



2013 NEWPORT BUCKET REGATTA August 23 – 25, 2013

SAILING INSTRUCTIONS

PART I ADMINISTRATIVE

1 BUCKET RACE OFFICE

The Bucket Race Office is located at the Newport Shipyard Marquee. Back Office operations are located at the Merle Wood Office on the second floor above Belle's at the Newport Shipyard. The Race Office telephone numbers are:

Back Office	Open Thursday / 22 August, 0900	(617) 922-0656
Race Office	Open Friday / 23 August, 0900	(781) 639-0203

2 REGISTRATION

Regatta registration begins at 1300 on Friday, 23 August at the Newport Shipyard Marquee. Boat Captains are to complete their regatta registration no later than 1800.

3 DISCLAIMER OF LIABILITY

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

4 DISCLAIMER OF LIABILITY FORM

The Disclaimer of Liability Forms (**Exhibit 1**) will be available Race Office. The document must be signed by all crew members and guests and returned to the Race Office prior to Saturday morning's Pre-Regatta Captain's Briefing. Yachts that do not submit the waivers will not be scored. For any change of crew or guests during the regatta, crew waivers must be updated to reflect new crew members and guests.

5 INSURANCE

Each yacht is required to maintain \$1,500,000 in liability insurance. It is the responsibility of each Yacht Captain and Owner to certify that all crew and guests aboard are properly insured against all liabilities and injuries incurred while participating in the regatta.

6 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located at the Newport Shipyard Marquee and posted on the Newport Bucket Regatta website.

7 RACE COMMENTARY CHANNEL

There will be a separate VHF Channel for commentary during the Newport Bucket. VHF Channel 77 will be used exclusively to provide on water observations. Guests and spectators are invited to tune in for this unique and insightful race commentary.

Reference Sailing Instruction Section 22 for Race Committee and Bridge to Bridge Safety Communications channels.

8 SCHEDULE OF EVENTS

A detailed schedule of events is available in a separate document and is posted at Race Headquarters.

FRIDAY, 23 August

- 1300–1800** Registration at the Newport Shipyard Marquee
- 1700** Superyacht Rules Review (Newport Shipyard)
- 1800** Captains' Briefing (Newport Shipyard)
- 1830-2000** Welcome Reception (Newport Shipyard)
Cocktails and Hors d'oeuvres

SATURDAY, 24 August

- 0930** Daily pre-race briefing at the Newport Shipyard Marquee
- 1200** Race 1 scheduled start time for first yacht in fleet
- 1830** Daily Awards Presentation
- 1800-2300** Yacht Hop & Bucket Bash (Newport Shipyard)
Cocktails, Dinner & Entertainment

SUNDAY, 25 August

- 0930** Daily pre-race briefing at the Newport Shipyard Marquee
- 1200** Race 2 Scheduled start time for first yacht in fleet
- 1830-2030** Newport Bucket Awards Celebration at the International Yacht Restoration School
Cocktails and Hors d'oeuvres

The Organizing Authority and Race Committee reserve the right to modify the above schedule depending on weather conditions or other unforeseen circumstance.

PART 2 RULES AND CONDITIONS

1 THE RULES

1.1 The regatta will be governed by:

- a) The *rules* as defined in the Racing Rules of Sailing (RRS)
- b) Appendix SY to the RRS (**Exhibit 2**)
- c) The International SuperYacht Rule (ISYR). Rule overview in **Exhibit 3**
- d) These Sailing Instructions
- e) RRS 55 is changed by adding the following sentence to the rule: ‘However, discarding stops when setting a sail is permitted.’

2 EVENT CLASSIFICATION AND ADVERTISING

2.1 Yachts may be required to display advertising chosen and supplied by the Organizing Authority.

2.2 Owners and their sponsors are responsible to inform advertisers that no activities advertising any brand will be permitted ashore within the Newport Shipyard Marina without the prior written consent of the Organizing Authority.

