



2012 ST BARTHS BUCKET

SAILING INSTRUCTIONS – PART 1

22 - 25 March, 2012

1 BUCKET RACE OFFICE

The Bucket Race Office is located under the Marquee at the Quay in the port of Gustavia, with back office operations located upstairs at the Capitainerie:

Back Office	Open 0900, Wednesday / 21 March	0690 22 89 45
Race Office	Open 0900, Thursday / 22 March	0690 88 25 69

2 REGISTRATION

Boat Captains are to complete their regatta registration at the Bucket Race Office no later than 1700, Thursday, 22 March.

3 DISCLAIMER OF LIABILITY FORM

Disclaimer of Liability forms will be available at the Bucket Race Office. They must be signed by all crew members and guests and returned prior to Friday morning's pre-race briefing. Yachts which do not submit completed forms will not be scored. For any change in crew or guests during the regatta, the forms must be updated to reflect new crew members or guests.

4 FFV LICENSES

The Captain of each yacht entering the St. Barths Bucket Regatta will be made an annual member of the St. Barths Bucket Association, our official FFV Association. French citizens sailing in the regatta must be holders of a valid FFV Sailing License. The Bucket Association can issue temporary FFV Licenses for the event. Please contact Wendy Kronenberg at +590 590 27 56 50 (nfyachts@wanadoo.fr) to obtain a license.

5 TRANSITING TO & FROM THE RACE COURSE

All competing yachts are to use the harbor channel when transiting to and from the race course each day, leaving Gros Ilets to port when departing the harbor and to starboard when returning. Yachts must not transit through the anchorage between Gros Ilets and Les Saintes.

6 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. Association Bucket Regattas, 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.

7 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 aboard are properly insured against all liabilities and injuries incurred while participating in the regatta.

8 NOTICES TO COMPETITORS

Notices to competitors will be posted on the notice board located under the Marquee at the port of Gustavia dock and posted on the St Barth's Bucket website.

9 EVENT PROGRAM / SCHEDULE

ST BARTHS BUCKET 2012

Preliminary Schedule *as of February 24, 2012*



Note: The Bucket Marquee at the Quay (BMQ)

THURSDAY, 22 March

0900 - 1700	REGISTRATION (BMQ)
1200	J CLASS EXHIBITION RACE
1700 - 1800	CAPTAINS' MEETING (BMQ) 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 (Location TBA) Invitation Only

FRIDAY, 23 March

0800 - 1800	RACE OFFICE OPEN (BMQ) Race Committee Desk / Media Registration / Log and Kattack GPS Dropoff
0830 - 0900	CAPTAIN/TACTICIAN BRIEFING (BMQ - Stage) Pre-Race Briefing Mandatory for Captain and Safety Officer
1100	FIRST GUN - RACE 1 Scheduled Start for the First Yacht in Fleet
1900 - 2130	DOCK PARTY & FLEET OPEN HOUSE (BMQ)
1830	Bucket Bar Open
1900 - 1910	Daily Awards Presentation
1900 - 2130	Musical Entertainment by <i>Soley</i>
1900	Fleet Open House - invitation only. Invitations will be issued to yacht owners to allocate to their crews and guests. Participating yachts moored stern to at the quay are encouraged to share their favorite libation and fare with fellow yacht owners, crews and local dignitaries.

SATURDAY, 24 March

0800 - 1800	RACE OFFICE OPEN (BMQ) Race Committee Desk / Media Registration / Log and Kattack GPS Dropoff
0830 - 0900	CAPTAIN/TACTICIAN BRIEFING (BMQ - Stage) Pre-Race Briefing Mandatory for Captain and Safety Officer
1100	FIRST GUN - RACE 2 Scheduled Start for the First Yacht in Fleet
1900 - whenever. . .	BUCKET BASH (BMQ)
1830	Bucket Bar Open
1900 - 1910	Daily Awards Presentation
1900 - 2100	Cocktails and Buffet Dinner
1930 - 2330	Musical Entertainment by <i>Christine Gordon and Youthwaves</i>

