed to providing prompt and detailed responses to all reservation and service inquiries.

U.S. Reservations Office

[info@wimco.com](mailto:info@wimco.com)

Free Tel: 800-449-1553

Int'l Tel: 011-401-849-8012

St Barths Concierge Service Office

[frontdesk@wimco.com](mailto:frontdesk@wimco.com)

Tel: 0590-51-07-51

[www.wimco.com/sbh](http://www.wimco.com/sbh)

## 7 MEDIA RIGHTS

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

## 8 INSURANCE

8.1 It is a condition precedent to entry to the regatta that each yacht shall be insured with reputable insurers for physical loss of or damage to the yacht (up to current market value of the yacht and all its equipment onboard) and also insured for Third Party Liability risks up to €1,500,000 (or the equivalent in other currencies) for the period of the regatta set out in the schedule (NOR Part 2, Section 7).

8.2 The Captain will ensure that Certificate(s) of Insurance (which must be in English) reflecting the above required insurance are carried on board the yacht at all times during the regatta. The yacht's insurer(s) must be notified of the yacht's participation in the regatta and a copy of the regatta rules (including the Bucket Disclaimer of Liability Form) should be shown to the yacht's insurer(s).

## 9 WIRING INSTRUCTIONS

Contact the Event Organizer for wiring instructions: [jeanne@bucketregattas.com](mailto:jeanne@bucketregattas.com)

## PART 2 RACING RULES & CONDITIONS

### 1 MANAGEMENT

The St. Barths Bucket is organized by The Bucket Association, St Barths, FWI. The event is affiliated with and sanctioned by the Federation Francaise de Voile (FFV).

### 2 RULES

2.1 The St Barths Bucket will be governed by the following:

- a) The current *rules* as defined in The Racing Rules of Sailing (RRS), with ISAF approved changes for superyacht racing;
- b) Handicapping: The International Super Yacht Rule (ISYR);
- c) The prescriptions of the French Federation of Sailing (FFV);
- d) The Sailing Instructions;
- e) The safety rules and regulations that apply to the yacht by virtue of its Flag and/or its Classification Society;
- f) Any applicable local maritime authority rules and regulations.

2.2 Due to the size, lack of maneuverability and other constraints with superyachts, ISAF has allowed changes to *The Racing Rules of Sailing (RRS)* that will enhance safe racing at the St Barths Bucket Regatta. They come in the form of changes to four definitions and one rule. One of the important safety initiatives presented is maintaining a minimum of 40 meters separation between yachts. This 40 meter separation includes all mark roundings as well as meeting, passing, and crossing situations. While a precise measurement of 40 meters can be difficult, the use of range finders will help and all competitors must abide by the 40 meter minimum separation. If questions arise, they should be resolved via VHF Safety Channel communication. The event organizer expects best efforts with compliance and good sportsmanship in maintaining minimum separation. The ISAF approved changes to the RRS can be found at the SuperYacht Racing Association website: [www.superya.org/rules-committee.html](http://www.superya.org/rules-committee.html).

### 3 SAFE RACING

3.1 A primary focus of Bucket racing is prudent seamanship and sailing in the safest possible manner in all situations. This regatta relies upon self-compliance and self-policing. Accordingly, participants are required to:

- a) Ensure that the safety of the yacht, crew and guests is their primary consideration during the Regatta;
- b) Comply with the rules of the regatta;
- c) Comply with all rules and regulations (and have on board all valid and up-to-date certificates) that apply to the yacht by virtue of its Flag, its Classification Society and/or any local maritime authority's decree that may apply to the yacht at the time of the regatta;
- d) Have due regard to any commercial shipping;
- e) Be courteous to all other participating yachts, the Organizer and its representatives, as well as all other vessels encountered on the racecourse;
- f) Sign and submit a Race Log and Declaration Sheet with the Organizer promptly after completion of each race specifying all safety related incidents and/or any breaches of the RRS and Sailing Instructions.

3.2 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 1). Safety Officer details of the requirement are posted [on the event website](#) and will be distributed to all captains via email). Safety Officers who were approved for the 2012 St Barths or Newport Bucket need not resubmit the form. Names, local mobile telephone numbers and email addresses must be confirmed at registration. The Safety Officer shall be a member of the afterguard whose sole responsibility will be communicating on the dedicated VHF safety channel while racing, collision avoidance, and the safe maneuvering of the yacht. The Safety Officer shall have no other responsibility above and beyond these safe racing related matters.