3 AMENDMENTS AND NOTICES TO COMPETITORS

3.1 Notices to the competitors will be posted on the official notice board, located at the Newport Shipyard Marquee.

3.2 Any changes to the Sailing Instructions will be posted on the official notice board no later than 0930 on the day the amendment comes into effect, except that changes to the program shall be posted by 2000 on the day before the change takes effect.

3.3 In accordance with RRS 90.2(c), changes to the Sailing Instructions may be made on the water by hail on the race committee VHF Channel. The race committee will display flag L with one sound before making the announcement.

3.4 The race committee will broadcast its intent for the day’s racing on the race committee VHF channel at 1030 daily.

4 SIGNALS MADE ASHORE

Signals made ashore shall be displayed on the official flagstaff located at the Newport Shipyard Marquee.

5 SCHEDULE OF RACES

5.1 Two races are scheduled one each day from Saturday, 24 August through Sunday, 25 August.

5.2 The scheduled start time for the first yacht each day is 1200.

6 CLASSES AND CLASS FLAGS

6.1 Yachts will be separated into two classes, Les Gazelles des Mers and Les Grandes Dames des Mers. A list of yachts by class, will be posted on the event website and on the official notice board. At the race committee’s discretion, the classes may sail different courses on any given day.

6.2 The start times will be adjusted accordingly taking into account the yacht’s speed potential (determined by the ISYR), course configuration, and projected wind direction and speed. The order of finish will dictate the winners each day.

6.2 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 feasible, class flags shall be displayed from the stern pulpit. The Les Gazelles des Mers class will use Pennant #1 and the Les Grandes Dames des Mers class will use Pennant #2.

7 SAFETY OFFICER

7.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form (**Exhibit 4**) in advance. The form is posted on the event website and was distributed to all Captains via email. The Safety Officer’s name, local mobile telephone number and email address must be confirmed at registration.

7.2 The Safety Officer shall be a member of the afterguard whose primary responsibility will be collision avoidance, the safe maneuvering of the yacht and communicating on the dedicated VHF safety channel 17 (refer to SI 22.2) while racing. The Safety Officer must have a handheld VHF radio in their possession from the time the yacht approaches the starting area until departing the finishing area following the race and shall answer any and all hails in a timely fashion.

7.3 The Safety Officer shall attend all pre-race briefings and will be responsible for ensuring the daily Declaration Form and Kattack portable GPS unit are returned to the Race Office as soon as practicable following racing each day, but no later than two hours after finishing.

8 BRIEFINGS

8.1 The pre-regatta Captains' Briefing will be held, Friday, 23 August (1800) at the Newport Shipyard Marquee. Attendance is mandatory for the Boat Captain, designated Safety Officer and Racing Tactician.

8.2 There will be a mandatory briefing each racing day at 0930 at the Newport Shipyard Marquee. The racecourse, weather and any safety issues will be addressed. Starting sequence options, daily Declaration forms and Kattack GPS units will be distributed. The Captain is excused from the morning pre-race briefing if his yacht is scheduled to depart the dock prior to 0930.

8.3 There may be a post-race safety meeting as a result of incidents on the racecourse. Attendance at any post-race safety meeting is mandatory for Captains, Safety Officers and Racing Tacticians. Yachts will be notified via VHF and mobile telephones.

9 DAILY DECLARATION FORM, KATTACK GPS and RANGEFINDERS

9.1 Each yacht's Safety Officer shall complete a daily Declaration Form (**Exhibit 5**). The completed form shall be delivered to the Race Office within two hours of the yacht finishes.

9.2 The Kattack portable GPS unit is to be attached to each boat prior to arriving in the starting area (instructions in **Exhibit 6**). The Kattack GPS unit is to be submitted to the Race Office as soon as practical after racing, but no later than two hours after the yacht finishes.