SUNDAY, 25 March

0800 - 1800	RACE OFFICE OPEN (BMQ) Race Committee Desk / Media Registration / Log and Kattack GPS Dropoff
0830 - 0900	CAPTAIN/TACTICIAN BRIEFING (BMQ - Stage) Pre-Race Briefing Mandatory for Captain and Safety Officer
1100	FIRST GUN - RACE 3 Scheduled Start for the First Yacht in Fleet
1830 - 2100	FINAL AWARDS CEREMONY & COCKTAIL PARTY (BMQ)
1800	Bucket Bar Open
1830 - 1915	Final Awards Presentation
1915 - 2100	Cocktails / Hors d'Oeuvres / Music



2012 ST BARTHS BUCKET SAILING INSTRUCTIONS – PART 2

22 - 25 March, 2012

Due to the size, lack of manoeuvrability 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. Due to the dynamics of yachts under sail, a precise measurement of 40 meters can be difficult. If questions arise, they should be resolved via VHF bridge to bridge communication. The event organizer expects best efforts with compliance and good sportsmanship in maintaining minimum separation.

1 THE RULES

1.1 The regatta will be governed by:

- a) the *rules* as defined in *The Racing Rules of Sailing (RRS)*
- b) the Bucket Rating Rule
- c) the prescriptions of the French Federation of Sailing (FFV)
- d) these Sailing Instructions

1.2 In accordance with RRS 86.2, ISAF has approved changes to the RRS definitions *Keep Clear*, *Mark-Room*, *Room*, and *Zone*, and RRS 17 as follows:

(a) The definition *Keep Clear* is deleted and replaced with: “One yacht *keeps clear* of another if the other can sail her course with no need to take avoiding action and with no less than forty (40) meters between the yachts.”

(b) The definition *Mark-Room* is deleted and replaced with: “*Room* for a yacht to sail to the *mark*, and then *room* to sail her *proper course* while at the *mark*, with no less than forty (40) meters between the yachts.”

(c) The definition *Room* is deleted and replaced with: “The space a yacht needs in the existing conditions while manoeuvring promptly in a seamanlike way, with no less than forty (40) meters between the yachts.”

(d) The definition *Zone* is deleted and replaced with: “The area around a *mark* within a distance of three hundred (300) metres to it. A yacht is in the *zone* when any part of her hull is in the *zone*.”

(e) RRS 17, On the Same Tack; Proper Course, is deleted and replaced with: “17 On same tack; proper course when being overtaken 17.1 A yacht being overtaken shall sail her *proper course* from the time the overtaking yacht is within eighty (80) meters of her until the overtaking yacht is *clear ahead* or more than eighty (80) meters from her. This rule does not apply if the yacht being overtaken is required by rule 13 to *keep clear* or if rules 10, 18, 19 or 20 apply. 17.2 An overtaking yacht shall not sail within forty (40) meters of the other yacht.”

2 EVENT CLASSIFICATION AND ADVERTISING

2.1 Yachts may be required to display advertising chosen and supplied by the Organizing Authority. A yacht and her crew shall comply with ISAF Regulation 20, Advertising Code in accordance with RRS 80.

2.2 Yachts are responsible to inform advertisers that no activities advertising any brand will be permitted ashore at the St Barths dock without the consent in writing of the Organizing Authority obtained before the start of the regatta.

3 AMENDMENTS AND NOTICES TO COMPETITORS

3.1 Any amendments to the Sailing Instructions will be posted on the official notice board no later than 0900 on the day it comes into effect except that changes to the program shall be posted by 2000 on the day before the change takes effect.

3.2 Notices to competitors will be posted on the official notice board, located under the Marquee at the Quay.

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 72. The race committee will display flag LIMA with one sound before making the announcement.

4 SIGNALS MADE ASHORE

The race committee will broadcast its intent for the day's racing on the race committee VHF channel 72 at 1000 daily.