3.3 If the Event Organizer receives corroborative or substantiated reports of a yacht being handled in an overaggressive, un-seamanlike or unsafe manner, they may excuse the yacht from the regatta and/or declare the yacht, Safety Officer or Racing Tactician ineligible for future Bucket regattas, with or without a hearing.

### 4 ADVERTISING

Advertising will be restricted to Category A unless approval is granted by the Organizer in advance.

### 5 ELIGIBILITY AND ENTRY

5.1 The St Barths Bucket is an invitational event, open to sailing yachts over 31 meters (100 feet) LOA, unless invited under the 'Grandfather Clause'. Considering the unprecedented level of interest in the Bucket Regattas in recent years, the invitational aspect of the event has become increasingly relevant. With the Regatta often oversubscribed it is important for all applicants to understand the basis upon which entrants are invited. The invitation matrix is comprised of many factors including the yacht's size and past participation (at both Bucket venues), with credit for contributions to the spirit of the event (the fun factor), sponsor affiliation and other factors. This event is focused on the yacht owners; hence chartered yachts receive a lower priority.

5.2 The Bucket Directors ultimately determine which yachts will be issued invitations each year. Any yacht seeking an invitation should advise the Event Organizer ([jeanne@bucketregattas.com](mailto:jeanne@bucketregattas.com)) of their desire to participate in the event. Those yachts will be issued an invitation or added to the Waiting List, depending on the response from those yachts that have been invited and any withdrawals.

5.3 The entry application will be forwarded to invited yachts by 25 October, 2012. A completed entry application must be received by the Organizer no later than 15 November, 2012. After that date, the invitation may be withdrawn and issued to one of the yachts on the Waiting List. The entry fee is payable no later than 7 December, 2012. Entry acknowledgement will be sent to entrants shortly after entry receipt.

5.4 Late Entries may be accepted at the sole discretion of the Organizer.

5.5 All yachts are required to have a current and valid International Super Yacht Rule (ISYR) Rating Certificate. The required measurement information and handicapping fee must be received by the ISYR Rating Authority no later than 1 January, 2013 to avoid a late fee of €500. For a Rating Application, application instructions, and a complete description of the ISYR, visit [www.InternationalSuperYachtRule.com](http://www.InternationalSuperYachtRule.com). Contact information for those managing this handicap rule is provided on the ISYR website.

5.6 All Rules of the FFV (Federation Francaise de Voile) must be respected and followed by Bucket participants. This specifically includes the requirement for French citizens sailing in the regatta, to be holders of a current valid FFV Sailing License. Temporary licenses may be obtained from the Organizing Authority (contact [info@bucketregattas.com](mailto:info@bucketregattas.com)).

5.7 The Captain of each yacht will be made an annual member of the St Barths Bucket Association, our official FFV Association.

5.8 Each yacht is required to maintain the minimum level of insurance as presented in NOR Part 1, paragraph 8, This requirement will be documented on the Disclaimer of Liability form, to be completed by each participating yacht at registration.

## 6 FEES

6.1 The entry application shall be accompanied by the entry fee. The entry fee is €7,500 for current SuperYacht Racing Association (SYRA) members and €8,000 for non-members. For more information on the SYRA and how to join go to : [www.superyra.org](http://www.superyra.org) . The majority of regattas on the 2013 superyacht racing calendar and all of the regattas in 2014 will feature differential entry fees given the important role that the SYRA plays with safety and fair racing.

6.2 The Entry Fee includes twenty (20) guests for each yacht. Each entry will be issued eighteen (18) wristbands and two (2) owner's passes, which are required for each person participating in the Fleet Open House. Twenty (20) Cocktail Tickets will be issued to each yacht. Passes for additional guests may be purchased in advance or at the Regatta Office.

6.3 The fee for obtaining a valid 'International Super Yacht Rating Certificate' (refer to NOR 5.5) is paid directly to the Rule Authority and must be submitted with your ISYR Application prior to the 1 January, 2013 deadline to avoid the €500 late fee.