9.3 The portable GPS unit will track the yacht's course each day. After racing, each yacht's track will be uploaded, providing an accurate record of course sailed and proximity to other yachts. The Race Committee will have a comprehensive record of every crossing, rounding or passing situation and be able to monitor the 40-meter minimum separation. Breaches of SI 9 will not be grounds for protest by a yacht. This changes RRS 60.1(a).

9.4 All yachts will be issued a Pantaenius Laser Rangefinder, which is to be used by the afterguard to determine distance between yachts (**Exhibit 7**). Rangefinders shall be returned to the Race Office along with Kattack GPS on Sunday following the racing that day.

10 USE OF ENGINES AND THRUSTERS

10.1 For safety reasons, yachts are encouraged 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 take action in order to avoid a collision.

10.2 A yacht that puts her engine in gear or uses her thruster at any time after four minutes prior to her individual start, must submit a written declaration of "engine/thruster use" to the Race Office as soon as practical after racing, stating the time the engine was in gear or thruster used, the reason for using it, the duration of use and any potential competitive advantage realized. The race committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain.

11 RACING AREA / START LOCATION

Racing will take place in Rhode Island Sound. The rendezvous location for racing will be just south of Kettlebottom Reef (Gong G "7"). The location of the race committee signal boat will be broadcast on the race committee VHF channel when the signal boat is on station.

12 TURNING MARKS, BUOYS AND COURSES

12.1 A list of the marks of the course, which includes government buoys and inflatable buoys, and their approximate location can be found in **Exhibit 8**.

12.2 Inflatable marks will be large orange or yellow tetrahedrons.

12.3 Courses for each race will be selected by the race committee from those outlined in **Exhibit 9**. The marks for each course, order to be rounded, and side to be passed are included in the course description.

12.4 If a mark is missing or out of position, the race committee will, if possible, replace it in its correct position or substitute with a new one. If a replacement mark is not in position, the race committee will announce the original mark's latitude and longitude position on the Race Committee VHF channel, which yachts shall pass on the required side.

13 THE RACE COMMITTEE BOATS

13.1 The race committee signal boat (starting line) will be identified by a large Bucket Regattas burgee.

13.2 Race committee mark boats will be identified by a blue RC flag.

14. THE START

14.1 Yachts with the slowest rating in each class will start first. The starting time for each yacht is determined using the ISYR, based upon projected wind conditions and the course configuration. This changes RRS 26.

14.2 The anticipated course for the day and starting sequence options will be discussed and distributed at the pre race briefings. After the race committee yacht is on station and the committee has observed the prevailing conditions, the course and starting sequence option for the day will be broadcast on the race committee channel between 1100 – 1130 (unless postponed). Best efforts will be made to post the starting sequence on the event website and email it to all Captains. Note, a yacht's starting time and starting order can change from race to race because the wind conditions and courses will be different each day (see **SI Exhibit 3** for ISYR details).

14.3 The starting area will extend 200 meters on either side of the starting line and approximately 400 meters on the pre-start side of the line. Yachts which are not within 5 minutes of their individual starting time shall stay clear of the starting area and yachts which have yet to start shall stay clear of yachts racing on the course side of the starting line.

14.4 The starting line will be between an orange flag on the race committee signal boat and a large orange inflatable tetrahedron.

14.5 A yellow inflatable tetrahedron will be laid near the race committee signal boat as an inner limit mark (ILM). Yachts shall start between the large orange inflatable tetrahedron and the yellow inflatable ILM. The yellow inflatable ILM is a mark of the course but may not be on the starting line.

14.6 The start time for the first yacht in fleet is scheduled for 1200 each day. Starting time options for all boats will be distributed at the daily pre-race briefing. The start times will be staggered at not less than 30 second intervals. A sound signal will be made for each start and the Race Committee will attempt to broadcast each start. The absence of visual signals shall be disregarded. This changes RRS 26 and Race Signals.