5 SCHEDULE OF RACES / PROGRAM

5.1 Three races are scheduled, one for each day from Friday, 23 March through Sunday, 25 March. One race must be completed to constitute a series.

5.2 The scheduled start time for the first yacht each day is 1100.

5.3 The event program can be found in Part 1 of these Sailing Instructions.

6 CLASSES AND CLASS FLAGS

6.1 Yachts will be separated into three classes, Les Gazelles des Mers, Les Grandes Dames des Mers and Les Elegantes des Mers. A list of yachts by class will be posted on the event web site and on the official notice board. At the race committee's discretion, the classes may sail different courses on any given day. The start times will be adjusted accordingly to compensate for any course differential, therefore the order of finish will dictate the fleet 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.

CLASS	FLAG
Les Gazelles des Mers	Numeral pennant # 1
Les Grandes Dames des Mers	Numeral pennant # 2
Les Elegantes des Mers	Numeral pennant # 3

7 SAFETY OFFICER

7.1 Each yacht shall designate a Safety Officer and submit a Safety Officer Information Form in advance (Exhibit 7, posted on the event web site and distributed to all Captains via email). His or her 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 sole responsibility will be the safe manoeuvring of the yacht, communicating on the dedicated VHF safety channel 17 while racing, and collision avoidance. The Safety Officer shall have no other responsibility above and beyond these safety related matters.

7.3 The Safety Officer will be responsible for communications on the dedicated VHF safety channel (refer to SI 22.2) and any other communication which enhances the safety of the yacht. The Safety Officer must have a handheld VHF radio with them from the time the yacht approaches the starting area until departing the finishing area following the race.

7.4 The Safety Officer shall attend all pre race briefings and will be responsible for ensuring the Course Log, Safe Racing and Penalty Declaration Form and Kattack portable GPS unit are returned to the Race Office as soon as practicable following racing each day.

8 BRIEFINGS

8.1 The pre-regatta Captains Briefing will be held at 1700, Thursday, 22 March at the Dock Marquee. Attendance is mandatory for the Captain, designated Safety Officer and Racing Tactician (if applicable).

8.2 There will also be mandatory daily, pre-race briefings each morning at 0900 at the Dock Marquee. The racecourse, weather and any safety issues will be addressed. Starting sequence options, Course Log, Safe Racing & Penalty Declaration Forms and Kattack portable GPS units will be distributed.

8.3 There may be the need for a post-race safety meeting depending on safety incidents on the racecourse on any given day. Yachts will be notified via VHF and mobile telephones.

8.4 Attendance at the pre-regatta Captain's Briefing, the morning pre-race briefings and any post-race safety meetings is mandatory for Captains, Safety Officers and Racing Tacticians. The Captain is excused from the morning pre-race briefing if his yacht is scheduled to depart the dock prior to 0930.

9 COURSE LOG, SAFE RACING & PENALTY DECLARATION FORM AND KATTACK GPS

9.1 The Course Log, Safe Racing & Penalty Declaration Forms and portable Kattack GPS units will be distributed to Safety Officers at the daily pre-race briefings. The form will call for information including recorded wind speed and direction, any anomalies encountered in navigating the course. The document must specify all safety related incidents involved in on the racecourse. Completed forms are to be submitted to the Race Office as soon as practicable after racing, but no later than 2 hours after each yacht finishes racing.

9.2 The Kattack portable GPS unit is to be attached to each yacht prior to arriving in the starting area (separate instructions in SI Exhibit 5). The Kattack GPS unit is to be submitted to the Race Office as soon as practicable after racing, but no later than 2 hours after each yacht finishes racing.

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 thus, have a comprehensive record of every crossing, rounding or passing situation and be able to monitor the 40 meter minimum separation. Any yacht not abiding by the instructions for Kattack portable GPS units will be subject to protest.

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 such action as will best aid 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 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 gain.