## 7 PRELIMINARY SCHEDULE OF EVENTS

7.1 Three races are scheduled, one each day from Friday, 29 March through Sunday, 31 March.

7.2 Preliminary Schedule:

### THURSDAY, 28 March

0900 – 1700	RACE OFFICE OPEN / REGISTRATION (BMQ)
1200	J CLASS EXHIBITION RACE
1700 – 1800	CAPTAINS' BRIEFING (2 <sup>nd</sup> Floor Capitainerie) Maximum 4 per yacht (mandatory for Captain, Safety Officer & Racing Tactician)
1830	BUCKET BAR OPEN (BMQ)
1900 – 2100	FLEET WELCOMING PARTY (BMQ) Cocktails / Hors d'Oeuvres / Music
1900 – 2100	OWNERS' RECEPTION - Invitation Only <i>Location TBA</i>

### FRIDAY, 29 March

0800 – 1800	RACE OFFICE OPEN (BMQ) Media Registration / Log and Kattack GPS drop off post racing
0830 – 0900	PRE-RACE BRIEFING (BMQ - Stage) Mandatory for Captain and Safety Officer
1100	FIRST SIGNAL – RACE 1 Scheduled Warning Signal for the Racing Class
1900 - 1910	DAILY AWARDS PRESENTATION
1900 – 2130	DOCK PARTY & FLEET OPEN HOUSE (BMQ) <i>Details TBA</i>

### SATURDAY, 30 March

0800 – 1800	RACE OFFICE OPEN (BMQ) Media Registration / Log and Kattack GPS drop off post racing
0830 - 0900	PRE-RACE BRIEFING (BMQ - Stage) Mandatory for Captain and Safety Officer
1100	FIRST SIGNAL – RACE 2 Scheduled Warning Signal for the Racing Class
1900 - 1910	Daily Awards Presentation
1900 – 2330	BUCKET BASH (BMQ) <i>Details TBA</i>

### SUNDAY, 31 March

0800 – 1800	RACE OFFICE OPEN (BMQ) Media Registration / Log and Kattack GPS Drop off post racing
0830 – 0900	PRE-RACE BRIEFING (BMQ - Stage) Mandatory for Captain and Safety Officer
1100	FIRST SIGNAL – RACE 3 Scheduled Warning Signal for the Racing Class
1830 – 2100	FINAL AWARDS CEREMONY & COCKTAIL PARTY <i>Details TBA</i>

*The Event Organizer and Race Committee reserve the right to modify the above schedule depending on weather conditions or other unforeseen circumstances.*

## **8 REGISTRATION**

Registration for the St Barths Bucket will begin at 0900 on Thursday, 28 March. The following documents will be required at registration:

- a) Acceptance of the Notice of Race and Sailing Instructions as set out in the Entry Form;
- b) Signed Disclaimer of Liability Form;
- c) Crew List;
- d) Name and mobile telephone numbers for the Boat Captain, designated Safety Officer and Racing Tactician;
- e) Valid International Super Yacht Rule Rating Certificate;
- f) Safety Officer Resume / Credentials (NOR 3.2);
- g) Confirmation on the number of extra crew / guest bracelets required.

## **9 CLASSES**

9.1 The Organizer 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 1 March, 2013.

9.2 Class break criteria will be posted on the event web site by 1 December, 2012. It is the intent of the Race Committee to have a racing class, 'Les Guépards des Mers' that will start first with a conventional fleet start. The Cruising fleet will be divided into three classes with a pursuit race format: 'Les Gazelles des Mers', 'Les Mademoiselles des Mers' and 'Les Grandes Dames des Mers'.

9.3 At the race committee's discretion, classes may sail different courses on any given day. For those yachts sailing in pursuit racing classes, start times will be adjusted daily to compensate for different courses and wind conditions. The order of finish in each pursuit race class will dictate the class winners each day.

## **10 SAILING INSTRUCTIONS**

10.1 A preliminary version of the 2013 Sailing Instructions, will be posted on the event website by 1 March, 2013 and will be emailed to all entrants. Safe racing is a top priority at any superyacht regatta, therefore, comments and feedback from entrants on the preliminary Sailing Instructions and any matters pertaining to safe racing is strongly encouraged.

10.2 The final Sailing Instructions will be posted on the event website on or before 15 March, 2013 and will be available at the Race Office on site. Boat Captains are encouraged to forward these documents to their Owners, Safety Officer and Racing Tactician in advance.

## **11 RACING AREA**

Racing will take place in the vicinity of St Barthélemy and its adjoining islands. A chart showing the racing area is Imray-lolaire #A 241. The rendezvous location for racing will be just outside Gustavia Harbor entrance.

## **12 THE COURSES**

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

## **13 RACING FORMAT**

13.1 CONVENTIONAL FLEET RACING: The racing class only will use a conventional fleet racing format with all yachts in the class starting together using the International Super Yacht Rule (ISYR) Time-on-Time handicapping with handicaps for 3 specific wind ranges.