14.7 Rule 26 is changed to: pursuit races shall be started by using the following signals. The flag utilized as the class flag will be Flag D.

Signal	Flag	Sound	1st Starting Signal
Warning 1 st Yacht	Class Flag D	1 Sound	5
Preparatory 1 st Yacht	P Flag	1 Sound	4
Starting 1 st Yacht	P Flag removed	1 Sound	0
Starting 2 nd Yacht	1 Sound	1 Sound	To Be Determined
Etc.			
Starting Last Yacht	Class Flag D Removed	1 Sound	To Be Determined

A yacht's preparatory signal is 4 minutes prior to its scheduled start. Except for the first starter, there will be no visual or sound signals for the subsequent preparatory or starting signals. The Race Committee will attempt to broadcast countdowns for each start on the race committee VHF channel.

14.8 If the start of a race is postponed, the race committee will display AP over a numeral pennant signifying the number of hours from the scheduled warning time (each yacht's starting time will be moved back exactly that number of hour(s).) The race committee will announce any postponement on the race committee VHF channel.

15 RECALLS

There will be no individual recalls. Any yacht crossing the starting line early shall not restart and will be given a penalty equal to 5 minutes plus the time she was over early. A yacht that crosses the starting line more than 3 minutes early will not be scored. This modifies rule 28.1, 29.1, A4.2.

16 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 last rounding mark. The change will be signaled before the leading yacht has begun the leg. The race committee will broadcast any course changes over the race committee VHF channel. This changes RRS 33.

17 THE FINISH

17.1 The finishing line will be between an orange flag located on Castle Hill approximately 0.2nm NNE of the Castle Hill lighthouse and an orange inflatable mark WNW of Castle Hill.

17.2 A sound signal will be made for each finishing yacht.

17.3 Time Limit: Yachts failing to finish within 60 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 2. This changes RRS 35 and A4.

18 PENALTY SYSTEM

18.1 The Event Organizer 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 Newport Bucket. The race committee fully expects a level of mutual respect between competitors. It is incumbent upon all competitors to abide by the rules and play a role in rule compliance and enforcement by using the penalty system and protest procedures outlined here in SI sections 18 and 19.

18.2 One-Turn and Two-Turn Penalties will not apply. Rule 44.3(c) is changes as follows: The finishing place for a yacht that takes a Scoring Penalty shall be the finishing place she would have been allocated without that penalty increased by a number of places equal to 30% of the total class size (rounded down). If she takes more than one Scoring Penalty in a race, her finishing place will be increased by a number of places equal to 30% of the total class size (rounded down) for each Scoring Penalty taken.

18.3 RRS 44.3(a) will not apply. RRS 44.3(b) is changed as follows: A yacht shall declare any Scoring Penalties she has taken on her daily Declaration Form.

18.4 If the Event Organizer receives corroborative or substantiated reports of a yacht being handled in an unsafe or unsportsmanlike manner, invitations to future Bucket Regattas may be withheld. Alternatively, the Safety Officer and/or Racing Tactician may also not be allowed to participate in future regattas.

19 PROTESTS AND REQUESTS FOR REDRESS

19.1 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.

19.2 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 boat finishes. Sailing is a self-policing sport and the role of the race committee and jury in that regard is detailed in **Exhibit 10**.

19.3 Schedule of hearings will be posted on the official notice board within 30 minutes of the protest time limit.

19.4 If there is an incident on the water and no protest is filed or penalty declared, the yachts' Safety Officers and racing tacticians are expected to meet immediately following the racing to discuss and resolve any minor safety issues, sportsmanship, or issues pertaining to competitive advantage. If unable to resolve the issues, competitors are encouraged to meet with the Race Chairman or they can file for a Rules Clarification Hearing with the Jury on their daily Declaration Form.

19.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered:

- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
- (b) no later than 30 minutes after the requesting party was informed of the decision on that day.

This changes rule 66.