10.3 The race committee will review all declarations on engine and thruster use to determine whether use was appropriate and if there was competitive gain. The use of engine or thruster at any time shall not be ground for protest by another yacht. This changes RRS 60.1.

11 RACING AREA / START LOCATION

Racing will take place in the vicinity of St Barthelemy 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 yacht will be located SSW of Les Saintes.

12 TURNING MARKS, BUOYS AND COURSES

12.1 A list of the marks of the course, which includes islands, rocks, yellow flashing light buoys (marking nature reserves) and inflatable marks, and their approximate location can be found in Exhibit 1.

12.2 Inflatable buoys 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 2. 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 shall, 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/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 (start & finish line) will be the Feadship 112 *Krisujen* on Friday and the Burger 150 *Ingot* on Saturday and Sunday.

13.2 Race committee mark boats will be identified by blue race committee flags.

14 THE START

14.1 The St Barths Bucket features a Pursuit Start with the slowest rated yacht starting first. The starting time for each yacht is determined using the Bucket Rule, projected wind conditions and the course configuration. This changes RRS 26.

14.2 The course for the day and starting sequence options will be discussed and distributed at the pre-race briefings. After the committee yacht is on station and the race committee has observed the prevailing conditions, the course and starting sequence option for the day will be broadcast on the race committee channel between 1015–1045 (unless postponed). Best efforts will be made to post the starting sequence on the event website www.bucketregattas.com and email it to all Captains. Note that 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 (refer SI Exhibit 8 for Bucket Rule 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 should stay clear of yachts racing on the course side of the starting line.

14.4 The starting line will be between a large orange flag on the race committee signal yacht (on the island side of the starting line) and a large orange inflatable tetrahedron.

14.5 A yellow inflatable tetrahedron 'keep off buoy' may be anchored adjacent to, or tethered to the stern of, the race committee boat. This buoy is considered to be part of the committee boat and boat shall not pass between the keep off buoy and the committee boat.

14.6 The start time for the first yacht in fleet is scheduled for 1100 each day. 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 countdowns for each start. The absence of visual signals shall be disregarded. This changes RRS 26 and Race Signals.

14.7 Rule 26 is changed to:

Races shall be started by using the following signals. The flag utilized as the class flag will be a large black flag with a lime (the Bucket Regattas flag).

Signal	Flag	Sound	1 st Starting Signal
Warning 1 st yacht	Bucket Regattas Flag	1 sound	5 (1055)
Preparatory 1 st yacht	Numeral Pennant 1	1 sound	4 (1056)
Starting 1 st yacht	NP1 removed	1 sound	0 (1100)
Starting 2 nd yacht	1 sound	1 sound	To be Determined
Etc.			
Starting last yacht	Bucket Flag removed	1 sound	To be Determined

A yacht's preparatory signal is 4 minutes prior to her individual scheduled start. Apart from the first starter, there will be no visual or sound signals for the individual preparatory signals. Apart from the first starter, there will be no visual signal for individual starts. 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 starting time (each yacht's starting time will be moved back exactly an 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 5 minute penalty. A yacht that crosses the starting line more than 3 minutes early will not be scored. This changes RRS 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 signalled by a race committee yacht in the vicinity of the last rounding mark. It will display flag C. The change will be signalled before the leading yacht in class 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 a large orange flag on the race committee signal boat (in the same approximate location as the start) and a large orange inflatable tetrahedron located approximately 0.8nm from the signal boat.

17.2 A yellow inflatable tetrahedron 'keep off buoy' may be anchored adjacent to, or tethered to the race committee boat. It is considered to be part of the committee boat and yachts shall not pass between the keep off buoy and the committee boat.

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

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 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 at all Bucket events. It is incumbent upon all competitors to abide by the rules and play a role in rule enforcement by using the penalty system and protest procedures outlined here in SI sections 18 and 19.