13.2 PURSUIT RACING: Three classes will use the traditional Bucket pursuit racing format using ISYR handicapping. To enhance safe racing within the expected large fleet, 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, and make the overtaking issue less onerous for the faster boats in 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 speed potential of the yacht, the racecourse composition and wind speed and direction each day. The order in which the yachts finish in their specific class will determine the daily class results.

## **14 HANDICAPPING AND SCORING**

14.1 The International Super Yacht Rule (ISYR) will be used for all classes in the 2013 St Barths Bucket.

14.2 The racing class will use ISYR Time-on-Time handicaps with three specified wind ranges.

14.3 The remaining three classes will use ISYR handicaps with start times determined using criteria outlined in

NOR 13.2. Start times and order will change daily within each class because the course configuration and wind conditions will be different each day.

14.4 For fleet results within the pursuit classes, an ISYR time correction will be applied based on class specific start times and the course sailed. The fleet results will be one of the criteria used to determine the overall Bucket winner. More detailed information on racing formats and the overall Bucket scoring criteria will be posted on the event web site prior to 1 January, 2013.

14.5 Refer to NOR 5.5 and [www.InternationalSuperYachtRule.com](http://www.InternationalSuperYachtRule.com) to obtain more information on the International Super Yacht Rating Rule and the handicapping system.

## **15 SAFETY HEARINGS**

15.1 The Organizer takes a proactive stance on safe racing and good sportsmanship. Safe racing is the responsibility of everyone involved in superyacht regattas. 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.

15.2 This Notice of Race and the Sailing Instructions send the implicit message that the focus is on safety and prudent seamanship as opposed to competitive advantage. It reinforces the fact that Bucket Regattas are congenial racing events.

15.3 The yachts' Safety Officers and Racing Tacticians are expected to meet immediately following the racing to discuss and resolve any encounter or infraction that entails issues with safe racing, sportsmanship, or competitive advantage. If unable to resolve the issues, competitors are encouraged to meet with the Race Chairman or they can file for a Safety Hearing. Safety Hearings shall be made in accordance with RRS 60 and 61.

## **16 COMMUNICATIONS AND ELECTRONIC AIDS**

16.1 A yacht shall not receive radio transmissions not 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.

16.2 Yachts equipped with Automatic Identification System (AIS) are required to operate their AIS system from the time they approach the starting area until departing the finishing area following the race.

## **17 RESPONSIBILITY**

17.1 The safety of a yacht and its crew is the sole responsibility of the Captain who must 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.

17.2 It is the sole and inescapable responsibility of each yacht to decide whether or not to start or continue in any race. See RRS rule 4, Decision to Race.

17.3 The Bucket Association, St Barthélemy, FWI and participating Sponsors of the St Barths Bucket 2013 regatta do not accept responsibility for loss of life or injury to participants or others, or for the loss or damage to any vessel in any way or from any cause during or related to this event.

## **18 TROPHIES AND PRIZES**

18.1 Daily awards for first place in class will be presented following racing each day.

18.2 The Vitters Seamanship Trophy will be awarded to the yacht that displays the most sportsmanlike behavior, seamanlike boat handling, particularly with regard to safety. This award truly reflects the spirit of the Bucket. There may be other special trophies awarded as well, for meritorious acts, boat handling and other notable behavior.

18.3 Series awards for first, second and third place in each class will be presented on Sunday, 31 March following the racing that evening.

18.4 The prestigious Bucket Trophy will be presented to the overall winner of the 2013 St Barths Bucket Regatta on Sunday, 31 March following the racing that evening. The criteria for the Bucket Trophy will be posted on the

event web site prior to 1 January, 2013.

#### **19 DISCLAIMER OF LIABILITY**

19.1 Competitors participate in the regatta entirely at their own risk. Association Bucket Regattas, the Organizing Authority, sponsors, and all other affiliated organizations and individuals, will not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

19.2 The Bucket Disclaimer of Liability Form must be accurately completed and signed by the Owner, Captain, charterers, crewmembers and guests of the yacht and lodged with the Organizers prior to the first race of the Regatta. The Disclaimer form will be posted on the web site by 15 March, 2013.

19.3 In the event of any crewmember, guest 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 in the regatta.

#### **20 AMENDMENTS TO THIS ANNOUNCEMENT OF REGATTA**

The Organizer reserves the right to amend this Notice of Race. Any amendments will be posted on the event web site.

#### **21 BOTTOM LINE**

The purpose of the rules is to encourage good competition, good sportsmanship and absolute collision avoidance. None of these guidelines should affect the spirit of Bucket Racing from years past, which is first and foremost...

**Sail safely first, then fast. Win the party!**