19.6 On the last scheduled day of racing a request for redress based on a Jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2

20 SCORING

20.1 Boats will be scored based on the order of class finish, adjusted for any penalties taken on the water.

20.2 The Low Point System RRS Appendix A will apply. No score will be excluded.

20.3 Decisions concerning course selection and wind strength/direction are the responsibility of the race committee and are not grounds for request for redress. This changes RRS 62.

21 SAFETY REQUIREMENTS

21.1 Yachts must comply with all safety requirements and carry requisite safety equipment designated by their Flag State or Classification Category.

21.2 The yacht's man-overboard procedure should be practiced aboard each boat at least once by the crew racing in the regatta prior to the first race of the series.

21.3 In the event of a man overboard during a race, if a yacht tender or race committee boat is in the immediate vicinity, that vessel should recover the man overboard. Whether the man overboard is transferred back to the racing yacht, or not, will be at the discretion of the yacht captain. This changes RRS 47.2.

21.4 A yacht that retires from a race shall notify the race committee boat by hailing or on the race committee VHF channel before leaving the race area, or the Race Office as soon as practical.

21.5 All yachts are encouraged to read and follow the regatta's emergency procedures (**Exhibit 11**).

22 COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)

22.1 The race committee will use VHF Channel 73 for communication. All yachts must monitor this channel from the time they approach the starting area until departing the finishing area following the race.

22.2 The Bridge-to-Bridge Safety Channel is VHF 17. All yachts must 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. This channel should be used in close quarters to assist with collision avoidance, determine the other yacht's intentions, and resolve confusion. If VHF 17 is congested, yachts may use race committee VHF channel 73 for safety related communication.

22.3 The alternative to VHF will be mobile phone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's Boat Captain and Safety Officer. Telephone communication is strongly encouraged when the VHF safety channel and the race committee channel are in use.

22.4 Yachts equipped with an 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. This assists in maintaining safe separation between yachts and collision avoidance.

22.5 All yachts are required to perform a radio check to receive acknowledgement from the race committee on the published safety channel within one hour of their published start time.

23 AWARDS

23.1 Daily awards for first place in each class will be presented following racing that day (at the Newport Shipyard Marquee on Saturday and at the final awards ceremony on Sunday).

23.2 Final awards will be presented on Sunday, 25 August at the International Yacht Restoration School (IYRS) following the racing that day.

23.3 Series awards for first, second and third place will be presented to the Les Gazelles des Mers and Les Grandes Dames des Mers classes and the overall Bucket Winner will be presented on Sunday, 25 August at the IYRS.

23.4 The Vitters Seamanship Trophy will be awarded to the yacht that demonstrates the best seamanship and sportsmanship in the interest of promoting safety on the racecourse.

23.5 The Wolter Huisman Memorial Spirit of the Bucket Trophy will be awarded to the yacht that best exemplifies the spirit of the Bucket Regattas.

23.6 There will be special trophies awarded as well, for meritorious acts, boat handling and other notable behavior.

24 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury nor death sustained in conjunction with or prior to, during, or after the regatta.

25 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 good competition, good sportsmanship and absolute collision avoidance. All competitors agree to be bound by the rules as defined in *The Racing Rules of Sailing*. 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!**

EXHIBITS (*Copies of all exhibits are available at the Race Office and in the Captains' Packages*)

- Exhibit 1 Disclaimer of Liability & Crew List
- Exhibit 2 Appendix SY
- Exhibit 3 International SuperYacht Rule Overview
- Exhibit 4 Safety Officer Requirement & Form
- Exhibit 5 Daily Declaration Form
- Exhibit 6 Kattack GPS Instructions
- Exhibit 7 Pantaenius Rangefinder Instructions
- Exhibit 8 Marks of the Course
- Exhibit 9 Courses
- Exhibit 10 Rule Compliance and Enforcement
- Exhibit 11 On-Water Emergency Procedures