18.2 The One-Turn Penalty and the Two-Turn Penalty will not apply. The Scoring Penalty, rule 44.3, will apply. RRS 44.3(c) is deleted and replaced with: "44.3 (c). The elapsed time for a yacht that takes a Scoring Penalty shall be the elapsed time she would have been allocated without that penalty increased by 3%. If she takes more than one Scoring Penalty in a race, her elapsed time will be increased by 3% for each Scoring Penalty taken."

18.3 The protest committee may impose a penalty less than disqualification (including no penalty) in the event of a breach of a rule other than a rule of Part 2. This changes Rule 64.1.

18.4 A yacht shall declare any penalties she has taken on the Course Log, Safe Racing and Penalty Declaration Form.

18.5 If the Event Organizer receives corroborative or substantiated reports of a yacht being handled in any unsafe or unsportsmanlike manner, they may excuse the yacht from that race, the regatta or future Bucket Regattas. Alternatively, the Safety Officer and/or Racing Tactician may also be excused from the regatta or 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 Protests shall be made in accordance with RRS 60 and 61.

19.3 Protest forms are available at the Race Office and the completed Protest Form shall be lodged there within 90 minutes after the last yacht has finished. This time limit may be extended by the Protest Committee if there is a delay in yachts docking after racing.

19.4 Schedule of hearings will be posted on the official notice board as soon as possible. Protests shall be heard as soon as possible in approximately the order received. All persons involved in the hearings shall remain in the vicinity of the Protest Committee Room.

19.5 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.

19.6 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.

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

20 SCORING

20.1 Yachts will be scored based on the order of 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 and direction used for scoring are the responsibility of the race committee and are not grounds for request for redress. This changes RRS 62.

21 SAFETY REQUIREMENTS

21.1 All yachts must comply with all safety requirements and carry all safety equipment obligated by their Flag State or Classification Category.

21.2 The yacht's man-overboard procedure shall be practiced aboard each yacht at least once by the crew racing in the regatta prior to the first race of the series. If a yacht tender or race committee yacht is in the immediate vicinity, that vessel should recover the man overboard. Whether the man overboard is transferred back to the racing yacht will be at the discretion of the yacht captain.

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

22 COMMUNICATION (VHF RADIO / MOBILE PHONES / AIS)

22.1 The race committee will use VHF Channel 72 for communication. All yachts must monitor this channel from the time they approach the starting area until departing the finishing area following the race. The official time for the St Barths Bucket will be Atlantic Standard Time (AST).

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 must respond. This channel should be used in close quarters to determine other yacht's intentions, resolve confusion and assist with collision avoidance. If VHF 17 is congested, yachts are encouraged to use race committee VHF channel 72 for collision avoidance.

22.3 Back up to the VHF Channels will be mobile phone communications. All yachts will be provided with a list of mobile phone numbers for each yacht's Yacht 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 can assist in maintaining safe separation between yachts and collision avoidance.

23 AWARDS

- 23.1 Daily awards for first place in each class will be presented following racing that day (at the Dock Marquee).
- 23.2 Series awards for first, second and third place in the Les Gazelles des Mers, Les Grandes Dames des Mers, and Les Elegantes des Mers classes, and overall for the fleet will be presented on Sunday, 25 March following the racing that day at the Dock Marquee.
- 23.3 The Alloy Cup, the All Star Crew Award presented by Holland Jachtbouw, the Wolter Huisman Memorial Spirit of the Bucket Trophy, the Perini Navi Cup, and the Vitters Seamanship Trophy will also be awarded on Sunday, 25 March.
- 23.4 There will be special trophies awarded, for meritorious acts, yacht handling and other notable behaviour.

24 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. 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 here 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*)

Exhibit 1 • Marks of the Course

Exhibit 2 • Courses

Exhibit 3 • On-Water Emergency Procedures

Exhibit 4 • Disclaimer of Liability & Crew List

Exhibit 5 • Course Log, Safe Racing & Penalty Declaration Form

Exhibit 6 • Kattack GPS Instructions

Exhibit 7 • Safety Officer Information

Exhibit 8 • Bucket Rule Description