2012 ST BARTHS BUCKET SAFETY OFFICER REQUIREMENT

Announcement of Regatta / Part 2 Section 3.1.6

Requirement to Race:

ANNOUNCEMENT OF REGATTA

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:
- 3.1.6 Appoint a Safety Officer who shall be responsible for VHF safety communications and any other safety related compliance duties that are required. A brief resume or statement with the Safety Officer's experience and credentials must be submitted to the Organizer prior to 15 February, 2012 in recognition of the importance of this responsibility. Details on the qualifications required of Safety Officers will be posted on the event web site no later than 1 December, 2011.

Background:

The critical role of the Safety Officer in superyacht racing cannot be underestimated. The Safety Officer is responsible for the safe maneuvering of the yacht and communicating on the dedicated VHF safety channel while racing. The Safety Officer is an integral member of the "afterguard" who must work closely with the helmsman, racing tactician and navigator with a primary focus on safe racing, adherence to the racing rules, and collision avoidance.

It became readily apparent during a number of 2011 superyacht regattas that some Safety Officers did not have the qualifications and experience required to assume this important crew position. Hence the 2012 St Barths Bucket requirement for all entries to submit a resume or statement detailing the credentials. We ask that you use the **attached 'Safety Officer Information Form'** (page 2 of this document) which can include a sailing resume or statement listing experience and credentials for their designated Safety Officer.

The Superyacht Racing Association (SYRA) has a Racing Safety Manual **posted on their website** that provides some relevant details on the responsibilities of a superyacht afterguard and the specific role of a Safety Officer. Bucket entrants are encouraged to review this important document, which details the preparation required prior to racing.

Qualifications and Credentials Required:

Some of the fundamental credentials and qualifications that a Safety Officer must possess follow:

- Experience racing large sailing yachts;
- Fully conversant with the Racing Rules of Sailing;
- Aware of the manoeuvring characteristics and limitations of the yacht and those racing against;
- A thorough understanding of racing tactics;
- A thorough understanding of the regatta racing documents including the Announcement of Regatta, Sailing Instructions and any Amendments and Exhibits;
- Conversant in English and experienced with VHF radio protocol.

Responsibilities:

The Safety Officer position is not to be assumed by the yacht's helmsman, navigator, racing tactician or crew boss. The Safety Officer's role is interacting closely with the afterguard and communicating with the other competitors on the dedicated VHF channel with a primary focus on safe maneuvering and collision avoidance.

St Barth's Bucket 2012 SAFETY OFFICER INFORMATION FORM

Please provide the following information. Use a second page if necessary and attach sailing resume if applicable.

YACHT NAME:	
SAFETY OFFICER NAME:	
MOBILE PHONE IN ST BARTHS:	
FULLY CONVERSANT IN ENGLISH: EXPERIENCED WITH VHF RADIO PROTOCOL:	YES / NO YES / NO
RACING EXPERIENCE (please include major regattas and your crew position on the boat):	
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SUPERYACHT RACING EXPERIENCE (please incl	ude crew position on the boat):
EXPERIENCE ON ST BARTH'S BUCKET YACHT (include crew position if permanent crew and/or racing crew position):	
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ADDITIONAL RELEVANT QUALIFICATIONS / CF (e.g. International Judge, Marine Industry Professional,	